The Performance Work Statement (PWS) applies to fixed-wing air transportation service across the North Warning System (NWS) sites (Appendix 1) to the North Warning System Operations & Maintenance (NWS O&M) Contractor in Canada.

1.0 DESCRIPTION OF SERVICES

1.1 The Contractor shall provide all personnel, services, equipment, tools, supervision and direct materials necessary for the performance of the air transportation services hereunder as required, except as otherwise noted in this contract. The Contractor's price includes all costs of performance (including spares, aircraft positioning, lodging, and aircraft heaters), except for items covered under reimbursable expenses.

1.1.1 The Contractor is required to support airlift services as required across the NWS operational area in the Canadian arctic, further defined as including operations at or above 65 degrees latitude, as specified in this PWS and applicable contract documents within the timelines and scheduling requirements specified herein. Inuvik (Zone1), Cambridge Bay (Zone 2), Hall Beach (Zone 3), Iqaluit (Zone 4), and Goose Bay (Zone 5) will be considered as the primary bases of operations or staging locations for work accomplished under this PWS. The Contractor will provide Fixed-Wing airlift services with minimum cargo and/or passenger capacities for capacities of 2,100 pound to distance of 500 Statute Miles minimum, 3,000 pound payloads to a distance of 280 Statute Miles minimum, and 6,000 pound payloads between each of the LSS locations listed in Appendix 1. The 3,000 pound aircraft must be capable of safe landings on unimproved airstrips listed in Appendix 1 with Wheels, Tundra Tires or Wheel-Ski landing gear equipment as required during the period of performance.

1.1.2 The Contractor must comply with the provisions of the Canada Transportation Act, S.C. 1996, c. 10, the Aeronautics Act, R.S.C. 1985, c. A-2, the Canadian Aviation Regulations, SOR/96-433 and with all regulations, directions, orders and rules made pursuant to those Acts which are applicable to the services to be performed under the Contract. Carriers must comply with Commercial Air Standards 702, 703, & 704 as applicable for the specific operational requirements required by this contract and the type of aircraft used.

1.2 Prior to contract start the Contractor shall furnish the Contracting Officer/Contracting Officer's Representative (CO/COR) with the name, address, and telephone number of an agent who will serve as a liaison between the Contractor and the CO/COR. The agent must have authority to schedule contract services. The agent shall be available by telephone at all times.

1.3 Contractor uncontrollable delays/diversions. In the event a flight is delayed/diverted because of weather or other uncontrollable factors, a minimum waiting period of four (4) hours is required before a flight can be cancelled. The final decision for flight cancellation due to weather rests with the aircraft commander. Cancelled flights shall be rescheduled and operated within 24 hours or as mutually agreed between the Contractor and the Operations and Maintenance (O&M) Contractor

on the direction of the Government. The requirement to give 48 hours written/email notice pursuant to paragraph 1.4, does not apply to cancelled flights described in this paragraph.

1.3.1. If the crew must remain overnight (RON) through no fault of the Contractor or at the specific request of the CO/COR or HQ ACC AMIC Det 1 personnel, the Contractor will be reimbursed per diem rates consistent with Treasury Board of Canada, www.tbs-sct.gc.ca. Food and lodging arrangements are the Contractor's responsibility at the Base of Operations. The Government will reimburse the Contractor in accordance with the contract schedule.

1.4 A delay is deemed to have occurred at the originating or en-route station if the Contractor's aircraft departs the blocks more than 20 minutes (120 minutes when the flight was scheduled with less than 48-hour notice) after the scheduled departure time, except in those instances when the aircraft arrives at the next scheduled destination on time. Delays at originating and en-route stations caused by factors beyond control and without fault or negligence of the Contractor shall be considered as a Contractor uncontrollable; a delay for any other reason shall be considered Contractor-controllable. Immediately following a delay, the Contractor shall notify HQ ACC AMIC Det 1.

1.4.1 Flight delays/diversions caused by events such as required maintenance (planned or un-planned), equipment failure, and crew problems are considered Contractor controllable delays and shall be managed at the Contractor's expense.

1.5 The Contractor shall maintain a 90% reliability rate computed quarterly. The reliability rate will be calculated by subtracting the total number of Contractor-controllable delayed departures at the originating and en-route stations from the Contractor's total number of scheduled departures. This calculation will then be stated as a percentage of total departures.

1.5.1 Failure to maintain a 90% schedule reliability rate or the unavailability of service in excess of 72 hours may be cause for terminating the contract pursuant to FAR 52.212-4; however, nothing in this paragraph shall limit the right of the Government to terminate this contract for cause for other reasons or to limit any other rights and remedies provided the Government by law or under this contract.

1.5.2 The Contractor may refuse any mission for safety reasons. Final safety of flight determination will reside with the Aircraft Commander. Missions refused for safety of flight must be rescheduled and flown as agreed with by NWS O&M Contractor.

1.6 The Contractor will obtain a flight number from the NWS O&M Contractor prior to departing the base of operations. This flight number will remain unchanged until the aircraft returns to where the mission originated (or as arranged with the O&M contractor or the NWS Office).

1.7 The aircraft used in execution of the contract will be Instrument Flight Rules/Visual Flight Rules (IFR/VFR) equipped. A List of Aircraft (Attachment 2) will be submitted to (and updated

through) ACC AMIC/PKB for approval prior to aircraft being used for mission purposes.

1.8 The Contractor will ensure a survival kit sufficient for the environment and two fire extinguishers in compliance with Canadian Aviation Regulation (CAR) on each aircraft.

1.9 The Contractor is responsible for the removal, from all North Warning System sites, of all hazardous, unused and waste materials owned or generated in the operations of the Contractor operated aircraft. Examples of such materials include, but are not limited to, unserviceable aircraft components and parts, used engine fluids, and any used or unusable Petroleum, Oil, and Lubricants (POL) products.

1.9.1 The Contractor shall provide a daily flight log within 48 hours upon completion of each mission to the NWS O&M Contractor through the Logistic Support Site (LSS) Manager. Flight Logs will include all pertinent mission data. If commercial fuel is acquired, the Contractor shall annotate the amount (liters), cost, and location of where the fuel was purchased.

1.10 Cancelled flights will be documented on a flight log submitted to HQ ACC AMIC Det 1 showing zero miles flown (Attachment 1) and included in the invoice package. Logs will indicate the date of cancellation and the specific reason for cancellation in the remarks section. Flights which are cancelled "due to weather" will include a copy of the specific weather report causing cancellation.

1.11 The Contractor (including sub-contractors) must implement the 110 security requirements in NIST SP 800-171 on covered contractor information systems that process controlled unclassified information (CUI), including but not limited to Federal Contract Information (FCI) and Controlled Technical Information (CTI) pursuant to DFARS clause 252.204-7012. If the contractor cannot implement a requirement, they must document in their system security plan and plans of action the requirements that aren't implemented, when they will be implemented, and make available for government review. At a minimum, the contractor will be required to complete a basic assessment, upload the resulting score to the Supplier Risk Management System (SPRS) and recertify every 3 years.

1.12 If required by the government post award, contractor will have to complete a medium or high assessment as determined by the contracting officer, granting the government access to facilities, systems, and personnel as necessary for the government to conduct applicable assessments.

2.0 PROHIBITED ACTIVITIES

2.1 All air carrier employees are prohibited from possessing and consuming alcoholic beverages and any THC or Hemp-based products on any North Warning System site.

2.2 Weapons are normally prohibited on North Warning Sites. If Contractor-owned weapons are

allowed the Contractor must ensure weapons are properly secured when not in use in a designated area as determined by the O&M Contractor at each NWS location.

2.3 Tobacco use is allowed in designated areas only. This includes smoking, vaping and smokeless tobacco (chew) products.
2.4 Elimination of use of Class I Ozone Depleting Substances (ODS). Contractors shall not:

2.4.1. Provide any service or product with any specification, standard, drawing, or other document that requires the use of a Class I ODS in the test, operation, or maintenance of any system, subsystem, item, component, or process; or

2.4.2. Provide any specification, standard, drawing, or other document that establishes a test, operation, or maintenance requirement that can only be met by use of a Class I ODS as part of this contract/order.

2.4.3. For the purposes of Department of the Air Force policy, the following products that are pure (i.e., they meet the relevant product specification identified in AFI 32-7086[AR2]) are Class I ODSs:

a. Halons: 1011, 1202, 1211, 1301, and 2402;

b. Chlorofluorocarbons (CFCs): CFC-11, CFC-12, CFC-13, CFC-111, CFC-112, CFC-113, CFC-114, CFC-115, CFC-211, CFC-212, CFC- 213, CFC-214, CFC-215, CFC-216, and CFC-217, and the blends R-500, R-501, R-502, and R-503; and

c. Carbon Tetrachloride, Methyl Chloroform, and Methyl Bromide.

3.0 LIABILITY FOR PERSONAL CARGO

3.1 The Contractor shall be responsible for the loss and/or damage to passenger baggage and personal equipment while such items are in the custody or on board the aircraft. Liability for these items is limited to the actual value thereof, not to exceed $2,800.00 US per passenger. In the event it is necessary to off load passengers at any location or station, other than at the direction of the Contracting Officer, the Contractor shall be responsible for off-loading, reloading, passenger care, and safeguarding personal baggage from loss, theft, and/or weather

damage. All costs incident to such services are responsibility of the Contractor until a time when the Contractor moves, or causes to be moved, passengers to their intended destination or other location as directed by the Contracting Officer. The Contracting Officer shall be notified immediately of any emergency offloading.

4.0 RESPONSIBILITY FOR GOVERNMENT CARGO

4.1 To the extent insurance required by this contract is not required for payment of third party claims, the balance of said insurance shall apply to Government cargo loss, damage or destruction thereto. In the event of an accident, the Contractor shall be responsible for providing continuous protection of all cargo aboard the aircraft and for delivery of the cargo to the point designated by the Contracting Officer or HQ ACC AMIC Det 1 personnel.

5.0 FLIGHT SCHEDULE

5.1 The NWS O&M Contractor will provide the Contractor with a coordinated monthly flight schedule. The schedule will be arranged to track missions by zone with date, task description, and aircraft requirement (i.e. 2,100lb or 3,000lb payload). The schedule will be updated as mission changes occur. At least 24 hours prior to the scheduled departure time, the NWS O&M Contractor and the airlift Contractor shall mutually agree to the actual flight departure time to include flexibility for preparing the airlift to other sites in the event of inclement weather conditions for the primary scheduled destination. The Contractor shall not initiate any action to perform any work under this contract which would exceed the contracted funding.

5.2 The nature of the NWS mission will require flights to be added or changed on the monthly schedule after publication. The contractor must provide required Fixed Wing airlift simultaneously in all Zones at any given time as mission requirements dictate. The government (through the O&M Contractor) will provide at least 48 hours' notice for all requested flights which are not on the quarterly schedule. The Contractor shall have the aircraft positioned and mission ready for passengers or cargo in accordance with this PWS and will meet all scheduled take-off times. The 48 hour notice requirement provides the Contractor flexibility in aircraft positioning and is not a Contractor restriction. The Contractor should accept flying requests with less than 48 hours' notice when able to accommodate the request. The Contractor should complete the all missions in applicable zone during a call-out prior to returning to home station in order to minimize positioning mileage consumption.

5.3 The Contractor will conduct a bi-weekly Cross-Zone flight between 1 May and 30 September in support of the summer work season from each of the Logistic Support Sites within the NWS. The mission aircraft will have a minimum payload capacity of 6,000lbs. Flights will begin at either Zone 1 LSS and proceed to Zone 2 LSS followed by the LSS in Zone 3, 4, and 5 or begin in Zone 5 and proceed across to Zone 1. Once the aircraft completes the cross zone movement it will reverse route stopping at each of the NWS LSS's with the mission terminating at the origination Zone LSS. The O&M contractor will be authorized to transport any combination of

cargo or passengers required to support the NWS mission. The missions will only proceed to the LSS and will only deviate at the request of the O&M contractor in line with cross-zone airlift mileage allocations. The cross-zone flights will be scheduled with coordination of the O&M contractor. HQ ACC AMIC Det 1 may request the aircraft to proceed to an alternate location or LRR on a case by case basis.

5.4 HQ ACC AMIC Det 1 personnel retain authority to amend any direction given to the Contractor by the NWS O&M Contractor. CO/COR and HQ ACC AMIC Det 1 representatives reserve the right to schedule a flight if deemed it serves the best interests of the USAF or RCAF in support of the NWS mission; this request may supersede any requests made by the NWS O&M Contractor and will be coordinated with the NWS O&M Contractor and DND at least 48 hours prior to the newly scheduled flight departure time. The contractor is responsible to obtain the annual cross-zone schedule concurrence from HQ ACC AMIC Det 1 prior to the start of the cross-zone flying season. Failure to receive USAF authorization prior to cross-zone flying season may result in denial of reimbursement for the mission(s).

6.0 MINISTRY OF TRANSPORTATION (Transport Canada)

6.1 Following the completion of any Civil Aviation Agency inspection, copies of the inspection report shall be forwarded to the Contracting Officer via email.

7.0 DELIVERABLES/SERVICE DELIVERY SUMMARY

7.1 The Contractor will provide deliverables as specified in Table 1. If a deliverable due date falls on a weekend or federal holiday, the Contractor will submit the deliverables on the last workday prior to the due date.

TABLE 1 – DELIVERABLES

Deliverables	PWS Reference	Delivered To	Due Date
Daily Flight Log (Attachment 1)	1.10	LSS Manager and HQ ACC AMIC Det 1	• Within 48 hours of flight completion (to LSS manager) • As part of each Invoicing Package
Cost Summary Report (Attachment 4)	13.1	HQ ACC AMIC Det 1 and WAWF	• Included as part of the Invoice Package
Reliability Rating	1.5	HQ ACC AMIC/PLG and HQ ACC AMIC Det 1	• Contractor shall maintain a 90% reliability rate computed quarterly

Reimbursable Expense Receipts	13.1.3	HQ ACC AMIC Det 1	• As part of Invoicing Package. To include fuel, per-diem, landing fee, & Nav Canada charges
List of Aircraft (Attachment 2)	1.7	HQ ACC AMIC/PKB	• Prior to Contract start and any updates to aircraft fleet thereafter
Phase-In/Phase-Out (Transition) Plan	17.0	HQ ACC AMIC/PKB/ PLG, and Det 1	• With Proposal

7.2 The Contractor will review the Services Summary (SS) as implemented in AFI 63-138, Acquisition of Services and identifies critical success factors for the contract. The SS items are listed in Table 2.

7.2.1 The SS lists performance objectives for the required services the Government will survey. The absence of any contract requirement from the SS shall not detract from its enforceability nor limit the rights or remedies of the Government under any other provision of the contract including the clauses entitled “Inspection of Services” or “Inspection” or “Default” in Section E and Section I of the contract.

7.2.2 The SS states the performance objective (required service), and threshold (performance standard, accept and reject points (if applicable)) in either a qualitative or quantitative fashion for each critical success factor.

7.2.3 The SS shall be used as the baseline to develop the Government Quality Assurance Surveillance Plan. The Plan shall identify the audit methods and procedures the Government will use to evaluate the Contractor's performance.

7.2.4 The Government reserves the right to survey all services and requirements called for in this PWS IAW FAR Part 52.246 to determine whether the Contractor is meeting performance objectives and goals.

TABLE 2 – SERVICES SUMMARY		
Performance Objective	**Reference Paragraph**	**Performance Threshold**

Perform all scheduled missions	1.1	100% of the time
Comply with all Provisions and	1.1.2	100% of the time
The Contractor shall maintain on-time schedule reliability.	1.5	90% reliability rate computed quarterly
Develop and submit all required deliverables	7.0	Performance is acceptable when: a) 100% of deliverable requirements are met and received on time AND b) critical information is accurate

8.0 GOVERNMENT FURNISHED PROPERTY AND SERVICES

8.1 The Canadian Government, through the NWS O&M Contractor will provide:

8.1.1 120VAC electricity and electrical hook-up at some NWS sites

8.1.2 Coordination of all hazardous material shipments with the Contractor

8.1.3 Aviation fuel will be provided at no cost to the Contractor at NWS sites FOX-M (Hall Beach) and CAM-M (Cambridge Bay). No other NWS sites will provide fuel to the Contractor at no cost.

8.1.4 The Government or the NWS O&M Contractor will provide the Contractor with a list of personnel authorized for flight prior to boarding. The Contractor, via the Aircraft Commander, will not permit unauthorized personnel to board the aircraft. The Government reserves the right to require identification and affiliation of all passengers utilizing the contracted airlift services.

8.2 Should circumstances require crews to remain overnight on a NWS site, food and lodging will be provided at FOX-M (Hall Beach) and CAM-M (Cambridge Bay) for Contractor personnel involved in the performance of this contract. Contractor personnel will be responsible for individual toiletries and towels. Laundry facilities will be made available, as required, to Contract personnel at FOX-M and CAM-M. When operating from Iqaluit, Inuvik, or Goose Bay, food and lodging will be at the Contractors' expense on a NON-cost reimbursable basis. Food and lodging at all other locations will be at the Contractors expense on a cost reimbursable basis by the Government when Government accommodations are not available.

8.3 In the event the Contractor is directed by the Contracting Officer or HQ ACC AMIC Det 1 personnel to stop at a commercial airport, or other points, and is assessed a landing fee, the Government will reimburse the Contractor for associated landing fees and all en-route navigational service charges, provided all receipts are submitted. The Contractor will provide a list of expected landing and NAV-Canada fees for the Northern community airstrips. This list will be updated as

changes occur or bi-annually at a minimum interval.

9.0 GENERAL INFORMATION

9.1 When a Contractor's aircraft is involved in an accident or incident in support of a DOD mission as defined in 49 CFR, Part 830, the Contractor will inform the following parties via the most expeditious means available: HQ ACC AMIC Det 1 at (819) 939-5332 and the Transportation Branch at HQ ACC AMIC/PLGT at (757) 225-7787. On the next business day the Contractor will notify the Contracting Officer at (757) 764-9128, HQ ACC AMIC/PKB and the COR at (757) 225-7825, HQ ACC AMIC/PLGT.

9.1.1 The following information will be provided at a minimum:

9.1.1.1 Carrier and mission number

9.1.1.2 Aircraft type and tail number

9.1.1.3 Date and time of accident/incident

9.1.1.4 Last point of departure and point of intended landing of aircraft

9.1.1.5 Nature of accident and extent of known damage to the aircraft

9.1.1.6 Total number of crew and passengers

9.1.1.7 Total number and nature of injuries or fatalities involved

9.1.1.8 Condition of baggage or government owned material, if any, onboard

9.2 The Contractor will report all medical incidents in flight, or while DOD passengers are under control of the Aircraft Commander, to HQ ACC AMIC Det 1 at (819) 939-5332, the Transportation Branch at HQ ACC AMIC/PLGT at (757) 225-7787, Contracting Officer at (757) 764-9128 at HQ ACC AMIC/PKB and the COR at (757) 225-7825 at HQ ACC AMIC/PLGT within 48 hours of the flight.

9.3 In cases where the death of a DOD member occurs on a Contractor's aircraft, the following information shall be furnished via telephone to the numbers listed below: Name, Social Security Number (SSN) and component of service identified as Army-USA, Air Force USAF, Navy- USN, Marine Corps-USMC, or Coast Guard-USCG. The following is a list of phone numbers for service casualty offices:

US Army: (800) 626-3317
US Navy: (800) 368-3202
US Marines: (800) 847-1597

US Air Force: (800) 433-0048
Coast Guard (USCG) Atlantic Area Op's Center: (757) 398-6390 (accidents east of Mississippi River)
Coast Guard (USCG) Pacific Area Op's Center: (510) 437-3701 (accidents west of Mississippi River)
A scanned informational copy shall be provided via email to the Transportation Branch (757) 225-2377 at HQ ACC AMIC/PLGT at accamic.plgt@langley.af.mil

10.0 INSURANCE

10.1 The Contractor shall procure and maintain a level of insurance coverage commensurate with the commercial standard and in accordance with the Government of Canada's statutory limits during the entire period of performance under this contract.

11.0 NOTICE OF POST-AWARD AND PRE-PERFORMANCE CONFERENCE

11.1 The Contractor shall attend a Post-Award conference conducted by the CCC (if required) with the HQ ACC AMIC Contracting Officer, Contracting Officer's Representative, and HQ ACC AMIC Det 1 personnel in attendance. The Contractor shall be notified of the exact time and location of the conference at least two weeks prior to the scheduled conference date. Potential conference locations are in United States or Canada. The Contractor shall bear all costs associated with attendance of the conference, including travel and per diem.

12.0 PERFORMANCE OF SERVICE DURING CRISIS DECLARED BY THE PRESIDENT OR SECRETARY OF DEFENSE OR OVERSEAS COMBATANT COMMANDER

12.1 In the event of a declared crisis, the Contractor is not relieved from the requirements of this contract. The Contractor will provide services designated as essential by the North Warning System Office or HQ ACC AMIC Det-1 and is required to use all means at its disposal to continue to provide services, in accordance with the terms and conditions of the contract during periods of crisis, or until appropriately released by the contracting officer.

13.0 INVOICING

13.1 The Contractor shall submit a monthly flying/cost summary report within 15 days after completion of the overall mission containing the following information:

13.1.1 Total miles billed on current invoice and copy of flight logs for the period.

13.1.2 Copies of the cargo & passenger manifests indicating, at a minimum, a complete listing of all passengers and cargo carried. Manifests will be of sufficient detail to support both a services audit and incident investigation. Miscellaneous cargo is not an acceptable label. The term "bags" or "baggage" may only be used to reference passenger's personal gear. Contractor or

government owned equipment or supplies will not be recorded as "baggage."

13.1.3 Total of reimbursable expenses on current invoices and all applicable receipts.

13.1.4 Fuel costs based on burn rate listed on Flight Logs in support of approved contract flights.

13.1.5 Total miles flown of the contract year to date and reimbursable expenses expended per CLIN and SUBCLIN and remaining balances per contract.

13.2 The Contractor shall provide a notice, by CLIN, when 75 % of the estimated quantity or total funded amount has been used. This notice shall be sent via fax or e-mail to the HQ ACC AMIC Det 1, HQ ACC AMIC/PKB, HQ ACC AMIC/PLGT, and CCC (if required).

14.0 METHOD OF MEASURING DISTANCE

14.1 Invoiced distances are the fixed Great Circle Statute Miles (GCSM) between landing sites, regardless of actual routing flown. Invoicing shall be made using the GCSM chart provided in Appendix 3. Errors in this chart should be brought to the Contracting Officer's attention for review and possible update.

14.2 In the event a flight is diverted or put in a holding pattern due to adverse weather conditions or other direction by the Government, payment will be calculated by multiplying flight time minutes by the block speed of the aircraft (see Attachment 2, List of Aircraft) then divided by 60. This number will then be multiplied by the unit price in the schedule. Flight time minutes shall be computed from block out to block in. Payment will be made in accordance with the schedule.

15.0 CANCELLATIONS

15.1 In the event a flight is canceled prior to the scheduled departure time due to Contractor Controllable reasons, movement of any aircraft into and out of scheduled service will be at the Contractor's expense. The Contractor shall notify HQ ACC AMIC Det 1 at (819) 939-5532 or the COR at (757) 225-7825 immediately of any delay of aircraft departure including the reason. Should the Government cancel a scheduled flight after the Contractor's aircraft has already departed (has taken off) from its home base en-route to position, or has already positioned for a scheduled flight when notice of cancellation is given, the Government shall reimburse the Contractor for the entire scheduled positioning leg and de-positioning leg, even if the aircraft does not arrive at the positioning destination, at the mileage rate set forth in the mileage CLIN in the schedule. The government will incur no liability for costs until the aircraft departs the base of operations to position at the scheduled location.

16.0 WEIGHT AND BALANCE

16.1 The Contractor will supervise loading of the aircraft and be responsible for proper weight and balance of all cargo loaded on the aircraft. Actual weight shall be used for each mission when

transporting passengers and/or cargo. Actual weight is defined as interrogated or scaled weight when transporting passengers. Scaled weight shall be used when loading and transporting cargo.

17.0 PHASE-IN/PHASE-OUT (TRANSITION) PLAN

17.1 The contractor will develop a Phase-In Plan. The Phase-In plan shall detail how the contractor shall meet Phase-In requirements including discussions of workload estimates, priority allocations of personnel and resources, scheduled completion dates of key events, and plans for mitigating risk factors. The incoming Contractor shall interface with Government personnel in a manner that minimizes disruption of mission activities during the phase-in period. Alternate plans addressing the need to certify new employees if the incumbents are not retained are also required.

17.2 The contractor will develop a Phase-Out Plan to ensure continuity of services in the event the incumbent Contractor does not receive the follow-on award The Phase-Out Plan will include, but is not limited to, including discussions of workload estimates, priority allocations of personnel and resources, scheduled completion dates of key events. The Contractor shall provide all continuity books to the follow-on Contractor in the event the incumbent Contractor does not receive the follow-on award. The plan will also provide sufficient detail to ensure the Contractor will provide for a smooth/uninterrupted transition of the incumbent personnel if the incoming Contractor wants to retain such personnel.

18.0 LIST OF APPENDICES

18.1 Appendix 1 – NWS Site Locations
18.2 Appendix 2 – NWS Site Mileage Chart (GCSM)

19.0 LIST OF ATTACHMENTS

19.1 Attachment 1 – NWS Flight Log (FW)
19.2 Attachment 2 – List of Authorized Aircraft
19.3 Attachment 3 – Wide Area Work Flow (WAWF) Instructions
19.4 Attachment 4 – Cost Summary Report (FW)
19.5 Attachment 5 - NWS Zone Map