PERFORMANCE WORK STATEMENT

FOR

AIRCRAFT WASH, CORROSION CONTROL AND MISCELLANEOUS MAINTENANCE SERVICES

DOVER AIR FORCE BASE DELAWARE

May 14, 2026

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NOTE:

Mobilization of New Service Provider

In the event the incumbent is not the awardee of the contract there will be a two-week service mobilization. During this time, the awardee will begin moving new equipment to Dover AFB and will be completely in place by the end of the mobilization period. All incumbents' equipment should be completely removed by the end of mobilization period.

Transition of Work

Future Service Providers. In the event a follow-on contract is awarded to other than the incumbent, the incumbent Service Provider shall provide all reasonable support to the Government and the successful offer to ensure an orderly transition and minimize any impact on the entire operation. At no time shall aircraft wash, cleaning, wheel cleaning, or any other service mentioned in this PWS be compromised during the mobilization of the new service provider/transition out period of the incumbent.

SECTION 1

1. Description of Services

The contractor shall perform Aircraft Wash, Corrosion Control and Miscellaneous Services at Dover Air Force Base (AFB) as defined in all sections of this Performance Work Statement (PWS). The contractor shall provide all personnel, equipment, tools, materials, supervision, and other items necessary to perform contracted services, unless specified as provided by the government. Contractor tasks include:

- **Aircraft Wash Services Management Functions**
- **Aircraft Tow, Wash, De-paneling Lubrication and De-paneling Services**
- **Emergency Services**
- **Environmental Compliance**

1.1. Management:

The contractor should establish an Aircraft Services Management system to perform the following:

1.1.1. Ensure contractor notifies the Maintenance Operation Center (MOC) upon start and completion of requested services. Contractor will close out all associated jobs in the Air Force Core Automated Maintenance System for Mobility (G081) Maintenance Information System, within 1 hour of task completion.

1.1.2. Ensure contractor completes automated Air Force Technical Order (AFTO) Form 349, *Maintenance Data Collection Record* (G081 screen 8001), received for all performed services.

1.1.3. Ensure an effective tool and equipment control program is in place. All tools and equipment will be marked to readily identify them as the contractors' property, thus to preclude tools and equipment being left in or around aircraft, in accordance with (IAW) the applicable Dover AFB Instruction (DAFBI) which can be found through Air Force e-Publishing (http://www.e- publishing.af.mil/).

1.1.4. Ensure an effective foreign object damage (FOD) control and prevention program, to include performing FOD inspections on all aircraft wash facilities, aircraft parking, employee work areas, and contractor vehicles, is in place. The requirements of this program are outlined in DAFI 21-101_AMCSUP.

1.1.5. Ensure current technical data and publications are used while providing services. Will sign-out and possess approved digital technical orders from the Maintenance Group (MXG) Composite Tool Kits (CTKs), at any of 4 locations (Hangar 711, Hangar 714, Bldg 793 or Bldg 794). Laptop computers will be used in place of hardcopy government technical orders (T.O.). There must be a minimum of 3 laptop computers signed out per wash. If through the course of performance of this contract additional publications and forms are required, they will be located on the Local Area Network (LAN). Laptop computers must be signed back in to the MXG CTK location from which they were signed out. The government will provide computers and LAN access.

1.1.6. CONTRACTOR EMPLOYEES:

1.1.7. Site manager will have previous aircraft maintenance experience of greater than 10 years with a working knowledge of heavy aircraft ground handling and aircraft scheduled maintenance. The assigned Site Manager will submit a resume and any credentials they deem pertinent to perform the services listed in this PWS with the submitted proposal.

1.1.7.1. Before contracted work can commence, all employees requiring a Common Access Card (CAC) for LAN and G081 access will coordinate through the 436 MXG Information Assurance Officer and the 436 MXO Security Manager to complete Information Protection Awareness Training, be verified through the 436 Maintenance Group (MXG) LOGNET office and be National Agency Check verified through the base Automated Security Clearance Approval System (ASCAS). All employees requiring access to this system shall be United States citizens.

1.1.7.2. Employees' training records are to be kept updated with current qualification and certification information IAW paragraph 3.3 and 4.5 of this PWS. Employees' training records are to be made available for review by the Government COR 24 hours a day. Each employee must have an individual record of training.

1.1.7.3. Employees are too strictly comply with the contractor's quality control plan and all applicable Air Force safety Instructions (see Appendix 2 and Para 4.6).

1.1.7.4. Aircraft wash management personnel are required to be available twenty-four hours a day, seven days a week by phone or beeper for coordination with the Maintenance Operations Center (MOC), Maintenance Production Superintendent, Plans and Scheduling, or COR, to include performing aircraft wash services or cleaning services outlined in this PWS.

1.1.8. The contractor is responsible for ensuring the availability of all vehicles and equipment needed to accomplish the requirements of this PWS. Contractor vehicles will be uniform in color and equipped with pintle hooks capable of towing Aerospace Ground Equipment (AGE) weighing up to 9000 pounds. All contractor supplied vehicles shall be identified with the contractor's company name visible on both sides. Contractor should ensure vehicles are always operational. The contractor shall notify the 436 MXG Quality Assurance Office immediately of any damaged or malfunctioning equipment used to provide services if such equipment will cause a delay in completion of services. Repair or replacement, including rental vehicles/equipment must be made within 24 hours, to preclude a lapse in service.

1.1.9. The contractor shall ensure MOC, and the COR are notified immediately of any mishap that results in any damage to government assets or personnel or any mishap that results in injury to contractor personnel. Notify MOC/the COR immediately for coordination with other wing agencies.

1.1.9.1. Mishaps, customer, or contractor complaint written response must be provided to COR NLT 24 hours of incident.

1.2. Aircraft Tow, Wash, De-paneling, Lubrication & Cleaning Services for C-5:
The contractor shall perform the following aircraft wash and cleaning services inside the wash facilities or on the flight line. This section defines the types of services and specifications required and the maximum allowable elapsed time for each service. The contractor shall not exceed the maximum allowable elapsed time as indicated for a specific service in the service description header. On aircraft services where protective covers and masking band taping are required as described in the specifications and referenced technical orders, contractor installation and removal of protective covers and masking band taping will be accomplished, along with the required service, within the maximum allowable elapsed time. When two or more services are to be completed, the maximum time allowed for all combined services is the maximum allowable time for the single longest service, not the cumulative time of all services performed. All services will be accomplished in accordance with listed specifications and the procedures outlined in the following technical orders: 1-1-691, 1-1-8, 1C-5M-23-1, 1C-5M-6WC-7, and 1C-5M-6WC-13.

NOTE 1: For the purpose of this PWS, *Wash Services* are defined as all services required to be performed at a designated wash location utilizing water hoses, soap spraying equipment, etc. *Clear Water Rinses* are defined as all services required using clean water until all accumulated contaminants are removed. No scrubbing or brushing is required. Procedures will be at wash locations or completed on flightline in general aircraft parking areas. *Cleaning Services* are defined as all services not requiring water hoses and soap spraying equipment or a designated wash facility.

NOTE 2: All references to the condition of **clean** pertain to the following description, as outlined in AMCI 21-105 Fabrication Program.

NOTE 3: Definition of clean. Surfaces shall be deemed “clean” after satisfactory completion of the following method: Accomplish a close visual inspection to determine if all residue, oily film, and streaking have been removed. If cleanliness is questionable, a dry, lint free, white towel is wiped firmly across the various surfaces. If excessive soiling of the towel occurs, the surface is not clean. Wheel wells, flap wells, and exterior surfaces should be inspected using this method.

NOTE 4: Consecutive complete aircraft washes may be required. A minimum twenty-four-hour notice will be given by the government for aircraft wash services not including Component & Equipment washes.

NOTE 5: In case of any maintenance discrepancies preventing completion of wash services, Contractor will notify MOC and Production Superintendent immediately.

NOTE 6: After completion of Aircraft Wash Services in Hangar 706 the entire hangar floor will be cleaned to remove all dirt, grim and grease. Also, the floor will be clear of any free-standing water.

1.2.1. TOW OF C-5 AIRCRAFT (Maximum Allowable Time – 2 Hours) - Coordinate usage of tow vehicle with owning unit as required. Tow of aircraft to designated wash location and return to designated parking location after wash service. Parking location will be designated by Production Supervisor or MOC. Upon return to designated parking spot, government personnel will accomplish all tows into all Hangars with permanently installed stands. All aircraft tows will be accomplished IAW Applicable Aircraft technical data and Maintenance Operational Instruction for Aircraft Towing, Hangaring and Emergency Removal.

1.2.2. COMPLETE AIRCRAFT WASH: (Maximum Allowable Time – 24.0 Hours) - This service will include items 1.2.1., 1.2.3, 1.2.4, 1.2.5., 1.2.7., and 1.2.20.

1.2.3. PRE-WASH PREPARATION:
Prepare the aircraft for wash IAW Applicable Technical Order. In addition, the contractor will remove and/or open all required panels and access doors. Operate the aircraft hydraulic systems to kneel/unkneel the aircraft, and open/close the fwd and aft loading complexes as required. Remove waste containers to the component wash area. Remove and stow all debris and loose equipment on the flight station, relief crew, courier, and troop compartments (bunk mattresses and T.O.'s remain in their stowed position). Stow all loose cargo compartment equipment on catwalks (ensure the nose and main landing gear sequence control panels are clear of obstructions). Remove rollers from cargo floor and bundle in 6 stacks on the cargo floor. Remove stoppers from drain tubes located in chine covers on right side of fuselage at fuselage station 824 and station 1474 IAW 1C-5M-23-1 Table 7-1. Ensure all center logistic rails are open. Roll up and secure or remove and stow insulation on aft ramp longerons (approximately 2 feet above floor).

1.2.4. POST-WASH/LUBRICATION AND RESTORATION:
Contractor will prepare the aircraft for lube to include removal of all required panels and will perform lubrication of aircraft IAW applicable technical order. Lubrication will begin within 1 hour after wash completion. After three attempts, if a grease fitting will not accept grease or is broken off the contractor will remove and replace the grease fitting, annotate the AFTO 781 series forms/G081 for each instance (The AFTO 781 series forms are located onboard each aircraft. The location and use of the forms and G081 are part of the government furnished initial training IAW para 3.1.4 of this PWS). Lube points will be replaced and lubed before completion of lubrication services. Restore the aircraft from wash and lubrication IAW applicable technical data. In addition, the contractor will install and/or close all required panels and access doors. Operate the aircraft hydraulic systems (using external hydraulic test stand "mule") to unkneel the aircraft, cycle flight control surfaces as required to expose lubrication fittings and close the fwd and aft loading complexes. All removed equipment will be reinstalled on the aircraft, and all trapped water is drained from fuselage, cargo, and ramp areas prior to turning the aircraft over to maintenance.

1.2.5 COMPLETE EXTERIOR WASH: (Maximum Allowable Time- 12 hours)
This service applies to the entire exterior of the aircraft and includes thrust reversers, flap wells, spoilers, wheel wells, landing gear doors, main landing gear pods, T-tail, and service compartments accessible by quick-disconnect fasteners on the outside of the aircraft. This service also applies to all landing gear assemblies, wheels, tires, brakes, and any components within the specified work areas, not specifically identified herein.

NOTE: Wheels, brakes, axles, bogie beam assemblies, interior of engine cowl doors, and landing gear strut components will not be cleaned using high pressure cleaning equipment.

1.2.6 CLEAR WATER RINSE: (Maximum Allowable Time – 1.5 Hours)
This service will consist of complete and thorough flushing of the entire exterior of the aircraft with clean water at the wash rack facilities or general aircraft parking spots on the flightline until all accumulated contaminants are removed. The use of brushes and cleaning solutions is not required. It is solely a rinsing operation for the purpose of diluting and flushing away light accumulations of salt, dirt, and other water-soluble debris.

NOTE: Water directed at close range may remove lubricants from joints. Do not direct water at openings, which are normally masked during regular washes. Avoid direct spray into openings and surfaces immediately adjacent to openings. Keep water nozzle at least 10 feet away from the surface being rinsed.

Position the water stream at a direct contact angle of 45 degrees or less to minimize the impact pressure. If the above conditions are not met notify the COR for further guidance.

NOTE: Storm Drains. The use of storm drain blockers for clear water rinses on the flight line are required. Use Service Provider (SP) vacuum trucks to collect all water off the ground generated from aircraft washing or rinsing. All vacuumed nonhazardous wash/rinse water shall be discharged into floor drains in hangar 706 only. The SP shall identify storm drains inlets that may capture aircraft wash or rinse water and block those drains with SP drain blocks of an appropriate design prior to the beginning of the wash. When dumping water from the vacuum truck into the floor drain in 706 the SP shall dump the water at the easternmost point furthest from the oil water separator (OWS) in order to slow and disperse the flow with the floor drain channel before it reaches the OWS.

1.2.7 COMPLETE INTERIOR CLEANING: (Maximum Allowable Time – 8.0 Hours)
Interior compartments shall include, but are not limited to, the flight station, relief crew, and courier compartments to include bunkrooms and avionics compartments, latrines, closets, galley, and boiler room. Cargo compartment to include the crew entrance door, ladders, floor, tie down pans, rails, rollers, winch wells, side doors, center door, chine coves, catwalks, ducts, and forward and aft ramps. Troop compartment includes latrines, closets, and galley. Remove trash from all floors, racks, shelves, seats, and seat pockets. Wash and return all waste containers. Vacuum and/or clean walls, windows, windshields, ladders, doors, floors, panels, consoles, curtains, seats, seat pockets, and all other areas where dust, dirt, and other particles collect. Remove stains from carpets, seats, mattresses, and all other fabric surfaces. Wash, polish, and disinfect galley latrine basins, toilets, and mirrors. Scrub and mop all floors that do not have carpet installed. Wash cargo compartment floor and chine coves. Pay special attention to hydraulic service center areas. Care must be taken to prevent moving or damaging aircraft controls, switches, instruments, and other installed equipment. Do not permit cleaning solution to drip below the intended cleaning surfaces. Do not use high-pressure water for rinsing interior surfaces. An interior cleaning will consist of items 1.2.8, 1.2.9., 1.2.10.

1.2.8 COMPLETE INTERIOR CLEANING OF FLIGHT STATION, RELIEF CREW & CREW COURIER COMPARTMENTS: (Maximum Allowable Time – 2.0 Hours)
Interior compartments shall include, but are not limited to, the flight station, relief crew, and courier compartments to include bunkrooms, latrines, closets, and galley. Remove trash from all floors, seats, seat pockets, shelves, and waste containers. Vacuum and/or clean: walls, windows, windshield, floors, panels, consoles, bulkheads, and seats. Remove stains from carpets, seats, mattresses, and all other fabric surfaces. Wash, polish, and disinfect galley, latrine basins, toilets, and mirrors. Scrub and mop floors that do not have carpet installed. Care must be taken to prevent moving or damaging aircraft controls, switches, instruments, and other installed equipment. Do not permit cleaning solution to drip below the intended cleaning surfaces.

NOTE: This service may be accomplished at a location other than hangar 706 or the outside wash- rack.

1.2.9 COMPLETE INTERIOR CLEANING OF TROOP COMPARTMENT: (Maximum Allowable Time – 1.5 Hours)
The troop compartment shall include latrines, closets, and galley. Remove trash from all floors, seats, seat pockets, shelves, and waste containers. Vacuum and clean all floors, bulkheads, seats, walls, and window surfaces. Remove stains from carpets, seats, and all other fabric surfaces.
Wash, polish, and disinfect galley, latrine basins, toilets, and mirrors. Scrub and mop floors that do not have carpet. Care must be taken to prevent moving or damaging aircraft controls, switches, instruments, and other installed equipment. Do not permit cleaning solution to drip below the intended cleaning surfaces.

NOTE: This service may be accomplished at a location other than hangar 706 or the outside wash rack.

1.2.10 COMPLETE INTERIOR CLEANING OF CARGO COMPARTMENT TO INCLUDE 1.2.3.: (Maximum Allowable Time – 3.0 Hours)
The cargo compartment shall include the floor, tie down pans, rails, chine coves, catwalks, ladders, walls, trim panels, ducts, forward and aft ramps. Wash and remove dirt, grease, scuffmarks, and stains from walls, and trim panels. Pay particular attention to hydraulic service center covers.
Vacuum/mop cargo floor, tie down pans, rails, and chine coves. Care must be taken to prevent moving or damaging aircraft controls, switches, instruments, and other installed equipment. Do not permit cleaning solution to drip below the intended cleaning surfaces.
NOTE: This service may be accomplished at a location other than hangar 706 or the outside wash- rack

1.2.11. COMPLETE UNDERFLOOR CLEANING TO INCLUDE 1.2.12. & 1.2.13.: (Maximum Allowable Time – 4.0 Hours)
The underfloor area consists of the entire interior of the forward and aft underfloor areas. Access is gained to these areas by removing the access doors at the forward and aft ends of the left main landing gear wheel wells. Cleaning will be accomplished as follows: Pick up trash and vacuum loose soils. Clean the surface with a 9 to 1 solution of water and cleaning compound MIL-PRF- 87937 Type IV or approved substitute and agitate with a nonmetallic brush. Repeat as required to obtain a clean, oil-free surface. Ensure all drain holes are open by gently pushing a blunt nonmetallic instrument into the drain hole from the outside of the aircraft. Thoroughly rinse the entire area with clean tap water using only low-pressure fine mist spray. Ensure all cleaning compound, residue, and water are removed by using sponges, rags, or vacuuming.

1.2.12. FORWARD UNDERFLOOR CLEANING: (Maximum Allowable Time – 2.5 Hours)
The forward underfloor consists of the entire interior of the forward underfloor area. Access is gained by removing the access door in the forward left main landing gear wheel well. Cleaning will be accomplished as follows: Pick up trash and vacuum loose soils. Clean the surface with a 9 to 1 solution of water and cleaning compound MIL- PRF-87937 Type IV or approved substitute and agitate with a nonmetallic brush. Repeat as required to obtain a clean, oil-free surface. Ensure all drain holes are open by gently pushing a blunt nonmetallic instrument into the drain hole from the outside of the aircraft. Thoroughly rinse the entire area with clean tap water using only low- pressure fine mist spray. Ensure all cleaning compound, residue, and water are removed by using sponges, rags, or vacuuming.

1.2.13. AFT UNDERFLOOR CLEANING: (Maximum Allowable Time – 1.5 Hours)
The aft underfloor consists of the entire interior of the aft underfloor area. Access is gained by removing the access door in the aft left main landing gear wheel well. Cleaning will be accomplished as follows: Pick up trash and vacuum loose soils. Clean the surface with a 9 to 1 solution of water and cleaning compound MIL-PRF-87937 Type IV or approved substitute and agitate with a nonmetallic brush. Repeat as required to obtain a clean, oil-free surface. Ensure all drain holes are open by gently pushing a blunt nonmetallic instrument into the drain hole from the outside of the aircraft. Thoroughly rinse the entire area with clean tap water using only low- pressure fine mist spray. Ensure all cleaning compound, residue, and water are removed by using sponges, rags, or vacuuming.

1.2.14. AFTERBODY STATION KEEPING AREA CLEANING: (Maximum Allowable Time-5.0 hrs) The Afterbody station keeping area shall include all areas aft of anti-hijack screens. Wash and remove dirt, grease, from all panels. Care must be taken to prevent damaging screens and all panels aft of the anti-hijack screens.

Clean the surface with a 9 to 1 solution of water and cleaning compound MIL- PRF-87937 Type IV or approved substitute and agitate with a nonmetallic brush. Repeat as required to obtain a clean, oil-free surface. Thoroughly rinse the entire area with clean tap water using only low-pressure fine mist spray. Ensure all cleaning compound, residue, and water are removed by using sponges, rags, or vacuuming. Do not permit cleaning solution to drip below the intended cleaning surfaces!

1.2.15. LANDING GEAR WASH & LUBE: (Maximum Allowable Time – 8.0 Hours)
This service consists of cleaning the nose and main landing gear assemblies, to include the wheels, brakes, bogies, struts, interior of inboard and outboard doors, and wheel well area. All gear assemblies will be lubed after wash in accordance with T.O. 1C-5M-6WC-13.

1.2.16. LUBRICATION OF FLIGHT CONTROL SURFACES: (Maximum Allowable Time – 4.0 Hours)
This service applies to lubrication of flight control surfaces as defined by T.O. 1C-5M-6WC-13. Plans and Scheduling will notify Contractor when this service is separate from a complete wash.

1.2.17. LARGE AREA CLEANING: (Maximum Allowable Time – 4.0 Hours)
This service consists of cleaning of an area or combination of areas, in excess of 200 square feet (example: T-tail wash, center cargo door, etc.). It may be used to clean an area for inspection and/or repair.

1.2.18. SPECIAL AREA WASH: (Maximum Allowable Time – 5.0 Hours)
This service consists of cleaning the upper half of the fuselage including both sides of the vertical stabilizer. Upper and lower wing surfaces are excluded. This service may be used when in-flight refueling has been accomplished and fuel spillage residue has contaminated the upper fuselage and vertical stabilizer surfaces. The entire fuselage must be rinsed thoroughly to prevent streaking of lower surfaces.

1.2.19. ISOCHRONAL INSPECTION WASH AND DEPANEL (see Appendix 4): (Maximum Allowable Time-96.0 hrs cumulative not consecutive) this service will include items 1.2.1., 1.2.3, 1.2.4, 1.2.5., 1.2.7., 1.2.14., and 1.2.21. Additionally, panels identified as areas of possible corrosion will be removed and placed in storage racks/designated areas/aircraft cargo bay, interior cargo panels will be rolled up and zip tied out of the way for inspection and re-installation by government personnel upon completion of inspection and repair. All panels will be documented in the aircraft forms and G081 when removed and will be identified by AFTO Forms 350 with attending hardware secured to the individual panel it was removed from with parts bags. Aircraft will be lubed IAW 1C-5M-6WC-7 (Except MLG/NLG Gearboxes/ ATM Oil Servicing and accumulator servicing).
Panels identified for inspection will be loaded into the standard aircraft wash package by the government.
NOTE: All Apexes will be supplied by Government for this service. Anti-skid removal and replacement will be accomplished tentatively on the weekends.
NOTE: Contractor will provide qualified personnel to remove stuck screws.

1.2.20. ENGINE AND COWL DOOR (INTERNAL) WASH (Maximum Allowable Time – 4.0 hrs**)** This service pertains to four wing mounted engines and their respective cowl doors and shall be accomplished with cowl doors open. Service consists of pre-soaking engines and cowl doors (internal) with water, applying cleaning solution (allowing them to soak on each surface area for minimum of one-half hour), then rinsing with water. Engine inlets and internal exhaust sections are not included in this service. No scrub brushes required for this service.

1.2.21. ANTI-SKID REMOVAL AND REPLACEMENT: (Maximum Allowable Time – 8.0 Hours)
This service consists of removing and replacing damaged anti-skid throughout the aircraft. Areas of concern will be Crew Entry ladder, flight station ladder, catwalks, and cargo floor. All anti-skid will be removed and replaced after wash. Special attention will be given to prevent damage to floor and/or structure underneath anti-skid. Anti-skid will be replaced and re-installed in accordance with applicable technical order.

1.2.22. COMPONENT & EQUIPMENT WASH: (Maximum Allowable Time – 1.0 Hour per piece)
This service consists of localized cleaning of an area, aircraft components, or aircraft support equipment not to exceed 200 square feet or one unit. For this PWS, these areas or fractions thereof are identified as one unit. Examples of areas to be spot washed are exhaust deposits, beverage spills, lavatory drainage stains, residue from discharge of fire extinguisher chemicals, or hydraulic leaks. Examples of types of aircraft components would include aircraft wheels, engine cowl doors, and engine aprons. Examples of aircraft support equipment would include generators, heaters, hydraulic test stands, maintenance stands, and panels or components for Non-Destructive Inspection (NDI) purposes.

1.2.23. TEAR DOWN & INSTALL EQUIPMENT IN WASH HANGAR (Bldg. 706):
(Maximum Allowable Time – 8.0 Hours)
This service consists of burying the wash hoses in the hangar drains and removing equipment to prepare hangar for other functions or moving to the outside wash rack to perform aircraft washes.

1.3. Aircraft Tow, Wash, Lubrication & Cleaning Services for C-17:

The contractor shall perform the following aircraft wash and cleaning services inside the wash facilities or on the flight line. This section defines the types of services and specifications required and the maximum allowable elapsed time for each service. The contractor shall not exceed the maximum allowable elapsed time indicated for a specific service. On aircraft services where protective covers and masking band taping are required as described in the specifications and referenced technical orders, contractor installation and removal of protective covers and masking band taping will be accomplished, along with the required service, within the maximum allowable elapsed time. When two or more services are to be completed, the maximum time allowed for all combined services is the maximum allowable time for the single longest service, not the cumulative time of all services performed. All services will be accomplished in accordance with listed specifications and the procedures outlined in the following technical orders: 1-1-691, 1-1-8, 1C-17A-23, 1C-17A-6WC-3 and 1C-17A-2-12JG-10-1.

NOTE 1: For the purpose of this PWS, *Wash Services* are defined as all services required to be performed at a designated wash location utilizing water hoses, soap spraying equipment, etc. *Clear Water Rinses* are defined as all services required using clean water until all accumulated contaminants are removed. No scrubbing or brushing is required. Procedures will be at wash locations or completed on flightline in general aircraft parking areas. *Cleaning services* are defined as all services not requiring water hoses and soap spraying equipment or a designated wash facility.

NOTE 2: All references to the condition of **clean** pertain to the following description, as outlined in AMCI 21-105, Fabrication Program: *To determine if surfaces are clean, a close visual inspection shall be made to determine that all residue, oily film and streaking have been removed. In the event of a disagreement between the contractor and the COR, the final method of determination is to wipe a dry, lint free, white towel, wiped firmly across the surface. If soiling of the towel occurs the surface is not clean. This method may pick up oil film or streaks. The above-described condition of* ***cleaning*** *shall be reached on all washing and cleaning services.*

NOTE 3: Consecutive complete aircraft washes may be required. A minimum twenty-four-hour notice will be given by the government for aircraft wash services.

NOTE 4: In case of any maintenance discrepancies preventing completion of wash services, Contractor will notify MOC and Production Superintendent.

1.3.1. TOW OF C-17 AIRCRAFT: (Maximum Allowable Time – 2 Hours) - Coordinate usage of tow vehicle with owning unit as required. The owning unit will perform tire pressure check, servicing requirements, flare removal, check hydraulic systems, landing gear struts for proper servicing and document completion of above items in the aircraft forms prior to contractor tow. Tow of aircraft to designated wash location and return to designated parking location after wash service. Parking location will be designated by Production Supervisor, Home Station Check (HSC) Supervision or MOC. All aircraft tows of C-17 aircraft will be IAW 1C-17A- 2 09JG-10-1, task 09-11-02 (02-1 Prep, 02-2 Nose landing gear towing without power, 02-3 Follow-on Maintenance). The contractor shall notify the Maintenance Operations Control Center (MOCC), the Pro Super, and/or HSC Dock Chief, prior to towing the aircraft to and from each location. The contractor shall comply with and complete the applicable Hangar checklists. The contractor shall be trained/qualified on closing applicable hangar doors, to include mating the Mobile Tail Closure before task completion.

1.3.2. COMPLETE AIRCRAFT WASH: (Maximum Allowable Time – 24.0 Hours) This service will include items 1.3.1., 1.3.3, 1.3.4, 1.3.5., 1.3.7., 1.3.10 and 1.3.11.

NOTE: In the event of adverse weather conditions resulting in a delay of the wash process, the maximum allowable time will be extended to cover the delay.

1.3.3. PRE-WASH PREPARATION:
Prepare the aircraft for wash IAW T.O. 1C-17A-2-12JG-10-1. In addition, the contractor will remove and/or open all required panels and access doors. Operate the aircraft hydraulic systems to open/close the aft loading complex as required. Remove waste containers to the component wash area. Remove and stow all debris and loose equipment on the flight station, relief crew (bunk mattresses and T.O.'s remain in their stowed position). Stow all loose cargo compartment equipment on catwalks (ensure the nose and main landing gear sequence control panels are clear of obstructions). Remove rollers from cargo floor and bundle in 6 stacks on the cargo floor. Remove drain plugs from receptacles prior to wash aircraft. This shall be accomplished IAW 1C-17A-2-12JG-10-1. Contractors will remove all underfloor Insulation blankets (if free flowing water is used) and all required Air Delivery System (ADS) rails and logistic rails are open prior to washing aircraft.

1.3.3.1 ARMOR REMOVAL/BELLY INSULATION REMOVAL**:**
The contractor shall remove armor for REFURB washes only. The Government will supply the armor container. The contractor shall place the rail rollers in the Government furnished wash fixture for cleaning and replace covers onto aircraft cargo floor when wash is complete. The contractor shall remove the belly insulation in conjunction with refurb washes IAW 1C-17A-2-12JG-10-1 and 1C-17A-2-25GS-00-1.. The contractor will document any damaged or missing insulation blankets in the 781 A's. The contractor shall mark and store any removed serviceable insulation blankets in the Government-provisioned storage location. The contractor shall dispose of all unserviceable insulation NOT contaminated with hydraulic fluid or oil, in a Government furnished trash container. The contractor shall place all insulation contaminated with hydraulic fluid or oil in the hazardous waste collection point. For washes performed in conjunction with an HSC or REFURB the Government will: replace/reinstall any equipment, cargo compartment belly insulation, flight deck and load master station armor, and panels or doors.

1.3.4. POST-WASH/LUBRICATION AND RESTORATION:
Contractor will prepare the aircraft for lube to include removal of all required panels and will perform lubrication of aircraft IAW 1C-17A-6WC-4. Lubrication will begin within 1 hour after wash completion. After several attempts, if a grease fitting will not accept grease or is broken off the contractor will remove and replace the grease fitting, annotate the AFTO 781 series forms/G081 for each instance. Lube points will be replaced and lubed before completion of lubrication services. Restore the aircraft from wash and lubrication IAW prescribed technical data. In addition, the contractor will install and/or close all required panels and access doors; operate the aircraft hydraulic systems, cycle flight control surfaces as required to expose lubrication fittings and close the aft loading complexes. All removed equipment will be reinstalled on the aircraft, and all trapped water is drained/vacuumed from fuselage, cargo, and ramp areas prior to turning the aircraft over to maintenance.

1.3.5 COMPLETE EXTERIOR WASH: (Maximum Allowable Time- 12 hours)
This service applies to the entire exterior of the aircraft and includes but not limited to thrust reversers, flap wells, spoilers, wheel wells, landing gear doors, main landing gear pods,

T-tail and service compartments accessible by quick-disconnect fasteners on the outside of the aircraft. This service also applies to all landing gear assemblies, wheels, tires, brakes, and any components within the specified work areas, not specifically identified herein.

NOTE: Wheels, brakes, axles, and landing gear strut components will not be cleaned using high pressure cleaning equipment.

1.3.6 CLEAR WATER RINSE: (Maximum Allowable Time – 1.5 Hours)
This service will consist of complete and thorough flushing of the entire exterior of the aircraft with clean water at the wash rack facilities or general aircraft parking spots on the flightline until all accumulated contaminants are removed. The use of brushes and cleaning solutions is not required. It is solely a rinsing operation for the purpose of diluting and flushing away light accumulations of salt, dirt, and other water-soluble debris.

NOTE: Water directed at close range may remove lubricants from joints. Do not direct water at openings, which are normally masked during regular washes. Avoid direct spray into openings and surfaces immediately adjacent to openings. Keep water nozzle at least 10 feet away from the surface being rinsed. Position the water stream at a direct contact angle of 45 degrees or less to minimize the impact pressure. If the above conditions are not met, notify the COR for further guidance.

NOTE: Storm Drains. The use of storm drain blockers for clear water rinses on the flight line are required. Use Service Provider (SP) vacuum trucks to collect all water off the ground generated from aircraft washing or rinsing. All vacuumed nonhazardous wash/rinse water shall be discharged into floor drains in hangar 706 only. The SP shall identify storm drains inlets that may capture aircraft wash or rinse water and block those drains with SP drain blocks of an appropriate design prior to the beginning of the wash. When dumping wash water from the vacuum truck into the floor drain in 706 the SP shall dump the water at the easternmost point furthest from the Oil Water Separator (OWS) in order to slow and disperse the flow with the floor drain channel before it reaches the OWS.

1.3.7 COMPLETE INTERIOR CLEANING TO INCLUDE 1.3.3., 1.3.8., and 1.3.9.: (Maximum Allowable Time – 8.0 Hours)
Interior compartments shall include, but are not limited to, the flight station, crew rest area, avionics rack compartments, latrines, closets, and galley. Cargo compartment including, but not limited to, the crew entrance door, ladders, cargo floor, tie down pans, rails, rollers (removed and cleaned), winch wells, center door, ledge under seats, ducts, and aft ramps. Remove trash from all floors, racks, shelves, seats, and seat pockets. Wash and return all waste containers. Vacuum/wash to clean walls, windows, windshields, ladders, doors, floors, panels, consoles, curtains, seat pockets, and all other areas where dust, dirt, and other particles collect. Remove stains from seats, mattresses, and all other fabric surfaces. Wash, polish, and disinfect galley latrine basins, toilets, and mirrors. Scrub and wash all floors. Scrub and wash cargo compartment floor tie down pans. Pay special attention to hydraulic service center area. Care must be taken to prevent moving or damaging aircraft controls, switches, instruments, and other installed equipment. Do not permit cleaning solution to drip below the intended cleaning surfaces. Do not use high-pressure water for rinsing interior surfaces.

1.3.8 COMPLETE INTERIOR CLEANING OF FLIGHT STATION, RELIEF CREW COMPARTMENTS: (Maximum Allowable Time – 2.0 Hours)
Interior compartments shall include, but are not limited to, the flight station, crew rest area, and avionics rack compartments. Remove trash from all floors, seats, seat pockets, shelves, and waste containers. Vacuum/wash the walls, windows, windshield, floors, panels, consoles, bulkheads, and seats. Pay special attention to areas below seats and in seat tracks. Remove stains from carpets, seats, mattresses, and all other fabric surfaces. Scrub and mop floors that do not have carpet installed. Care must be taken to prevent moving or damaging aircraft controls, switches, instruments, and other installed equipment. Do not permit cleaning solution to drip below the intended cleaning surfaces.

NOTE: This service may be accomplished at a location other than hangar 706 or the outside wash- rack.

1.3.9 COMPLETE INTERIOR CLEANING OF CARGO COMPARTMENT TO INCLUDE 1.3.3. and 1.3.10.: (Maximum Allowable Time – 3.0 Hours)
The cargo compartment shall include but is not limited to, the cargo floor, D-ring cups, rails, catwalks, flight station stairs, walls, and trim panels, ducts, aft ramps, latrine, galley, fwd loadmaster station, avionics rack compartments, closets, and crew entry door. Wash and remove dirt, grease, scuffmarks, and stains from walls, and trim panels. Wash, polish, and disinfect galley, latrine basins, toilets, and mirrors. Vacuum/Wash to clean all walls, windows, panels, consoles, seats, and flat areas next to ramp areas. Remove stains from all seat fabric surfaces. Pay particular attention to hydraulic service center area. Vacuum/mop/scrub cargo floor, D-ring cups, rails. Care must be taken to prevent moving or damaging aircraft controls, switches, instruments, and other installed equipment. Do not permit cleaning solution to drip below the intended cleaning surfaces.

NOTE: If this service is to be accomplished at a location other than hangar 706 or the outside wash- rack, then the underfloor blankets will not be removed and there will be no spraying of water in cargo compartment.

1.3.10 COMPLETE UNDERFLOOR CLEANING INCLUDES 1.3.3 AND 1.3.11: (Maximum Allowable Time – 4.0 Hours) The underfloor area consists of the entire interior of the cargo compartment and aft ramp (exterior door) underfloor areas. Access is gained to these areas by removing the access doors at the forward part of the compartment aft of the latrine and hatch found underneath the rear part of aircraft. The contractor shall

clean the area under the cargo floor of the aircraft IAW T.O. 1C-17A-2-12JG-10-1, task 12-11-02, (02-3 Bilge Cleaning). The Government will disassemble the covers from the ADS rail system. The contractor shall remove under floor insulation from bilge area IAW TO 1C17A-2-25GS- 00-1, para 2-5. The contractor shall mark, and store removed insulation into Government provided trailers and shall document missing insulation within form 781A. Cleaning will be accomplished as follows: Pick up trash and vacuum loose soils. Repeat as required to obtain a clean, oil-free surface. Ensure all residues and liquids are removed by using sponges, rags, or vacuuming.

1.3.11. LANDING GEAR WASH & LUBE: (Maximum Allowable Time – 8.0 Hours)
This service consists of cleaning the nose and main landing gear assemblies, including the wheels, brakes, struts, interior of inboard and outboard doors, and wheel well area. All gear assemblies will be lubed after wash in accordance with T.O. 1C-17A-6WC-4.

1.3.12 LARGE AREA CLEANING: (Maximum Allowable Time – 4.0 Hours)
This service consists of cleaning an area or combination of areas, more than 200 square feet (example: T-tail wash, center cargo door, etc.). It may be used to clean an area for inspection and/or repair.

1.3.13 SPECIAL AREA WASH: (Maximum Allowable Time – 5.0 Hours)
This service consists of cleaning the upper half of the fuselage including both sides of the vertical stabilizer. Upper and lower wing surfaces are excluded. This service may be used when in-flight refueling has been accomplished and fuel spillage residue has contaminated the upper fuselage and vertical stabilizer surfaces. The entire fuselage must be rinsed thoroughly to prevent streaking of lower surfaces.

1.3.14. HSC INSPECTION WASHES AND DE-PANEL (see Appendix 5): (Maximum Allowable Time-36.0hrs)
This service will include items 1.3.1, 1.3.2, 1.3.3, 1.3.4, 1.3.5, and 1.3.7. All panels will be documented in the aircraft forms and G081when removed/lowered and will be identified by AFTO Forms 350. All serviceable hardware will be secured to the individual panel it was removed from and placed in parts bags. Parts bags will be marked identifying the panel and how many screws, washers, etc. are supposed to be with panel and how many are in parts bag (place only serviceable screws, washers, etc. in parts bags and discard all unserviceable hardware). Ex. Aft Ramp Hinge Panel - 35 of 40 washers and 37 of 40 screws. All removed panels will be placed in applicable storage racks. Additionally, all removed/lowered panels and associated hardware, i.e., nut plates/fasteners, will be inspected for any obvious damage/defects/serviceability. All panels or hardware, i.e., nut plates/fasteners that are damaged/defective/unserviceable will be identified applicably and discrepancies documented in aircraft forms and called into MOC for Job Control Number(s) as soon as possible. Immediately after obtaining Job Control Number(s), inform applicable section (Talon 2/ HSC Supervision) of discrepancies. Contractor will provide qualified personnel to remove stuck screws. If the contractor is unable to remove any stuck screws, document discrepancies in aircraft forms and call MOC for Job Control Number(s) as soon as possible. Immediately after obtaining Job Control Number(s), inform COBRA 2 (MXS Pro Super) of all discrepancies.

1.3.15. COMPONENT & EQUIPMENT WASH: (Maximum Allowable Time – 1.0 Hour per piece)
This service consists of localized cleaning of an area, aircraft components, or aircraft support equipment not to exceed 200 square feet or one unit. For this PWS, these areas or fractions thereof are identified as one unit. Examples of areas to be spot washed are exhaust deposits, beverage spills, lavatory drainage stains, residue from discharge of fire extinguisher chemicals, or hydraulic leaks. Examples of types of aircraft components would include aircraft wheels, engine cowl doors, and engine aprons. Examples of aircraft support

equipment would include generators, heaters, hydraulic test stands, maintenance stands, and panels or components for Non-Destructive Inspection (NDI) purposes.

1.3.16 TEAR DOWN & INSTALL EQUIPMENT IN WASH HANGAR (Bldg. 706): (Maximum Allowable Time – 8.0 Hours)
This service consists of burying the wash hoses in the hangar drains and removing equipment to prepare hangar for other functions or moving to the outside wash rack to perform aircraft washes.

1.3.17 NON-SKID REMOVAL AND REPLACEMENT: (Maximum Allowable Time - 8.0 Hours)
This service consists of removing and replacing damaged adhesive backed non-skid throughout the aircraft. Areas of concern will be worn non-skid on Crew Entry Doorsteps and Flight Station Stairs, and damaged non-skid on the cargo/ramp floor. All non-skid will be removed and replaced after wash. Special attention will be paid to prevent damage to floor and/or structure underneath non-skid. Non-skid will be replaced and re-installed in accordance TO 1C-17A-23.

1.4 Environmental Compliance:
The contractor shall comply with all Federal, State, and local Dover AFB environmental laws, regulations, and directives.

The contractor will designate a minimum of two employees to be trained by the 436th Civil Engineering Squadron (CES) as Hazardous Waste Managers.
Ensure all Hazardous Materials are tracked through the Air Force Standardized Hazardous Materials Tracking system.

Ensure all government and contractors provided hazardous materials are managed, stored, and labeled IAW applicable laws and regulations.

Generate, Dispose and Handle of all hazardous and nonhazardous waste generated by actions taken during the accomplishment of this PWS IAW your Hazardous Waste Accumulation Point binder and 436 AW O-Plan 32-3.

Remove all waste sludge material generated by aircraft wash at outside wash facility and building 706 interior drain systems. Sludge is considered a Non-Hazardous waste and will be containerized and turned into the 436 Civil Engineering Natural Resources Flight (436 CES/CEAN) for proper disposal.

Monitor and inspect all contractors and government provided equipment to ensure all equipment is serviceable and does not leak or release fluids into the environment. Ensure drip pans are fully utilized, if necessary. Clean drip pans, as necessary.

Clean up all hazardous fluid spills immediately. Notify appropriate agencies immediately, including Fire Department and COR, as spelled out in appropriate directives (436AW OPLAN 32-7).
Obtain and maintain on site a Material Safety Data Sheet (MSDS) for all chemicals used during the performance of this contract, unless specifically exempted in writing. MSDS's must be maintained consistently to existing OSHA, Air Force or Dover AFB instructions or policies.
Contractor is responsible for cleanup of spills that occur during performance. Contractor is responsible for any fines, penalty assessments and/or natural resources damage claims that may be brought against Dover AFB by any regulator due to contractor’s performance or failure to perform during the execution and performance of the contract.

Storm Drains. The use of storm drain blockers for clear water rinses on the flight line are required. Use SP vacuum trucks to collect all water off the ground generated from aircraft washing or rinsing. All vacuumed nonhazardous wash/rinse water shall be discharged into floor drains in hangar 706 only. The SP shall identify storm drains inlets that may capture aircraft wash or rinse water and block those drains with SP drain blocks of an appropriate design prior to the beginning of the wash. When dumping water from the vacuum truck into the floor drain in 706 the SP shall dump the water at the easternmost point furthest from the oil water separator (OWS) in order to slow and disperse the flow with the floor drain channel before it reaches the OWS.

Hangar Floor Drains: Twice a year the contractor shall clean the floor drains in 706 and Outdoor Wash Rack and shall place debris in Government furnished hazardous drums.

1.5 Environmental Specifications:

1.5.1 Hazardous Materials Usage by Contractors

1.5.1.1 Purpose. As required by 436 AW Hazardous Waste Management Plan 32-3, para 1.2, Dover AFB to account for all hazardous materials (HAZMATs) brought on the facility to include contractors as well as providing procedures for the reporting of those items.

1.5.1.2 This part outlines actions to be taken by the contractor in the request for approval of hazardous materials prior to initiating field activities associated with the subject project and the reporting of approved hazardous materials usage during contract performance.

1.5.1.3 Compliance with this part is mandatory and contactor failure to comply will result in the contractor. not being allowed to bring any hazardous materials on Dover AFB. Contractors must also comply with mandatory Federal, State, and local guidelines, regarding storage and management of hazardous materials, failure to comply can result in legal action by Federal, State, or local enforcement officers against the offender.

1.5.1.4 Policy: Dover AFB policy is to comply with Federal, State, Local and Air Force regulations pertaining to the purchase, storage, handling and reporting of HAZMAT.

1.5.2 Responsibilities for Contractor Reported Usage of HAZMAT.

1.5.2.1. Contractors must submit to the associated Contracting Office the information and supporting documentation (including Material Safety Data Sheets (MSDSs)) necessary to obtain HAZMAT usage authorization. Report data on the HAZMAT used during the performance of the contract at intervals and in the format specified by Dover AFB.

1.5.2.2 The contractor shall provide a completed Dover AFB HAZMAT Chemical Worksheet, (see Appendix 6) for each HAZMAT to be used during the duration of the contract to include MSDS. This list of all HAZMATs shall be provided at the beginning of the contract. Any additional HAZMATs required during the contract shall be requested for approval at that time. In addition, the quantity of chemicals expended will be reported to the Dover AFB Hazardous Materials Pharmacy (HAZMART) by filling out the Contractor's Monthly Report for HAZMATS, Appendix 7.

1.5.2.3 If non-compliance is identified, the COR/Government Inspector will notify the Contracting Officer of the specific issue. Contractor, upon notification from Contracting Officer, will take immediate corrective action to ensure compliance.

1.6 Facility Maintenance:

1.6.1 The contractor will*:* Be responsible for the overall cleanliness and orderly appearance of their immediate work area. All areas will remain free of foreign objects after completion of Wash Service hangar floor/ outside wash rack area will be cleaned and they will ensure no standing water is left on floor. They will also tear down and reinstall all contractor equipment and any government furnished equipment when requested by COR.

1.6.2 Hangar 706: On a quarterly basis the drain system will be flushed and cleaned. This will include, with exception of the drains at the main hangar doors, flushing the interior drains with fresh water and removing all foreign objects, including sludge. Cleaning the drain baskets will be performed as often as necessary to prevent overflow of the drain system and sludge back-up.

1.6.3 Outside Wash Rack: The drain system reclamation tank valves will be properly positioned prior to the start and after completion of any wastewater generating activity. This drain system will be flushed with fresh water for approximately 5 minutes after any wastewater generating activity. After every wash, the contractor will ensure all foreign objects are swept up to keep this material from entering the drain system.

1.7 Continuation of Mission Essential Services During Crisis:

1.7.1 IAW Defense Federal Acquisition Regulation Supplement (DFARS) clause 252.237.7023, the Government has identified all, or a portion of the contractor services performed under the Aircraft Corrosion Control Contract as essential contractor services in support of mission essential functions. The contractor shall develop a contingency plan to assure reasonable assurance of continuation of the services of this PWS during declared contingencies, emergencies, and periods of increased force protection.

1.7.2 During a crisis, all services covered in paragraphs 1.2.2, 1.2.7, 1.2.16, 1.2.19, 1.3.2, and 1.3.14 are to be considered Mission Essential Services. These services are required to ensure mission continuation.

1.8 Emergency Services

Emergency services are defined as unforeseen occurrences requiring immediate action and sound judgment (e.g., bird strikes, volcanic ash). Upon direction or notification of an emergency involving home station or transient C-5 or C-17 aircraft, the contractor shall promptly provide all services specified in this PWS to support aircraft recovery and maintenance requirements.

SECTION 2

2 Service Delivery Summary:

Performance Objective	Performance threshold	Reference
Management: Operate an effective Aircraft Services Management system to ensure all tasks and programs are successful and completed within the timeframe established for each contracted task.	The government will periodically sample management services. No more than **1** unacceptable service, including quality assurance evaluations and valid customer. complaints, within a 30-day period for unsuccessful tasks or programs.	*IAW PWS Par 1.1.*
Aircraft Wash & Flightline Cleaning Services: Perform aircraft wash and flightline cleaning services within cleanliness standards and time limits.	No more than **2** valid customer complaints within a 30-day period for pre and post wash preparation, lubrication. The government will periodically sample 2**0%** of all cleaning services. No more than **2** unacceptable services, to include quality assurance evaluations and valid customer complaints, within a 30-day period for flightline cleaning services. The government will periodically sample 2**0%** of all wash services. No more than **2** unacceptable services, to include quality assurance evaluations and valid customer complaints, within a 30-day period for all wash services.	*IAW PWS Par 1.2. and 1.3*
Emergency Services: Provide emergency services within standards and time limits.	The government will sample **100%** of all emergency services provided. **No** unacceptable services per month.	*IAW PWS Par 1.8.*
Environmental Compliance: Comply with all Federal, State, Local, and Dover AFB Environmental Laws, Regulations, Instructions and Publications.	**No** violation notices.	*IAW PWS Par 1.4 and 1.5.*

SECTION 3

3 Resources Available for Contractor Use:

3.1 The government will provide the following services to the contractor at no cost to the contractor.

3.1.1 Utilities*:* Electricity, water, sewage, air conditioning, and heating for office operations.

3.1.2 Telephone & Fax Service: 1 ea. "Class A" telephone and 1 ea. "Class A" Fax line.

3.1.3 Basic Services: Refuse collection, insect and rodent control, security police, fire protection, and emergency medical services transportation. The contractor is responsible for preparing all hazardous and non- hazardous waste generated from the services provided for turn-in and pickup.

3.1.4 Local Area Network (LAN): Provide LAN access to the contractor for performance of this PWS.

Note: Only authorized employees with a minimum National Agency Check verified through the base Automated Security Clearance Approval System (ASCAS) roster can use this system. All employees requiring access to this system shall be United States citizens.

3.2 Government-Furnished Property:

The government will provide the following property with the contractor at no cost to the contractor.

3.2.1 Make available aircraft tow equipment for use as required via 436 MXG CTKs and AGE ready lines: tow vehicle, tow bar, tow kit (lighted wands, radios, and vests), and 2 each serviceable 150 lb. Halon 1211 fire extinguishers.

3.2.2 Facilities: Make available a mobile office, mobile tool trailer, mobile storage conex, outside wash rack storage conex, and permanently affixed storage cage (bldg. 706 only), located within the aircraft wash hangars. All mobile trailers and conex may be relocated to alternate locations as required by the government. In this case, the government will relocate all government furnished equipment, and the contractor will relocate all their equipment. See paragraph 3.5 regarding facility layouts. Compliance with the Occupational Safety and Health Act (OSHA) and other applicable laws and regulations for the protection of employees is exclusively the obligation of the contractor. There is currently one aircraft wash hangar, and one unsheltered aircraft wash rack. Wash operations may be required to be performed outside, depending on availability of hangars and weather.

3.2.3 Outside Wash Rack: Will be available for use anytime if there are at least 4 each pits and the temperature is above 42 degrees for 4 hours prior to wash start time and the wind and/or wind gust is below 25 knots.

3.2.4 Powered & Non-Powered AGE: Make available at the AGE ready line AGE for use as needed to provide services to aid in the performance of aircraft wash services. Required hi-lift vehicles needed to provide services IAW this PWS are the responsibility of the contractor. The contractor shall inspect equipment for serviceability and condition prior to use. Annotate any discrepancies on the attached AFTO Form 244, *Industrial/Support Equipment Record*. Notify the COR and the 436 MXS AGE flight of any unserviceable or damaged equipment.

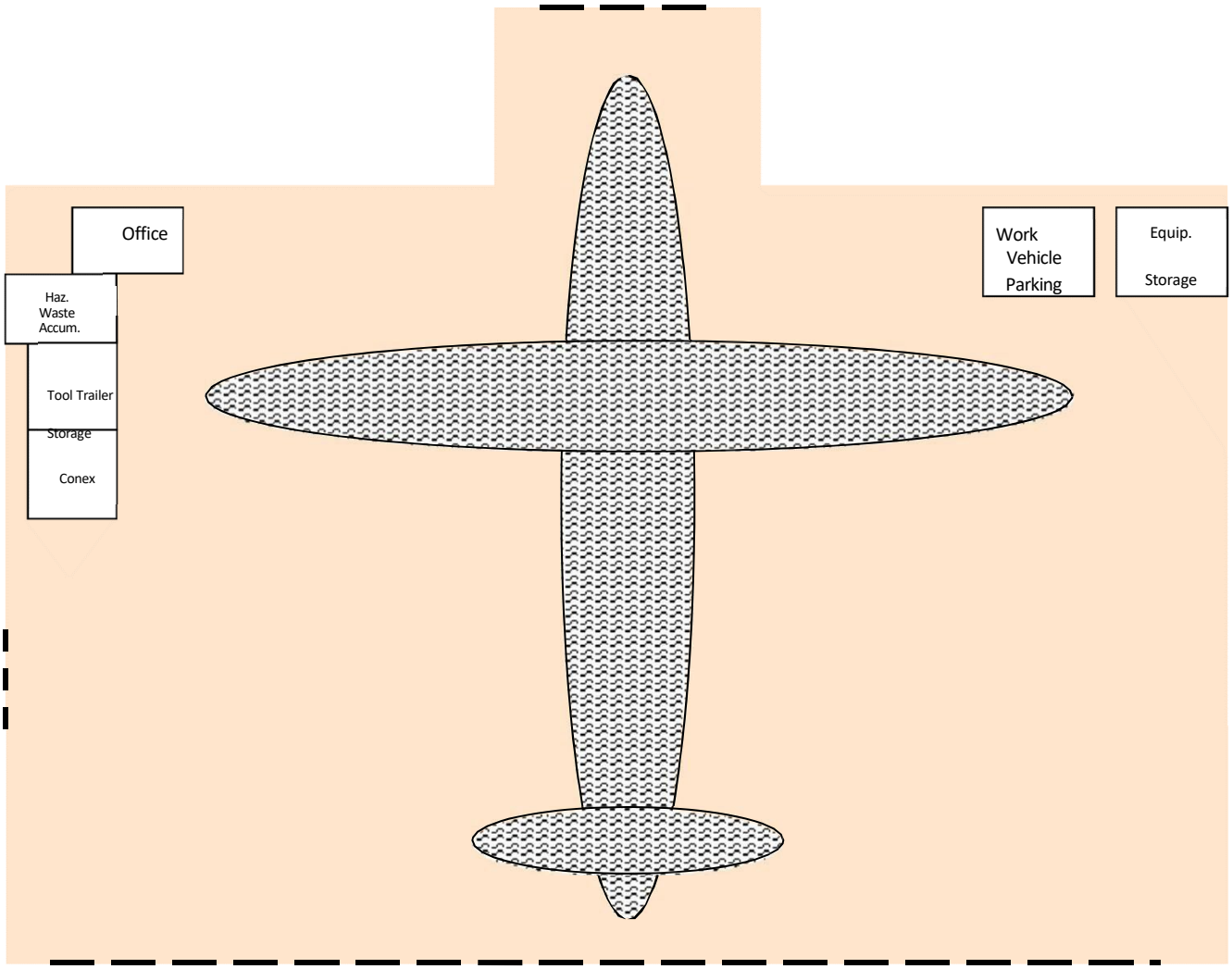
3.2.5 Maintenance Squadron will provide the contractor with a bench stock in the mobile tool trailer consisting of grease fittings, Apexes (ISO De-paneling) to provide services IAW this PWS and that may need replacement during the lubrication process as well as fasteners that may require replacement during panel installation. Also grease and lubrication required for C-5 lubes will be provided by the government. The contractor will be required to monitor the use of the bench stock and notify appropriate pro-super when levels need replenishing.

3.2.6 736th Aircraft Maintenance Squadron will provide the contractor with a bench stock in the C-17 CTK consisting of grease fittings, Apexes (HSC De-paneling) to provide services IAW this PWS and that may need replacement during the lubrication process as well as fasteners that may require during panel installation. Also grease and lubrication required for C-17 lubes will be provided by the government. The contractor will be required to monitor the use of the bench stock and notify the appropriate pro-super when levels need replenishing.

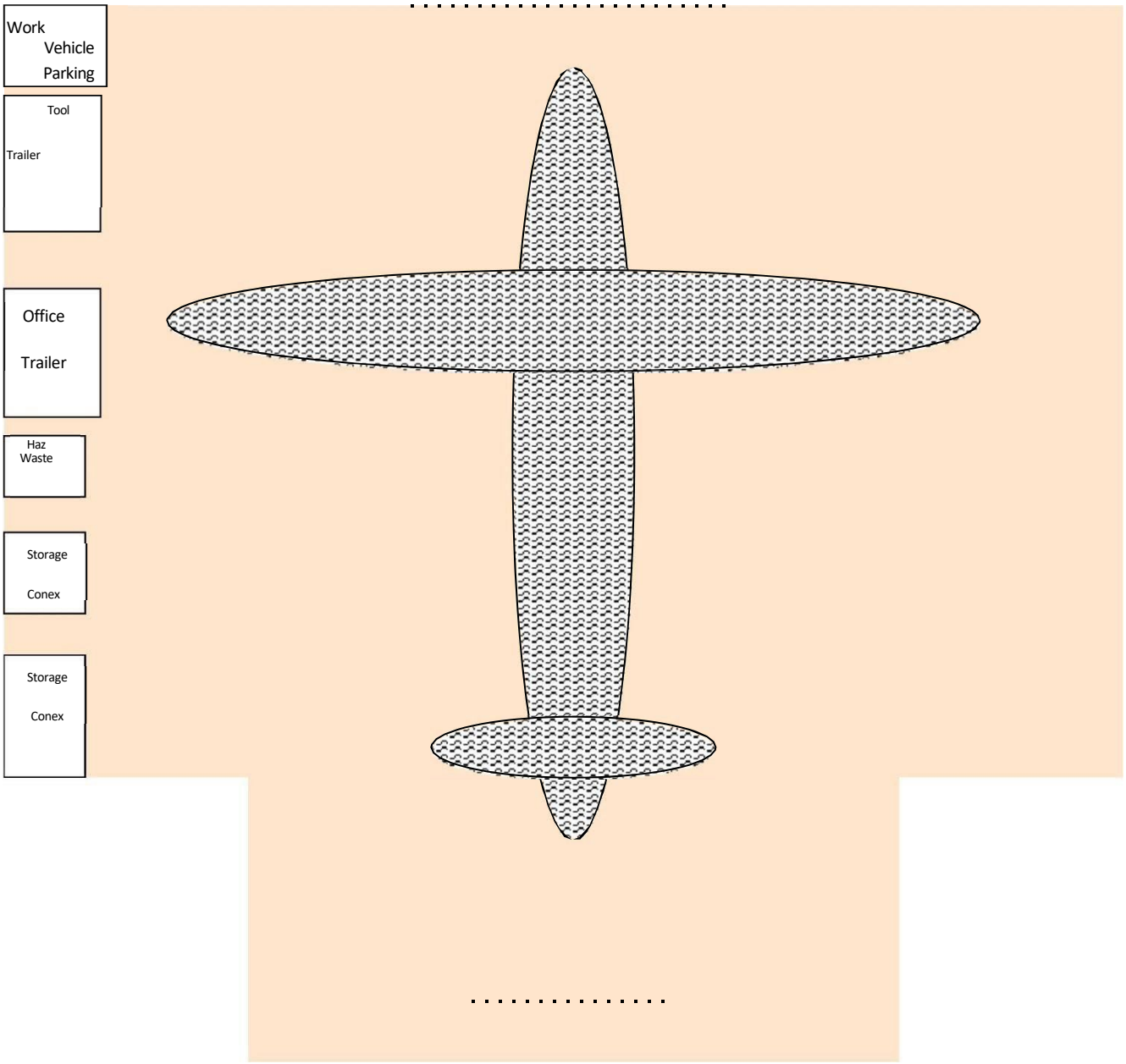
3.2.7 Other Property: Make available at contractor's discretion items listed in paragraph 3.2 and an inventory list of other government furnished property that the contractor will have possession, custodial liability, and responsibility for. All vehicles, tools, equipment and supplies not mentioned in section 3 or covered under government furnished equipment shall be the responsibility of the contractor to always provide. This includes, but is not limited to all general-purpose vehicles, tools and equipment required to provide uninterrupted wash and cleaning operations. A joint contractor and government inventory shall be accomplished prior to start of the contract and each option year thereafter.

3.3 Facilities:

3.3.1 Hangar 706 Layout:



3.3.2 Outside Wash Rack Layout:



3.4 Training:

The Contractor shall develop a Master Training Plan (MTP) that outlines and documents employee's training. The Contractor shall train, qualify, and certify personnel for specific job tasks to be performed, with the exception of flightline drivers training which is Government provided. The government will schedule and provide aircraft initial training once during the term of the contract at the request of the Contractor, for up to 10 personnel. Initial training may cover but is not limited to C-5, C-17 aircraft specific training on washing, towing, power on, and opening and closing of doors. Records of training, qualifications and certifications shall be maintained by the Contractor on file and made available for Government review upon request.

3.4.1 Initial training: The government will schedule and provide initial training and certify contractor personnel who require operational training to perform this contract. Up to ten (10) Contractor personnel identified as trainers will be provided initial operational training by the government for a period of up to 30 days after award of contract. Thereafter, the Contractor shall be responsible for training their personnel. Operational training will include towing of aircraft, use of G081, and flightline driving. This list is not all inclusive and additional training will be conducted as necessary to fulfill the scope of the contract.

3.4.2 Flightline Driving Requirements: The Government will issue an AF Form 483, Certificate of Competency, for driving on the flight line after employees complete training requirements and pass the test. For vehicles above 1 ½ ton gross weight, and special purpose vehicles, employees shall obtain AF Form 2293, USAF Motor Vehicle Operators Identification Card. Employees must understand and comply with all state, base, and flight line vehicle regulations. All AF forms for driving can be obtained through the 436 MXG/QA Vehicle Control Non-commissioned Officer

(NCO). All contractor personnel operating a vehicle on Dover AFB flightline must always have a valid state driver's license in their possession.

3.5 Contractor Furnished Items:

Except for those items and services specifically stated as government furnished, the contractor shall provide everything required to perform this PWS according to all terms and conditions. Only approved military specification chemicals, cleaning compounds and solvents shall be used. Approved products are listed on the Quality Products List, published by the Air Force Petroleum Office, Det. 3 Warner Robins ALC/SFTT. New cleaning products introduced during the contract period can only be used after coordination with the Support Group/Civil Engineering Environmental Section and Bioenvironmental Section.

SECTION 4

4 General Information:

4.1 The Contract Manager: The Contractor shall provide in writing to the Contracting officer, the names and positions of all personnel that will be employed under this contract within 2 workdays of start of their employment. The contractor shall not employ any person who is an employee of the U.S. Government, if employing that person would create a conflict of interest. Additionally, the contractor shall not employ any person who is an employee of the United States Air Force, either military or civilian, unless such person seeks and receives written approval prior to employment through appropriate channels and provides an authorization AF Form 3902 to COR. The Contractor will ensure all employees have watched the Aircraft Wash Procedures video and the printed certificate is on file. The government has the authority to restrict the employment of any employee, or prospective employee, who is identified as a potential threat to the health, safety, security, general well-being, or operational mission of the installation and its population. All employees must be able to read, write, speak, and understand English. The contract manager shall have full authority to act on all contract matters relating to the daily operation of this contract.

4.2 Hours of Operation: Aircraft wash services may be required 24 hours a day, 7 days a week, including all federal holidays (New Year's Day, Martin Luther King, Jr. Day, Washington's Birthday, Memorial Day, Juneteenth, Independence Day, Labor Day, Columbus Day/Indigenous Peoples' Day, Veterans Day, Thanksgiving Day, and Christmas Day) and severe or inclement weather conditions. The contractor will be available within one hour during normal duty hours (Mon-Fri 0800-1600) to meet on the installation to discuss problem areas. After normal duty hours, the contractor will be available within two hours. The contractor will ensure personnel are on-site and prepared to perform all scheduled services within a minimum of 12 hours after notification except for Component/Equipment Wash which will follow Cleaning Service requirements. For Cleaning Services a minimum of 2-hour notice will be given to allow contractor employees to arrive on base. The contract manager will ensure personnel are on site within a minimum of 3 hours of notification of any emergency service. Workloads are affected by the overall mission commitment and participation in worldwide deployment exercises as directed by Air Mobility Command (AMC).

4.3 Employee Uniform & Appearance: Ensure all employees wear a distinctive work uniform, containing the company name. Employees shall present a neat, clean, safe, and professional appearance at all times. Safety-toed shoes shall be worn at all times. Hair will conform to all Air Force Occupational Safety and Health (AFOSH) standards for working around machinery. All clothing shall comply with AFOSH standards as well.

4.4 Security Requirements: Apply for personnel “secret” security clearances within 5 days after employment of personnel, and obtain an *AF Entry Control Card*, for each employee through the 436 MXO Security Manager. All other employees must complete a DD Form 398-2, *Department of Defense Personnel Security Questionnaire*, and undergo local files check through the AF Law Enforcement Terminal System (AFLETS). Qualified contractor employees, at all times, must escort all employees that do not possess a valid *AF Entry Control Card*. The contractor may not employ any personnel on this installation that are not able to obtain a favorable National Agency Check. All personnel requiring access to the Dover AFB network, to access LAN or G081 computer system must, at a minimum, have a completed National Agency Check verified through the base Automated Security Clearance Approval System (ASCAS) roster. The contractor will be responsible for obtaining and paying for all security clearance investigations required to provide services under this PWS. The contractor shall obtain valid AF Form 75, *Visitor/Vehicle Pass*, for all employees and vehicles used for daily operations from 436 Security Forces Squadron.

4.5 Training & Qualifications: The contractor shall ensure personnel receive government provided training and are qualified, and certified for specific job tasks to be performed. Specific qualifications shall include underfloor confined spaces, Hangar door, and Mobile Tail Enclosure (MTE) qualifications. No employee shall engage in any unsupervised job, without training record documentation certifying their qualification to perform said task. Records of training, qualification and certification shall be maintained by the contractor on file and made available for government review 24 hours a day upon request.

4.6 Quality Control Plan: The Contract manager shall formulate and submit a written Quality Control Plan to the Contracting Officer for review and feedback. The contractor's Quality Control Plan (QCP) shall be provided to the Contracting Officer for review and approval prior to the contract start date. The Quality Control Plan shall specifically address the contractor's strategy to provide Quality Control. The contractor employs their commercial quality control program/procedures to identify, prevent and ensure non-recurrence of defective services. Through implementation of the contractor's Quality Control Program/procedures, the government will receive quality services meeting the requirements of PWS.

4.7 Quality Assurance: The Contracting Officer Representative will evaluate contractor performance based on the service summary and use inspection methods outlined in the Performance Plan.

4.8 Contractor Liability: The contractor shall assume strict liability for any damages to aircraft, aircraft parts, support equipment, and electrical components, facilities or other government property caused by any activities under, or in violation of, this contract. The contractor assesses the full cost (parts, labor, and administrative activities) of any repairs required to correct damages. The contractor may be given the option to repair any non-aircraft related damage at the government's discretion, in lieu of payment. Any repairs will be pre-approved by the government. The final product must meet government specifications and be certified as acceptable by the government. Reasonable wear and tear are excluded.

4.9 Physical Security: The contractor is responsible for safeguarding all government furnished property. At the close of each work period, government facilities, equipment, and materials shall be secured. Any damage to government furnished property shall be reported to COR immediately. The contractor shall establish and implement methods of ensuring that all keys issued to the contractor are not lost or misused by unauthorized persons. All lost or damaged keys or locks will be replaced at the contractor's expense.

4.10 Records Management: The contractor understands that when creating, managing, and maintaining records for the Air Force, either electronic or paper, you must meet the requirements established in AFRIMS Records Disposition Schedule (RDS), AFI 33-322, Records Management Program. To meet the requirements established IAW the above-mentioned regulations, contact the Base Records Management Office (436 CS/SCXK, Bldg. 310) at 302-677-5157 for guidance and training.

4.11 Technical Orders, Publications, & Forms: The contractor is responsible for utilizing and maintaining appropriate technical orders, publications, and forms in effect at the time of performance. These documents are subject to modification, addition, and deletion during the course of performance. The contractor is required to use the current version of any revised publication. If additional technical orders, publications, or forms are required for performance of this Performance Work Statement, arrangements to acquire them can be made through the 436 MXG QA Technical Order Distribution Office or the COR.

4.12 Safety: The contractor must follow all Occupational Safety and Health Administration (OSHA) standards as outlined in OSHA 29 CFR 1910, 1926 and 1926.56. Also be responsible for knowing and

adhering to all aircraft safety directives. Contract personnel will be knowledgeable of State of Delaware and Dover AFB driving regulations and will adhere to all AF regulations governing fire prevention and adhere to fire reporting procedures.

4.13 Conservation of Utilities: The contractor will instruct employees in utilities conservation practices. The contractor will ensure operations preclude the waste of utilities. Water faucets or valves shall be turned off after the required usage has been accomplished. All water hoses and nozzles must be maintained in good working order to prevent any leakage. The government shall furnish electricity and water to the contractor from existing outlets. The contractor will install and maintain all temporary connections and distribution lines. All equipment will be removed upon completion of the contract.

4.14 Housekeeping & Recycling: Maintain clean and professional appearance of all work areas during operations and perform detailed cleaning at the end of each work shift. When Hangar 706 is utilized for wash services; the entire hangar floor will be cleaned and no free-standing water left on the floor after work completion. Provide all supplies for daily office operations and daily housekeeping. Ensure employees comply with Dover AFB recycling program IAW 436 AW O-Plan 32-4.

4.15 Outside Wash Rack: The outside wash rack will be the primary facility to be used during the spring, summer and fall months. Weather requirements are the following. Temperature must be above 42 degrees, and the wind gust is below 25 knots. The wash rack will have at a minimum, 4 functional pits working for the outside wash rack to be used. If these requirements are not met, it may dramatically slow the wash process. If a wash is still required, the Government will allow extended time for the aircraft to be washed outside the current time requirements for a complete aircraft wash and there shall be no negative repercussions documented on the Contractor Performance Reports.

4.16 Flightline Driving: Contractors will have to adhere to the provisions in DAFBI 13-213 if operating on the airfield.

4.17 Antiterrorism:

References:

- Department of Defense Instruction O-2000.16, Volume 1 DoD Antiterrorism (AT) Standards, Standard 18
- Defense Federal Acquisition Regulation Supplement (DFARS) (*R*eference (r)) reflects current DoD AT security requirements for defense contractors.
- Joint Publication 3-07.2 Antiterrorism

Terrorism is defined as: The calculated use of unlawful violence or threat of unlawful violence to inculcate fear; intended to coerce or to intimidate governments or societies in the pursuit of goals that are generally political, religious, or ideological.
Antiterrorism: As a prelude and during performance of any contract, it is critical that the Contractor be supportive of all Department of Defense (DoD) requirements to protect personnel and their families, installations, facilities, information, and other resources from terrorist acts.
Antiterrorism Awareness Level I Training
Contractors or subcontractors *possessing a Common Access Card (CAC)* will complete AT Awareness Level I training IAW DAFI 31-145, *Antiterrorism*, Standard 25, by completing the—Force Protection computer based training (CBT) course through the MyLearning site. This training site is available through

the AF Portal at https://lms-jets.cce.af.mil/moodle/. This site automatically records members completion of training and enables the user to print a certificate if needed by the Unit or Base Training Manager. Contractors or subcontractors *without a CAC* or who do not have access to a government Non-classified Internet Protocol Router Network (NIPRNET) computer performing construction/services on the installation will complete AT Awareness Level I training IAW DAFI 31-145, Antiterrorism, Standard 25, by completing the— Level I Antiterrorism Awareness computer based training (CBT) course through the Joint Knowledge Online (JKO) Learning Management System (LMS) at https://jkodirect.jten.mil/Atlas2/page/login/Login.jsf
Force Protection Condition (FPCON) Impact on Work Levels: If the DAFB FPCON level is elevated to Charlie, the installation shall evaluate the need for contract services to be discontinued. At FPCON Delta, services are discontinued. Services shall resume when the FPCON level has been lowered.
Administrative Note: In the event of an emergency, dial 9 1 1 from any land line on the installation. The call will be routed to the ECC (302-677-6666). If you use a cell phone and dial 9 1 1, you will be routed to the county 9 1 1 dispatch (Kent County). Simply inform the dispatcher that you are on DAFB, they will route your call to the DAFB ECC.

4.18 Contractor Manpower Reporting: The contractor shall report ALL contractor labor hours (including subcontractor labor hours) required for performance of services provided under this contract for Aircraft Wash, Corrosion Control and Miscellaneous Maintenance Services via data collection website. The contractor is required to completely fill in all required data field at http://www.ecmra.mil.

Reporting inputs will be for the labor executed during the period of performance for each Government fiscal year, which runs from 1 October through 30 September * of each calendar year. Contractor may direct questions to the CMRA help desk."

*Reporting Period: Contractors are required to input data by 31 October of each year.

Uses and Safeguarding of Information: Information from the secure web site is proprietary in nature when the contract number and contractor identity are associated with the direct labor hours and direct labor dollars. At no time will any data be released to the public with the contractor's name and contract number associated with the data.

User Manuals: Data for Air Force service requirements must be input at the Air Force CMRA link. However, user manuals for government personnel and contractors are available at the Army CMRA link at http://www.ecmra.mil.

4.19 Security: All personnel employed by the contractor in the performance of this contract, or any representative of the contractor entering the governmental Installation shall abide by all security instructions and directives of Dover AFB. Employees are responsible for safeguarding all government property provided for contractor use.

At the close of each work period, government facilities, equipment, and materials shall be secured, lights, heat and water turned off and all doors and windows secured.

The contractor and, as applicable, subcontractor shall not employ persons for work on this contract if such employee is identified as a potential threat to the health, safety, security, general wellbeing or operational mission of the Installation and its population, nor shall the contractor or subcontractor employ persons under this contract who have an outstanding criminal warrant as identified during the Criminal Background Investigation (CBI).

Contractors shall ensure their employees and those of their subcontracts have the proper credentials allowing them to work in the United States. Employees and subcontractors later found to be undocumented, or illegal aliens will be remanded to the proper authorities.

The contractor shall submit a request for compensation on delays to the Contracting Office for approval. The contractor shall notify the Contracting Office or authorized representative as soon as the contractor realizes/determines any potential delays in accordance with the terms and conditions of this requirement.

All contractors and subcontractors when working in a Controlled, Restricted, or other sensitive areas must always be escorted. The military agency or unit responsible for the project or work is responsible for providing the escorts. The Contractor shall follow existing procedures and instructions for obtaining entrance to restricted or controlled areas.

4.20 Contractor Badge Policies: All requests for contractor badges will be submitted through the Base Contracting Squadron Office and/or the requesting agencies base point of contact. The Contracting Squadron Office or base point of contact will then fill out an Operational Risk Management Assessment Form (ORM) for the requesting agency and submit it to the Pass and Registrations section for approval IAW OPlan 31-101. As a minimum the ORM will be submitted 10 days prior to the requested date of employment.

All contactor employees who will be granted unescorted access to the Installation are required to consent to a Criminal Background Investigation (CBI) prior to being granted entry to the Installation. Continued employment is contingent upon successful completion and favorable reporting of the CBI.

DAFB Contractor badges will be issued for a maximum period of one year. Prior to reissuing new badges, all old badges must be returned to 436 SFS, Pass and Registration for destruction. Also, before a new badge is issued an ORM must be resubmitted to the Pass and Registration section again for approval. In the event a badge is lost or stolen, immediately contact the 436 SFS, Pass and Registration office. The badge holder must accomplish the Loss/Theft of Identification Worksheet and provide it to his/her supervisor. The supervisor of the contractor will investigate the loss and report in writing the circumstances in which the badge was lost to the 436th Contracting Squadron and 436 SFS, Pass and Registration office and submit a new request for badge before a new badge can be reissued.

Base Contracting Office or base point of contact will immediately notify 436 SFS, Pass and Registration when a contractor's employment has been terminated. The Site Supervisors are responsible for notifying and returning the contractor's badge to Pass and Registration when this occurs. At no time will a contractor contact Security Forces directly regarding badge denial; they need to contact the Contracting Office.

4.21 Installation Access: The contractor shall obtain personal contractor identification badge for all employees and vehicle passes for all contractors and personal vehicles requiring entry onto Dover AFB from 436 SFS, Pass and Registration, for the duration of the contract. Employees are only permitted to enter the Installation during the date and time periods indicted on their contractor badge. Vehicle registration, proof of insurance and a valid driver's license must be presented for all vehicles while operating on the Installation. All vehicles entering the DAFB Main Base, Military Family Housing or sensitive areas are subject to search. Any refusal or non-consent by an employee will result in termination of their base access and immediate confiscation of this access badge.

During Force Protection Condition (FPCON) Normal and Alpha, personnel without base issued badges must be sponsored onto the installation.

During FPCON Bravo, Charlie and Delta, personnel without base issued identification shall be physically escorted onto the installation.

During Higher FPCONs (Charlie and Delta) the base will normally curtail non-essential operations/functions; access by non-essential Contract operations will be suspended as the direction of the Installation Commander.

4.22 Solid and Hazardous Waste Removal: The contractor shall dispose of all waste generated in the performance of their task. No solid waste materials shall be placed in any trash receptacle on DAFB. If any Hazardous or Special Waste is generated the Contractor will coordinate with the 436 Civil Engineering Natural Resources Flight (436 CES/CEAN) prior to disposal.

4.23 Operational Security (OPSEC): Avoid revealing or discussing information/media related to work conducted on/for the installation to any persons without a valid need to know and adhere to a 100% shred policy when discarding written/printed materials regarding Dover Air Force Base operations.

For contracts that require additional OPSEC measures, elevated security requirements will be conducted utilizing DD Form 254, *Department of Defense Contract Security Classification Specification* and appropriately annotated IAW DODM5220.22V2_AFMAN 16-1406v2, *NATIONAL INDUSTRIAL SECURITY PROGRAM: INDUSTRIAL SECURITY PROCEDURES FOR GOVERNMENT ACTIVITIES.* Additionally, if the OPSEC block is checked on the DD Form 254, the 436th Contracting Squadron unit OPSEC coordinators shall: Task the contractor to develop an OPSEC program plan to address how the contractor plans to protect critical and sensitive contracted information, and upon organization acceptance, implement an OPSEC program plan crafted for nature of work and operational concerns.

The contractor must immediately notify the Government/contracting officer representative (COR) upon the discovery of any non-conformance with OPSEC requirements.

Contractors or subcontractors possessing a Common Access Card (CAC) will complete DAF-Operations Security Awareness Training (CBT) course through the MyLearning site. This training site is available through the AF Portal at https://lms-jets.cce.af.mil/moodle/. This site automatically records members completion of training and enables the user to print a certificate if needed by the Unit or Base Training Manager.

APPENCUDICES APPENDIX 1

Equipment:

The following is a list of government owned equipment furnished for the contractor's use. The contractor is responsible for all normal preventive maintenance and must inspect all equipment for serviceability and safety prior to use. The contractor shall notify QA and/or MXS, or the AGE shop for repairs or replacement of equipment.

NOTE

If conditions or equipment (i.e., computers, printers, and phones) become degraded the QA office shall be utilized to complete contract requirements.

Equipment	Quantity
Office Space	1
Computer Monitor	1
CPU	1
Computer Mouse	1
HP LaserJet Printer	1
External Hard drive	1
Phone & Fax lines, "Class A"	2 per site
Phone hook-up – Bldg. 706	1
Phone hook-up – Outside Wash Rack	1
Desk	2
Chair	2
Fire Extinguisher, 5 lb. w/ mount bracket	2
First Aid Kit	1
Eye Wash Kit, w/ wall mount	1
Storage Cage (bldg. 706)	1
Storage Conex (bldg. 706 & outside wash rack)	2
Outside Wash Rack Soap Tank (500 gal)	1

APPENDIX 2

Technical Orders, Publications, & Forms:

NOTE: All Technical Orders and Operating Instructions are located online and are available to the contractors once they have obtained the required training and clearance for CAC-enabled LAN access.

Technical Orders:

This list is not all inclusive. Additional Technical Orders, Publications, and Forms may be required to provide services IAW with this Performance Work Statement

TO #	1.1.1.1 Title
00-20-1	Maintenance Inspection/Documentation
00-20-2	Maintenance Data Documentation
00-25-172	Ground Servicing/Static Grounding
00-25-235	Confined Space
1C-5M-2-1	Ground Handling/Servicing
1C-5M-2-2	Airframe
1C-5M-2-4	Power Plant
1C-5M-2-9	Flight Controls
1C-5M-2-10	Landing Gear
1C-5M-2-12	FWD/AFT Loading System
1C-5M-23	Corrosion Control
1C-17A-2-00JG-00-1	Aircraft General
1C-17A-2-09JG-10-1	Aircraft Towing
1C-17A-2-10JG-60-1	External Power
1C-17A-2-25JG-30-1	Equipment and Furnishing Buffet/Galley
1C-17A-2-25JG-40-1	Equipment and Furnishing Lavatories
1C-17A-2-25JG-50-1	Equipment and Furnishing Cargo
1C-17A-2-27JG-20-3	Flight Controls Rudder
1C-17A-2-27JG-50-1	Flight Control Flaps
1C-17A-2-27JG-50-2	Flight Controls

1C-17A-2-27JG-80-3	Flight Controls
1C-17A-2-49JG-10-1	Auxiliary Power Unit
1C-17A-2-49JG-10-3	Auxiliary Power Unit
1C-17A-2-52JG-10-2	Doors
1C-17A-2-52JG-10-3	Doors
1C-17A-2-52JG-30-1	Doors Cargo
1C-17A-2-52JG-30-8	Doors
1C-17A-2-53JG-10-1	Fuselage
1C-17A-2-53JG-50-1	Fuselage
1C-17A-2-54JG-10-1	Nacelles/Pylons Main frame
1C-17A-2-57JG-50-1	Wings
1C-17A-2-78JG-30-14	Engine Exhaust
1C-17A-2-25GS-00-1	Equipment and Furnishings
1C-17A-23	Corrosion Control
1C-5M-2-4CL-2	APU/ATM Operation
1C-5M-2-10CL-1	Kneeling System
1C-5M-2-12CL-1	Cargo Door/Ramp Operation
LCL-436 MXG-HD 706	Hangar Door Operation-Hangar 706
LCL-436 MXG-HD 714	Hangar Door Operation-Hangar 714
LCL-436 MXG-HD 715	Hangar Door Operation-Hangar 715

Air Force Instructions (AFI):

AFI #	1.1.1.2 Title
21-11	Aircraft Operations and Movement on the Ground
21-101	Foreign Object Damage (FOD)
31-204 DAFB SUP1	AF Motor Vehicle Traffic Supervision
32-2001	Fire Protection Program
32-7080	Pollution Prevention Program
91-203	Air Force Consolidated Occupational Safety Instruction

Air Mobility Command Instruction (AMCI):

AMCI	1.1.1.3 Title
21-105	Fabrication Program

Dover AFB Instructions (DAFBI):

DAFBI #	1.1.1.4 Title
13-213	Dover Airfield Driving Instruction
15-101	Weather Support
21-101	Aircraft and Equipment Maintenance Management

Dover AFB MXG OI:

OI #	1.1.1.5 Title
21-12	Warning Tag Program
NONE	GO81 "On-Equipment" Desktop Reference

Dover AFB MXG Policy Letter:

1.1.1.6 Title
FOD Waiver Letter (02PL)
MXG Parts Hardware Control (12PL)
MXG Aircraft Towing Requirements (19PL)

Forms:

Form #	1.1.1.7 Title
AF 457	USAF Hazard Report
AF 781A	Maintenance Discrepancy/Work Document
AF 1297	Temporary Issue Receipt
AF 2426	Training Request & Completion Form

Wash Projected Data:

Annual Workload Estimates:

Type of Service	C-5 Quantity	C-17 Quantity
ACFT Tow (Para 1.2.1 & 1.3.1)	35	90
ACFT Preparation (Para 1.2.3 & 1.3.3)	35	90
Clear Water Rinse (Para 1.2.6 & 1.3.6)	5	5
Complete Interior Major (Para 1.2.7 & 1.3.7)	13	5
Complete Interior Minor (Para 1.2.7 & 1.3.7) No water hoses required	17	45
Interior Flight Station (Para 1.2.8 & 1.3.8)	5	5
Interior Troop Compartment (Para 1.2.9)	5	0
Interior Cargo Compartment (Para 1.2.10 & 1.3.9)	5	5
Complete Under floor (Para 1.2.11 & 1.3.10)	2	5
Forward Under floor (Para 1.2.12)	5	0
Aft Under floor (Para 1.2.13)	3	0
After body Station Keeping Area (Para 1.2.14)	3	0
Landing Gear Wash & Lube (Para 1.2.15 & 1.3.11)	0	60
ACFT 60-Day Lubrication (Para 1.2.16)	0	60
Large Area (Para 1.2.17 & 1.3.12)	5	5
Special Area Wash (Para 1.2.18 & 1.3.13)	3	2
HSC Inspection Wash and De-panel (Para 1.3.14)	0	25
Isochronal Inspection Wash and De-panel (Para 1.2.19)	13	0
Anti-Skid Removal and replacement (Para 1.2.21)	13	25
Component/Equipment Wash (Para 1.2.22 & 1.3.15)	230	230
Tear Down/Install Equipment (Para 1.2.23 & 1.3.16)	8	8
Hangar Floor Clean	8	0

Materials Estimate: The following information shows the government's best estimate of required materials per service, according to current contractor. Actual quantities of materials may vary.

Type of Service	Qty. of Soap Req. Per Service
Complete ACFT Wash (1.2.2 & 1.3.2)	**25 gallons**
Complete Ext. Wash (1.2.5)	**15 gallons**
Complete Int. Major (1.2.7)	**5 gallons**
Interior Flight Station (1.2.9)	**.30 gallon**
Interior Troop Comp (1.2.10)	**1 gallon**
Interior Cargo Comp (1.2.11)	**2.30gallons**
Complete Int. Minor (1.2.8)	**2.5 gallons**
Comp. Underfloor (1.2.12)	**1.5 gallon**
Forward Underfloor (1.2.13)	**1 gallon**
Aft Underfloor (1.2.14)	**.30 gallon**
Large Area (1.2.15)	**2.5 gallons**
Special Area (1.2.17)	**4.5 gallons**
Comp./Equi. Wash (1.2.19)	**.30 gallon**

Appendix 3
Isochronal Wash and De-panel Drawings

Technical Order	Work card/Page
1C-5M-6WC-7	0585-1002 Pages 1 thru 6
	0585-2078 Page 1
	0585-1002 Pages 7 thru 10
	0585-1003 Pages 1 thru 6
	0585-1004 Pages 1 thru 2
	0585-1005 Pages 1 thru 4
	0585-1006 Pages 1 thru 8
	0585-1007 Pages 1 thru 10
	0585-1008 Pages 1 thru 10
	0585-1009M-01 Pages 1 thru 4
	0585-1009M-02 Pages 1 thru 4
	0585-1009M-03 Pages 1 thru 4
	0585-1009M-04 Pages 1 thru 4
1C-5M-06	Page 11-0046 Item 11YWB

Minor Isochronal wash and de-panel Drawings

TECHNICAL ORDER	WORK CARD
1C-5M-6WC-5	0581-1002
	0581-1003
	0581-1004
	0581-1005
	0581-1006
	0581-1007
	0581-1008
	0581-1009M-01
	0581-1009M-02
	0581-1009M-03
	0581-1009M-04
	0581-1013
1C-5M-06	Page 11-046 / Figure 11-9 / WUC 11YWB

Appendix 4
HSC Wash and De-panel Drawings

Refer to T.O. 1C-17A-2-51GS-00-1 to locate all Door and Panels	
HSC #1 thru HSC #4	
Technical Order	**Card Number**
1C-17A-6WC-7	E-002
HSC #1 & HSC #3	
Technical Order	**Card Number**
1C-17A-6WC-7	F1-002
HSC #2 & HSC #4	
Technical Order	**Card Number**
1C-17A-6WC-7	F2-002
HSC #1	
Technical Order	**Card Number**
1C-17A-6WC-7	G1-002
HSC #2	
Technical Order	**Card Number**
1C-17A-6WC-7	G2-002
HSC #3	
Technical Order	**Card Number**
1C-17A-6WC-7	G3-002
HSC #4	
Technical Order	**Card Number**
1C-17A-6WC-7	G4-002

Appendix 5 DOVER AFB HAZMAT CHEMICAL WORKSHEET

Contractor Name:				
[Company performing the work]				
Contract Number and Title:				
Project Number (FJXT):				
Estimated Start Date:	**Estimated Completion**			
Shop Code (DV):				
[To be completed by base				
PROCESS CODE:				
[To be completed by Bioenvironmental Engineering]				
National Stock Number (NSN), or Part Number:				
Manufacture:				
Material Name:	**Size:**			
[Be specific]	[ounces, gallons, or pounds, etc.]			
Amount used:	**Container type:**			
[Per week, month, year]	[box, bottle, can, tube, drum etc.]			
Unit of Issue:	**Units per container:**			
[each, dozen, kit, etc.]	[2 ea., one dz., 3-part kit, etc.]			
Will the process be performed inside or				
Will the process be performed on equipment, structure, or aircraft?				
Physical location of process performance:				
Location Of stored Material:				
Is Hazardous Waste Generated?	YES	NO		
If yes, how is waste disposed				
[remarks]				
Is a site diagram available?	YES	NO		
[remarks]				
Does the site have a listing of base procedures for reporting a spill?			YES	NO
[remarks]				
This request requires both the contractors and QAE signature for processing.				
Contractor and Title:				
Phone:	Date:			
Government Representative:				
Phone:	Date:			

Appendix 6

CONTRACTOR'S MONTHLY REPORT FOR HAZMATS

Contractor: Shop Code:

Contract# Location:

The following information is required for tracking Hazardous Materials on Dover AFB. For contracts **exceeding** six months, this form is required to be filled out monthly and returned to the Government Representative (QAE). Contracts less than six months, this form is required at the beginning and at the completion of the work. The QAE will provide a copy of the HazMat Pharmacy. This information is required to comply with State, Federal and Air Force laws and regulations.

Material Name	Manufacture	NSN/Part #	Start Balance	Amount Used

Use additional sheets as required. Contractor printed name and date: Signature:
Government Rep. printed name and date: Signature: