STATEMENT OF WORK (SOW) FOR MH-60T ADVANCED AIRCREW TRAINING SYSTEMS
Amendment 0001

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SECTION 1: GENERAL INFORMATION, BACKGROUND, AND OBJECTIVE

1.1 Introduction

The United States Coast Guard (USCG) is undertaking a critical modernization of its rotary-wing training infrastructure to support the MH-60T fleet growth and to enhance aircrew and rear-crew operational readiness.

The Contractor shall provide the design, fabrication, delivery, installation, and support of three advanced training devices:

- **One (1) MH-60T Level 7 Flight Training Device (FTD):** A high-fidelity ~~fixed-base~~ simulator replicating the MH-60T cockpit, avionics, and mission systems for pilot and aircrew training.
- **One (1) Hoist Mission Training System (HMTS**): A full-size, immersive, mixed-reality hoist trainer for rear-crew Search and Rescue (SAR) and hoist operations training.
- **One (1) Portable Hoist Mission Training System (P-HMTS):** A transportable, modular hoist trainer enabling mobile and distributed SAR/hoist training.

The Contractor will be responsible for the MH-60T Level 7 FTD and for managing the delivery and integration of the HMTS and P-HMTS. They will be responsible for all aspects of program management, device integration, delivery, installation, acceptance testing, documentation, training, and warranties (standard and or extended warranties).

All devices will be delivered and installed at the USCG Aviation Training Center (ATC) in Mobile, AL.

1.2 Background

The USCG operates the MH-60T Jayhawk helicopter as its primary medium-range recovery (MRR) platform for search and rescue (SAR), law enforcement, homeland security, and disaster response missions. Historically, USCG aircrew training has relied on a combination of classroom instruction, part-task trainers, and operational flight time. While these methods provide valuable experience, they are limited in their ability to safely and cost-effectively replicate the full range of mission scenarios, emergency procedures, and complex SAR operations encountered in the field.

To address these challenges, the USCG has previously invested in fixed-base flight simulators and procedural trainers. However, the current training infrastructure does not

fully meet the evolving needs of the MH-60T fleet, particularly in the areas of rear-crew hoist/SAR training and distributed/mobile training capability.

1.3 Program Objective

The Contractor shall design, fabricate, deliver, install, integrate, test, and support three (3) advanced training devices that collectively provide comprehensive, high-fidelity training for MH-60T pilots, aircrew, and rescue swimmers. These devices will enhance USCG operational readiness by enabling safe, repeatable, and realistic training for a full spectrum of mission scenarios. The Contractor shall ensure that all devices are interoperable, maintainable, and compliant with current USCG selected Security and Privacy Controls and operational requirements. The devices will be provided with the technical documentation referenced in the Contract Data Requirements List (CDRL) list (Table 1).

SECTION 2: Detailed Tasks and Requirements

The Contractor shall provide all personnel, labor, materials, and equipment, required to design, fabricate, deliver, install, integrate, test, and support a MH-60T Level 7 FTD, a Hoist Mission Training System (HMTS), and a Portable Hoist Mission Training System (P-HMTS) for the United States Coast Guard (USCG).

The Contractor shall also provide all required logistics support, technical documentation, training, warranty, and program management services as specified herein.

The Contractor shall deliver, install, and integrate all three (3) devices at the designated USCG site(s) to ensure they are fully operational, tested, and accepted. Each deliverable below corresponds to a specific Contract Line Item Number (CLIN) for pricing and invoicing purposes.

The Contractor shall design all systems to support future expansion, including the addition of new training devices or software modules.

2.1 MH-60T Level 7 Flight Training Device (FTD) (CLIN 0001)

Scope: The Government intends to provide a spare non-operational MH-60T aircraft hull to serve as the physical reference and framework for the FTD. The Contractor shall design and build one (1) fixed-site, high-fidelity simulator replicating the MH-60T cockpit, avionics, and mission systems.

Requirements: The device shall be designed, manufactured, and tested to meet or exceed the technical criteria of the Federal Aviation Administration (FAA) 14 CFR Part 60 for a Level 7 Flight Training Device ~~standards~~. These standards shall serve as the objective technical baseline for the device's fidelity and performance. The U.S. Coast Guard, as a public aircraft operator, will serve as the sole evaluating and self-certifying authority. The device must also ~~as well as~~ support all relevant training scenarios for pilot and aircrew (normal, abnormal, and emergency procedures, instrument flight, and mission scenarios). The device shall replicate the MH-60T cockpit, avionics, and mission systems and include full cockpit controls, switches, indicators, and panels "switchology" as per the current USCG MH-60T configuration, a high-fidelity visual system that is night vision goggle (NVG) compatible, and a fully functional instructor/operator station (IOS). The system shall be maintainable and upgradable. (Note: See fidelity requirements in Section 2.1.1-2.1.8)

Form, Fit and Function: The Contractor may utilize replicated hardware and rehosted software provided all components achieve full functional and physical equivalence to the H-60 aircraft avionics and parts. All replicated equipment must provide a one-for-one match in tactile feedback, visual appearance, and operational logic to the original aircraft equipment.

Any rehosted software must execute with the same latency, fidelity, and response characteristics as the flight-certified version, ensuring the pilots interface is indistinguishable from the actual aircraft environment.

2.1.1 Cockpit Replication and Structure

a. The Government intends to make available one (1) retired, non-operational MH-60T helicopter fuselage, which the Contractor shall use as the structural basis for the FTD cockpit to ensure the highest possible physical fidelity.

b. The FTD shall be equipped with physical replicas of the pilot and copilot stabilator check mirrors. The reflection in each mirror shall be a simulated image of the aircraft's stabilator, achieved by integrating small, high-resolution display screens.

2.1.2 Flight Dynamics and Motion Systems

a. The FTD shall be equipped with a digital, 4-channel electric control loading system (CLS) utilizing Moog E-series or equal high-performance electric actuators. The CLS must be fully digital, electric, provide accurate and rapid force feedback, deliver a minimum continuous force of 50 lbs. per channel, and integrate with simulator software using standard communication protocols. Any proposed equal product must meet or exceed the performance, reliability, and integration capabilities of the Moog E-series actuators.

b. The cockpit assembly shall be mounted on a compact, commercial-off-the-shelf (COTS), high-fidelity, six-Degree-of-Freedom (6-DOF) electric motion platform utilizing an all-electric (electromechanical) hexapod architecture. The entire motion system must be capable of operating within the facility footprint specified in the Installation Facility Interface Control Document (ICD, Enclosure 2). The platform must be capable of high-frequency vibration cueing up to at least 30 Hz, and provide smooth, low-latency motion cueing across all translational (heave, surge, sway) and rotational (pitch, roll, yaw) axes. Any proposed equal motion platform must meet or exceed the specified frequency response, reliability, and integration requirements. The motion base must be governed by a dedicated, standalone digital motion controller cabinet that interfaces directly with the host simulation computer via standard Ethernet protocols (UDP/TCP).

c. To ensure minimal maintenance and eliminate hazards associated with hydraulic fluid, the system must utilize high-response electric linear actuators. For personnel safety and equipment protection, the system must include integrated hardware and software fail-safes, including fail-safe mechanical braking on all actuators, absolute position feedback sensors, mechanical over-travel stops, and an automated, gravity-assisted "return-to-home" or settle function in the event of total power loss or emergency stop activation.

2.1.3 Visual and Display Systems

a. The FTD shall be equipped with a Q4 Services SupraVue® MAX or equal collimated visual display system, providing a minimum field of view of 200 degrees horizontal by 60 degree vertical. The visual display system must utilize a continuous, monolithic vacuum-formed

metalized film mirror paired with a seamless overhead back-projection screen to eliminate parallax errors and provide true depth perception for a multi-crew cockpit. The system must deliver uninterrupted Out-The-Window (OTW) imagery focused at optical infinity, free of physical seams, joints, or noticeable optical distortions in the primary viewing areas. The display framework must be constructed from ultra-lightweight composite materials optimized for direct integration onto a 6-DOF motion platform without negatively impacting the motion system's payload capacity or center of gravity. The visual display system shall be paired with Norxe P-series or equal projectors, capable of delivering high-resolution, high-brightness imagery with minimal latency to ensure accurate, real-time visual cueing during all phases of simulator operation.

b. The FTD shall also be equipped with a Mixed Reality (MR) system utilizing the latest generation Varjo Extended Reality (XR) series or equal professional headsets for Government/offline use. The MR system must be fully functional on an air-gapped network and support rapid system calibration and alignment procedures. The headset must be professional-grade, capable of high-fidelity, low-latency video pass-through mixed reality, and feature ultra-high-resolution displays providing a minimum of 40 Pixels Per Degree (PPD) in the central viewing area to ensure the legibility of highly detailed virtual cockpit instrumentation and physical Electronic Flight Bags (EFBs). The system must utilize dual front-facing cameras with active depth-sensing technology to seamlessly composite the virtual flight environment with physical cockpit elements, providing real-time depth awareness and dynamic occlusion so the pilot can naturally see their hands, flight controls, and EFB layered over the virtual world. The headset must also integrate native, high-frequency eye-tracking technology to support dynamic foveated rendering, maximizing graphical fidelity where the user is looking while optimizing host computer performance. All components must be robust to withstand operational stresses associated with frequent motion platform movements, and any proposed equal MR system must meet or exceed the specified optical quality, integration, and durability requirements.

c. FTD Visual System Operating Modes: The FTD shall be designed to support two distinct, instructor-selectable visual training modes. The domed collimated display and the mixed reality (MR) headset will not be utilized concurrently by the same pilot. The system architecture must allow for seamless transition between the following modes:

    1. Mode 1: Collimated Display Mode. This is the primary mode for core flight training, including aircraft checklists, normal and emergency procedures, and instrument flight rules (IFR) training. In this mode, the pilot utilize only the physical out-the-window (OTW) collimated dome display.

    2. Mode 2: Mixed Reality (MR) Mode. This mode is reserved for tactical and high-workload operational training requiring an expanded Field of View (FOV) and enhanced depth perception, such as SAR search patterns, vertical reference/hoist operations, and Confined Area Landings (CALs). In this mode, the pilot utilizes the MR headset to view the simulated external environment superimposed over the physical cockpit.

d. Chin Window Visual Requirements: Physical chin windows are required as part of the structural cockpit replication. The visual display requirements for these windows are dependent on the selected operating mode as follows:

   1. Collimated display mode: No active visual projection or display is required through the chin windows. They may remain unprojected/blank during this mode.

   2. Mixed Reality (MR) mode: Visual imagery must be fully rendered through the chin windows. The MR headset must dynamically superimpose the virtual environment over the physical chin window openings to support down-and-in chin-window visibility (e.g., during hoists and confined area landings).

2.1.4 Image Generator and Special Visual Effects

a. The FTD shall incorporate a high-performance, COTS GPU-based image generator (IG), such as Aechelon Nucleus or equal, capable of real-time, multi-channel, and multi-spectral rendering. The IG must ingest, process, and render global-scale geospatial databases – including high-resolution satellite imagery, elevation data, and 3D cultural models, with continuous Level of Detail (LOD) management to ensure smooth transitions without visual artifacts. The visual database must include all USCG Air Stations as high-fidelity airfields. Enclosure (3) provides a list of the required USCG Air Stations and their correlating airfields. The following further describes the definition of 'high fidelity' airfield:

   1. At a minimum, this includes: Accurate Runway and Taxiway Placement: All runways, taxiways, and parking areas must be accurately placed and oriented, with correct markings, lighting (including approach lighting systems), and signage. Geospecific 3D Models: All significant airfield structures (e.g., hangars, terminals, control towers, and unique/prominent buildings on or adjacent to the airfield) must be modeled with realistic, geospecific textures. Realistic Terrain and Environment: The immediate surrounding terrain must be realistically modeled with appropriate textures, vegetation, and cultural lighting. Dynamic Elements: The model must support dynamic environmental effects, including weather (rain, fog, snow), time of day, and appropriate lighting. The contractor's proposed solution must be capable of generating a visual scene that is immediately recognizable to a pilot familiar with the airfield and is suitable for conducting all required training tasks, including circling approaches, visual patterns, and ground operations.

b. The IG must generate OTW visuals and physics-based sensor simulations (Electro-Optical, Infrared/FLIR, Night Vision Goggles, Synthetic Aperture Radar) from a single, unified database to ensure absolute correlation and eliminate discrepancies. Advanced visual effects must include dynamic brownout/whiteout modeling, rotor wash airflow modeling on surfaces, and real-time CFD airflow modeling for wind interaction, weather transitions, and environmental lighting.

c. The IG must support real-time distortion correction and edge-blending for collimated dome projections, as well as low-latency, high-frame-rate outputs for mixed reality headsets. The projector visual display system shall include an integrated, automated

image alignment and color/brightness balancing system (auto-alignment system). Any proposed equal IG must meet or exceed the specified fidelity, correlation, integration, and performance requirements.

2.1.5 Avionics and Systems Integration

a. The FTD's Military-Standard (MIL-STD)-1553B and Aeronautical Radio, INC (ARINC) 429 data bus architectures shall be implemented as physically separate, external buses managed by dedicated hardware with accessible breakout panels.

b. The FTD shall provide a full and accurate simulation of the Traffic Collision Avoidance System (TCAS) II and the aircraft's standby magnetic ('wet') compass.

c. The system must provide a Bluetooth-based Global Positioning System (GPS) spoofing capability for use with actual Government-provided Electronic Flight Bags (EFBs)/IPAD. The Bluetooth module itself must be “turned off” or “shielded” when not in use to satisfy the Authority to Operate (ATO).

2.1.6 Simulated Mission Equipment

a. The Contractor shall provide a fully functional simulation of the Honeywell Radar RDR-7000 or equal weather radar and the Teledyne FLIR ESS-M or equal Electro-Optical/Infrared (EO/IR) sensor system. The simulated systems must replicate all operational modes, controls, displays, and performance characteristics of the actual aircraft-installed equipment.

2.1.7 Instructor Operator Station (IOS)

a. General Requirements: The IOS shall achieve maximum commonality with existing Operational Flight Trainer (OFT) Instructor Stations at ATC Mobile, utilizing a Government-provided IOS software baseline or provide equivalent functionality as approved by the Government. It must be an enclosed environment for at least three (3) personnel and include remote tablet control, a 3D After-Action Review (AAR) system, multi-camera cockpit video/audio recording, and simulated air traffic and communications environments.

b. 3D After-Action Review (AAR) System: The AAR system shall meet the following minimum baseline performance requirements:

3. Data Recording: Synchronized recording of all simulated flight data (ownship parameters, flight path, switchology/inputs), visual OTW scenes, cockpit instrument displays, and all instructor-student audio communication for the duration of the training event.

4. Playback Control: The ability for the instructor and crew to pause, fast-forward, rewind, and bookmark specific events during the debriefing playback.

5. 3D Tactical Viewing: A graphical user interface (GUI) that allows for viewing the recorded flight path in a 3D simulated environment, with the ability to manipulate the viewing angle (tethered to ownship, free-roaming camera, and 'pilot eye' view)

6. Exportability: The capability to export debriefing session files to standard, unclassified commercial media formats (.mp4, .avi) for standalone review outside the simulator facility.

2.1.8 Aural Cueing and Communications System

a. Aural cueing shall be provided by an ASTi Telestra-series or equal system, capable of fully simulating the aircraft's radio suite (ARC-210, ARC-220, RT-5000) and internal intercom system (ICS), including all operational models, controls, and audio fidelity requirements. The simulation system must incorporate a dedicated, network-based audio and communications platform using a software-defined, model-based architecture to generate realistic, physics-based 3D spatial audio—including aerodynamic noise, engine acoustics, environmental sounds, and warning tones—synchronized with the host vehicle's dynamic state in real time. The system must provide high-fidelity simulation of multi-channel radios (VHF, UHF, SATCOM), secure/crypto voice emulation, and ICS, accurately modeling radio frequency physics, including Line-of-Sight propagation, terrain masking, atmospheric degradation, and distance-based signal attenuation. The platform must support Distributed Mission Operations (DMO) and be compliant with standard interoperability protocols, including Distributed Interactive Simulation (DIS) and High Level Architecture (HLA) for seamless, networked voice integration with external simulator nodes.

2.2 Hoist Mission Training System (HMTS) (CLIN 0002)

Scope: The Contractor shall provide one (1) full-size, immersive, mixed-reality hoist trainer replicating the MH-60T rear-crew environment for rear-crew SAR and hoist operations.

Requirements: The HMTS shall provide realistic cable physics, haptic feedback, environmental effects (rotor wash, sea state, night/NVG), support for a full range of SAR mission profiles (including overwater, shipboard, and confined-area operations) and include an instructor/operator station with scenario authoring, malfunction insertion, and after-action review (AAR) capabilities.

a. The system must include authentic hoist controls, realistic cable physics, haptic feedback, and environmental effects.

b. The system must support a full range of SAR mission profiles (over-water, shipboard, confined-area, etc.) and include a full-featured IOS.

2.3 Portable Hoist Mission Training System (P-HMTS) (CLIN 0003)

Scope: The Contractor shall provide one (1) transportable, modular hoist trainer for mobile and distributed SAR and hoist training.

Requirements: The P-HMTS shall provide core hoist and rear-crew training capabilities in a rapidly deployable form factor, support setup and teardown by two personnel, and include the same instructional and scenario capabilities as the HMTS. The P-HMTS shall include an IOS, be scaled for mobile use and be operable in a variety of facilities.

e. The system must replicate key hoist controls and tasks with realistic cable dynamics.

2.4 Training and Documentation (CLIN 0004)

Scope: The Contractor shall develop and deliver all initial operator/instructor and maintainer training, training manuals, and all final "as-built" technical manuals and data for all three devices.

Requirements: Device operator/instructor and maintainer training shall include classroom instruction provided by the vendor, hands-on practice, and deliver a "train-the-trainer" program tailored for the USCG (CDRL A014). This training is only intended for vendor to Government as initial instructor / initial operator / initial maintainer training. Documentation shall include operator/instructor and maintenance manuals, and all cybersecurity deliverables required by Section 8.3.

2.5 Extended Warranty and Support (CLIN 0006) (Optional)

Scope: Provide option for one (1) additional year of warranty on all three (3) devices, commencing upon formal USCG final acceptance of each training device in accordance with Section 4.3.

Requirements: Extended warranty shall cover all parts and labor for failures as well as hardware, software, components, and subsystems, including technical support, software updates, and hardware repair/replacement. The warranty must allow for USCG-applied security patches and configuration changes without voiding warranty support.

SECTION 3: Environmental and Facility Requirements

a. The Contractor shall specify all environmental, power, HVAC, and facility requirements for each device and coordinate with USCG to ensure all site preparations are completed prior to delivery.

b. The Contractor shall perform all installation and integration activities in accordance with the Installation Facility Interface Control Document (ICD), provided as Enclosure 2. The ICD specifies all facility interfaces, including power, HVAC, network, structural, and safety requirements. The Contractor shall coordinate with USCG facility personnel to ensure compliance with all ICD requirements prior to delivery and installation.

SECTION 4: Testing Requirements

The Contractor shall be responsible for comprehensive testing and acceptance activities to ensure that all delivered devices meet or exceed USCG requirements for functionality, fidelity, safety, and maintainability.

4.1 Factory Acceptance Testing (FAT)

a. The Contractor shall conduct FAT for each device at the manufacturing/integration facility prior to shipment, witnessed by USCG representatives.

b. FAT shall include verification of all hardware and software functionality, execution of a comprehensive test plan (CDRL A006) covering all normal and emergency procedures, validation of system performance against contract specifications, and demonstration of all IOS features. The Contractor shall also provide the draft Operator and Maintenance manuals (CDRL A013) to the Government for review.

4.2 Site Acceptance Testing (SAT)

a. Upon delivery and installation at ATC Mobile, the Contractor shall conduct a formal SAT for each device, witnessed and verified by USCG representatives.

b. SAT shall include verification of proper installation and integration that meets all performance requirements of Section 2. This includes execution of a comprehensive test plan (CDRL A007) including site-specific scenarios, and validation of system interfaces with USCG infrastructure.

c. Cybersecurity controls and RMF artifact verification are specified in Section 8.3.

d. The Contractor shall document all SAT results, including a Master License Appendix that the 3-year term for all items commences on the date of SAT completion, in a SAT Report (CDRL A009) for USCG approval.

4.3 Final Acceptance

a. Final USCG acceptance of each device will occur only after the successful completion of SAT, resolution of all critical deficiencies, and delivery of all required documentation and training.

b. The Contractor shall provide a Certificate of Compliance (CDRL A015) for each device.

4.4 Test Documentation

a. The Contractor shall develop and deliver a Factory Acceptance Test Plan (CDRL A006) and Report (CDRL A008), a Site Acceptance Test Plan (CDRL A007) and Report (CDRL A009), and a Discrepancy/Deficiency Tracking Log (CDRL A010).

4.5 Correction of Deficiencies

a. The Contractor shall correct all deficiencies identified during FAT, SAT, or within the warranty period at no additional cost to the Government.

SECTION 5: Program Management Requirements, Roles & Responsibilities (CLIN 0005)

Scope: The Contractor shall establish and maintain a robust program management structure to ensure the successful execution of all contract requirements, effective communication with the Government, and delivery of all products and services.

Requirements: The Contractor shall designate a Program Manager (PM), a Site Lead, and a Cybersecurity Lead to ensure the successful execution of all contract requirements. The individual roles and responsibilities are described below.

5.1 Contractor Roles and Responsibilities

a. Contractor Program Manager: The PM is the primary point of contact for all contract activities and is responsible for contract execution. The PM shall provide project oversight, schedule management, risk management, quality assurance, reporting, and regular communication with the USCG. The PM shall ensure submission of all deliverables, coordinate and lead project meetings and reviews, and manage all subcontractor activities (if applicable).

b. Contractor Site Lead(s): The Contractor Site Lead oversees all on-site activities at ATC Mobile. The Site Lead coordinates with the designated USCG Project Liaison, and ensures the proper installation, integration, and testing of each device.

c. Contractor Cybersecurity Lead: The Cybersecurity Lead (Information Assurance Systems Architecture and Engineering IASAE Level II or equivalent) is responsible for cybersecurity deliverables and coordination as specified in Section 9.

d. Subcontractor Management (if applicable): The Contractor shall manage all subcontractors, ensuring their performance aligns with all contract requirements and project schedules. The Contractor is fully responsible for the integration of all subcontractor-delivered systems.

5.2 Program Management Deliverables

a. The Contractor shall provide a detailed Project Management Plan (PMP) as specified in CDRL A001, outlining the organizational structure, roles, responsibilities, communication protocols, and risk management strategies.

b. The Contractor shall provide a detailed Integrated Master Schedule (CDRL A002), with milestones, deliverables, and critical path activities.

c. The Contractor shall submit Monthly Status Reports (CDRL A005) summarizing progress, risks, issues, and upcoming activities.

d. The Contractor shall participate in regular program reviews, design reviews, and technical interchange meetings (TIMs) as scheduled by the Government.

e. The Contractor shall develop and maintain a Quality Control Plan (CDRL A004) and provide regular updates on quality assurance activities.

f. The Contractor and the Government will convene quarterly for a Program Management Review (PMR) to discuss program status, accomplishments, schedule, issues, risks, planned actions. The PMR will provide an opportunity for stakeholders to review progress, address challenges, and ensure alignment with program objectives. Successful completion of the Quarterly PMR and Government acceptance of the associated Quarterly Progress, Performance, and Financial Report (CDRL A025).

5.3 Communication and Coordination

a. The Contractor shall maintain regular and open communication with the designated Government points of contact (Contracting Officer, Contracting Officer Representative, USCG Liaison, and FTD Program Manager).

b. The Contractor shall provide advance notice for all major activities, including deliveries, installations, training sessions, and acceptance testing.

c. The Contractor shall promptly notify the Government of any issues, risks, or delays that may impact contract performance or schedule.

SECTION 6: Warranty

The Contractor shall provide a comprehensive warranty for all delivered training devices, components, software, and associated materials to ensure that the USCG receives fully functional, reliable, and supportable systems. The warranty shall cover defects in materials, workmanship, and performance, as specified below.

6.1 Standard Warranty Period

a. The Contractor shall provide a minimum warranty period of one (1) year / 12 months from the date of final Government acceptance of each device.

b. The warranty period for each device shall begin upon written notice of final acceptance by the Government following successful completion of Site Acceptance Testing (SAT).

6.2 Coverage

a. The warranty shall cover all hardware, software, components, and subsystems provided under this contract, including the MH-60T Level 7 FTD, Hoist Mission Training System (HMTS), and Portable Hoist Mission Training System (P-HMTS).

b. The warranty shall include:

1. Repair or replacement of defective parts, components, or software at no additional cost to the Government.
2. All labor, travel, shipping, and associated costs required to correct standard warranty issues.
3. On-site support for troubleshooting and repairs, as required.
4. Software bug fixes, patches, and updates necessary to maintain compliance with ATO.
5. Technical support (remote and on-site as needed) for diagnosing and resolving standard warranty issues.
6. Cybersecurity patching and technical support for RMF compliance.
7. Unresolved warranty issues shall be escalated to the Contracting Officer within ten (10) business days.

c. Warranty Performance Standards: To be considered fully functional and compliant with the warranty, the delivered systems shall meet the following minimum performance standards throughout the entire warranty period (standard and optional).

    1. Reliability (Availability): The system shall demonstrate a minimum of 95% availability during all scheduled training periods. Availability is defined as the total time the system is fully mission capable, divided by the total scheduled training time, as tracked in the monthly status reports.

    2. Maintainability (Mean Time to Repair – MTTR): The system shall have a MTTR of no more than four (4) hours for any critical failure that renders the system non-operational. This time is measured from the contractor's acknowledgment of the failure to the time the system is returned to a fully mission capable state.

6.3 Response and Resolution Time

a. The Contractor shall acknowledge all warranty claims within two (2) business days of notification.

b. The Contractor shall provide an initial assessment and corrective action plan within five (5) business days of notification.

c. The Contractor shall use commercially reasonable efforts to resolve all warranty issues as expeditiously as possible.

6.4 Exclusions

a. Any warranty claim shall not apply to defects or failures resulting from unauthorized modifications or repairs made or performed by the USCG, accidental damage, misuse, neglect, or operation outside of specified environmental parameters.

b. GFE provided and installed in the simulator is not subject to any warranty.

6.5 Extended Warranty

a. The Contractor shall accommodate extended warranty coverage beyond the initial one-year period, for a one-year extension at the government's option. (CLIN 0006) The Contractor shall ensure a seamless transition from standard to extended warranty coverage, if exercised.

6.6 Warranty Documentation

a. The Contractor shall provide a written warranty statement for each device, specifying the terms, coverage, exclusions, and procedures for submitting any warranty claims. (CDRL A020)

b. The Contractor shall provide points of contact for any warranty support.

6.7 Transition to Sustainment

a. The Contractor shall design and document all systems to facilitate a seamless transition to long-term sustainment.

b. The Contractor shall deliver a comprehensive technical data package (TDP) (CDRL A019) sufficient for future operation, maintenance, and modification by USCG or its designated sustainment Contractor.

c. The Contractor shall provide recommendations for sustainment, including preventive maintenance schedules, spare parts lists, and obsolescence management strategies.

d. The Contractor shall participate in knowledge transfer activities with USCG or its designated sustainment manager. The Contractor shall deliver a formal Sustainment Transition Plan (CDRL A021), including a checklist of tasks, training sessions, and documentation to ensure seamless transition. A Training Completion Roster (CRDL A018) shall be submitted following all Contractor provided training to the Government.

e. The Vendor shall ensure all devices integrate with the Government cyber management server (CMS) to facilitate credentialed vulnerability scanning and patching.

f. In accordance with CDRL A021, prior to the expiration of the standard warranty period (or extended warranty if optional CLIN 0006 is exercised), the Contractor shall support the transition to a follow-on sustainment contract or Government-managed support, including knowledge transfer and participation in sustainment planning meetings for each device. The report is a comprehensive guide to ensure that the knowledge and responsibilities for maintaining a system are effectively passed on, preventing disruptions and ensuring the long-term success of the project.

SECTION 7: Deliverables and Contract Data Requirements

This section defines all required deliverables, and the Contract Data Requirements List (CDRL) in Table 1. The Contractor shall provide all deliverables in accordance with the approved Integrated Master Schedule (IMS).

7.1 Contract Data Requirements List (CDRL)

a. The Contractor shall provide the following key deliverables, in electronic format. The following table defines all contractually required data deliverables. Each CDRL item is a binding requirement subject to Government review and acceptance.

Table 1: Contract Data Requirements List (CDRL)

CDRL #	Data Item Title	SOW Ref.	DID Ref.	Format/ Media	Due Date
A001	Project Management Plan (PMP)	5.2.a	DI-MGMT-80004A	PDF/Word	30 Days After Contract Award (DACA)
A002	Integrated Master Schedule (IMS)	5.2.b	DI-MGMT-81650	MS Project	30 DACA, with monthly updates
A003	Configuration Management Plan	8.2.c	DI-SESS-80858	PDF/Word	60 DACA
A004	Quality Control Plan	5.2.e 9.3.a	DI-QCIC-80701	PDF/Word	60 DACA
A005	Monthly Status Reports	5.2.c 9.3.b	N/A	PDF/Word	Monthly, by the 5th day
A006	Factory Acceptance Test (FAT)Procedures	4.1.b 4.4.a	DI-NDTI-80603A	PDF/Word	90 days prior to each scheduled FAT

Table 1: Contract Data Requirements List (CDRL)					
CDRL #	**Data Item Title**	**SOW Ref.**	**DID Ref.**	**Format/ Media**	**Due Date**
A007	Site Acceptance Test (SAT) Procedures	4.2.b 4.4.a	DI-NDTI-80603A	PDF/Word	60 days prior to each scheduled SAT
A008	FAT Report	4.4.a	DI-NDTI-80603A	PDF/Word	15 days after completion of each FAT
A009	SAT Report	4.2.d 4.4.a	DI-NDTI-80603A	PDF/Word	15 days after completion of each SAT
A010	Discrepancy/ Deficiency Tracking Log	4.4.a	N/A	Excel/PDF	Delivered with each FAT/SAT Report
A011	Logistics Support Plan	9.2.b	N/A	PDF/Word	Due at Critical Design Review (CDR)
A012	Recommended Spare Parts/Tools List	9.2.c	N/A	Excel/PDF	Due at Critical Design Review (CDR)
A013	Operator and Maintenance Manuals (Draft)	4.1.b	N/A	PDF/Word	Due at Factory Acceptance Test (FAT)
A014	Training Materials (Draft)	2.4	N/A	PDF/Word/PPT	Due 60 days prior to training start

Table 1: Contract Data Requirements List (CDRL)					
CDRL #	**Data Item Title**	**SOW Ref.**	**DID Ref.**	**Format/ Media**	**Due Date**
A015	Certificate of Conformance	4.3.b	DI-MISC-81356A	PDF	Delivered with each system at SAT
A016	RMF Artifact Package (SSP, SCTM, SBOM, POA&M)	8.3	N/A	PDF/Digital	Due at start of each Site Acceptance Test (SAT) PDR, CDR, and Final
A017	Operator and Maintenance Manuals (Final)	2.4	N/A	PDF/Word	Due at Final Acceptance
A018	Training Completion Roster	6.7.d	N/A	Excel/PDF	15 days after completion of training
A019	Technical Data Package (TDP)	6.7.b	DI-SESS-80776B	PDF/Digital	Due at Final Acceptance
A020	Warranty Statement	6.6.a	N/A	PDF	Due at Final Acceptance of each device
A021	Sustainment Transition Plan	6.7.d	N/A	PDF/Word	30 days prior to end of each warranty period for each device.
A022	Software Bill of Materials (SBOM)	8.3.c.5	DI-SESS-82433	Machine-Readable	Due 30 days prior to FAT

Table 1: Contract Data Requirements List (CDRL)					
CDRL #	**Data Item Title**	**SOW Ref.**	**DID Ref.**	**Format/ Media**	**Due Date**
A023	Vulnerability Scan Results (ACAS/Nessus)	8.3.c.9	N/A	.xml / .nessus	At FAT and SAT
A024	STIG Compliance Checklists	8.3.c.9	N/A	.ckl / XCCDF	Due with FAT Report
A025	Quarterly Progress, Performance, and Financial Report	5.2.f	N/A	PDF/Word	Quarterly 7 days prior to the Quarterly PMR

SECTION 8: Data, Cybersecurity, and Technology Management

8.1 Data Rights and Intellectual Property

a. The Contractor shall deliver all technical data, software, source code, interface documentation, and configuration management records necessary for the operation, maintenance, modification, and integration of the delivered systems.

b. For all replicated components, the Contractor shall provide high-fidelity digital models in a neutral format (STEP or STL) to support future Government additive manufacturing (3D printing) for maintenance.

c. The USCG shall receive, at minimum, Government Purpose Rights for all delivered technical data, software, source code, interface documentation, and configuration management record deliverables, in accordance with FAR 52.227-14 unless otherwise negotiated.

d. The Contractor shall clearly identify and justify any proprietary or restricted data in advance.

8.2 Configuration Management and Change Control

a. The Contractor shall implement a formal configuration management (CM) process for all hardware, software, and documentation, including version control, change tracking, and delivery of as-built configuration baselines.

b. All proposed changes to system configuration after baseline approval shall be submitted for Government review and approval.

c. The Contractor shall provide a Configuration Management Plan (CDRL A003).

8.3 Cybersecurity and Information Assurance

a. The Contractor shall ensure that all delivered systems, including all hardware, software, operating systems, applications, and network components, are configured and hardened in accordance with the latest applicable Security Technical Implementation Guides (STIGs) issued by the Defense Information Systems Agency (DISA). In the absence of a specific STIG, the Contractor shall adhere to the applicable Security Requirements Guide (SRG).

~~b.~~ The Contractor shall implement “Security by Design” principles and provide all documentation and engineering support necessary to achieve a full ATO for all delivered systems under the Risk Management Framework (RMF) process. ~~These include but are~~

~~not limited to: hardware list, software list, system topology or network diagram, ACAS Vulnerability Scans, and SCAP scan results (STIG scans). (Note: Security by Design means all hardware, operating systems, and code will be specifically selected and configured to ensure they are defensible against cybersecurity threats.)~~

c. The specific security Requirements Include:

1. Security Control Baseline: The systems shall be designed to meet the security controls defined in NIST SP 800-53 Revision 5. The applicable baseline is the Committee on National Security Systems (CNSS) Instruction No. 1253, Low Baseline (Confidentiality: Low; Integrity: Low; Availability: Low), with the Non-National Security Systems (Non-NSS) Overlay applied. The final tailoring of this baseline will be a collaborative effort finalized post-award and documented in the System Security Plan (SSP). ~~Implementation of NIST SP 800-53 Low Baseline controls (Low confidentiality, integrity, availability)~~
2. Use of FIPS 140-3 validated cryptographic modules for any cryptography.
3. System hardening of all OS, BIOS, applications, and network components per applicable DISA STIGs.
4. Data-at-rest (DAR) encryption is not required for the internal, non-removable storage of the standalone training devices (FTD, HMTS, P-HMTS). DAR encryption is required for any data being transferred from a training device via removable media (USG drives, external hard drives). Any such media must be encrypted using a FIPS 140-2/3 compliant solution. ~~Protection of data at rest using removable hard drives or FIPS 140-2/3 compliant encryption.~~
5. Delivery of a Software Bill of Materials (SBOM) (CDRL A022) for all proprietary and third-party software.
6. Devices must remain standalone (air-gapped) or utilize a Government-approved secure gateway. The FTD must also be capable of connecting to the USCG ATC Maintenance Network as specified in Section 8.4.b.
7. The Government shall have System Administrator access to the system as required to conduct credentialed vulnerability scanning (ACAS/Nessus) at FAT and SAT.
8. All Category I and II vulnerabilities must be remediated prior to acceptance. A Government-approved POA&M must be in place at time of acceptance for all open Category I and II vulnerabilities.

9. Delivery of a comprehensive RMF Artifact Package (CDRL A016), including System Security Plan (SSP), Security Control Traceability Matrix (SCTM), and Plan of Action and Milestones (POA&M), Vulnerability Scan results (CDRL A023), STIG compliance checklists (CDRL A024) and SCAP scan results.

10. Technical support for continuous monitoring and monthly security patch impact assessments shall be provided during the warranty period. After the expiration of the warranty (including any extended warranty), the Contractor's responsibility for cybersecurity patching and vulnerability remediation will cease unless otherwise specified in a follow-on sustainment contract.

e. The H-60 Flight Training Device and associated hoist training devices are categorized as Low-Impact Systems (Low Confidentiality, Low Integrity, Low Availability) in accordance with Federal Information Processing Standards (FIPS) 199. ~~The Contractor shall implement the NIST SP 800-53 Low Control Baseline to ensure the protection of the system and its data.~~

f. To ensure the security, integrity, and resilience of Government information systems and services, both Government entities and vendors must work together to implement robust cybersecurity policies and practices. The vendor and the Government will collaborate on building a framework of the following policies that define shared responsibilities and support ongoing coordination to effectively protect critical assets and sensitive information:

1. Access Control Policy - Defines how users and devices are granted access to system resources, including authentication, authorization, and least privilege principles.

2. Configuration Management Policy - Outlines procedures for managing system configurations, changes, and baseline controls to prevent unauthorized alterations.

3. Contingency Planning/Disaster Recovery Policy - Details plans for system backup, recovery, and continuity of operations in the event of disruptions or disasters.

4. System and Communications Protection Policy - Specifies requirements for protecting data in transit and at rest, including encryption and network security controls.

5. Physical and Environmental Security Policy - Describes measures to protect physical assets and facilities, including access controls and environmental safeguards.

6. Audit and Accountability Policy - Defines logging, monitoring, and review of system activities to detect and respond to inappropriate actions.

7. Maintenance Policy - Outlines procedures for system maintenance, including patch management and secure maintenance practices.

8.4 Interoperability and Integration

a. The Contractor shall ensure all devices are interoperable with each other and with existing or future USCG training infrastructure, supporting open standards for networking.

b. The MH-60T FTD shall be designed for and physically connected to the existing USCG ATC Maintenance Network to enable remote diagnostics, software updates, and maintenance logging, in compliance with all USCG network security policies.

c. FTD and HMTS Real-Time Interoperability: To enable comprehensive Crew Resource Management (CRM) training, the MH-60T FTD and the HMTS shall be capable of operating in a linked, real-time, and fully synchronized mode via a low-latency network utilizing a common protocol and shall not exceed a latency of 50 ms.

8.5 Obsolescence Management, Technology Refresh, and Sustainability

a. All Commercial-Off-The-Shelf (COTS) operating systems (OS) shall be the most recent, stable version that is fully supported by the Original Equipment Manufacturer (OEM) at the time of final system acceptance and must not be designated as "End-of-Life" (EOL).

b. The Contractor shall identify any components or software at risk of obsolescence and propose mitigation strategies.

c. The Contractor is encouraged to use energy-efficient components and practices in all delivered systems.

d. The Contractor shall design systems to facilitate technology refresh and upgrades.

Section 9: Safety, Logistics, Performance and Risk Management

9.1 Environmental, Health, and Safety Requirements

a. The Contractor shall comply with all applicable OSHA, EPA, and USCG environmental, health, and safety standards during all phases of contract performance.

b. The Contractor shall perform hazard analyses, provide safety training for installation and operation, and report any safety incidents to the Government within 24 hours.

c. All equipment delivered shall meet applicable environmental and safety regulations for operational use at USCG facilities.

9.2 Spare Parts, Tools, Consumables, and Logistics Support

a. The Contractor shall provide an initial and sustainment spare parts list, with pricing and lead times. Any long-lead time materials (LLTM) would be purchased under a separate sustainment contract post standard and extended (if awarded) warranties.

b. The Contractor shall provide logistics support requirements, including packaging, shipping, and storage for all devices and spares.

c. The Contractor shall deliver all initial and recommended sustainment spare parts, test equipment, tools, and consumables required for installation, operation, and maintenance of each device, as specified in CDRL A012.

d. The Contractor shall provide a Logistics Support Plan (CDRL A011) detailing packaging, shipping, storage, deployment/relocation guidance, and inventory management procedures. The Contractor's Logistics Support Plan (CDRL A011) shall address handling, storage, and accountability of all Government Furnished Property (see Enclosure 1), as well as compliance with facility interface requirements detailed in the Installation Facility Interface Control Document (see Enclosure 2).

e. The Contractor shall support USCG in establishing reorder processes for critical spares and consumables.

f. The Contractor shall procure and deliver all required software and hardware licenses, subscriptions, and maintenance agreements necessary for the complete and unrestricted operation of all delivered training devices. All such licenses, subscriptions, and maintenance agreements shall be transferrable to the Government upon delivery, and the initial cost for their procurement shall be borne by the Contractor and included in the overall contract price. The term for all such licenses and agreements shall be for a period of no less than three (3) years. The performance period for these licenses shall

commence upon the date of successful SAT completion for each respective training device, as documented in the SAT report (CDRL A009).

9.3 Performance Metrics and Risk Management

a. Performance Metrics: The Contractor shall propose and track key performance indicators (KPIs) for system availability, reliability, and training throughput during the standard warranty and initial support period. Minimum acceptable performance thresholds shall be specified in the Quality Control Plan (CDRL A004).

b. Risk Management: The Contractor shall develop and maintain a Risk Management Plan as part of the Project Management Plan (CDRL A001). The Contractor shall conduct regular risk assessments, report high/critical risks in Monthly Status Reports (CDRL A005), and implement mitigation strategies.

c. Documenting Performance: The COR will maintain a surveillance activity checklist and will document all findings. Positive performance and any deficiencies will be recorded. If deficiencies are noted, the COR will formally notify the Contractor and request a corrective action plan. All surveillance documentation will be retained in the official contract file and will be used as the basis for entries into the Contractor Performance Assessment Reporting System (CPARS).

9.4 Escalation, Dispute Resolution, and Contract Closeout

a. Escalation: Unresolved technical or contractual issues shall be escalated in writing to the Contracting Officer (CO) for resolution.

b. Contract Closeout: Upon completion of all contract requirements, the Contractor shall support contract closeout activities, including final reporting, delivery of all required documentation, and return of Government-furnished property (if any). The Contractor shall provide a final project summary, and lessons learned report as specified in CDRL A021.

9.5 Government Furnished Property

a. A complete list of GFP, including serial numbers and condition, is provided in Enclosure 1: Government Furnished Resources. The Contractor shall be responsible for receipt, accountability, maintenance, and return of all GFP in accordance with Federal Acquisition Regulation (FAR) 52.245-1. Any additional GFP will be documented via contract modification and updated in Enclosure 1.

SECTION 10: Packaging and Marking

10.1 Packaging

a. All items, components, and associated equipment furnished under this contract shall be preserved, packaged, packed, and marked in accordance with best commercial practices and the specific requirements outlined herein. The Contractor shall be solely responsible for ensuring all deliverables are protected against deterioration, corrosion, physical damage, electrostatic discharge (ESD), and environmental elements during shipment, handling, and any period of storage at the delivery site prior to installation.

b. All packaging shall conform to the requirements of MIL-STD-2073-1, "Standard Practice for Military Packaging." The Contractor shall select the appropriate packaging methods to afford the necessary level of protection for all items.

c. At a minimum, the following considerations shall be addressed:

   1. Sensitive Electronic and Optical Components: All ESD-sensitive components, displays, projectors, and computer systems shall be enclosed in static-shielding bags and surrounded by appropriate shock-absorbing and anti-static cushioning materials.

   2. Structural and Mechanical Assemblies: All large structural components, including the FTD cockpit shell and HMTS frame, shall be braced, blocked, cushioned, and secured within custom crates or containers to prevent any movement, shock, or vibration damage during transit.

   3. Environmental Protection: All packaging shall be designed to protect components from exposure to moisture, dust, and other contaminants.

d. The Contractor shall develop and implement a packaging plan that logically groups components into manageable shipping containers to facilitate an orderly inventory and efficient reassembly process at the installation site.

10.2 Marking

a. All exterior shipping containers shall be legibly marked in accordance with MIL-STD-129, "Military Marking for Shipment and Storage."

b. Each container shall be marked with, at a minimum, the following information:

-Contract Number:
-Contract Line-Item Number (CLIN) corresponding to the contents (e.g., "CLIN 0001," "CLIN 0002")
-Nomenclature (e.g., "MH-60T FTD, Cockpit Assembly," "HMTS, Hoist Mechanism")
-Part Number and Serial Number (if applicable)
-Quantity and Unit of Issue
-"Ship To" Address:
USCG Aviation Training Center (ATC) Mobile
8501 Tanner Williams Road

Mobile, AL 36608

-"Ship From" Address (Contractor's Address)
-Container numbers in sequence (e.g., "Box 1 of 15")

c. Appropriate special handling labels (e.g., "FRAGILE," "THIS SIDE UP," "ESD SENSITIVE DEVICE") shall be affixed to the exterior of all relevant containers.

d. A complete and accurate packing list shall accompany each shipment. One (1) copy shall be sealed inside the container, and one (1) copy shall be affixed to the outside of the container in a waterproof, protected envelope.

SECTION 11: Inspection and Acceptance

11.1 Inspection

a. All supplies, services, and deliverables furnished under this contract shall be subject to inspection and test by the U.S. Government at all times and places. The Government reserves the right to inspect all work performed and all materials, equipment, and components used in the performance of this contract. All inspections shall be for the sole benefit of the Government and shall not relieve the Contractor of its responsibility to provide quality products and services that conform to the requirements of the SOW.

b. Inspection of the training devices and associated deliverables may be conducted at the Contractor's facility during design and manufacturing (e.g., design reviews, in-process inspections) and at the final destination.

c. The Government will assess the Contractor's performance and the conformance of the training devices with the SOW through a series of comprehensive reviews, testing and acceptance activities. The Government's participation in and approval of these events constitutes formal inspection. Key inspection events include, but are not limited to:

- System Requirements Review (SRR)
- Preliminary Design Review (PDR)
- Critical Design Review (CDR)
- Factory Acceptance Test (FAT): To be conducted at the Contractor's facility to demonstrate system readiness for shipment. Successful completion of the FAT, as witnessed by the Government, is a prerequisite for authorization to ship the device.
- Site Acceptance Test (SAT): To be conducted after delivery and installation at ATC Mobile. The SAT is the final functional and performance test to verify that the system meets all SOW requirements in its operational environment.

11.2 Acceptance

a. Final Government acceptance of each deliverable CLIN (0001, 0002, 0003, 0004) will occur only when the authorized Government representative (e.g., the Contracting Officer's Representative, COR) has confirmed in writing that all requirements associated with that specific CLIN have been met. Acceptance shall be based on successful completion of all test procedures specified in the FAT and SAT plans and meeting the performance thresholds defined herein. ~~for system fidelity, reliability, and maintainability as defined in Section 2.~~ Key acceptance criteria include, but ~~is~~ are not limited to:

- System Fidelity: The device must demonstrate, through the government-approved FAT and SAT, that it meets or exceeds all objective and subjective testing

standards required for FAA 14 CFR Part 60 Level 7 FTD qualification and is capable of performing all procedures in the MH-60T Flight Manual.

- Successful delivery and installation of all required hardware, software, and associated equipment to the final destination.
- Successful completion of the Site Acceptance Test (SAT) for the applicable device(s).
- Delivery and Government approval of all associated data, documentation, and training materials required under that CLIN.
- Resolution of all major deficiencies identified during testing to the satisfaction of the Government.

b. Final Acceptance of each complete training device system (FTD, HMTS, and P-HMTS), as identified by CLIN, shall be performed only at the destination: USCG Aviation Training Center (ATC) Mobile, AL.

c. If any item or element of service fails to meet the contract requirements during inspection, the Contractor shall be responsible for correcting all deficiencies at its own cost and expense. Corrected items shall not be re-tendered for acceptance until the Contractor has furnished documentation to the Government describing the nature of the non-conformance and the corrective action taken. The Government reserves the right to perform additional inspection on the corrected items.

SECTION 12: Performance and Deliveries

12.1 Performance

a. The total period of performance for this contract shall not exceed thirty-six (36) months from the date of contract award. All design, manufacturing, delivery, installation, and testing activities shall be completed in accordance with the schedule outlined in Table 2.

b. The place of performance for all off-site work, including design, engineering, and manufacturing, shall be the Contractor's facility.

12.2 Deliveries

a. The final place of delivery for all hardware, on-site installation, testing, and training shall be:

F.O.B. Destination
USCG Aviation Training Center (ATC) Mobile
8501 Tanner Williams Road
Mobile, AL 36608

b. F.O.B. Destination" means the Contractor is responsible for all costs and risks of loss or damage associated with transporting the goods to the delivery address specified in 12.2. Title to the goods shall pass to the Government only upon formal written acceptance at the destination, as defined in Section 11.2.

c. The Contractor shall immediately notify the Contracting Officer in writing of any event or problem that may result in a delay in the delivery of any item under this contract.

d. The Contractor shall deliver all supplies and services specified below in accordance with the following schedule. All due dates are expressed in calendar Days After Contract Award (DACA). The schedule in Table 2 defines the key contractual milestones for which performance will be measured.

Table 2: CLIN Delivery Schedule

Associated CLIN(s)	Deliverable / Milestone	Delivery Schedule (DACA)
0001, 0002, 0003	Post-Award Conference / Program Kickoff	30 DACA
0001, 0002, 0003	System Requirements Review (SRR) Complete	90 DACA
0001, 0002, 0003	Preliminary Design Review (PDR) Complete	180 DACA

Table 2: CLIN Delivery Schedule		
Associated CLIN(s)	**Deliverable / Milestone**	**Delivery Schedule (DACA)**
0001, 0002, 0003	Critical Design Review (CDR) Complete	300 DACA
0003	P-HMTS: Ready for Factory Acceptance Test (FAT)	400 DACA
0003	P-HMTS: Delivery & Installation Complete at Destination	450 DACA
0002	HMTS: Ready for Factory Acceptance Test (FAT)	500 DACA
0002	HMTS: Delivery & Installation Complete at Destination	550 DACA
0001	FTD: Ready for Factory Acceptance Test (FAT)	680 DACA
0001	FTD: Delivery & Installation Complete at Destination	730 DACA
0004	Training and Documentation: All Materials Delivered & Accepted	760 DACA
0006	Warranty and Support: Period Commences	Upon Formal Government Acceptance of FTD (CLIN 0001, CLIN 0002, CLIN 0003)

SECTION 13: Special Contract Requirements

a. All personnel who require access to USCG ATC Mobile or any other Government facility in the performance of this contract shall comply with all site-specific security regulations and procedures.

b. The Contractor shall coordinate with the designated Government points of contact (e.g., the COR and ATC Mobile Project Liaison) to request and manage base access for its employees and subcontractors in accordance with prevailing installation policies.

Acronym List

Acronym	Definition
AAR	After-Action Review
ACAS	Automated Continuous Asset Scan
ARINC	Aeronautical Radio, INC
ATC	Aviation Training Center
ATO	Authority to Operate
CDR	Critical Design Review
CDRL	Contract Data Requirements List
CFD	Computational Fluid Dynamics
CLIN	Contract Line Item Number
CLS	Control Loading System
CM	Configuration Management
CMS	Cyber Management Server
CO	Contracting Officer
COTS	Commercial-Off-The-Shelf
CRM	Crew Resource Management
DACA	Days After Contract Award
DFARS	Defense Federal Acquisition Regulation Supplement
DID	Data Item Description
DISA	Defense Information Systems Agency
DOF	Degree-of-Freedom
ECP	Engineering Change Proposal
EFB	Electronic Flight Bag
EOL	End-of-Life
EO/IR	Electro-Optical/Infrared
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAR	Federal Acquisition Regulation
FAT	Factory Acceptance Testing
FIPS	Federal Information Processing Standards
FLIR	Forward-Looking Infrared
FTD	Flight Training Device
GPS	Global Positioning System
HMTS	Hoist Mission Training System
HVAC	Heating, Ventilation, and Air Conditioning
IASAE	Information Assurance Systems Architecture and Engineering
ICS	Internal Communications System
IG	Image Generator
IMS	Integrated Master Schedule
IOS	Instructor/Operator Station

Acronym List

Acronym	Definition
KPI	Key Performance Indicator
LLTM	Long-Lead Time Materials
MIL-STD	Military-Standard
MR	Mixed Reality
MRR	Medium-Range Recovery
NIST	National Institute of Standards and Technology
NVG	Night Vision Goggle
OEM	Original Equipment Manufacturer
OFP	Operational Flight Trainer
OS	Operating System
OSHA	Occupational Safety and Health Administration
P-HMTS	Portable Hoist Mission Training System
PDR	Preliminary Design Review
PM	Program Manager
PMP	Project Management Plan
PMR	Program Management Review
POA&M	Plan of Action and Milestones
QCP	Quality Control Plan
RFP	Request for Proposal
RMF	Risk Management Framework
SAR	Search and Rescue
SAT	Site Acceptance Testing
SCAP	Security Content Automation Protocol
SBOM	Software Bill of Materials
SCTM	Security Control Traceability Matrix
SOW	Statement of Work
SRG	Security Requirements Guide
SRR	System Requirements Review
SSP	System Security Plan
STEP	Standard for the Exchange of Product model data
STIG	Security Technical Implementation Guide
STL	Stereolithography
TCAS	Traffic Collision Avoidance System
TDP	Technical Data Package
TIM	Technical Interchange Meeting
USCG	United States Coast Guard
XCCDF	Extensible Configuration Checklist Description Format
XR	Extended Reality

Enclosures

(1) Government Furnished Resources

(2) Installation Facility Interface Control Document (ICD)

(3) USCG Airfield Facility List

(4) Delivery Payment Schedule