PERFORMANCE WORK STATEMENT (PWS)

SPECIAL DEPARTURE PROCEDURES (SDP)

11 Aug 2026

Headquarters Air Mobility Command (AMC)
Airfield Operations Division (A3A)
Airfield Operations Requirements and Resources (A3AR)

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1.0 INTRODUCTION

1.1 ORGANIZATION

1.1.1 Identification. Air Mobility Command (AMC)/A3. Headquarters AMC/A3 is located at Scott Air Force Base (SAFB), Illinois.

1.1.2 Mission. AMC/A3 responsibilities are to organize, train and equip air mobility forces to meet global mobility mission.

1.2 BACKGROUND. Air Force Manual (AFM) 11-202, Vol. 3, Flight Operations, requires Air Force (AF) aircraft to "…vertically clear all obstacles along the planned route of flight with an engine out." Per Air Force Manual (AFMAN) 11-217, Flight Operations, Special Departure Procedures (SDPs) are aircraft and location specific contingency procedures and routings that provide aircraft one-engine out departure guidance with verifiable terrain clearance at specified gross weights and takeoff conditions. SDPs, a standard for air carriers, are essential to the safety of both departing aircraft and the surrounding communities to ensure obstacle clearance in the event of an engine failure and/or similar loss of aircraft performance. Federal Aviation Administration (FAA) Advisory Circular 120-91 Airport Obstacle Analysis covers many aspects of one engine inoperative departure planning.

The International Air Transport Association (IATA) Standard Computerized Aircraft Performance (SCAP) standard has become an airline industry proven method for incorporating aircraft performance into computerized calculations. The AF has successfully completed a "proof of concept" investigation into integration of SCAP modules with an SDP path designer tool. This demonstrated the capability to increase Maximum Take-Off Weight (MTOW) while, simultaneously, maintaining safety margins.

1.3 OBJECTIVE. Contractor shall provide all labor, management, analysis, planning programming, administration, training, review, transportation and incidentals necessary for one-engine inoperative departure data in order to maximize aircraft operational weights while providing safe escape routings for specified Mission Design Series (MDS) aircraft in accordance with (IAW) this Performance Work Statement (PWS). SDP data shall be delivered to the Government via internet access, email or other avenues for direct-to-aircraft data delivery, for retrieval of data for a specified list of airports, runways, aircraft and engine type and takeoff flap settings in order to enhance the Air Force's ability to safely and effectively conduct operations from these fields.

1.4 SCOPE OF WORK. In the performance of this PWS, the contractor shall design and provide a web-based SDP takeoff performance system for the defined Mission Design Series (MDS) based on each aircraft manufacturer's performance algorithm, as well as real time derived data to make takeoff calculations. Aircraft requiring SDP subscriptions include C-5M, KC-46, C-17, KC-135, C-130J, C-37A, C-21A, and E-3. The government may add new or delete MDS aircraft, as necessary, to the contract list.

1.4.1 On-board Performance Tool (OPT) (OPTIONAL) (The requirement under this task is optional for the base and all follow on years, and shall be executed at the discretion of the Government. If the Government determines that this capability is required, the Government will provide the Contractor with a request for proposal. Upon acceptance of a valid Contractor proposal, the Government will process a modification to the contract. If the Government deems this requirement necessary, the Contractor will be given at least 30 days before a funding modification is executed.)

The contractor shall have a program in place to provide a self-dispatching capability through fast and precise calculations. The program shall provide flight crews a standalone, self-contained ability to calculate the takeoff analysis, landing analysis and weight and balance information integrated for use in an electronic flight bag (EFB) while disconnected from the internet. This capability must be tailored to each specific MDS defined in the PWS utilizing a combination of pre-loaded and real time information. These derived calculations correct for pressure variation, runway conditions, engine bleeds and Minimum Equipment List (MEL) items.

1.5 DESCRIPTION OF SERVICES

1.5.1 Initial SDP Start-up Services. (OPTIONAL) (The requirement under this task is optional for the base and all follow on years, and shall be executed at the discretion of the Government. If the Government determines that this capability is required, the Government will provide the Contractor with a request for proposal. Upon acceptance of a valid Contractor proposal, the Government will process a modification to the contract. If the Government deems this requirement necessary, the Contractor will be given at least 30 days before a funding modification is executed.*)*

The contractor shall have a program in place to add new MDS aircraft when required. The program shall provide an initial airport analysis and SDP start-up service for the new MDS aircraft model. This service includes integration of the aircraft performance manual, running a SCAP module in multiple configurations against published climb gradients, obstacle, terrain and environmental data (initial airport analysis) for a government approved list of airports (initial airport surveillance list), design of engine-out graphic procedures and training on use of SDP service for each MDS. The contractor shall use data based on a Government approved Airplane Flight Manual (AFM), Technical Order (TO), or current versions of Original Equipment Manufacturer (OEM) supplied and updated by the Government for each MDS. The contractor shall also identify environmental data, which includes runway surface condition. The runway surface conditions shall include wet (when available) and standard dry performance data, pressure corrections and wind corrections (where applicable) as determined by specific Government MDS Point of Contacts (POCs). The contractor shall deliver these services via a secure (username/password) web portal or other aircraft specific data delivery methods as specified in paragraph 1.5.11 of this PWS.

1.5.2 Airfield Watch List. The Government, via the MDS POC, will identify the most frequented airfields for each MDS up to 100. As mission requirements evolve, the MDS POC will update the list of airfields no less than annually. These airfields shall be surveyed by the contractor IAW paragraph 1.5.9.

1.5.3 Sources of Obstacle and Terrain Data. For those airfields on the Airfield Watch List, the Contractor shall analyze the most current, most accurate civil, international, and military data and use, as a minimum the following aeronautical, obstacle and terrain data sources:

Obstruction or Obstacle Data

- Digital Vertical Obstruction File (DVOF)
- National Geospatial-Intelligence Agency (NGA) data for non-Department of Defense (DoD) airfields
- FAA Daily Digital Obstacle File (DDOF)
- Airport Local Survey Files
- Host nation Aeronautical Information Publication (AIP)
- Close-in obstacles as published in DoD Flight Information Publication (FLIP) Low Volume Instrument Approach Procedures
- Manually edited local obstacle data files (loc.obs.txt files)
- Shuttle RADAR Topography Missions (SRTM)

The Contractor may use additional data sources with Contracting Officer's Representative (COR) approval

1.5.4 Screen Height and Obstacle Clearance Application Rules. The Contractor shall design SDPs consistent with approved AFM or TO requirements for each aircraft. Federal Aviation Regulation (FAR) 121.189 requires that air transport category aircraft be at a height of 35 feet by the end of the takeoff surface. If the flight manual is based on a commercial AFM, then only a 35-foot screen height is possible. If the flight manual is a MIL -1-1 manual, the screen height may be zero feet high. Using the AFM or TO, the contractor shall provide both the screen heights and a net takeoff flight path along the intended route of flight that vertically clears all obstacles IAW the table below (table values represent screen height/required obstacle clearance) unless a higher screen height or obstacle clearance value is requested by the MDS POC or COR. Additionally, HQ AMC POC will consolidate local obstacle data files (loc.obs.txt). The contractor shall be required to include aforementioned data in the SDP procedure for military airfields. HQ AMC has determined standard screen and obstacle clearance heights as directed in this table.

FIELD TYPE	Special Accredited Nation*	Accredited Nation*	Non-Accredited Nation*
Civilian (No survey)	0/0	0/0	35/35
Civilian (Gov't survey)	0/0	0/0	35/35
Civilian (Loc obs.txt files)	0/0	0/0	0/35

Military (No survey)	35/35	35/35	35/35
Military (Gov't survey)	0/0	0/0	0/35
Military (Loc obs.txt files)**	0/0	0/0	0/35

* HQ Air Force Flight Standards Agency (AFFSA) establishes the guidelines for this program and is the final approval authority. There are three classifications of host nation Terminal Instrument Procedures (TERPS) programs. They are the DoD Accepted Host Nation List, USAF Accredited Host Nation List, and Non-Accredited.

** HQ AMC-provided local obstacle data must be used in conjunction with commercial data.

1.5.4.1 Contractor shall support multiple screen height and obstacle clearance policies for each MDS.

1.5.4.2 Contractor shall make provision to apply obstacle position and height accuracies tolerances within SDP calculations. At certain locations, with prior HQ AMC COR approval via phone or email, obstacle accuracies may be ignored and not included in the SDP calculations. Any approved obstacle accuracy exception shall be documented, and reported in the SDP data supplied.

1.5.5 SDP Declarations. Contractor shall ensure that each SDP identifies the date, version of data sources and Notice to Airman (NOTAMS) used, as well as describing any design waivers invoked.

1.5.6 SDP Design Approach. Contractor shall ensure concurrence with International Civil Aviation Organization (ICAO) standards. Contractor shall provide the HQ AMC POC with its SDP design approach and SDP design process to be followed.

1.5.6.1 IAW AC 120-91, Contractor shall identify its methodology for obstacle analysis for each SDP. Contractor shall provide the HQ AMC COR with objective evidence of compliance to the selected methodology, either area analysis method or flight track analysis, for obstacle analysis on the SDP. For example, the contractor may choose to use an area analysis for the initial portion of the takeoff analysis, followed by a flight track analysis, and then another area analysis.

1.5.6.2 Contractor shall consider an SDP route coinciding with the Standard Instrument Departure (SID) and/or Obstacle Departure Procedure (ODP) when a SID and/or ODP exist for the runway. The contractor shall keep the SDP and SID/ODP identical for as far as possible in order to reduce pilot analysis of divergent procedures. Additionally, SDP routing shall optimize MTOW under the constraints of obstacle clearance/avoidance and aircraft performance capability.

1.5.6.3 The contractor shall provide all SDPs in a graphical/pictorial or tabular data format and ensure SDPs provide aircraft weight or provide calculated performance data.

1.5.6.4 The contractor shall ensure for turning procedures, radial/Distance Measuring Equipment (DME) and/or latitude/longitude shall be provided to assist pilots and aircraft guidance systems.

1.5.6.5 The contractor shall ensure obstruction clearances to the Minimum Safe Altitude (MSA) or Minimum Vectoring Altitude (MVA) and ensure terrain features are depicted on all general procedures.

1.5.7 SDP Design Approval. Key outputs of SDPs are the SDP routing instructions, graphical route description, and Maximum Take-off Weights (MTOW), speeds and aircraft operating configurations that satisfy required safety margins. The AF will assert final Quality Assurance (QA) authority for any Contractor designed SDP and SCAP module derived SDP data for all required screen heights and obstacle clearance application rules.

1.5.8 Recurring SDP Support Service. Contractor shall provide SDP Support Service 24 hours a day, 7 days a week (24/7), 365 days a year and answer/respond to 100% of support issues within 2 hours.

1.5.9 Airport Surveillance Service. Contractor shall provide an airport surveillance service for all airports on the watch list as designated by the Government. The surveillance service will consist of examining and monitoring changes to aeronautical information sources, including obstructions charts, which are pertinent to analysis or airport data provided to the Government. Information of a temporary nature or information published by Notice to Airman (NOTAM) valid for 180 days or less will not be reported unless expressly requested by the Government in writing. *This task is designated as "Mission Essential" IAW DFARS 237.76: Continuation of Essential Contractor Services, further defined in DFARS clause 252.237-7023, Continuation of Essential Contractor Services.*

1.5.9.1 If the Government notifies the contractor of temporary NOTAMs affecting the airports under its surveillance and requests in writing an updated analysis or SDP based on the NOTAM information, the contractor shall prepare and provide analysis or SDP. In such case, the Government will be solely responsible for notifying the contractor of NOTAM information, including timely updates to temporary NOTAMs.

1.5.9.2 Contractor shall prepare new SDPs for airports under surveillance when changes occur to the data. New SDP data shall be delivered as requested to the Government via internet access, email or other avenues for direct-to-aircraft data delivery.

1.5.10 Ad hoc SDP service. Contractor shall provide continuous, 24-hours a day, seven days a week (24/7), 365 days a year, ad hoc SDP service for all airfields, within the continental United States (CONUS) and outside the continental United States (OCONUS), which are not on the watch list. Ad hoc SDP shall be completed and available within 24 hours of receipt of AF approved data for urgent requests and two business days for routine requests. Delivery of the service shall be via the internet fax or email. All ad hoc SDPs shall be maintained and monitored by the Contractor per paragraph 1.5.8 for 7 calendar days, unless directed otherwise by the MDS POC. *This task is designated as "Mission Essential" IAW DFARS 237.76: Continuation of*

Essential Contractor Services, further defined in DFARS clause 252.237-7023, Continuation of Essential Contractor Services.

1.5.11 Data Access. Contractor shall deliver SDP data via a secure (username/password) web portal. The website shall have view and print capability. Additionally, to accommodate internet, web portal, site failure or any other access problems, upon Government request, the Contractor shall be able to provide, via fax or email, copies of SDP data 24 hours a day, 7 days a week and 365 days a year.

1.5.12 Training. Contractor shall provide a web hosted training module and user guide for aircrew users of SDP data (Contract Data Requirements List (CDRL) A001). The training module shall cover day of flight system usage for each MDS. The training material shall be accessible continuously via the SDP website. The web-based training product will be approved by the COR and MDS POC. The contractor shall deliver the web hosted training module and user guide to the COR within 30 days after contract award.

1.5.13 Quality Control Plan (QCP) The Contractor shall prepare a QCP and submit it with their initial proposal. The QCP will be incorporated into the Government Quality Assurance Surveillance Plan, Para 5, at the time of contract award. This plan shall describe the contractor's quality control process for identifying and correcting performance issues.

1.5.14 Minor SCAP Module Updates Requiring 100 or less Man-Hours of Labor. Aircraft performance manuals (AFMs, TOs) will be provided by AF technical representatives, the AMC POC or the COR. During the course of this contract, it is anticipated that the Government may update AFMs and TOs. As such, the contractor will be provided these updated documents when they are released. The contractor shall provide updates (covering small changes to the AFM and TOs) to the SCAP modules to the Government. Small changes to the AFM and TOs are defined as changes that require no more than 100 man-hours of effort to update the associated SCAP module. See PWS paragraph 1.5.15 for SCAP module updates which require more than 100 man-hours of effort. These updates can also involve any data conversion deemed necessary by the Contractor and agreed to by the Government to make the performance data compatible with OPT and the EFB.

1.5.15 SCAP Module Updates Requiring More than 100 Man-Hours of Labor. As outlined in PWS paragraph 1.5.14, the contractor shall provide updates to the SCAP modules based on small changes to the AFM and TOs. Large changes to the AFM and TOs are defined as changes that require more than 100 man-hours of effort to update the associated SCAP module. These updates can also involve any data conversion deemed necessary by the Contractor and agreed to by the Government to make the performance data compatible with OPT and the EFB.

1.5.16 SDP Output. SDP Output is defined as SDP routing instructions, graphical route depiction, MTOWs, speeds and aircraft operating configurations for each airfield runway and MDS combination (CDRL A002). SDP output shall be provided by the scheduled due date 95%

of the time. Information provided to be at least 95% accurate with no more than three (3) errors not affecting flight safety and zero (0) errors affecting flight safety. All inaccuracies shall be corrected by the contractor within two business days. SDPs should be made available via a secure (username/password) web portal within 24 hours of receipt of AF approved data for urgent requests and two (2) business days for routine requests.

1.5.17 Monthly Status Report. Contractor shall submit a status report on the Contractor's letterhead to the COR no later than the fifth workday of every month (CDRL A003). The Monthly Status Report (MSR) shall include:

1.5.17.1 A narrative review of work accomplished during the reporting period and/or significant events.

1.5.17.2 A summary of aeronautical, obstacle and terrain data updates processed, and SDPs affected during the reporting period.

1.5.17.3 A summary of Government Furnished Resources.

1.5.17.4 A deliverable status summary.

1.5.17.5 A detailed list of all problems, including system problems, which are affecting or hindering the contractor's ability to furnish the services specified in this PWS.

1.5.17.6 The anticipated activity for the next reporting period.

1.5.17.7 A detailed SDP site usage report detailing website traffic by MDS and total visits.

1.5.18 Deliverables. Contractor shall ensure all deliverables meet professional standards and meet the requirements set forth in contractual documentation. The contractor shall be responsible for delivering all end items specified.

DATA DELIVERABLES

Data Item Number	PWS Paragraph	Deliverable Title
A001	1.5.12	Web hosted training module and user guide
A002	1.5.16	Provide SDP Output (routing instructions, graphical route depiction, MTOWs, speeds and aircraft operating configurations) for each airfield runway and MDS combination.
A003	1.5.17 through 1.5.17.7	Provide a Monthly Status Report

2.0 SERVICES SUMMARY (SS).

The Service Delivery Summary (SDS) table below summarizes the most important performance objectives and thresholds (specific standards) as identified within the body of the PWS. The absence of any performance objective and threshold from this SS shall not detract from its enforceability or limit the Government's rights or remedies afforded under this task order.

SERVICES SUMMARY

Performance Objective	PWS Para.	Performance Threshold
Produce SDP output IAW paragraph 1.5.16	1.5.16	SDP output provided by the scheduled due date 95% of the time. Information provided to be at least 95% accurate with no more than three errors not affecting flight safety and zero errors which affect flight safety. All inaccuracies corrected within two business days.
Deliver Ad hoc SDPs IAW paragraph 1.5.10.	1.5.10	Ad hoc SDPs shall be completed and available within 24 hours of receipt of Air Force approved data for urgent requests and two business days for routine requests.
Provide SDP service support 24/7/365 IAW paragraph 1.5.8	1.5.8	Respond to 100% of support issues within 2 hours.

3.0 GOVERNMENT FURNISHED INCIDENTALS

3.1 OBSTACLE AND TERRAIN DATA.

The Government will provide the following data to the contractor with regular updates:

3.1.1 Current Approach Procedures (APs) and Departure Procedures (DPs), including SIDs and ODPs if available.

3.1.2 Digital Aeronautical Flight Information File (DAFIF) along with any AF corrections to the DAFIF.

3.1.3 Digital Vertical Obstruction File (DVOF) along with any AF corrections to the DVOF.

3.1.4 Manually edited local obstacle data files (loc.obs.txt files).

3.1.5 The Airfield Watch List per MDS

4.0 GENERAL INFORMATION

4.1 PLACE OF PERFORMANCE

Contractor work shall be performed at the Contractor's facility.

4.2 PERIOD OF PERFORMANCE

The contract will consist of a one-year base period, with four twelve-month options and a six-month extension of services. Exercising option periods is at the Government's discretion.

4.3 HOURS OF WORK

Contractor is expected to provide 24/7/365 support, as specified.

4.4 Contractor Consent to Background Checks. Contractor shall not employ persons under this TO if such employee is deemed or identified by Scott AFB as a potential threat to the health, safety, security, general well-being, or operational mission of the installation and its population, nor shall the contractor or subcontractor employ persons under this TO who have an outstanding criminal warrant as identified by DataMax through the National Crime Information Center. DataMax check will verify if a person is wanted by local, state, and/or federal agencies. All contractor and subcontractor (if approved by the GCA) personnel must consent to DataMax background checks. If contractor/subcontractor personnel who do not consent to DataMax check will be denied access to the installation. Information required to conduct DataMax check includes full name, driver's license number, and/or social security number, date of birth of the person entering the installation, and completion of s background check questionnaire. Contractor must have this information ready to provide to the Scott Visitor Center, if requested.

4.4.1 The contractor shall not be entitled to any compensation for delays or expenses associated with complying with this requirement. Furthermore, nothing in this PWS shall excuse the contractor from proceeding with the contract as required.

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

4.4.3 The contractor is required to provide identification badges for their employees if access to Government installations is required, otherwise they must be continuously escorted by Government approved personnel. All contractor personnel must wear these badges while on duty on government site. Badges are required to identify the individual, company name, and be clearly and distinctly marked as contractor. Contractor's identification badge will not be used as

an entry requirement for installation entry or into any government designated controlled or restricted area.

4.4.4 If access to Government installations during Force Protection Conditions (FPCONs) is required. The contractor will be assigned a mission essential designation IAW requirements contained in SAFB Integrated Defense and Antiterrorism Plans. Only the installation commander or the unit commander requesting contract support will assign the mission essential designation.

4.5 Safeguarding Classified or Unclassified Information. The contractor will have no access to classified information and will not be allowed unescorted access to Controlled Access Areas. Additionally, upon request of the government, all resources (e.g. maps, publication/instructions, photos) provided by the government to assist the contractor in the performance of the contract will be surrendered upon termination of employment or the end of the contract performance period. There is currently no Covered Defense Information (CDI) identified or associated with this requirement as referenced in DFARS 252.204-7008 and 252.204-7012.

4.6 Safety Requirements. The Contractor shall comply with the Occupational Safety and Health Act (OSHA) (Public Law 91-596) and the resulting standards, OSHA Standard 29 CFR 1910, 1926, and the protection of their employees. If there is no applicable OSHA standard, the contractor shall use other applicable nationally or locally recognized sources of safety, health, and fire prevention standards. It is the contractor's sole responsibility to make certain that all safety requirements are met. Additionally, the contractor is responsible for the safety and health of all subcontractor employees.

4.7 Performance of Services During Crisis Declared by The National Command Authority. IAW DoDI 3020.37 (Continuation of Essential DoD Contractor Services During a Crisis), and aforementioned Air Force implementation, unless otherwise directed by an authorized Government representative, it is determined that the services are essential for performance during a crisis.

APPENDIX A: APPLICABLE PUBLICATIONS

PUBLICATION	TITLE	APPLICABLE SECTIONS
TO 1C-130H-1-1	Performance Data USAF Series C-130 Airplanes Equipped with T56-A-15 Engines	Full document or as directed

TO 1C-46(K)A-1FCOM	Flight Crew Operations Manual BDS Tanker Program	Full document or as directed
TO 1C-5M-1-1	Performance Data USAF Series C-5M and C-5M (SCM) Airplanes	Full document or as directed
TO 1C-17A-1-1	Performance Data USAF Series C-17A Aircraft	Full document or as directed
TO 1C-135(K)R-1-1	Performance Data USAF Series KC-135R/T Aircraft	Full document or as directed
TO 1C-21A-1-1	Performance Data USAF Series C-21A Aircraft	Full document or as directed
No Publication Number	Performance Manual C-37A	Full document or as directed
AC 120-91	Airport Obstacle Analysis	Full document or as directed