PERFORMANCE WORK STATEMENT (PWS)
FOR
UC-35D CESSNA CITATION ENCORE (CE-560)
COMMAND AIRCRAFT CREW TRAINING
(CACT)

DEPARTMENT OF THE NAVY
NAVAL AVIATION TRAINING SYSTEMS
NAVAL AIR SYSTEMS COMMAND

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PERFORMANCE WORK STATEMENT (PWS)

(a) GENERAL SCOPE

The objective of this Performance Work Statement (PWS) is to define the requirements to contract **UC-35D Pilot Training** and **non–aircraft-specific Pilot International Procedures Training**. The UC-35D is a Navy-configured **Cessna Citation Encore (CE-560)** aircraft. *Attachment (1)* provides a description of the Navy UC-35D configuration.

The matrix below identifies which PWS paragraph applies to each CLIN. CLINs are numbered with an "XX" at the beginning as they keep the same number for each ordering period, the first two numbers changing with the fiscal year.

CLINs	COURSE NAME	PWS REFERENCE
XX01	UC-35D Pilot Initial Training Course	(b) (1) (i)
XX02	UC-35D Pilot Recurrent Training Course	(b) (1) (ii)
XX03	Pilot Initial International Procedures Course	(b) (1) (iii)
XX04	Pilot Recurrent International Procedures eLearning Course	(b) (1) (iv)
XX05	Simulator Periods	(b) (1) (v)

The Contractor shall provide all necessary training as specified in this PWS to support UC-35D (Cessna Citation Encore/CE-560) pilot qualification and proficiency. The following individual courses are required under this contract:

- **UC-35D Pilot Initial Training Course**
- **UC-35D Pilot Recurrent Training Course**
- **Pilot Initial International Procedures Course**
- **Pilot Recurrent International Procedures eLearning Course**
- **Simulator Periods** (as required to supplement proficiency training, pilot upgrades, and evaluations)

All UC-35D Pilot Training Courses shall be conducted at a **Title 14 Code of Federal Regulations (CFR) Part 142** certified training center for the Cessna Citation Encore (CE-560) aircraft.

Minor additions, exceptions, or clarifications to the training programs may apply as delineated in this PWS and in accordance with the **Approved Training Syllabus (ATS)**.

(1) Training Methodology

Academic training shall be **traditional, instructor-led**, unless otherwise approved by the UC-35D Model Manager and/or Contracting Officer's Representative (COR). Limited **computer-based or eLearning** instruction is acceptable if formally authorized by the UC-35D Model Manager and/or the COR.

Academic instruction shall include comprehensive review of:

- Aircraft systems,
- Normal and emergency procedures,
- Aircraft performance, and
- Crew Resource Management (CRM).

Simulator training concentrates on aircraft handling, procedures (normal, and emergency), to include emphasis on instrument flying and CRM.

(2) Course Participation

- **Pilot Initial Course:** Participants shall be designated **Military Aviators** transitioning from helicopter or fixed-wing backgrounds to UC-35D qualification.
- **Pilot Recurrent Course:** Participants will be qualified UC-35D pilots who will have normally completed the UC-35D Pilot Initial Training Course.
- **International Procedures Courses:** Participants shall be designated Military Aviators requiring international flight training.

All courses shall be stand-alone, with no contractor-imposed pre-arrival training requirements of the trainee. (This does not include courses specified as online/eLearning training courses.)

Existing commercial off-the-shelf (COTS) training programs may be used, provided they are modified to meet all requirements delineated in this PWS and the UC-35D Model Manager's Approved Training Syllabus (ATS) (refer to Section (C)(2)(iv)).

(3) Contractor Responsibilities

For all required training, the Contractor shall provide:

- All facilities and training environments necessary to conduct instruction,
- Certified instructors qualified under FAA and Part 142 standards,
- Management, scheduling, and administrative personnel,
- Training materials and rights for use of those materials,

- Training devices, simulators, and courseware specific to each course, and
- Online access for all eLearning courses.

(b) REQUIREMENTS

(1) COURSES The following courses shall be provided:

(i) UC-35D Pilot Initial Training Course

The Pilot Initial Training Course shall minimally be twelve (12) training days in length (not to exceed seventeen (17) consecutive days) and shall include a minimum of seventy-two (72) total training hours. Training shall include administration/check-in and instruction in general aircraft systems.

The course shall be designed to qualify a naval aviator—whether from a predominantly helicopter or fixed-wing background—as a UC-35D pilot capable of:

- Navigating through all checklists
- Recognizing and correctly responding to in-flight emergencies
- Demonstrating a comprehensive understanding of all UC-35D systems, including Enhanced Ground Proximity Warning System (EGPWS) training

The UC-35D Pilot Initial Training Course shall also include, at a minimum:

- Domestic Reduced Vertical Separation Minimums (DRVSM) and Required Navigation Performance (RNP) training
- Cockpit familiarization training
- Part Task Trainer (PTT) sessions
- Simulator sessions
- Course examination
- Completion of a course evaluation

The UC-35D Pilot Initial Course shall include basic training on the Universal UNS-1 Flight Management System (FMS). Pilot students shall be granted access to the "UC-35D Universal UNS-1 FMS Fundamentals" distance learning module ("eLearning"), if available, which may be completed prior to training.

UC-35D pilots shall receive adequate instruction—either as a dedicated class or integrated within the syllabus—to ensure proficiency in accordance with the active Federal Aviation Administration (FAA) Advisory Circular (AC) 90-100. Each pilot shall be able to perform the following actions:

(1) Verify currency of aircraft navigation data.
(2) Verify successful completion of RNAV system self-tests.

(3) Initialize RNAV system position.
(4) Retrieve and fly a Standard Instrument Departure (SID) or Standard Terminal Arrival Route (STAR) with appropriate transition.
(5) Adhere to speed and altitude constraints associated with a SID or STAR.
(6) Make a runway change associated with a SID or STAR.
(7) Verify waypoints and flight plan programming.
(8) Perform a manual or automatic runway update.
(9) Fly direct to a waypoint.
(10) Fly a course or track to a waypoint.
(11) Intercept a course or track.
(12) Be vectored off and rejoin a procedure.
(13) Determine cross-track error or deviation.
(14) Insert and delete route discontinuity.
(15) Remove and reselect navigation sensor input.
(16) When required, confirm exclusion of a specific navigation aid or navigation aid type.
(17) Insert and delete lateral offset.
(18) Change arrival and alternate airports.

The UC-35D Pilot Initial Course shall include six (6) level D simulator sessions, each lasting 5.5 hours, consisting of:

- 1.0-hour pre-brief
- 4.0 hours of flight simulator time divided equally between the right and left seat (2.0 hours per seat), and
- 0.5-hour debrief.

EGPWS and Windshear Escape training shall be conducted during at least two (2) level D simulator sessions.

Level D simulator training will be delivered in a Cessna Citation Encore (CE-560) level D full motion simulator.

Each two-pilot crew shall jointly receive a minimum of 4.0 hours (2.0 hours per seat) of additional systems training in a PTT or higher-level training device (i.e., simulator). This training shall address aircraft systems operations, including cockpit avionics such as the Universal UNS-1 ESP FMS, Electronic Flight Instrument System (EFIS), and EGPWS. The final simulator session shall serve as a maneuvers evaluation flight.

Pilots completing the Initial Training Course shall have reviewed and practiced all areas and maneuvers necessary to meet FAA 14 Code of Federal Regulations (CFR) Part 61 requirements for Pilot-in-Command and Second-in-Command type rating qualification. Receipt of an FAA type rating, Airline Transport Pilot (ATP) rating, or FAA check flight certificate is not a course requirement.

The curriculum for the Pilot Initial Course shall, at a minimum, include lessons in the following subject areas:

(A) General Aircraft/Preflight

(B) Air, Environmental, Pneumatic, Pressurization, and Oxygen Systems

(C) Anti-Ice, De-Ice, and Foul Weather Procedures

(D) Automatic Flight Systems

(E) Communications

(F) Electrical System

(G) Engines

(H) Fire Protection/Overheat Detection/Suppression

(I) Flight Controls

(J) Instrumentation and Avionics – Flight Instruments and Systems, EFIS, Electronic Display Systems (EDS), Flight Guidance Systems, Universal UNS-1 ESP FMS, Navigation Systems, EGPWS, and Traffic Collision Avoidance System (TCAS).

(K) Fuel System

(L) Hydraulic Systems

(M) Landing Gear and Brakes System

(N) Warning (Fire/Master) Systems

(O) Lighting Systems

(P) Aircraft Performance, Computations, and Checklists

(Q) Flight Planning and Weight and Balance Computations

(R) Crew Resource Management (CRM)

(S) Emergency Procedures, Emergency Equipment, Airstair, Doors, and Windows

(T) Weather Radar – Principles and operation of the Honeywell Primus 660 Digital Weather Radar System. Procedures and usage shall be taught through classroom instruction and reinforced during simulator training, requiring the pilot to operate the radar, analyze displayed information, and respond to various weather scenarios.

(ii) UC-35D Pilot Recurrent Training Course

The UC-35D Pilot Recurrent Training Course shall be conducted for each trainee in accordance with the Approved Training Syllabus (ATS). Training shall be performed at a contractor-provided facility within a continuous period not to exceed five (5) consecutive training days and shall minimally include thirty-two (32) total training hours. Training shall include administration and check-in, lessons in aircraft systems review and updates, simulator sessions, and a course completion evaluation.

The UC-35D Pilot Recurrent Course shall include a minimum of four (4) Level D simulator sessions, three lasting 5.5 hours and one lasting 4.5 hours (totaling 19 hours), consisting of:

- a 2.0-hour pre-briefing (1 hour per session)
- 3 sessions, 4.0 hours of flight simulator time, divided equally between the right and left seat (2.0 hours each),
- 1 session, 4.0 hours of flight simulator Upset Prevention and Recovery Training (2.0 hours each), and
- 1.0 hour for debriefing (.5 hours per session)

Level D simulator training will be delivered in a Cessna Citation Encore (CE-560) level D full motion simulator.

Weather Radar training shall include instruction on radar principles, functions of the Honeywell Primus 660 Digital Weather Radar System, and related procedures. This shall be taught through classroom instruction and reinforced in simulator training. EGPWS and Windshear Escape training shall be conducted during at least two (2) simulator sessions.

Upset Prevention and Recovery Training (UPRT) shall be conducted for each trainee in accordance with the Approved Training Syllabus (ATS) at a Contractor-provided facility within a continuous period not to exceed 9.0 hours. Training shall include instruction focused on preventing in-flight loss of control and recovering from upset conditions when prevention is not possible. The UPRT course shall minimally consist of 3.0 hours of ground instruction (which may be delivered via eLearning) covering low- and high-speed aerodynamics, stability and control, aircraft performance, and upset recovery techniques, and one 2.5-hour Level D simulator period per pilot, including a 0.5-hour brief/debrief and 2.0 hours of simulator time. Simulator training shall require each pilot to recognize, experience, and recover from full aerodynamic stalls, operations beyond VNE, and other upset conditions, including scenarios derived from fatal accident events, with recovery techniques practiced to proficiency. All training

shall be conducted in accordance with the active FAA AC 120-111. UC-35D pilots shall receive training in a Level D simulator representative of the Citation Encore.

Pilots completing this course shall have reviewed FAA 14 CFR Part 61 requirements for Pilot-in-Command and Second-in-Command for a type rating. Simulator training shall include all required checklists, ground, visual, and instrument flight procedures, emergency events, and CRM. Receipt of an FAA Type Rating, ATP rating, or FAA check flight certificate is not a course requirement.

(iii) Pilot Initial International Procedures Course

The Pilot Initial International Procedures Course shall be non-aircraft specific and may be taught in conjunction with the Pilot Initial Training Course or as a stand-alone course. Training shall be conducted at a contractor facility within a continuous period not to exceed three (3) consecutive training days and shall include a minimum of seventeen (17) training hours.

Training shall include instruction on International and Special Use Airspace procedures as specified in the current FAA Order 8900.1 and the General Aviation Operations Inspector's Handbook. Instruction shall include, but not be limited to:

- International Civil Aviation Organization (ICAO) rules and standards
- Flight planning, customs, and entry requirements
- Navigation, oceanic flight, and communications procedures
- Emergency and terminal procedures
- RVSM, Minimum Navigation Performance Specification (MNPS)
- and RNP 5 & 10 airspaces

(iv) Pilot Recurrent International Procedures eLearning Course

The Pilot Recurrent International Procedures eLearning Course shall be non-aircraft specific, self-paced, web-based, and approximately eight (8) hours in length. Training shall include a review of International and Special Use Airspace procedures as specified in current FAA Order 8900.1 and the Flight Standards Information Management System (FSIMS). Topics shall include, but not be limited to:

- review of international operations
- emergency procedures
- regulatory and technological changes
- oceanic flight, navigation
- flight planning
- equipment requirements

- communications procedures
- customs
- RVSM
- MNPS
- RNP-5 & -10 airspaces

(v) UC-35D Cessna Citation Encore (CE-560) Level D Simulator Periods (2 Hour Wet Lease):

The contractor shall use additional Level D simulator periods as required to perform additional training, proficiency examinations, pilot upgrades, or NATOPS qualifying Level D simulator checks. Training shall consist of a minimum of 2 hours in the Level D simulator with 1 hour before to brief and 30 minutes after to debrief. No additional costs above and beyond normal Level D simulator periods shall be incurred.

(2) OTHER REQUIREMENTS

(i) Daily Training Schedule and Crew Rest

The normal length of a training day shall not exceed ten (10) hours, including lunch. The day may be extended up to twelve (12) hours with written trainee consent and approval from the Contracting Officer's Representative (COR) or UC-35D Model Manager. No pilot training shall be conducted between 12:30 AM and 5:00 AM without student consent and COR or Model Manager approval. The contractor shall ensure sufficient trainee rest periods, maintaining a minimum of nine (9) consecutive hours of rest daily. No more than six (6) consecutive training days shall occur without at least twenty-four (24) consecutive hours off.

(ii) Maneuvers and Procedures

All maneuvers and procedures shall be in accordance with FAA-approved UC-35D (ENCORE/CE-560) Original Equipment Manufacturer (OEM) Aircraft Flight Manual (AFM). The UC-35D NATOPS Manual and Model Manager Maneuver Descriptions Guide shall take precedence over the AFM. If Military Normal Operating Checklists (NAVAIR 01-C35DAA-1C/D) are available, they shall take precedence; otherwise, OEM flight manuals and checklists shall apply. The Model Manager shall provide electronic and hard copies of required Navy UC-35D documents and updates. The contractor shall integrate these updates into all training materials and manuals at each site. The contractor is authorized to reproduce these documents and distribute to authorized Navy/Military UC-35D student pilots. All UC-35D pilot courses shall use and train on both DOT Approach Plates (government furnished) and Jeppesen (contractor furnished). The government UC-35D Model Manager will provide a set of DOT approach plates to the contractor (out of date approach plates are allowed).

(iii) Trainee Course Evaluation

Each trainee shall complete a paper or electronic course evaluation form before leaving the training facility. The evaluation format and content shall be approved by the COR and included in the End-of-Course deliverable submission per paragraph (c)(2)(iii).

(iv) Course Examinations

For all courses requiring an exam, the minimum passing score shall be 80% out of a possible 100%.

(v) Course Trainee Manuals

Each trainee shall receive a course manual to retain after completion. Course manuals shall be included within the ATS in accordance with paragraph (c)(2)(iv).

(vi) Location

Training facilities shall be within thirty (30) minutes of commercial lodging and dining establishments and readily accessible from a commercial airport. Contractor facilities shall provide an environmentally conducive learning setting. The facility shall be appropriately lighted, heated, cooled, and ventilated to ensure a comfortable and conducive learning environment. The facility shall comply with all applicable Occupational Safety and Health Administration (OSHA) standards and all applicable federal, state, and local environmental regulations. The Contractor shall be responsible for maintaining the facility in a clean and orderly condition.

(vii) Trainee Performance

Trainee performance shall be accurately evaluated and documented by the contractor and submitted with End-of-Course deliverables per paragraph (c)(2)(iii).

(viii) UC-35D Trainee Simulator Flight Performance Criteria

Simulator flight performance standards shall meet the requirements of 14 CFR Part 61 and the current Airline Transport Pilot and Type Rating Airman Certification Standards (FAA-S-ACS-11) for the UC-35D Pilot Initial and Pilot Recurrent Training Courses. All simulator periods shall include the maneuvers and procedures required by these standards. However, receipt of an FAA type rating, ATP certificate, or other FAA check flight certificate is not a course requirement.

(ix) Major Equipment

The contractor shall provide for all courses the following major training equipment:

(A) Cockpit Familiarization Trainer (CFT): The contractor shall provide for all courses a Cockpit Familiarization Trainer (i.e. CFT-low-cost mockup) or equivalent higher order training device (e.g. simulator) depicting cockpit equipment controls for trainees to practice equipment identification, procedures and checklists. The CFT shall be of a size to accurately/realistically depict the aircraft cockpit and shall be accessible to the students so that they may practice procedures without instructor aid. Any CFT training conducted in a simulator is not subject to this requirement and must be conducted in the presence of an authorized operator.

(B) Part Task Trainer (PTT): The contractor shall provide standalone Part Task Trainers (PTT) or higher order training devices/simulators in courses where a requirement is delineated, that depicts applicable cockpit system(s) (e.g. avionics, FMS, electronics) and have student input and trainer system indications/responses (action-reactions capability). A stand-alone PTT will be provided for training pilots on the FMS specific to the student's type aircraft (Universal UNS-1ESP for UC-35D). The PTTs will be used to increase pilot knowledge and understanding of the individual avionics systems through hands-on training.

(C) Flight Simulator: For UC-35D Pilot Training courses the contractor shall provide and maintain a flight simulator for the UC-35D that is qualified as a Level D device in accordance with 14 CFR Part 60. This simulator must be a CE-560 model configured as a commercial Cessna Citation ENCORE. Its performance and features must be sufficient to satisfy all applicable pilot training requirements outlined in 14 CFR Part 61 and meet the curriculum standards of 14 CFR Part 142. The device must be equipped with a freeze/reset capability and a video/audio recording system to support trainee debriefing.

(x) Computer-Based Training

While Computer-Based Training (CBT) or eLearning is acceptable for limited content, the majority of training shall remain instructor-led and interactive.

(xi) Course Presentation

All courses shall be presented as delineated in the ATS. If training occurs prior to ATS final approval, the proposed syllabus shall be used temporarily at no additional cost.

(c) ADMINISTRATION AND DELIVERABLES

(1) ADMINISTRATION

(i) Scheduling

At least sixty (60) days prior to the start of each fiscal year, the COR shall provide annual estimated quotas. Ninety (90) days prior to each quarter, the contractor shall provide class availability dates to government scheduling points of contact (POCs) and accept draft schedules. Forty-five (45) days prior to each quarter, the contractor shall submit negotiated draft schedules for COR/Alternate COR (ACOR) approval, after which Contract Training Numbers (CTNs) will be assigned. Once confirmed and CTNs are assigned, schedules become binding. Any changes after forty-five (45) days prior to the quarter require written (email) approval from the COR/ACOR.

(ii) Purchase Units

The purchase unit for all training courses shall be per individual student. The government will strive to send full crews (two pilots) to each class.

If a lone or non-paired Marine/Navy pilot is scheduled, pairing with another military pilot, a government-provided current qualified military pilot, or a civilian instructor (when available) is acceptable to enable both pilot-flying (PF) and pilot-not-flying (PNF) simulator training. The PF trainee's checklist will be used during these sessions.

When possible, lone Marine/Navy pilots will be paired with another military pilot from the same class (if three or more Pilots Under Instruction [PUIs] are present) or with a qualified military pilot, before pairing with a civilian instructor. In all pairings, the lone Initial Pilot student shall receive both PF and PNF time.

If no military student is available, the government will attempt to send a current qualified military pilot to pair for simulator and PTT training to ensure both left- and right-seat experience. If unavailable, the contractor shall provide an instructor or other qualified individual to act as PF and PNF during simulator and PTT events so the student may practice checklists and Crew Resource Management (CRM) procedures.

For Recurrent students, if no military pilot is available to pair, the student shall complete only the PF portion of simulator and PTT training. The government will attempt to provide a qualified military pilot for simulator pairing; if unavailable, the contractor shall provide an instructor or other qualified individual to perform PNF duties so the Recurrent student may practice PF checklists and CRM procedures.

No student shall attend the Pilot Recurrent Course without having first completed the Pilot Initial Course.

(iii) Class Periodicity

Classes shall be scheduled year-round to maximize throughput, with flexibility for surge demand, especially during summer months.

(iv) Cancellation of Quotas

The government may cancel any trainee quota up to fifteen (15) calendar days before class start date at no cost. Cancellations within fourteen (14) days may incur payment unless the contractor fills the vacancy. Emergencies (e.g., death, illness, mission-essential requirements, or other situations where cancellation is in the government's best interest, such as government shutdowns) are exempt from payment. All cancellations or no-shows that require payment shall be documented in the Contractor Certificate Letter of Training.

(v) Training Failure

If the contractor determines that a trainee is failing or having significant difficulty completing the training, the contractor shall immediately notify the COR. If the contractor recommends the student's removal, a written (email) request stating the justification shall be submitted to the COR for approval.

If the COR, after consulting with the appropriate fleet model manager, approves the removal, the government will make full payment to the contractor as if the trainee had completed the course. Written concurrence from the fleet model manager shall be included in the training records. The contractor shall continue training for any remaining crew members enrolled in the course.

(2) DELIVERABLES

(i) Course Availability and Scheduling Reports

The contractor shall provide course availability and quota schedules as required by the COR, including periodic status reports and updates.

(ii) Class Roster

A class roster shall be submitted to the COR within three (3) hours of course start via email, noting any "No Shows" or unfulfilled CTNs. The roster shall, at a minimum, include: contractor name, training site location, contractor point of contact, course title as written in the PWS, course start and end dates, trainee/student name and rank, CTN, student's military command, and student's address and phone number.

(iii) End-of-Course Package

A full end-of-course package shall be emailed/mailed to the UC-35D aircraft Model Manager no later than 15 working days after the final day of the course

training. The government shall have 15 working days from receipt to review and accept/reject the packages. The COR shall receive an abbreviated end-of-course package no later than 15 working days after the final day of training. This shall consist of the Letter of Completion (LOC) and the student critique. The student critique may be sent separately if the critique is done digitally and automatically sent to the COR. Each trainee shall receive an abbreviated end-of-course package no later than 15 working days after the final day of the course training. This shall consist of the trainee's original Diploma/Certificate of Course Completion and the trainee's Training Performance Summary (for their military training record). Trainee addresses are available on the class roster. The full end- of-course packages shall consist of the following:

(A) Contractor Certification Letter of Training (original copy goes to the COR): Upon completion of each course, the contractor shall prepare a "Contractor Certification Letter of Training". This company certification letter shall include the following minimum information and certifications: Name, rank and command of each trainee/student; course title, location of training; start/end dates, CTN, trainee status (completed, dropped, no show, chargeable cancellation, or non-chargeable cancellation), contract/delivery order number; title/signature of the contractor's site manager; a statement certifying that all aspects of the training were in conformance with the contract requirements, the quantity of students trained and any other information relevant to the contractor's or trainee's performance for that course under the contract.

(B) A Diploma/Certificate of Completion (original copy goes to the student) shall be prepared for each trainee who has satisfactorily completed all of the course's objectives that minimally includes trainee's name, course title, contractors name and FAA certification (if any), date of training completions and signature of contractor manager with title. ELearning does not require the diploma but must be included on the Certification Letter of Training.

(C) A Training Performance Summary shall be prepared for each trainee that has completed any of the course's objectives. The following shall be included for pilot training: course name and length, description/list/ number of significant training events/subject areas completed, IFR/VFR events, simulator/flight time/landing/approaches performance and successful completion of International Procedures training.

(D) Trainee Course Evaluation: The contractor shall provide each student with a course evaluation form to complete at the end of each class. The format shall be approved by the COR but can be electronic or paper. No Diploma/Certificate of Training or Training Performance Summary will be given until the trainee/student has completed and returned the course critique form. A copy of the evaluation must be sent to the COR either electronically or mailed.

(iv) Approved Training Syllabi (ATS)

The contractor shall maintain and provide an ATS for each course. The UC-35D Model Manager will use the ATS as a baseline to monitor training. Any modifications to the ATS shall be submitted to the UC-35D Model Manager via the COR. The contractor shall ensure the ATS reflects the latest modifications as identified in FAA requirements, aircraft manufacturer guidance/manual and as directed by the Navy UC-35D Model Manager for Navy specific requirements. The contractor shall submit to the COR and UC-35D Model Manager for approval an initial submission of the Training Syllabi for each course 15 working days after contract award. The government shall have 15 working days from date of receipt to review submissions and provide any amendments to the contractor. The final Approved Training Syllabus (subsequent submission) shall be provided with any amendments to COR and UC-35D Model Manager 15 working days after receipt of the signed/amended Preliminary Training Syllabus. Each course Training Syllabi submitted shall include:

(A) Course training objective
(B) Length of course and lessons
(C) Course daily event/lesson hourly break-out
(D) Course lessons/event/simulator period training subject outlines that demonstrates scope of each subject lesson content and procedures/maneuvers for each training event (ground school events, simulator period events)
(E) Trainee/Course Student Manual minimally consisting of a course schedule, course lesson/training event/simulator period outlines, list of references and supplemental amplifying materials (each trainee shall receive a course student manual to keep)
(F) Course completion/ performance standards
(G) List of course training aids/devices
(H) Course simulator FAA certifications/level (for courses involving simulator training)
(I) Training Center 14 CFR Part 142 certification

(v) Course Manuals

The contractor shall provide each pilot trainee with a current copy of the Cessna Citation ENCORE OEM Aircraft Flight Manual (AFM), Operating Manual (OM), and

government-provided NATOPS manual for reference. The contractor shall purchase the AFM's and OM's from the OEM and does not guarantee the accuracy nor assume liability for the content of the OEM's AFM. The contractor shall also provide, for training purposes only, Jeppesen flight publications or any contractor specific training materials. The government will provide current DOT Flight Information Publications (FLIP) and other references deemed necessary. The contractor can make copies of the NATOPS manuals and documents provided to them by the UC-35D Program/Model Manager for distribution to authorized Military UC-35D student pilots only.

(vi) Post-Award Meeting

A joint government/contractor post-award meeting may be held within thirty (30) days after award at the contractor's facility if elected by the government. The contractor shall be responsible for developing and submitting minutes of the meeting to the COR within seven (7) working days after completion of the post-award meeting.

(d) FORECAST SCHEDULING

The following table reflects estimated annual training requirements by course and fiscal year. Quantities may vary but will not exceed the total contract value.

CLIN Series	Item / Description of Course	FY26	FY27	FY28	FY29	FY30	FY31	Total	PWS Section	FAR 52.217-8
XX01	UC-35D Pilot Initial Training Course	30	30	30	30	30	30	180	(b) (1) (i)	15
XX02	UC-35D Pilot Recurrent Training Course	75	75	75	75	75	75	450	(b) (1) (ii)	40
XX03	Pilot Initial International Procedures Course	10	10	10	10	10	10	60	(b) (1) (iii)	10
XX04	Pilot Recurrent International Procedures eLearning Course	14	14	14	14	14	14	84	(b) (1) (iv)	7
XX05	Simulator Periods	12	12	12	12	12	12	72	(b) (1) (v)	6