ORDER FOR SUPPLIES OR SERVICES

Form Approved OMB No. 0704-0187 Expires Aug 31, 1992

PAGE 1 OF 4

(Contractor must submit four copies of invoice)

Public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information including suggestions for reducing this burden to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302 and to the Office of Management and Budget, Paperwork Reduction Project (0704-0187), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR FORM TO EITHER OF THESE ADDRESSES.

SEND YOUR COMPLETED FORM TO THE PROCUREMENT OFFICIAL IDENTIFIED IN ITEM 6.

1. CONTRACT/PURCH ORDER NO	2. DELIVERY ORDER NO	3. DATE OF ORDER	4. REQUISITION/PURCH REQUEST NO	5. PRIORITY
HSTS04-09-D-ST2232	HSTS04-10-J-CT2030 (TO006)	See Block 24	2110200CT2080	

6. ISSUED BY	CODE	LIC/DODAAC	7. ADMINISTERED BY (If other than Item 6)	CODE	S2203A
Transportation Security Administration Attn: William C. Dorwart 701 South 12th Street, TSA 25 Arlington, VA 20598-6025 Office: 571-227-(b)(6) e-mail: (b)(6)					

8. DELIVERY FOR
- ☐ DEST
- ☒ OTHER

(See Schedule if other)

9. CONTRACTOR	CODE	2D123	FACILITY CODE	10. DELIVER TO FOB POINT BY (Date) (YYMMDD)	
NAME AND ADDRESS	The Boeing Company 1215 S. Clark Street, suite 600 Arlington, VA 22202-3259 Attn: Tina Wooden Office: (b)(6) e-Mail: (b)(6)			See Page 2	☐ SMALL ☐ SMALL DISAD-VANTAGED ☐ WOMEN-OWNED

12. DISCOUNT TERMS: N/A

13. MAIL INVOICES TO:
Mail, Email or Fax invoices (one or the other) to:

U.S. Coast Guard Finance Center
TSA Commercial Invoices
P.O. Box 4111
Chesapeake, VA 23327-4111
Email: FIN-SMB-TSAINVOICES@uscg.mil Fax: 757-413-7314

14. SHIP TO	CODE	MARK ALL PACKAGES & PAPERS WITH CONTRACT OR ORDER NUMBER
See Page 2		

16. TYPE OF ORDER	
DELIVERY	This delivery order is issued on another Government agency or in accordance with and subject to terms and conditions of above numbered contract.
PURCHASE	Reference your QUOTE: dated: furnish the following on terms specified herein.
	ACCEPTANCE. THE CONTRACTOR HEREBY ACCEPTS THE OFFER REPRESENTED BY THE NUMBERED PURCHASE ORDER AS IT MAY PREVIOUSLY HAVE BEEN OR IS NOW MODIFIED, SUBJECT TO ALL THE TERMS AND CONDITIONS SET FORTH, AND AGREES TO PERFORM THE SAME.

NAME OF CONTRACTOR	SIGNATURE	TYPED NAME AND TITLE	DATE SIGNED
The Boeing Company		Tina N. Wooden Contracts & Pricing	10/02/24 (YYMMDD)

☐ If this box is marked, supplier must sign Acceptance and return the following number of copies:

17. ACCOUNTING AND APPROPRIATION DATA/LOCAL USE

5AV090A000D2010SWE030GE0004230062006220TO-6202000000000000-251B $4,300,847

18. ITEM NO	19. SCHEDULE OF SUPPLIES/SERVICES	20. QUANTITY ORDERED/ ACCEPTED*	21. UNIT	22. UNIT PRICE	23. AMOUNT
	SEE PAGE 2				

* If quantity accepted by the Government is same as quantity ordered, indicate by X. If different, enter actual quantity accepted below quantity ordered and encircle.

24. UNITED STATES OF AMERICA — 2/24/10
CONTRACTING/ORDERING OFFICER SIGNATURE & DATE

William C. Dorwart
CONTRACTING/ORDERING OFFICER NAME (PRINT)

25. TOTAL: $4,300,847

29. DIFFERENCES

26. QUANTITY IN COLUMN 20 HAS BEEN	27. S/R NO	28. DO VOUCHER NO	30. INITIALS
☐ INSPECTED ☐ RECEIVED ☐ ACCEPTED, AND CONFORMS TO THE CONTRACT EXCEPT AS NOTED	☐ PARTIAL ☐ FINAL	32. PAID BY	33. AMOUNT VERIFIED CORRECT FOR
DATE / SIGNATURE OF AUTHORIZED GOVERNMENT REPRESENTATIVE	31. PAYMENT		34. CHECK NUMBER
36. I certify this account is correct and proper for payment.	☐ COMPLETE ☐ PARTIAL ☐ FINAL		35. BILL OF LADING NO
DATE / SIGNATURE AND TITLE OF CERTIFYING OFFICER			

37. RECEIVED AT	38. RECEIVED BY (Print)	39. DATE RECEIVED	40. TOTAL CONTAINERS	41. S/R ACCOUNT NUMBER	42. S/R VOUCHER NO

DD Form 1155 DEC 91 — Previous editions are obsolete. — 6020-01

b. Invoicing:

(1) Attention should be directed to Clause 52.232-25 entitled "Prompt Payment", which is incorporated into this contract by the applicable general provision in Section I herein. Furthermore, this provision shall be read and applied as modified herein.

(2) The contractor shall submit proper invoices to the address below:

United States Coast Guard Financial Center
TSA Commercial Invoices
P.O. Box 4111
Chesapeake, VA 23326-4111

(3) The COTR is responsible for verifying and certifying that the items or services have been inspected, accepted, and/or meet the requirements of the award.

(4) Invoices shall contain the following information:

- Mailing address for Contractor
- Invoice date and invoice number
- CLIN, Description, quantity, unit of measure, unit price, and extended price of services delivered and accepted by TSA
- The appropriate line of accounting for invoiced Contract Line Items
- Name and address of the Contractor official to whom payment is to be sent (must be the same as that in the agreement or in a proper notice of assignment)
- Name (where practicable), title phone number, and mailing address of person to notify in the event of a defective invoice
- Taxpayer Identification Number (TIN)
- Electronic funds transfer (EFT) banking information

(5) Supplemental Invoice Documentation: Contractors shall submit all supplemental invoice documentation (e.g. copies of subcontractor invoices, travel vouchers, etc) necessary to approve an invoice along with the original invoice. The Contractor invoice must contain the information stated in the Prompt Payment Clause in order to be received and processed by FinCen. Supplemental invoice documentation required for review and approval of invoices may, at the written direction of the Contracting Officer, be submitted directly to either the Contracting Officer, or the Contracting Officer's Technical Representative.

(6) Payment Status: Contractors may inquire on the payment status of an invoice by any of the following means:

(a) Via the internet: https://www.fincen.uscg.mil/secure/PH_menu.htm
(b) Contacting the FinCen Customer Service Section via telephone at (757) 523-6940 (Voice Option #1). The hours of operation for the Customer Service line are 8:00 AM to 5:00 PM Eastern Time, Monday through Friday. However, the Customer Service line has a voice-mail feature that is available 24 hours per day, 7 days per week.

(c) Via the Payment Inquiry Form
https://www.fincen.uscg.mil/secure/payment.htm

c. Accounting and Appropriation Data:
(1) The following Accounting and Appropriation Data is provided:

Purchase Request Number: 2110200CT2030

Statement of Work (1)

CLIN	Description	Amount	Accounting Code
0001	Program Management	(b)(4)	5AV090A000D2010SWE030GE00042300620082 2CTO-6202000000000000-251B-TSA DIRECT-DEF. TASK-D
0002	Systems Integration and Installation		
0003	Travel		
0004	Fee		
	Total:	$4,300,847	

5. This Task Order, HSTS04-10-J-CT2030 (TO 006) shall be governed by the terms and conditions of IDIQ Contract Number HSTS04-09-D-ST2232.

END OF TASK ORDER

STATEMENT OF WORK
FOR
ENGINEERING AND INTEGRATION SERVICES
EASTERN REGION

1.0 BACKGROUND

The Transportation Security Administration (TSA) is charged with the mission of protecting the Nation's transportation systems to ensure freedom of movement for people and commerce. The mission of TSA's Office of Security Technology (OST) is to implement the best security technology solutions to protect the nation's transportation systems ensuring freedom of movement for people and commerce.

As a part of these solutions, TSA counters threats to security with technologies and procedures that will prevent, deter, or render ineffective any attempt to sabotage transportation. Key to the success of this program is the ability to rapidly integrate new technologies in operational environments in a variety of locations; as well as redesign, modify, and update security checkpoints to accommodate the new technologies.

2.0 SCOPE

The scope of this contract encompasses the system integration needs for deployment and decommission of new and used Transportation Security Equipment/Attachment (TSE/A) including Furniture, Fixings & Equipment (FF&E) in support of passenger screening for the TSA. The locations are airport checkpoints with the specific airports detailed below. This task order's Period of Performance is 4 months from date of award.

3.0 GENERAL REQUIREMENTS

To meet the requirements of the TSA, the Contractor shall provide services as outlined in the SOW including technology deployment/installation, program management, engineering, engineering analysis, and integration support for coordination and supervision of TSE/A and FF&E installations. Further, the Contractor shall provide engineering advice, assistance, and evaluation during conduct of these events; and planning, coordination, and supervision during equipment removal and site restoration after completion of installations. The engineering and integration support Contractor shall collaborate with various stakeholders and equipment suppliers with regard to coordinating all site preparation and installation activities.

3.1 DESIGN

TSA will provide completed construction drawings and specifications for all of the sites contained in this SOW. Those sites are listed below. Contractor is required to install equipment and modify the checkpoint according to the drawings. All construction administration shall be provided by the Contractor, including permit and final redlines.

The Contractor must perform a site validation to ensure the accuracy of the TSA provided drawings. This includes an analysis of the airport infrastructure, e.g. electrical loading, floor loading, ingress/egress paths, design validation, on- site check of design drawings to confirm the design accuracy and feasibility as well as compatibility with local municipality requirements. The site validation report should contain this information. Should the drawings be determined to be inaccurate the Contractor is responsible for updating the drawings appropriately. The Contractor is also responsible for providing all necessary site design documentation to obtaining permits.

(all sites and the number of sites are subject to change)

Airport	Airport	Airport	Airport
BOS	BWI	MIA	ATL
FLL	RDU	TPA	
DCA	RIC	JAX	

3.1.1 SYSTEM INTERGRATION

The Contractor shall plan, establish procedures for, conduct, and document integration of new equipment and associated processes and procedures, to include site preparations and installation of the security equipment furnished by the Government. Integrated installations shall be performed in conjunction with the GFE vendor(s) when directed by the TSA. The Contractor shall integrate and install the GFE security equipment with existing or new security or screening facilities. The Contractor shall provide engineering support, field integration and installation personnel as required to perform assigned tasks.

Site preparation activities will be necessary to install the designated security equipment. The Contractor shall provide the contracting officer's technical representative (COTR) with a data package consisting of a design validation, a cost estimate, and a statement of work for the construction portion of the work. The Contractor shall oversee the work of its subcontractor hired to perform site preparation activities to ensure installation and/or decommission is completed per the schedule and accepted by the customer.

The Contractor shall perform all electrical work as well as any other site preparation/restoration activities required for equipment installation according to the approved drawings. The Contractor is also responsible for shipping and rigging activities required to bring in any new technology and decommission existing technology and debris from the site. If the Contractor is unable to determine whether a portion of the installation falls under its purview, the Contractor shall request clarification by the COTR.

The Contractor shall be required to determine and incorporate lead times and durations associated with each necessary and required work task. This will support the Contractor's ability to coordinate installation and decommissioning at each airport in accordance with the Government schedule.

The Contractor is expected to handle any and all necessary activities to meet the technology installation requirements. This may include Hazardous Material Abatement, Heating Ventilation and Air Condition issues or a variety of other requirements.

An airport is a dynamic working environment. The Contractor must account for unforeseen situations that may arise during various projects that could lead to delays or cost increases. These may include, but are not limited to, extended badging processes, changes in the national security threat levels, multiple revisions to Site Implementation Plans (SIP) due to operations, additional permitting requirements (electrical load studies, floor load studies), delays in drawing approvals by stakeholders, changes in available work hours, and potential additional TSA reporting requirements.

Important Note: It is likely that not all of the equipment shown in the TSA provided drawings will be available for installation. However, the site preparations will still be completed and the existing technology will be moved into the new positions. The intent of performing full site preparation, as per the drawings, is to enable TSA to ship and rig the technology into position easily when it does become available. Most likely the AT and CAT/BPSS technologies will not be available during the performance of this project.

3.1.2 INSTALLATION OF EQUIPMENT

Contractor shall manage and perform installation and integration of all security equipment. For each specified site, Contractor shall obtain, as required, all necessary approvals, permits, authorizations, etc. required for providing utilities (power, data cables) and space for the security equipment installation. Installation and integration of security equipment shall be coordinated to minimize disruptions to airport operations. Contractor shall perform work outside of normal business/operation hours (i.e. at night, during weekends, or other varied non-operational hours) when requested by local stakeholders. If alterations of existing facilities, equipment, or other measures are necessary to complete the installation the Contractor shall be responsible for the full restoration to pre-installation conditions of the facility, as required by the TSA and local authorities.

Installation activities include, but are not limited to, the following:

- Project management, including meetings and travel.
- Permitting, Contractor will handle all permitting coordination.
- Construction Administration during permitting.
- Shipping of TSE and ancillary equipment.

- Rigging will be the responsibility of the Contractor. A rigging report that identifies ingress/egress path and structural considerations is required. Uncrating and site clean up should be included as well as the crating of units being de-installed and shipped back to the TSA warehouse.
- Development of Construction Bid Documents.
- Development of detailed Site Implementation Plan/Schedule.
- Develop and provide local TSA with detailed equipment requirements for order REMAG order entry.
- Purchase/order/assemble material in support of site modification as required to install TSE and ancillary equipment as per approved drawings and perform site restoration.
    - Installation of TSA provided glass. Contractor is responsible for becoming an expert in KI Glass installation. These glass kits are provided by the TSA in most cases. There may be cases where an airport insists on the movement or modification of airport provided glass.
- All utility related site preparation activities necessary to install TSE and associated ancillary equipment per approved drawings.
- Any required hazardous material abatement requirements, HVAC adjustments or other requirements dictated by an airport authority.
- De-installation of existing TSE and shipping of that TSE to TSA Logistics Center.
- Final placement of security equipment and associated materials within the checkpoint.
- Coordination with OEM, IV&V Contractors, and all other stake holders to install equipment.
- In the event, because of the new designs, there is a need to de-commission TSE, the contractor will:
    - Perform operation assessments of existing technology in accordance with TSA provided Decommissioning Checklist. Report submitted to OEM COTR.
    - Coordinate OEM de-installation of existing equipment.
    - Shipment of the equipment to the TSA warehouse in Grapevine, TX
    - OEM approved shipping crates for some TSE may be available from the TSA warehouse for use in shipping de-commissioned equipment. The contractor will be responsible to ship these crates to the airport for use in de-commissioning. If crates are not available, the contractor will be responsible for acquiring crates.
- Coordinate with the OEM to determine the timing of the Site Acceptance Test
- Facility site restoration and clean-up (exclusive of regular janitorial services).
- Removal and disposal of obsolete cables, equipment, and structures where required.
- Final punch list creation and execution for site closeout.

- Revision of drawings ("redline" and "as-built") to be submitted to TSA and Airport Authority as required.

Contractor shall ensure that any proposed designs and schedules are acceptable to all airport stakeholders. This coordination should be conducted in conjunction with local TSA staff members and TSA HQ points of contact.

Contractor shall coordinate with TSA, vendors, local authorities and stakeholders, on specific security equipment installations taking into account electrical infrastructure, access openings, clearances, floor ramps, ceiling heights, rigging paths and other physical constraints.

Note: The Contractor should be able to manage airport through the design validation process, permitting process, site preparation and ultimate final punch list. Finally, the Contractor must understand that no work should begin at any airport without a notice to proceed from the TSA COTR or Technical Advisor.

3.1.3 RESTORE SITE

At the conclusion of installations the Contractor shall restore the site to the pre-project condition or to a condition acceptable to all stakeholders. If closed circuit television cameras were installed at a checkpoint prior to the project the Contractor must ensure that all views post-installation are equal to those of the previous configuration, preferably without adding cameras. Also any data connectivity already existing within the checkpoint infrastructure must be installed with any new technology unless specifically directed otherwise.

3.2 PROGRAM MANAGEMENT

The Contractor shall establish and maintain a formal organization to manage this contract, and any associated subcontracts. A clear line of project authority shall exist among all organizational elements. The Contractor shall develop and implement a Management Program to efficiently and effectively execute the requirements of this contract, and to successfully perform all the activities directed by this SOW. The Contractor's management program shall be fully documented in a Program Management Plan (PMP). The Contractor shall identify the Program Manager who is responsible for accomplishment of all tasks required by this Statement of Work (SOW), and who is authorized to commit the Contractor's resources to perform the work. The Program Manager shall organize, plan, schedule, implement, control, analyze, and report on all elements of the contract. The Program Manager shall have resources and authority to ensure efficient and timely program execution, and shall be the Contractor's focal point for all required program tasks. The Contractor's Program Manager shall be prepared at all times to present and discuss the status of contract activities, requirements, and issues. The Program Manager is considered key personnel under this contract.

Program Management costs shall be clearly identified per airport location. Should TSA request information regarding Program Management costs the Contractor shall be capable of clearly defining exactly how much is allocated to each airport project.

3.3 SCHEDULE MANAGEMENT

The Contractor shall develop and maintain an Integrated Program schedule. The Contractor shall provide sufficient detail to demonstrate that the tasked effort is appropriately resourced, thoroughly planned, and proceeding according to contract requirements. Such schedule(s) shall be consistent with the Contractor's PMP and the associated Contract Work Breakdown Schedule (CWBS), and shall be developed using Microsoft Project software. The schedule(s) shall identify subordinate-tier activities, dependencies between task activities, and milestones required to demonstrate successful completion of the task. The schedule(s) shall identify the exit criteria required to satisfy milestone requirements that enable the Contractor to proceed with follow-on activities. The schedule(s) shall be base lined and updated periodically, as required.

Required routine reporting on Program schedules and updates shall occur at least monthly, to coincide with Program Management Reviews. The schedule(s) briefed shall be current as of the date of the reporting period. Changes to scheduled baseline milestones must be authorized by the Contracting Officer's Technical Representative (COTR).

3.4 RISK MANAGEMENT/ASSESSMENT

The Contractor shall identify cost, schedule and technical risks and describe how it will effectively manage these risks throughout the performance of this contract. Risks shall be identified and discussed in the monthly PSR.

The Contractor shall quantify risks with respect to their likelihood of occurrence and their impact on integration, installation, performance, technical parameters, schedule, and cost. The Contractor shall identify risks and assign a priority for developing a recommended course of action. The Contractor shall develop and maintain a risk register identifying, analyzing, and classifying program risks. Program risks shall be classified as low, medium, or high. The Contractor shall conduct risk mitigation planning for risks considered medium or high. The Contractor shall provide the status of and mitigation actions for identified program risks at Program Management Reviews (PMRs) and in the Program Status Reports (PSRs).

3.5 DATA MANAGEMENT

The Contractor shall establish and maintain a library of all formally delivered products under this contract. Where practical, products maintained in the library shall be maintained in both hardcopy and electronic formats. The Contractor shall make the products produced under this contract available for Government review and use.

3.6 PROGRAM DOCUMENT LIBRARY

The Contractor shall maintain a digital Program Document Library (PDL) that contains all documents/data generated by the Contractor or provided to the Contractor by the government during the performance of this contract. The Contractor shall provide authorized government

personnel access to the PDL. The list of documents included in the PDL shall be listed in the Document Library Index (DLI). Documents/data provided by Government in paper only formats are exempt from digital storage requirement.

3.7 PROGRAM STATUS REPORT

The Contractor shall report on cost, schedule, and technical progress in meeting reviews/status reports. Monthly Program Status Reports shall address cost, schedule, performance and status of deliverables. The reports shall address problems/risks in the Contractor's Contract. The report shall describe the work accomplished during the reporting period, and discuss problems encountered and corrective action taken, pending issues and work planned for the next period. In particular, reports shall address the extent to which any problems or circumstances will cause conflicts with program schedules.

The report shall present information on each project, to include technical progress presented in terms of performance goals, exit criteria, schedule progress and/or cost impact. Thresholds for variance reporting shall be established in individual requirements. The report shall specifically address reported elements that fall outside specified thresholds. The Contractor shall propose a report format. The government will review and approve the format. Once approved, the Contractor shall submit reports in the approved format. Cost and schedule performance reporting and baseline reviews will be required for all PMRs. Contractor will provide Cost and Schedule performance report five (5) business days prior to PMRs.

3.8 PERIODIC REPORTING

The Contractor shall provide data, information, and appropriate reports per the provisions of the basic contract, or as requested by TSA. The Contractor will also provide at the request of TSA any additional reports not specified in the provisions of the basic contract at the discretion of TSA. These reports may be required at regular intervals or on an ad-hoc basis.

To facilitate accomplishment of the Contractor's work, the Government intends to share with the Contractor data, information, and reports that it develops. The government does, however, reserve the right to, at its own discretion and without prior notice to the Contractor, sequester and/or not share with the Contractor data, information, and reports which may pertain to a test incident or accident, forensics related to a crime, material which becomes a matter of national security, and other such unforeseen circumstances or occurrences. All test data and resulting analyses (including, but not limited to, test reports) are the property of the TSA, and shall not be released without the written approval of the CO.

3.9 QUALITY PROGRAM

The Contractor shall establish, implement and maintain a documented quality system as a means of assuring compliance with all requirements of the contract. The Contractor shall document the quality program in a Quality Assurance Plan (QAP) tailored for services. The Contractor shall

require that sub-suppliers have an appropriate documented quality system that controls the quality of the services and supplies provided.

3.10 SUBCONTRACTOR MANAGEMENT

The Contractor shall be responsible for managing the quality of work and timeliness of performance schedules of its subcontractors in the performance of all work under this contract.

3.11 MEETINGS, CONFERENCES, and REVIEWS

Meetings shall be held regularly to ensure effective program management, and efficient and effective resolution of problems throughout the life of the contract. The types and frequencies of these meetings shall include, as a minimum, those described in the following subparagraphs. Where practical, at least five (5) business days before any meeting, the hosting office shall notify the other offices of the time, date, location and proposed agenda of the meeting.

The Contractor shall conduct meetings and reviews in accordance with the Government approved PMP and this SOW. The Contractor shall prepare and submit meeting agendas and presentation materials for all scheduled meetings. The Contractor shall be prepared to substantiate assumptions made and methodologies used in arriving at recommendations or conclusions. The Contractor shall record meeting minutes during all meetings. The Contractor shall prepare formal written minutes, accompanied by a summary of action items and all presentation materials used, for Government approval. Meetings and reviews shall not be considered finalized until the Government has approved the minutes.

The TSA expect to conduct weekly conference calls for sites with deployment activity ongoing. These calls will be lead by the PSP Deployment program office. It is the expectation of the government that contractor's primary site lead for a given site will be on all conference calls regarding their sites.

3.12 POST-AWARD CONFERENCE

A Post-Award Conference shall be held at a location designated by the Contracting Officer within ten (10) calendar days after contract award. At the Post-Award Conference, the Contractor shall present their understanding of the contract and identify any issues or questions about contract execution. The Government will designate conference attendees and will identify any unique conference support requirements.

3.13 PROGRAM MANAGEMENT REVIEWS (PMRS)

The Contractor shall conduct monthly PMRs at the Government's office or the Contractor's facility beginning with the Post Award Conference. The purpose of the PMRs shall be for the Contractor to present a detailed contract status, review outstanding action items, review potential and actual performance and programmatic problem areas, evaluate performance relative to cost ceilings set forth in this contract and milestones set forth in the Program Schedule, and provide a forum for highlighting activities planned for the next period. The Contractor shall graph expenditures vs. work effort accomplished by this contract and summary level, with future projections. Hard copies and electronic copies of presentation materials shall be made available at the PMR for all participants.

The Contractor shall prepare and submit an agenda for Government review at least five (5) business days prior to the PMR. The PMR agenda shall include, as a minimum, accomplishments, action items, issues/problems, schedule, planned activities, and financial reporting. The Contractor shall prepare and submit minutes of each PMR to the Government within five (5) business days following the meeting.

4.0 SPECIFIC REQUIREMENTS

The Contractor shall provide the following support. Note that the Contractor should assume that the electrical infrastructure work will be required. Refer to attached checkpoint design guide (Attachment 4) for electrical and data specifications required for each technology. The guide is not all inclusive but should serve as a adequate resource for cost estimating purposes.

Contractor shall assume that 100% of new TSE installations will require running new electrical wire from the existing panel box to outlet for each piece of TSE installed and data line to the IT cabinet, and that 70% of existing TSE will require new electrical and data lines when moved to accommodate the new checkpoint designs. In 10% of the checkpoints that work occurs, the existing panel and/or transformer will be determined inadequate to support the full complement of new technologies and a new panel/transformer will be required.

Contractor shall assume an average conduit run length of 150ft. Conduit typically is required from the electrical panel as well as the TSA provide IT cabinet to each piece of equipment as specified in the approved drawings.

The contractor shall perform all services to complete site prep for the for all of the technologies at each of the airports listed under section 3.1 of the SOW. The only new technology that the contractor will have to ship from the TSA warehouse will be the AIT units, as well as all ancillary equipment needed for the site. All other quantities of technology given are the estimated current number of units at each airport (all quantities subject to change). Any or all of these units may need to be moved within the airport to accommodate the new checkpoint designs. This will include moving of existing TSE and ancillary equipment at each lane to fit the new design for each airport. The contractor will be responsible for all of these moves. For all of these units, new electrical and data lines may be required. In some instances there may be equipment that will need to be de-commissioned as a result of the re-designs. The contractor will be responsible for the de-commissioning and shipping of any such equipment:

When moving TSE, the Contractor will comply with all OEM guidelines regarding equipment moves unless directed otherwise by an authorized TSA HQ representative. The Contractor will be responsible for the physical movement of the equipment to its final installation location as well as contracting an OEM certified technician to perform the final installation requirements of the specific technology. The payment of the OEM certified technician will be handled through this contract. Equipment moves may be required for AT, AIT, ETD, CAT/BPSS, ETP, WTMD, Auto EDS, SOD or any other TSE used by TSA within the checkpoint area.

The following sites are locations where Rapiscan AT units were deployed and where it is expected that the units will require retrofitting such that a front end conveyor and back end viewing monitor will be added. The necessary electrical infrastructure must be installed and the equipment must be moved in order to accommodate the additions to the AT unit. This may or may not also lead to relocations of ETD positions and their associated electrical outlets.

(all sites and quantities subject to change)

Airport
FLL

Schedule

The government intends to issue the notice to proceed for all airports listed in this SOW starting 10 days after date of award. The contractor should plan their IMS and staffing according to this schedule.

(all sites and quantities subject to change)

Airport	AIT Units	Total Lanes At Airport
BOS	29	42
FLL	22	38

Below is a listing of technologies to be deployed at each location:
(all sites and quantities subject to change)

Airport/Technology	AIT	AT	BLS	CAT/BPSS
BOS	29	42*	25	25
FLL	22	38*	22	22
MIA	L3 project	See 4.3	N/A	N/A
ATL	L3 project	See 4.3	N/A	N/A
BWI	L3 project	See 4.3	N/A	N/A
DCA	L3 project	See 4.3	N/A	N/A
TPA	L3 project	See 4.3	N/A	N/A
JAX	L3 project	See 4.3	N/A	N/A
RDU	L3 project	See 4.3	N/A	N/A
RIC	L3 project	See 4.3	N/A	N/A

* 14 of the 42 AT units are already installed at BOS. 9 of 38 AT units are already installed at FLL. Contractor should estimate that 80% may have to be moved. This could include electrical work.
Note: All figures above are subject to change depending on final designs.
Note 2: The projects above involving L3 are simple projects to move the L3 AIT unit from a secondary position (post WTMD) to a primary position.

4.1 ADVANCED IMAGING TECHNOLOGY (AIT) DEPLOYMENT

The Contractor shall perform all services to install Advanced Imaging Technology (AIT). It is important that the Contractor understand that a separate room is currently required for any AIT technology. If a location within the existing airport infrastructure cannot be located then the Contractor will be required to construct a room of TSA provided opaque glass. It is the Contractor's responsibility to understand how to install the glass as well as install any electrical and data requirements. One TSA glass enclosure can house two TSOs and two AIT units.

(All sites and quantities are subject to change):

Airport	Units
BOS	29
FLL	22

4.2 MOVING TO PRIMARY EXISTING ADVANCED IMAGING TECHNOLOGY (AIT) UNITS

The Contractor shall perform all services to de-install/move/install already deployed Advanced Imaging Technology (AIT) units at the following airports. These units were previously deployed in a secondary screening position. The contractor will be required to move all of these units to accommodate the new checkpoint design which places the units in a primary position. This contractor should assume that this will require new power and data lines at all locations, and site restoration where the unit was previously installed. Please refer to section 4.0 of the SOW for information about the TSA process on equipment moves. Drawings will be provided by TSA for these projects. These are not full site preparations projects. The intent of these projects is simply to move the L3 AIT units to the primary position.

Airport	Units	Airport	Units
MIA	3	JAX	1
ATL	3	RDU	1
BWI	4	RIC	2
DCA	1	TPA	4

4.3 ADDITIONAL TECHNOLOGY INFORMATION

The following information is given for information purposes on technology. Some of this information may not be included in the checkpoint design guide. This information pertains to the technologies referenced in this SOW.

AIT
The Rapiscan AIT is not in the Checkpoint Design Guide. It requires a 20amp, 120 volt dedicated circuit installed in existing floor utilizing a recessed poke-thru device. Installation must be flush with floor.

Provide two dedicated data outlets (RJ45-568B) from AIT to the TSA IT cabinet utilizing Cat 6 cable for connection.

Resolution Room:
Install single data cable provided by AIT manufacturer from AIT to resolution room, up to 100 meters from AIT.

Provide 20amp, 120 volt duplex receptacle installed in existing floor utilizing a recessed poke-thru device. Installation must be flush with existing floor.

Provide two dedicated data outlets (RJ45-568B) from Resolution Room back to the TSA IT cabinet utilizing Cat 6 cable for connection.

BLS
The contractor shall perform all services for full site preparation for Bottle Liquid Scanners (BLS) units.

Note: The electrical and data specifications for the BLS are not included in the Checkpoint Design Guide. Please use the same specifications as the ETD technology.

CAT/BPSS
The contractor shall perform all services for full site preparation for Credentials Authentication Technology / Boarding Pass Scanning System (CAT/BPSS) units.

Below are the electrical, data and size requirements of the CAT/BPSS that has yet to be awarded. This information is not included in the Checkpoint Design Guide:

Electrical
The CAT/BPSS unit ***shall*** i)operate on commercially available 120 Volts Alternating Current (VAC) power at 60 hertz (Hz) with up to □ 5% voltage tolerance and □ 3% frequency tolerance, at no more than 20 ampere service.

Networking
The CAT/BPSS interface ***shall*** *(a)* be equipped with at least one (1) USB 2.0 interface ports.
The CAT/BPSS ***shall*** *(b)* contain an RJ-45 Ethernet network interface port.
TSA has a goal (c) that the CAT/BPSS support IPv4 and IPv6 networking, with IPv4 enabled as default.

Physical
TSA intends to place the CAT/BPSS at the location of the current Travel Document Checker (TDC) podiums. As a result, the CAT/BPSS size and weight are expected to be comparable to those of the existing podiums to limit the impact on the current checkpoint configurations.

Size

TSA has a goal (1) that the footprint of the CAT/BPSS, including all system components required for the CAT/BPSS to provide the full functionality defined in this procurement specification, be no larger than 50 inches (height) x 20 inches (depth) x 28 inches (width).

TSA has a goal (3)that the total weight of the CAT/BPSS, consisting of any components required for the CAT/BPSS to provide the full functionality defined in this procurement specification, does not exceed 300 lbs. for any CAT/BPSS contained in a single, mobile podium or cabinet on casters or wheels.

5. SHIPPING AND RIGGING

Shipping - The Contractor will be responsible for the shipping and rigging of all TSE as well as ancillary equipment for new equipment installation projects, and for general routine requirements for local TSA operations at airports around the country for items such as ADA gates, barriers, ETD cabinets, anti-fatigue mats, etc. Responsibilities include all preparation, packaging (if required), transportation, receipt, inspection, unpacking, and disposition of all packaging materials in the best interest of the Government. Crating materials will be disposed of or sent to the warehouse according to TSA direction. TSE shall be shipped in accordance with the appropriate laws, regulations and shipping requirements including OEM approved shipping instructions. Government Furnished Property (GFP) will be packaged in approved OEM crates when transported from the OEM facility or TSA warehouse. Crates for some TSE may be available for the contractors use at the TSA warehouse. If crates are not available, the contractor will be responsible for acquiring OEM approved crates for shipping. Shipping shall be FOB Destination, thus the Contractor is responsible for any damage to the equipment occurring during shipping from TSA warehouse.

Prior to any movement and/or shipment of any GFP TSE, the Contractor shall complete a separate DD-1149 (Government Shipping Document) for each serialized/barcode GFP/TSE. The Contractor shall submit all completed Government documents to the Government Property Administrator (PA) prior to any movement and/or shipment.

The Contractor shall coordinate with all affected stakeholders for all GFP shipments/removals. The GFP TSE will normally be packaged in crates and may require unpacking, repackaging, and/or transfer to another vehicle prior to delivery to the site. When removing GFP equipment the Contractor shall be responsible for crating the equipment in the approved OEM crates for shipment to the TSA designated destination. Equipment shall be removed from the building without damaging airport infrastructure.

Rigging – The Contractor shall provide rigging for movement and placement of new security equipment within a checkpoint as well as the removal of outgoing security equipment. Rigging is a requirement during relocation, installation, removal and integration projects. Rigging shall be performed in accordance with OEM site installation guidelines and local requirements. The Contractor shall coordinate rigging ingress and egress paths for equipment movement with all affected stakeholders. The Contractor may be required to coordinate and/or perform a structural analysis of the ingress/egress path at some locations. The Contractor is responsible for protecting existing infrastructure, disposing or returning crating materials and restoring the site to the pre-installation conditions. The Contractor is responsible for researching the requirements stipulated at each individual location with regard to shipping and rigging rules, including dedicated delivery times, floor protection requirements, etc.

It is important for the Contractor to be aware that a rigger's warehouse will be required in the majority of the deployment projects. Equipment will typically be shipped from the TSA warehouse to the rigger's warehouse where it will be stored until it is time to rig the equipment onto a truck to be shipped to its final destination within the airport checkpoint. Typically the rigger's warehouse will be required for the duration of the project. It is the Contractor's responsibility to coordinate for and to pay for this rigger warehouse. It is also the Contractor's responsibility to ensure that all equipment and/or ancillary equipment is removed from the rigger's warehouse upon the completion of the project in a timely manner.

Rigging for a typical deployment project includes, but is not be limited to, rigging to and from a rigger's warehouse to the checkpoint. Work will be performed according to the site implementation plan. The Contractor shall ensure an OEM certified technician is available for an installation/ de-installation. Funding of the OEM technician services will be paid through this contract.

Contractor shall document an effort to obtain 3 quotes for both shipping and rigging and maintain these quotes on file. The Contractor shall show the shipping costs and rigging costs broken out separately per airport project.

Delivery of equipment shall occur within the timelines established within the site implementation plan. The Contractor shall make arrangements such that short lead time requirements can be accommodated. There will be situations where the Contractor must ship equipment and/or ancillary equipment to a location within 24 to 48 hours. This quick turn-around scenario represents 10-15% of deliveries. These percentages are provided for cost estimating purposes only and actual percentages may vary.

For estimating purposes the Contractor should assume that all TSE and associated ancillary equipment (excluding KI glass which is shipped directly from the manufacturer and paid for directly by the Government) will be shipped from the TSA warehouse in Grapevine, TX. Only the Bottled Liquid Scanners will be drop shipped from the manufacturer's location which will be covered by OEMs.

6. ORGANIZATIONAL CONFLICTS OF INTEREST AND PROPRIETARY INFORMATION

The Contractor shall ensure that personnel are trained and aware of any potential organizational conflicts of interest and actively safeguard proprietary information for the vendor.

7. TRAVEL

Contractor personnel shall travel as needed to accomplish work directed by this SOW. Work locations will primarily be at various transportation sites and other locations throughout the continental United States but may include other non-continental United States locations. The Contractor shall not be reimbursed for any unauthorized travel.

The Government will reimburse the Contractor only for travel and per diem costs incurred in the performance of this contract. Reimbursement will be at cost only and in accordance with Federal Travel Regulations of the Federal Government. The Government will not reimburse the Contractor for travel costs incurred in the replacement of personnel when such replacement is accomplished for the Contractor's or employee's convenience. The Contractor shall report all travel on a per airport basis.

It is the Governments expectation that the contractor assigned site leads at each location will be on-site to manage the location. Telecommuting for site leads is not an acceptable practice.

8. DELIVERABLES

Each work product shall be submitted in draft for Government review and approval before preparation of the final deliverable. Development or preparation schedules and Government review periods shall be as defined in this contract. Written deliverables, charts, graphs, schedules, spreadsheets, analytic products, and databases will be developed using the Microsoft Office family of applications, or other standard commercial tools and applications if approved for use by the COTR. No proprietary tools, software, or applications shall be used unless approved by the COTR. All deliverables shall be delivered in both electronic and hard copy formats, and once approved by the government placed in the program library per 3.6.

9. GOVERNMENT FURNISHED PROPERTY

The Government may provide Government Furnished Property in the form of information, data, documents, equipment or applications to the Contractor for use in providing defined services. The Contractor shall implement a GFP management system which shall record, label, track and report all GFP provided under any resulting contract. The Contractor shall be required to support periodic Government audit of all GFP and shall provide monthly reports of GFP as part of the

PMRs. The Contractor shall not dispose of any GFP for any reason without the express written permission of the CO.

10. PUBLIC AND MEDIA RELATIONS

TSA deployment activities are the subject of intense public and media interest. The Contractor shall submit requests for information, interview requests, and all other inquires by the public and media to the CO. Further, Contractor's personnel who are on-site will not respond to public or media questions or inquiries, and shall refer all such questions or inquiries to authorized government representatives.

11. PERIOD OF PERFORMANCE: 4 months from date of award.

12. CONTRACT ADMINISTRA TION DATA

Contract Administration Data: *To be provided at time of award*

CONTRACTING OFFICER: William C. Dorwart	(b)(6)	571-227 (b)(6)
CONTRACTING OFFICER'S TECHNICAL REPRESENTATIVE: Ron Shields	(b)(6)	571-227 (b)(6)
CONTRACTOR'S REPRESENTATIVE: Tina Wooden	(b)(6)	(b)(6)

13. CDRLs

Title of Deliverable	Frequency	Acceptance Criteria	SOW Section
Data Package for Site Preparation	Every site requiring site preparation	Contains accurate and complete design, cost estimate, and statement of work	3.1
Accomplishment Reports	Ad-Hoc	Reports contain accurate and complete information communicating status and providing visibility charts and other materials	3.1
30% Design Package	Every site	Includes existing and proposed layout for equipment	3.1.2
95% Design Package	Every site	Includes drawings and specifications	3.1.2
100% Design Package	Every site	Signed and sealed documentation for construction permitting	3.1.2
Rigging Report	Every site	Identifies rigging path including any required structural studies	3.1.2

Site Implementation Plan	Every Site	TBD	3.1.2
Drawing Redlines	Ad-Hoc	TBD	3.1.2
Program Management Plan	Once with updates	TBD	3.2
Program Schedule	Weekly	Consistent with PMP and prepared in an acceptable format using Microsoft Project. Identify sufficient level of detail and exit criteria for each milestone	3.3
Program Document Library	Ad-Hoc	The PDL shall contain all documents generated by the contractor	3.6
Monthly Status Reports	Monthly	Sufficiently address cost, schedule, and performance	3.7
Quality Systems Plan	Once with updates	Sufficiently addresses compliance with all contract and SOW requirements	3.9
Meeting minutes and agendas	Ad-Hoc	Agendas will be submitted 5 days in advance of the meeting	3.11
Program Management Reviews	Monthly	Provide sufficient detail of contract status, action items, cost, and schedule	3.13

The above CDRLs list is not all inclusive. Other deliverables may be required by the Program Office or per the overall contract

14. Performance Standards

SOW Requirement	Performance Requirement	Acceptable Quality Limit / Performance Standards	Surveillance Method
3.7	Data Management – establish, maintain, provide critical documents & drawings produced for this contract IAW TSA approved Configuration Management Plan; system is updated every 3rd day or sooner.	92% Maintained and Accurate Exceeds Rating: 97%	Random Sampling: Records in the Data Management System.
4.3.2	Customer Satisfaction - Results from implementation of the SEIP.	No more than 2 valid customer's complaints during a month.	100% Inspection: Customer Complaints and Surveys
3.2, 3.3 & 3.3.1	Schedule Management performed in IAW	90% On Time and Accurate	100 % Inspection

	paragraph 3.2; provided to the COTR & PM weekly (day of week TBD); data is accurate; used TSA approved format and includes a comprehensive risk register.	Exceeds Rating: 95%	
4.2, 4.2.1, 4.2.2	Plan for Each Installation and Operation of Equipment - developed IAW CDRL 008 STDO-SE-001 to include SOW requirements; provided on time; meets all requirements for TSA approval within 30 days of date received; includes considerations identified in Paragraph 4.5 of this SOW.	93% On Time, Approved and Complete Exceeds Rating: 96%	100% Inspection
4.3, 4.3.1	Site Preparation performed IAW TSA approved Site Installation Plan. All site preparation shall be completed with 3 days of agreed schedule with no rework required due to Contractor error.	96% On Time, Approved and Complete Exceeds Rating: 98%	Random Sampling: Site Installation Plan compared to actual effort at time of completion.
4.4, 4.4.1, 4.4.2, 4.4.3	Site Installation performed as defined by the TSA approved Site Installation Plan. Equipment shall be installed within 3 working days of time designated by the contractor/government agreed schedule with no rework required due to Contractor error.	96% On Time, Approved and Complete Exceeds Rating: 98%	Random Sampling: Site Installation Plan compared to actual effort at time of completion.
4.4.7	Site Restoration performed as defined by the TSA approved Site Installation Plan. Restoration completed within 3 working days of time designated by the	96% Exceeds Rating: 98%	Random Sampling: Site Installation Plan compared to actual effort at time of completion.

	contractor/government agreed schedule with no rework required due to Contractor error.		
4.4.4	Testing/iSAT - Pass Test	First Pass – 88% Second Pass – 92% Third Pass – 98% Exceeds Rating: First Pass – 93%	100 % Inspection

End Statement of Work

Transportation Security Administration

STATEMENT OF WORK (SOW)
FOR
SECURITY EQUIPMENT SYSTEMS INTEGRATION SUPPORT (SESI)
FY 11

WEST REGION

Office of Security Technology (OST)
Passenger Screening Program (PSP)

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STATEMENT OF WORK
FOR
ENGINEERING AND INTEGRATION SERVICES

1.0 BACKGROUND

The Transportation Security Administration (TSA) is charged with the mission of protecting the Nation's transportation systems to ensure freedom of movement for people and commerce. The mission of TSA's Office of Security Technology (OST) is to implement the most advanced security technology solutions to protect the nation's transportation systems ensuring freedom of movement for people and commerce.

As a part of these solutions, TSA counters threats to security with technologies and procedures that will prevent, deter, or render ineffective any attempt to sabotage transportation. Key to the success of this program is the ability to rapidly integrate new technologies in operational environments in a variety of locations; as well as redesign, modify, and update security checkpoints to accommodate the new technologies.

2.0 SCOPE

The scope of this contract encompasses the system integration needs for deployment and decommissioning of new and used Transportation Security Equipment (TSE), including Furniture, Fixings & Equipment (FF&E), also referred to as ancillary equipment, in support of Passenger Screening Program (PSP for the Transportation Security Administration (TSA). This task order's Period of Performance is twelve (12) months from date of award with a Phase II option of an additional 12 months. The specific requirements for Phase II will be broken out separately in Section 13.

3.0 GENERAL REQUIREMENTS

To meet the requirements of the TSA, the Contractor shall provide services as outlined in the SOW including technology deployment/installation, program management, engineering, engineering analysis, and integration support for coordination and supervision of TSE and FF&E installations. Further, the Contractor shall provide engineering advice, assistance, and evaluation during conduct of these events; and planning, coordination, and supervision during equipment removal and site restoration after completion of installations. The Contractor shall collaborate with various stakeholders, local authorities and equipment suppliers with regard to coordinating all site preparation and installation activities.

The Contractor shall ensure that any proposed designs and schedules are acceptable to all airport stakeholders. This coordination should be conducted in conjunction with local TSA staff members and TSA HQ points of contact.

The Contractor shall coordinate with TSA, vendors, local authorities and stakeholders on specific security equipment installations taking into account electrical & data infrastructure, access openings, clearances, floor ramps, floor slopes, The Americans with Disabilities Act (ADA) requirements, ceiling heights, rigging paths, structural load capacities, sprinkler systems, Heating, Ventilating, and Air Conditioning (HVAC) systems, fire alarms, fire extinguishers, hazmat issues, CCTV requirements and other physical or regulatory constraints.

For planning purposes the Contractor should be aware that there are six key program management phases for deploying new technologies to airports - Planning, Design, Site Prep, Shipping and Rigging, Site Installation, and Closeout. The successful execution of these six phases involves coordination with many stakeholders to collect and assemble pertinent data to ensure key aspects of solutions are planned and implemented appropriately.

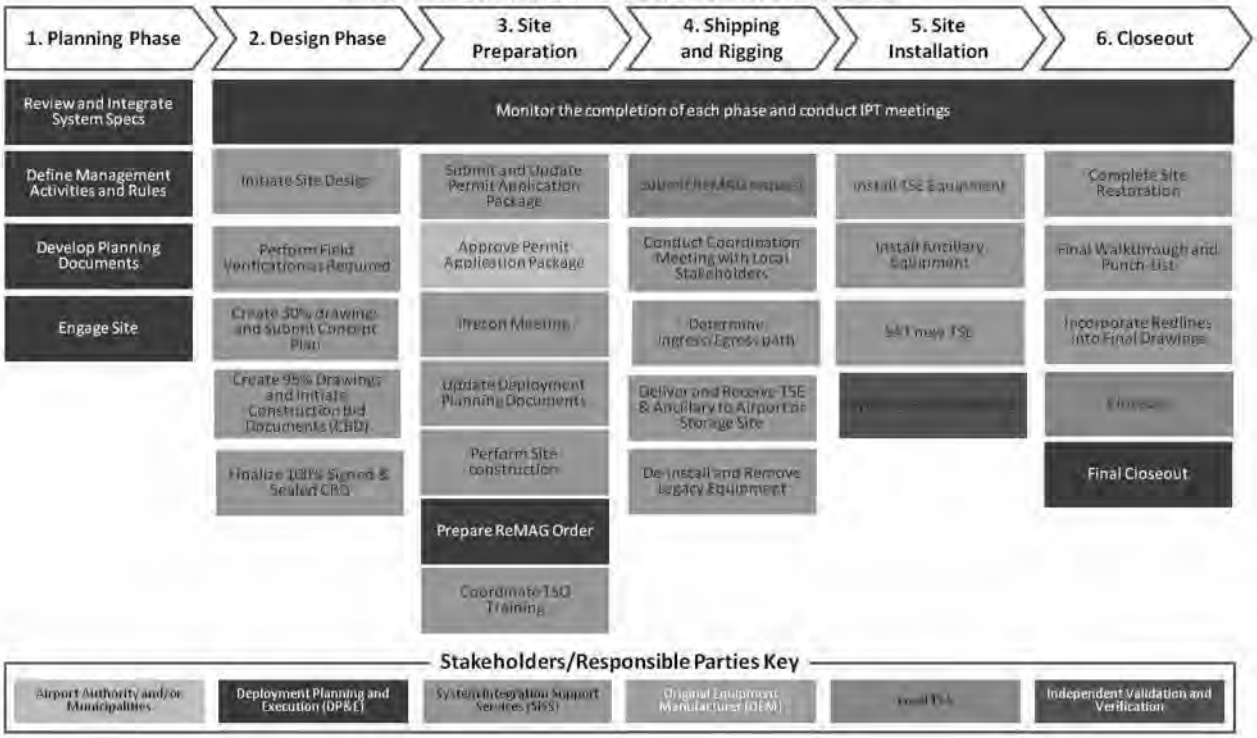
In each phase of the deployment process there are numerous dependencies on externally managed processes that can impact the overall deployment schedule. In an effort to mitigate externally managed dependencies, typical practices include the use of weekly Integrated Product Team (IPT) teleconferences for current deployments and monthly program reviews. The sections below further explain the purpose of each phase, typical activities which take place, and the Contractor's responsibilities for each area.

In response to the PSP Request for Proposal (RFP), the Contractor shall include information on key milestones in each phase of the project, and what the expected average time frame will be to accomplish these tasks by airport category (X, I, II, III, IV). Some key milestones that average timeframes for completion should be provided for are:

1. From Notice to Proceed to concept drawings complete
2. From Concept drawing approval to 100% construction drawings
3. From 100% construction drawings to permit application submission
4. From 100% construction drawings to REMAG submitted to TSA
5. From 100% construction drawings to SOWs prepared for sub-contractors
6. From SOWs for sub-contractors prepared to sub-contract award
7. From Sub-contract award to Site Implementation Plan (SIP) submitted to TSA
8. From SIP to pre-construction meeting
9. From Pre-construction meeting to start of site work
10. Permit approval to construction commencement.
11. Site sign off to warehouse close-out
12. Site sign off to CAD as-built

The Contractor will be held accountable to the proposed timelines. The program office will track these metrics and an on-time figure of less than 90% will be deemed unacceptable.

FIGURE 1.0: PSP DEPLOYMENT PHASES



4.0 PLANNING PHASE

During the planning phase coordination with multiple stakeholders, this includes, but is not limited to: TSA HQ, local TSA at airports, and airport authorities. By communicating with stakeholders consistent expectations can be set and stakeholder needs can be discussed. During this phase, the scope of work should also be validated and all planning-phase deliverables should be created.

Main Activities:

- Review and Integrate System Specifications
- Site Engagement and Visitation
- Notice to Proceed
- Stakeholder Pre-engagement Meeting

4.1 Review and Integrate System Specifications

The contractor is responsible for becoming familiar with any TSA TSE being deployed or moved. It is incumbent upon the Contractor to become educated on the Original Equipment

Manufacturer (OEM) prescribed directions regarding installing and/or moving equipment as well as any design considerations (maintenance access requirements, etc). The contractor has two options when it comes to installation or deinstallation of equipment.

Option I. A certified technician handles the physical movement of any equipment however it is acceptable that Contractor technicians perform equipment moves or a sub-contractor may be hired to move the equipment so long as they become OEM certified in advance. An OEM certified technician must be scheduled to handle the final installation activities for new equipment installations (paid by TSA for 1st time installations) and an OEM technician must be hired to perform installation activities for any used TSE being installed or de-installed. The technicians must be able to perform diagnostic testing and have the capability of repairing the technology if it will not properly start up. It is critical that the technology be functional in the morning for screening operations. Also, unless directed otherwise, an Independent Verification and Validation (IV&V) contractor, hired by TSA, must be scheduled to witness the Site Acceptance Test (SAT) for the installation of any new equipment (first installation of newly purchased equipment).

It is the Contractor's responsibility to ensure the IV&V contractor is on site when required. The OEM does not have a contractual obligation to provide prescribed activities/directions associated with moves to the Integration Contractor. If the SI does not get cooperation from a specific OEM, TSA will assist the SI where they can in this effort.

Option II. The contractor can use non-certified technicians to move equipment providing that the following conditions are met. If the contractor plans to use non-certified technicians they must demonstrate to an acceptable level to the technical evaluation team that they have addressed the issues in an acceptable manner and reduced cost and risk to the government. At any point if the government determines at its discretion that the equipment movement by non-certified technicians is no longer in the governments best interest or the contractor has failed to live up to its stated plan, the government can require the contractor to use certified technicians.

a. The contractor must show that they are knowledgeable of all OEM approved equipment moving processes and that they have a plan in place to follow them.
b. The Contractor must have a quality plan in place to make certain that TSA equipment is installed per TSA/OEM requirements and appropriately tested for operational use.
c. The Contractor must document their plan as to which resources they will utilize for installations/deinstallations and the plan to train these resources. A list of trained resources must be provided to TSA within 30 days of contract award and only resources from that list are approved to move equipment.
d. The Contractor must explain in detail the process the contractor will use if equipment is not operational after movement.
e. The Contractor will be required to submit a document stating that all required procedures were followed and that the equipment is functioning properly upon the completion of any equipment moves.

Under Option II the Contract will still be required to utilize a certified technician for new installations (1st time installations are covered by TSA) or for new installations of used equipment at an airport (paid through this task order). The Contractor is also still responsible for coordinating an IV&V contractor to be on site when required. Should the Contractor encounter any problems when contacting OEMs for information the contractor should contact the TSA Contracting Officer's Technical Representative (COTR) for assistance. The TSA cannot guarantee that the OEMs will provide training to outside entities.

4.2 Site Engagement and Visitation

The Contractor shall inform the Regional Deployment Manager (RDM) before initiating first contact with the Local TSA and Airport Authority. The Contractor and RDM shall jointly establish a communication strategy for each airport to better foster airport stakeholder relationships and manage their expectations in regards to cost, schedule, and scope. The Contractor must coordinate with Local TSA for all site visits as opposed to contacting airport authority employees directly. The Contractor should never visit an airport unannounced and will notify the airport if a visit is canceled. Multiple site visits are normally required. Typically site visits include a site validation to review the accuracy of the design drawings, identify preferred vendors from the airport, and research the permitting and badging process. A subcontractor walks through to explain the scope of work to be performed is typically required at each site. If the Contractor does not feel any of these activities are required at a particular location that should be discussed with the RDM in advance. The Contractor should determine the airport authority's insurance and bonding requirements during the site validation.

4.3 Notice to Proceed (NTP)

The Contractor shall submit a request to proceed for the Design Phase and Site Preparation Phase when all elements required to begin are available. The Contractor is not to begin any Design or Site Preparation activities without a Notice to Proceed from the COTR or Regional Deployment Manager. By submitting a Notice to Proceed request the Contractor is verifying that the funding is available on the contract to fully complete the phase. For estimating purposes, the contractor should assume 5 days for this process.

Deliverables:
CDRL 001: Notice to Proceed

4.4 Stakeholder Pre-engagement Meeting

The Contractor should work with the RDM to determine the need to conduct a stakeholder pre-engagement meeting. The stakeholder pre-engagement meeting allows for a free flowing of ideas and questions that help stakeholders comprehend the deployment strategies and

processes, determine what the specific requirements of the site are and may help to set proper expectation of the stakeholders early in the process.

Deliverables:
CDRL 002: Meeting Minutes and Agendas

5.0 DESIGN PHASE

The original architect of record will not have a role in the changes/revisions to the drawings. All work will be done by the SI awarded this Task Order.

The intent is that TSA will provide the contractor 100% drawings. As stated in this SOW, the contactor should assume that 100% of the drawings will need to be updated and plan and budget accordingly. The drawings provided at contract award will be in AutoCAD format.

The purpose of the Design Phase is to come to a consensus on the final layout of the checkpoints. The Contractor is responsible for creating construction documents. Drawings will be created in accordance with the TSA Checkpoint Design Guide (refer to Appendix D) and as directed by TSA representatives with input from local stakeholders. Please note that the attached Checkpoint Design Guide (CDG) is currently being updated by the TSA and the attached version should be used for reference purposes only. The new version will be provided to the Contractor at the time it is available. The current expedited delivery date of the updated CDG is February 24, 2011. Construction documents shall be in compliance with all applicable codes that pertain to each specific location. Final designs must incorporate findings from a site validation of the airport infrastructure (e.g. electrical loading, available space allocated to the TSA, floor loading, ingress/egress paths, ceiling heights, floor slopes, CCTV camera angles (where required), duress alarm locations (where required) and others as required by local municipalities before and after installation activities) to ensure that the drawing details, etc. are correctly portrayed. The Contractor is also responsible for providing all necessary site design documentation to obtaining permits. Due to the phased approach with regard to deploying the equipment there will be a requirement for drawings to show multiple phases that account for some TSE not yet being installed and then a final version showing all of the TSE installed. The Contractor is required to send key design personnel to attend training provided by TSA's Operations Improvement Branch. The purpose of this training is to become familiar with TSA's checkpoint design standards, lessons learned from past TSA projects, roles and responsibilities with regard to the design process and the processes involved in the design creation process.

There will be Government Furnished Computer-aided Design (CAD) drawings for the deployment locations. All Government-Furnished Information (GFI) will need to be validated due to the constant change at airport checkpoints, the fact that the as-built drawings may not be accurate or a variety of other factors. The Contractor is responsible for verifying the validity of GFIs during the Site Survey and Validation process. If GFIs are outdated or need updating in any way the Contractor shall update the drawings to reflect new knowledge discovered in the process. Also, if the GFI drawings do not contain the appropriate level of detail regarding the electrical or any other infrastructure then it is the Contractor's responsibility to update the

drawings accordingly. The Contractor should expect to update all of the drawings provided by TSA. The drawings provided are design level drawings but are not warranted to be construction ready drawings. The Contractor is responsible for making all documents, inclusive of construction ready drawings, necessary for obtaining the necessary permits. CAD drawings will be made available for the Contractor's use and validation. Below is a listing of design level CAD drawings that will be provided by TSA.

West Region					
Airport	**Airport Name**	**CAT**	**Airport**	**Airport Name**	**CAT**
ABQ	Albuquerque International Airport	I	LIH	Lihue	I
ACV	Arcata-Eureka	III	LMT	Kingsley Field	IV
ADK	Adak Naval Air Station	III	LNY	Lanai	IV
ADQ	Kodiak State	III	LWS	Lewiston - Nez Perce County	III
AKN	King Salmon	III	LWT	Lewistown Municipal	IV
ALW	Walla Walla Regional	III	MCE	Merced Municipal	IV
ANC	Anchorage International	I	MFR	Rogue Valley Int'l-Medford	II
ASE	Aspen Pitkin County Sardy Field	III	MKK	Molokai	IV
BET	Bethel	III	MLS	Frank Wiley Field	IV
BFL	Meadows Field, Bakersfield	III	MMH	Mammoth Yosemite	III
BIL	Billings Logan	II	MOD	Modesto City County	IV
BLI	Bellingham Int'l	III	MRY	Monterey Peninsula	III
BOI	Boise Air Terminal/Gowen Field	I	MSO	Missoula Int'l	II
BRW	Will Rogers-Wiley Post Memorial	III	MTJ	Montrose County	III
BUR	Burbank-Glendale-Pasadena	I	OAK	Metropolitan Oakland International	I
CDC	Cedar City Municipal	IV	OGG	Kahului	I
CDV	Merle K. "Mudhole" Smith	III	OLF	L. M. Clayton / Wolf Point	IV
CEC	Crescent City	IV	OME	Nome	III

West Region					
Airport	**Airport Name**	**CAT**	**Airport**	**Airport Name**	**CAT**
CEZ	Cortez Municipal	IV	ONT	Ontario International	I
COD	Yellowstone Regional	IV	OTH	North Bend Municipal	IV
COS	Colorado Springs Municipal	I	OTZ	Ralph Wien Memorial	III
CPR	Natrona County Int'l	III	PDX	Portland International	I
CRQ	McClellan-Palomar	IV	PGA	Page Municipal	IV
CYS	Cheyenne	IV	PGD	Charlotte County	III
DEN	Denver International	X	PHX	Phoenix Sky Harbor International	X
DLG	Dillingham	III	PIH	Pocatello Regional	III
DRO	Durango-La Plata County	III	PPG	Pago Pago-American Samoa	III
EAT	Pangborn Memorial	III	PRC	Prescott Municipal	III
EGE	Eagle County Regional	III	PSC	Tri-Cities	III
EKO	Elko Municipal	IV	PSG	Petersburg	III
ELY	White Pines County	IV	PSP	Palm Springs Regional	II
ENV	Wendover Municipal	III	PUW	Pullman/Moscow Regional	III
EUG	Mahlon Sweet Field (Eugene)	II	RDD	Redding Municipal	III
FAI	Fairbanks Int'l	II	RDM	Roberts Field	III
FAT	Fresno Air Terminal	II	RIW	Riverton Regional	IV
FLG	Flagstaff Pulliam	III	RKS	Rock Springs-Sweetwater County	IV
FMN	Four Corners Regional	IV	RNO	Reno/Tahoe International	I
FNL	Fort Collins-Loveland Municipal	III	ROW	Roswell Int'l Air Center	IV
GCC	Gillette-Campbell County	IV	SAF	Santa Fe Municipal	IV
GDV	Dawson Community	IV	SAN	San Diego Intl-Lindbergh Field	I
GEG	Spokane International	I	SBP	San Luis Obispo County	III
GGW	Glasgow Int'l / Wokal Field	IV	SCC	Deadhorse	III
GJT	Grand Junction Regional	III	SCK	Stockton Regional	III

West Region					
Airport	**Airport Name**	**CAT**	**Airport**	**Airport Name**	**CAT**
GPI	Glacier Park Intl.	III	SDY	Sidney-Richland Regional	IV
GRO	Rota Int'l Airport	IV	SEA	Seattle-Tacoma International	X
GSN	Saipan Int'l	II	SFO	San Francisco International	X
GST	Gustavus	III	SHR	Sheridan County	IV
GTF	Great Falls Int'l	III	SIT	Sitka Municipal	III
GUC	Gunnison County	III	SJC	San Jose International	I
GUM	Antonio B. Won Pat International	I	SLC	Salt Lake City International	I
HDN	Yampa Valley	III	SMF	Sacramento Metropolitan	I
HLN	Helena Regional	III	SMX	Santa Maria Public	III
HNL	Honolulu International	X	SNA	Orange County John Wayne	I
HVR	Havre City-County	IV	SOW	Show Low Regional	IV
IDA	Idaho Falls Municipal	III	STS	Charles M. Schulz - Sonoma County Airport	III
IFP	Laughlin/Bullhead City	III	SUN	Friedman Memorial	III
IGM	Kingman	IV	TEX	Telluride Regional	IV
IPL	Imperial County	IV	TUS	Tucson Int'l	I
ITO	Hilo Int'l	II	TWF	Magic Valley Regional	IV
IWA	Williams-Gateway	III	VDZ	Valdez	IV
JHM	Kapalua	IV	VEL	Vernal / Uintah County	IV
KOA	Keahole	I	VIS	Visalia Municipal	IV
KTN	Ketchikan Int'l	III	WRG	Wrangell	III
LAR	Laramie Regional	IV	WRL	Worland Municipal	IV
LAS	McCarran International	X	WYS	West Yellowstone	IV
LAX	Los Angeles International Airport	X	YAK	Yakutat	III
LGB	Long Beach Daugherty Field	I	YKM	Yakima Air Terminal	III

The Contractor should account for the possibility that GFI drawings may not be available for some airports. Also, many airports have completed or have ongoing construction on new terminals, checkpoints, etc. For estimating purposes the contractor should assume that drawings

will need to be created without GFI drawings being provided for two Category I airports, five Category II airports, seven Category III airports and 10 Category IV airports. In these cases the Contractor may be able to obtain as-built CAD files from the airport authority but that cannot be guaranteed.

The Contractor shall specify a detailed plan regarding how the Architectural and Engineering Division will become proficient with the TSA design standards. As mentioned above the Operations Improvement Branch of the Office of Security Operations within TSA will provide a training course (likely at least 2 days). The Contractor should specify how many days it will take to become proficient with the TSA design standards.

Information necessary to complete the REMAG order should be clearly shown in the CAD file documents.

Main Activities:
- Perform Site Validation
- Site Design - Concept Plan: 30%, 95%, and 100% drawings
- Permit, Insurance, Bonding
- Badging of Contractor Personnel
- Construction Bid Documents (CBD)

5.1 Perform Site Validation

A site validation is required for projects including the deployment of new technology. It is the Contractor's responsibility to visit the airport and validate the CAD file drawings. As mentioned above the site validation should review the infrastructure of the building (electrical, floor loading, ceiling height, floor slopes, camera position views and duress alarms where required), the dimensions provided in the drawings, any hazardous material abatement requirements and any other pertinent data that should be collected. The site validation is an opportunity to make changes to the drawings in order that existing core drills can be reused or discuss any other proactive measures that could simplify the project, save money and/or provide a better design for the end users. The site validation is intended to collect this critical information to be taken into account in the design process. The intent is not to create designs while on site with airport stakeholders unless specifically directed by the RDM. Any proposed changes to the drawings should be coordinated through the Request for Clarification (RFC) process.

A Request for Clarification (RFC) is a request submitted by the System Integrator to the appropriate party (OIB, SI Design Contactor, RDM, etc.) to address design/structural/technical/information details. Each RFC will describe or request clarification for only ONE issue. The RFC will be a standard template provided to the contractor at time of contract award. Common requirements for RFCs will be airport identifier and tracking number, referenced sheet in the drawing package, and a description of the change or clarification requested. The form will be submitted electronically by the contractor. The System Integrator will maintain an electronic log of all submitted RFCs. A

Design Change or Clarification Guide will be provided (after contract award) detailing the permitted types of requests, and the review and response time.

Historically site validations have been completed at the 30% or 95% design phase. Site validations for this Task Order may take place with the GFI drawings or if GFI designs are not available the Contractor is responsible for creating the drawings. The Contractor will be required to use the PSP standardized Site Validation template. The Contractor is responsible for identifying material needs during Site Validation. This means that ancillary items already on site that can be re-used, such as security glass, ADA gates, barriers, etc., should be tabulated and when the equipment and ancillary equipment orders are collected, based on the drawings, the re-usable items, already on site, should be considered in the final order submission to REMAG.

Electrical and data infrastructure is a key factor in deploying new technology. During Site Validations the Contractor shall fully investigate each location's electrical and data capacity to ensure the airport has sufficient infrastructure to sustain the TSE installation and operation. Also core drilling is a sensitive subject for many airports. The site validation should be used to determine whether existing core drills can be used in the new designs. Opportunities to reduce core drilling should be explored at all locations.

Some airports will require an electrical load study. This need should be determined during the site validation. The load study should be scheduled such that it will not delay the installation planning efforts. The Contractor should assume that 30% of airports deploying incrementally new technologies will require an electrical load study.

The electrical load studies are those that are required by airport authorities as part of the project/permit approval process, thus they can and will vary. Typically the load studies are done as a three-day process with a report that follows, but a permitting authority could require a more extensive and longer load study.

All permitting requirements should be identified during the site validation visit. Also any badging, insurance and/or bonding requirements should be identified during the site validation visit. The Contractor is required to meet all insurance and bonding requirements of the airport authority. The Contractor's corporate policy is not a valid reason to not meet the requirements of the airport authority, with respect to insurance and bonding. The contractor must take appropriate actions at the onset of the contract in order to ensure all airport insurance and/or bonding requirements can be met nationwide without causing delays. If an airport requires that the Contractor add the airport authority as "additionally insured", and a letter of indemnification from the Contractor will not satisfy the airport authority, then the Contractor must be able to accommodate that requirement. There should be no surprises during any of these phases of the project as the Contractor is expected to become knowledgeable in all of these areas as to the airports' specific requirements.

Closed Circuit Television (CCTV) Cameras are located at most airports. The contractor must determine if a CCTV system is operational at each airport and determine what will be required to maintain any camera views that were available prior to the installation project. All camera views available prior to the project shall be available upon completion of the project. To assist with documentation of the camera views, both before the project and after the project, the Contractor should collect digital photos of the camera angle views. In some cases 100% construction drawings will be required by the airport authority that includes camera locations and views. The Contractor should determine the airport requirements regarding CCTV during the site validation. If Pan Tilt Zoom (PTZ) cameras are used, determine with the airport authority what views the camera is expected to cover in advance. All of these camera angles/views should be captured.

Duress alarms are installed at various locations at many checkpoints. The airport requirements regarding duress alarms are to be collected during the site validation as well. The Contractor should identify preferred vendors from the airport authority during the site validation. Whenever possible preferred vendors should be used as subcontractors as they offer many advantages including knowledge of the airport badging process, knowledge of airport permitting processes, established relationships with airport authority personnel, etc. However, if the Contractor finds that using a preferred vendor will add substantial costs to the TSA, as opposed to using another vendor, the Contractor should contact the RDM to discuss the situation.

Deliverables:
CDRL 003: Site Validation Report

5.2 Site Design – Concept Plan: 30%, 95%, and 100% Drawings

TSA will provide GFI CAD file drawings for each airport listed in TABLE X on Page 9. Depending on which technologies are being deployed to the airport the Contractor is required to install equipment and modify the checkpoint according to drawings provided OR modify the drawings in order to accommodate new technologies. As stated above all of the TSA provided drawings are expected to require modifications. All construction administration shall be provided by the Contractor, including all necessary activities required to obtain permits. Necessary alterations to the TSA provided drawings may include adding additional technologies, modifying the designs, changing brands of technologies, and/or increasing the level of detail regarding electrical infrastructure, etc. It should be noted that equipment quantities are expected to change at a large number of locations for a variety of reasons. This could result from drawing alterations or a change of TSA priorities due to external circumstances.

The Contractor should account for the possibility that GFI drawings may not be available for some airports. For estimating purposes the contractor should assume this is the case for two Category I airport, five Category II airports, seven Category III airports and 10 Category IV airports. In these cases the Contractor will be responsible for creating new construction drawings without GFI drawings provided. The Contractor will provide a 30% design

package that includes the existing and proposed equipment layout for review and comment. Comments provided by TSA, with input from stakeholders, are to be incorporated into the drawings and provided back to TSA for review. Following TSA review and assuming the drawings are acceptable the TSA will approve the package for design to continue. The Contractor will provide a 95% design package, including drawings and specifications, for final comment and approval. Comments provided are to be incorporated into the 100% design package. Provide 100% design package titled "Issued for Construction", with signed and sealed documentation required for construction and permit.

In many cases drawing alterations are necessary after the 100% design packages are created. In these cases the proposed changes are to be submitted to the Contractor's design group as a Request for Clarification (RFC). The Design group should have the ability to make the majority of the change request decisions based upon their knowledge of the TSA design standards. In situations where there are questions regarding whether the design standards are being violated or the solution will have budgetary consequences then the issue should be discussed with the Regional Deployment Manager. The RDM will then work with the appropriate Office of Security Operations (OSO) representatives and/or Contractor staff to approve or deny the RFC. Upon approval the Contractor will "red line" the drawings. In most cases the airport will accept designs with redlines for the permit approval process (or after). There may be cases where the 100% drawings must be re-completed and submitted.

In order to ensure that updated drawings incorporate all proposed changes the Contractor will maintain a document to accompany each set of drawings. The sheet will state the as-built drawings (document number, date, etc) as well as any proposed alterations and designate whether the alterations were incorporated into the designs or not. The document must include all RFC numbers that have been incorporated into the drawings. This document should be included with each phase of the design drawings. This document will be made available for TSA employees to review upon request.

It is critical that the Contractor make sure all parties are working from the same version of the drawings. The contractor will clearly specify the version dates when discussing the drawings, performing site visits, or performing any other type of work involving the drawings. Drawing version control has historically been an issue on TSA projects due to the fact that drawing changes occur frequently for a variety of reasons. The Contractor will ensure that version control is not a problem for this Task Order. A weekly document containing all revision numbers and the effective date for all airports should be submitted as a CDRL. A template will be provided by TSA.

When altering GFI drawings or creating new drawings the Contractor is expected to provide a listing of TSE and ancillary equipment requirements. This listing should take into consideration what ancillary equipment is already on site and adjust the requirements accordingly. Glass panels, serviceable ADA gates, barriers, etc that can be reused should be.

There will be situations where an airport has completed construction but their designs were completed before some newer TSA TSE items were being deployed. The designs will require alteration to accommodate the new TSE items. These situations will be handled under the Checkpoint Modifications portion of the SOW.

The Contractor should keep a running tally of required ancillary items as per the drawings. This information should be shared with the TSA Requirements Management Advisory Group (REMAG) on a weekly basis in order to properly maintain appropriate inventory levels of ancillary equipment.

Final CAD as-built (post deployment) are to be provided to the TSA and airport authority as deliverables. These required post-deployment as-built drawings must show the state of the checkpoint(s) exactly as it stands at the end of Contractor's period of performance unless required earlier to close out the permits, which is typically the case at most airports. What this means is that should a certain technology be shown in the final design configuration but that technology was unavailable for installation then the as-built must portray that.

Deliverables:
CDRL 004: 30% Design Package
CDRL 005: 95% Design Package
CDRL 006: 100% Design Package
CDRL 007: Status Sheet for Each Design Package
CDRL 008: Ancillary Equipment Requirements
CDRL 017: Final as-built CAD files (post project)
CDRL 017a: Weekly CAD revision file

5.3 Permit, Insurance, Bonding

For each specified site, the Contractor shall obtain, as required, all necessary approvals, permits, insurance, bonding, authorizations, etc. required for performing the site preparation activities dictated in the TSA approved drawings. The Contractor should have already become familiar with the requirements during the site validation visit. The airport/port authorities have a variety of different rules and regulations that require a wide range of deliverables. Also, the Contractor must ensure that all other requirements involving bonds, licensing, subcontractor plans, insurance, red lines and as-built CAD files, etc. are properly identified and submitted.

The Contractor needs to initiate the permitting process early as many airports have long lead times for approval. The contractor should document the permitting process for each airport and submit to the TSA at the end of each project as part of the airport Lessons Learned Document. The document should be written in a manner where it will be useful for any future TSA projects that require permitting at that particular location. Please reference Section 13 Specific Requirements for an understanding of the number of locations that will require permitting.

Deliverables:
CDRL Component: Permit Process Documentation (a component of CDRL - 018 Lessons Learned)

5.4 Badging of Contractor Personnel

The Contractor is responsible for coordinating with the Airport Authority and/or Municipality to acquire permitting and airport access documents. The Contractor shall abide by local rules and regulations as set forth by Local TSA and the Airport Authority. The Contractor shall be solely responsible for any consequences resulting from violations to local rules and regulations. The Contractor shall obtain permission for access from Local TSA and Airport Authority. All Contractor personnel shall be properly vetted and badged (including Contractor's sub contractors) in accordance with local rules and regulations. Badging requirements should be collected at the site validation. Contractor should assume that local TSA will not provide escort at any site and that the contractor will need to meet all badging requirements of the site, even for short duration jobs.

5.5 Construction Bid Documents (CBD)

Upon final approval of 95% drawings the Contractor will create the 100% issued for Construction Drawings. This package should contain any information required by an airport authority for permitting purposes. Airports may vary in their requirements so the contractor must be flexible in providing whatever the airport authority requests. Some airports will require submission of the 30%, 95% and 100% designs for approval at each level. This requirement should be identified during the Site Validation.

Deliverables:
CDRL 010: Construction Bid Documents

6.0 SITE PREPARATION PHASE

Site preparation activities will be necessary to install the designated security equipment. The purpose of the Site Prep Phase is to prepare the airport for new equipment. The Contractor is responsible for the creation of a defined Site Implementation Plan (SIP) and for identifying what risks may affect the timeline of the deployment. The Contractor shall provide the COTR with a data package consisting of a design, proposed cost estimate, the cost estimates submitted from the bidders and a statement of work for the construction and installation portions of the work. The Contractor shall perform all electrical work as well as any other site preparation activities required for equipment installation according to the approved drawings. The Contractor shall oversee the work of its subcontractors hired to perform site preparation activities to ensure installation and/or decommission is completed per the schedule and accepted by the customer.

It is important that the Contractor understands that each airport will require multiple site visits due to the nature of the deployment scheduling. While the plan is to incorporate all technologies

into the CAD drawings the different types of technologies will be installed at various times at each airport. The phased installations are due to the training requirements of each technology and the fact that training of multiple technologies simultaneously cannot typically be accommodated by the local TSA staff. Also, due to variances in the acquisition cycle of the TSE the availability of various technologies for installation could vary. However to the extent possible, site preparation and construction activities shall be conducted for all TSE being deployed at one time to minimize disruptions to the airport and avoid multiple permitting processes. The TSA plans to utilize a Hub & Spoke deployment strategy. Hub & Spoke is defined as the official TSA airport list that identifies Hub airports and their associated spoke airports. This strategy is intended to best utilize the Contractor's resources in the field as well as ensure homogenous technology at the hub and spoke locations. The Contractor should be able to simultaneously manage the hubs along with their spokes through the design process, permitting process, site preparation and ultimate final punch list. Efficiencies are expected in sub-contracting as well as program management. Finally, the Contractor must understand that no work should begin at any airport without a Notice to Proceed from the TSA COTR or RDM.

Note: *The Contractor shall apply a 30% contingency cost to the estimate for this CLIN. This funding will be set aside as a separate budget only to be used upon approval from the COTR. This 30% contingency should be clearly broken out in the Contractor's proposal.*

Main Activities:
- Site Implementation Plan (SIP)
- Preconstruction Meeting
- Site Construction Begins

6.1 Site Implementation Plan

The Contractor is responsible for the creation of the Site Implementation Plan (SIP) inclusive of contractor contingencies, site specific access requirements, operational timeliness, a communication process, and a general plan for installation. A detailed schedule should be included in the SIP and roles and responsibilities should be identified for the various phases of the project. It is the Contractor's responsibility to maintain the agreed upon schedule. Should delays occur it is the Contractor's responsibility to identify areas of opportunity to maintain the original deadline. The SIP should contain accurate and fully completed designs, a cost estimate, and the statement of work.

CDRL 011: Site Implementation Plan

6.2 Preconstruction Meeting

The Preconstruction Meeting is the equivalent of a kickoff meeting, which the Contractor holds with all relevant stakeholders. The group discusses any changes or concerns and finalizes personnel, logistics, site requirements, and points of contact. The Contractor should be able to answer any questions or concerns that the airport stakeholders may have.

Most airports require a pre-construction or kick-off meeting. For those airports where it is not a requirement the Contractor should work with the RDM to determine the need. The kick-off meeting is the Contractor's opportunity to explain the detailed plan of action to the airport stakeholders. The Contractor should come fully prepared to present the plan and answer any detailed questions regarding the timeline, scope of work, subcontractor plan, permitting status, or any other area of interest from the airport stakeholders and/or local TSA office. The Contractor should ensure that all subcontractors are fully aware of the plan and can answer any questions related to their particular area. A pre kick-off meeting between the Contractor Site Lead and subcontractor should be coordinated to ensure sure all parties understand and can explain their roles and responsibilities. The kick-off meeting should set the expectations of the stakeholders and it is the responsibility of the Site Lead to see that those expectations are met with regard to maintaining the schedule and adequately performing the site preparations.

Deliverables:
CDRL 002: Meeting Minutes and Agendas

6.3 Site Construction Begins

The schedule for site preparation activities should be closely coordinated with the local TSA, any local stakeholders, and any other key entity such as the OEMs, Office of Operations and Technical Training (OTT) and the Office of Security Operations (OSO). Hours of availability should be identified in the SIP and the local stakeholder preferences regarding the scheduling of the checkpoint priorities should be discussed. At the RDM's discretion it is possible to work on multiple checkpoints simultaneously. The Contractor is responsible for coordinating all site preparation activities. The checkpoint must be clean and prepared for operational activity each morning.

A daily site report is to be submitted to the RDM each morning. The Contractor is to use the TSA provided template. Daily Site Reports are to be submitted upon kick off of IPT calls for each location.

Deliverables:
CDRL 013: Daily Site Report

7.0 SHIPPING AND RIGGING PHASE

The purpose of the Shipping and Rigging phase is to coordinate the shipping and rigging of all TSE and ancillary equipment to be installed at the checkpoints. Also any TSE being decommissioned must be removed from the checkpoint and shipped to the Transportation Logistics Center. There are two key phases of the shipping and rigging portion for most of the deployment projects. Typically the TSE and ancillary equipment will be shipped to a rigger's warehouse where it will be stored until it is needed for installation at the checkpoint. The TSE and ancillary items will then be shipped and rigged into the checkpoint for installation according

to the SIP. If the Contractor is unable to determine whether a portion of the installation falls under its purview, the Contractor shall request clarification by the COTR or RDM.

The Contractor shall determine and incorporate lead times and durations associated with each required work task associated with shipping and rigging. This will support the Contractor's ability to coordinate installation and decommissioning at each airport in accordance with the schedule.

The Contractor shall show the shipping costs and rigging costs broken out separately in the invoices per airport project.

Contractor shall engage the Government Property Office (GPO) with shipping requirements. Any documentation requirements and required times must be closely adhered to. A meeting should be scheduled with the GPO during the planning phase to clarify all roles and responsibilities of the Contractor regarding GPO requirements.

The Contractor's responsibilities include all preparation, packaging, transportation, receipt, inspection, unpacking, and disposition of all packaging materials in the best interest of the Government. Crating materials will be disposed of or sent to the warehouse according to TSA direction. TSE shall be shipped in accordance with the appropriate laws, regulations and shipping requirements including OEM approved shipping instructions and OEM approved shipping containers/crates. Government Furnished Property (GFP) will be packaged in approved OEM crates when transported from the OEM facility or the TSA warehouse. Shipping shall be FOB Destination, thus the Contractor is responsible for any damage from or to the equipment occurring during shipping from TSA warehouse.

Prior to any movement and/or shipment of any GFP TSE, the Contractor shall complete a separate DD-1149 (Government Shipping Document) for each serialized/barcode GFP/TSE. The Contractor shall submit all completed Government documents to the Government Property Administrator (PA) prior to any movement and/or shipment. This must occur at least 48 hours prior to any shipment. Anything less than 48 hours requires RDM authorization.

The Contractor shall coordinate with all affected stakeholders for all GFP shipments/removals. The GFP TSE will normally be packaged in crates and may require unpacking, repackaging, and/or transfer to another vehicle prior to delivery to the site. When removing GFP equipment the Contractor shall be responsible for crating the equipment in the approved OEM crates for shipment to the TSA designated destination. Equipment shall be removed from the building without damaging airport infrastructure. The Contractor is responsible for performing operational assessments of existing technology in accordance with TSA provided Decommissioning Checklist. This report is to be submitted to OEM COTR. This is a critical procedure as it will be instrumental in determining whether the equipment can be re-deployed to other locations or not. For estimating purposes the contractor should assume the process to complete this report will require 2 hours labor.

Typically any ancillary equipment removed from the checkpoint will be discarded. The Contractor should discuss how to handle any ancillary equipment that was removed from the checkpoint, or ordered but not installed, with the RDM.

Main Activities:
- ReMAG Process
- Shipping
- Rigging
- Equipment Moves

7.1 REMAG Process

The Requirements Management Advisory Group (REMAG) is the TSA group that handles the processing of all TSE and ancillary equipment requirements. The equipment order quantities for deployment projects should be derived from the drawings and adjusted accordingly with respect to ancillary items that are reusable and already on site. The requirements should be submitted to the REMAG group in a timely manner so that the items can arrive on time for the project.

There are two scenarios for how the ordering process can take place. First, if the Contractor does not have a TSA provided "white package" computer then the Contractor will compile the order and submit it via e-mail to the REMAG group. Simultaneously the Contractor must coordinate with the local TSA office to submit a REMAG that is blank through the TSA iShare site. This allows a REMAG number to be assigned to the project. If the Contractor has a "white package" TSA provided computer then the Contractor can compile the REMAG order and submit the order directly through the REMAG iShare site. This is the preferred method and the Contractor should work closely with the program office to obtain a computer(s) as quickly as possible.

Lead times are critically important in the REMAG process. Orders containing glass requirements must be submitted no later than 4 weeks in advance of the need date. Orders not containing glass require at least a 2 week lead time. The sooner any REMAG orders can be submitted the better.

The Contractor will clearly define how the REMAG process will be managed internally. The Contractor will describe how the group will be organized, the staffing allocation and the general process for how the orders will be executed in a timely manner. The Contractor should describe how a relationship with a shipper(s) will be established in order to guarantee on time delivery of the requirements. There will be situations where a delivery will be required in 24 to 48 hours or less. The Contractor shall discuss how a process will be created to handle these projects. Please refer to Appendix E for the REMAG Process.

7.2 Shipping

Delivery of equipment shall occur within the timelines established within the site implementation plan. The Contractor shall make arrangements such that short lead time requirements can be accommodated. There will be situations where the Contractor must ship equipment and/or ancillary equipment to a location within 48 to 72 hours. This quick turn-around scenario represents 10% of deliveries. These percentages are provided for cost estimating purposes only and actual percentages may vary.

For estimating purposes the Contractor should assume that all TSE and associated ancillary equipment (excluding custom KI glass which is shipped directly from the manufacturer and paid for directly by the TSA) associated with new TSE deployments will be shipped from the TSA warehouse in Grapevine, TX.

7.3 Rigging

The Contractor shall provide rigging for movement and placement of new security equipment within a checkpoint as well as the removal of outgoing security equipment. Rigging is a requirement during relocation, installation, removal and integration projects. Rigging shall be performed in accordance with OEM guidelines and local requirements. The OEM will provide installation services only. There are circumstances where equipment must be uncrated in the rigging process to get through available openings at an airport, and some OEMs require that their technician be on site to witness the un-crating when it is new equipment (first time installation).

The Contractor shall coordinate rigging ingress and egress paths for equipment movement with all key stakeholders. The Contractor may be required to coordinate and/or perform a structural analysis of the ingress/egress path. The Contractor is responsible for protecting existing infrastructure, disposing of or returning crating materials and restoring the site to the pre-installation conditions. The Contractor is responsible for researching the requirements stipulated at each individual location with regard to shipping and rigging rules, including dedicated delivery times, floor protection requirements, bonding, insurance, etc.

It is important for the Contractor to be aware that a rigger's warehouse will be required in the majority of the deployment projects. Equipment will typically be shipped from the TSA warehouse to the rigger's warehouse where it will be stored until it is time to rig the equipment onto a truck to be shipped to its final destination within the airport checkpoint. Typically the rigger's warehouse will be required for the duration of the project. It is the Contractor's responsibility to coordinate rental and payment of the rigger warehouse. It is also the Contractor's responsibility to ensure that all equipment and/or ancillary equipment is removed from the rigger's warehouse upon the completion of the project in a timely manner. The riggers' warehouses shall allow for 24 hour access so that when an urgent requirement emerges all items in storage are easily accessible.

Rigging for a typical deployment project includes, but is not be limited to, rigging to and from a rigger's warehouse to the checkpoint. Work will be performed according to the site

implementation plan. Rigging typically involves physically placing the equipment at the loading dock or door of the airport. However, in roughly 10% of the projects a larger scale effort will be required. Examples of this include removing large windows in order to bring the equipment in, using cranes, removing and/or installing double doors, small scale construction, etc. The rigging report is a component of the SIP.

The contractor is required to maintain a current inventory of all TSE and ancillary equipment located at all rigger's warehouses. The inventory is to be submitted weekly.

The contractor can request crates from the TLC and when they are available the TLC will provide them (the contractor will be responsible for shipment of the crates to the needed location). When crates are not available at the TLC the contractor will be required to acquire the appropriate OEM approved crate for shipment.

For estimating purposes the contractor should assume that crates will be available at the TLC 90% of the time for TRX, ETD, and WTMD. The contactor should assume that crates will be available 0% of the time at the TLC for AT1, AT2, AIT, BLS.

Deliverables:
CDRL 014: Weekly Rigger's Warehouse TSE and Ancillary Equipment Inventory

7.4 Equipment Moves

The Contractor is responsible for the movement of any TSE associated with new deployments. The definition of equipment moves, in this task order, includes moving any piece of equipment, as a result of new TSE deployments, any distance ranging from 1 inch to the movement of equipment from one checkpoint/terminal/warehouse/airport to another. Equipment moves initiated under this task order should be as a direct result of deployment activities. The Contractor should be aware that there are varying circumstances that may require the usage of forklifts, cranes, or significant manpower requirements.

As discussed in Section 4.1 either certified technician or internally trained staff must handle the physical movement of any equipment related to new TSE deployments. It is acceptable that Contractor technicians perform equipment moves or a sub-contractor may be hired to move the equipment so long as they become knowledgeable regarding all OEM procedures involved with moving the equipment through in-house training. An OEM certified technician must be scheduled to handle the final installation activities for new equipment installations (paid by TSA for 1st time installations) and an OEM technician must be hired to perform installation activities for any used TSE being installed or de-installed. The technicians must be able to perform diagnostic testing and have the capability of repairing the technology if it will not properly start up or a clearly defined risk mitigation strategy must be in place. It is critical that the technology be functional in the morning for screening operations. The TSA COTR will provide any OEM points of contact if necessary. The payment of any OEM certified technicians will be handled through this contract, unless it is a first time installation of new equipment. Equipment moves may be required for Advanced

Technology X-rays (AT1, AT2), Advanced Imaging Technology (AIT), TRX, Explosive Trace Detection (ETD), Credential Authentication Technology-Boarding Pass Scanning System (CAT-BPSS), Bottled Liquid Scanners (BLS), Cast & Prosthesis Imager (CPI), Walk Through Metal Detector (WTMD), Auto Explosive Detection System (EDS), Stand-off Detection (SOD), Automated Wait Times (AWT) or any other TSE used by TSA within the checkpoint area. Typically the Contractor will be given at least 2 weeks' notice prior to equipment moves but the Contractor must be able to provide equipment movement services in emergency situations where only a few hours notice is provided. The Contractor should have an agreement with the OEM certified technicians to accommodate these situations which occur frequently. Up to 10% of moves must happen with only a short lead time (48 to 72 hours).

A certified technician must handle the physical movement of any equipment however it is acceptable that Contractor technicians perform equipment moves or a sub-contractor may be hired to move the equipment so long as they become OEM certified in advance. An OEM certified technician must be scheduled to handle the final installation activities for new equipment installations (paid by TSA for 1st time installations) and an OEM technician must be hired to perform installation activities for any used TSE being installed or de-installed. The technicians must be able to perform diagnostic testing and have the capability of repairing the technology if it will not properly start up. It is critical that the technology be functional in the morning for screening operations. The Contractor shall implement a tracking system that tracks all equipment moves and the date of the movement.

For the quantity of technology that must be moved and have infrastructure updated, the offer should assume that when the airport is listed as needing site prep, and under this contract we perform site prep because of an allocation of AT2 or AIT units, in either phase I or phase II (reference the response to question 26), then the Offeror should assume that all TSE at the airport will need to be moved and infrastructure will need to be updated for all TSE to meet the requirements in the CDG.

As an example, if an airport is required to have site preparation activity completed because of AIT deployment and at that airport there is a one lane checkpoint, then its existing TRX/AT1, WTMD, ETD, BLS, will need to be moved and all pieces of technology will need to have their infrastructure moved/updated to meet the CDG requirements to include upgrade to AT2 and AVS. This may also include the addition of a private screening room with electrical and data infrastructure requirements.

There are three other issues the offer need to understand and account for the cost impact:

1. Sometimes the updating of infrastructure, especially for the TRX/AT1/AT2 will require the TSE to be moved more than once due to the need to core the floor.
2. Account for the fact that we will not deploy more than one major piece of technology at a time at an airport and must stagger these due to training requirements. The TSE determined to be major technology includes AT2 and AIT.
3. The Offeror needs to account for the fact that AT2 units can't be deployed more rapidly than training can occur for officers. The traditional model for deployment is one AT unit deployed to start training, followed one week later by up to 2 units per night, and no more than 6 per week. Because of this and based on construction schedules the contractor may be required to move an existing TRX and replace it with the AT2 afterword.

The Offeror should apply this logic to the list of airports in Table 4 for each proposal to come up with the required number of equipment moves for each technology.

The Offeror should detail any assumptions made for these calculations in their technical proposal and the quantities arrived at for each technology.

Deliverables:
CDRL 015: GFP Transaction Report

8.0 SITE INSTALLATION PHASE

The purpose of the Site Installation Phase is to install and configure the TSE and ancillary equipment. During this period the OEM support team brings the system on-line and performs the Site Acceptance Test (SAT), if required, and certifies the system for operations.

Main Activities:

- Installation, Configuration, and SAT New TSE
- Training Coordination
- Ancillary Equipment Installation

8.1 Installation, Configuration, and SAT of New TSE

Contractor shall manage and perform installation and integration of all security equipment. Installation and integration of security equipment shall be coordinated to minimize disruptions to airport operations. Contractor shall perform work outside of normal business/operation hours (i.e. at night, during weekends, or other varied non-operational hours) when requested by local stakeholders.

The Contractor shall anticipate over night installation of TSE and shall plan accordingly with respect to labor, schedule, and materials. All materials are required to be onsite at the start of the installation. This is imperative because checkpoints must be open in the morning to accommodate screening operations. When possible the Contractor should coordinate staging of equipment the night before the installation. This will be dependent upon airport approval.

The Contractor shall ensure an OEM certified technician is available for an installation/ de-installation. They are not contractually obligated to perform work outside normal business hours, but this has been the standard operating procedure for some time and it is expected that each OEM will accommodate this need. If the SI does not get cooperation from a specific OEM, TSA will assist the SI in getting OEM cooperation.

Funding of the OEM certified technician services will be paid through this contract. It is acceptable, from the TSA perspective, for the Contractor to have staff trained by the OEMs to become certified in order to perform the installation and de-installation activities. That will have to be arranged through an agreement between the Contractor and the OEMs. As mentioned under Shipping, there will be times when a quick-turnaround project will arise. The Contractor should discuss how a relationship with the various OEMs will be established in order to meet these quick turnaround requirements or how in-house personnel will be available to support the need.

Deliverables:
CDRL 013: Daily Site Report

8.2 Training Coordination

The Contractor is responsible for becoming knowledgeable on all training requirements associated with installing new TSE. This is primarily in reference to the time requirements to train the TSA workforce on new technology. This will have an effect on the number of units of new TSE that can be installed in a given time frame (particularly AT and AIT deployments).

The Contractor must coordinate, in conjunction with the RDM, all required training. Changes to deployment dates must be coordinated in a timely manner due to the fact that training personnel must schedule site visits based upon the Contractor's proposed installation schedule. Both the Office of Security Operations and Technical Training (OTT) and the Office of Operations require coordination for training/observations purposes.

8.3 Ancillary Equipment Installation

The Contractor is responsible for installing all ancillary equipment associated with the installation of the TSE at the checkpoints. This includes, but is not limited to, ADA gates, barriers, glass partitions, private screening rooms, resolution rooms, private screening rooms, stanchions, sign holders, etc. All ancillary items are to be ordered according to the approved drawings (accounting for items already on site).

Deliverables:
CDRL 013: Daily Site Report

9.0 CLOSEOUT PHASE

The Closeout Phase begins the hand-off to operations. The Contractor shall be responsible for the full restoration to pre-installation conditions (or better) of the facility, as required by the TSA and local authorities. In addition, the Contractor is responsible for producing a lessons learned document for future use. The Contractor shall validate that the tasks articulated in the scope of the deployment were successfully completed, and performed due diligence to ensure that the equipment is functioning and that the airport is operational. The Contractor is responsible for performing a final walkthrough, incorporating punch-list redlines into final as-built CAD drawings (depicting the state of the checkpoint when the Contractor leaves), and any other closeout activities required by the airport.

Main Activities:
- Site Restoration
- Final Walkthrough and Punch-List
- Final as-built CAD Drawings
- Lessons Learned

9.1 Site Restoration

At the conclusion of installations the Contractor shall restore the site to the pre-project condition or to a condition acceptable to all stakeholders. If closed circuit television (CCTV) cameras were installed at a checkpoint prior to the project the Contractor must ensure that all views post-installation are equal to those of the previous configuration, preferably without adding cameras. Also any data connectivity already existing within the checkpoint infrastructure must be installed with any new technology unless specifically directed otherwise. Any pre-existing duress alarms must be relocated to their new location. No new duress alarms are to be installed without prior permission from the COTR.

Deliverables:
CDRL 013: Daily Site Report

9.2 Final Walkthrough and Punch-List

The Contractor will validate that the installation of all TSE and ancillary equipment has been completed according to the approved drawings. A walk through with local TSA and/or local airport authorities is required in order to create a punch list of final items for completion. All punch list items must be approved by the RDM. The Contractor must complete punch list items before closeout can be completed unless stated otherwise by Local TSA and TSA HQ. The punch list shall include, as a standard item for every location, a walkthrough of all checkpoints with a local TSA representative. The walk through will involve the Contractor presenting the final approval drawings to the TSA representative and demonstrating that all equipment was installed as per the drawings. If discrepancies are identified the RDM is to be notified immediately. If the contractor believes that any of the punch list items are not within the scope of this contract the issue should be immediately communicated to the RDM who will follow up for resolution with the COTR.

Deliverables:
CDRL 016: Final Walkthrough and Punch-List

9.3 Final as-built CAD Drawings

The contractor is responsible for submitting to the TSA and airport authority a comprehensive set of drawings that will serve as the new "as-built" drawings upon completion of the project. These drawings will incorporate all of the new technology and its new location. The contractor will review the drawings for accuracy prior to final submission. The Contractor shall submit the redline drawings for updates to the TSA CAD file library. Further direction as to who these will be submitted to will be communicated to the Contractor following the award of the Task Order. The drawings must depict the state of the checkpoint at the time the Contractor leaves the location. If the final drawings show technology to be installed but the technology was not yet available for deployment during the contractual period of performance then that technology should not be shown in the as-built drawings. For final as-built CAD drawings for CAT X airports the architect of record must visit the site to validate and confirm that the final as-built drawings are accurate. The final as-built drawings must depict the exact location of any electrical and data outlets to include core holes in the floor, power poles and wall mounted devices.

Deliverables:
CDRL 017: Final as-built CAD files (post project)

9.4 Lessons Learned

The Contractor shall also complete a Lessons Learned document for individual airport deployments. The Contractor is to provide the Lessons Learned document at the end of each project and a disc(s) containing all of the Lessons Learned documents at the end of the Period of Performance. The document should contain key information regarding permitting, bonding, and insurance as well as any key points of contact. If there are atypical requirements involving asbestos abatement, CCTV issues, or any other issues these should be noted in the document.

Deliverables:
CDRL 018: Lessons Learned

10.0 PROGRAM MANAGEMENT

The Contractor shall establish and maintain a formal organization to manage this task order and any associated subcontracts. A clear line of project authority shall exist among all organizational elements. The Contractor shall develop and implement a Management Program to efficiently and effectively execute the requirements of this contract, and to successfully perform all the activities directed by this SOW. The Contractor's management program shall be fully documented in a Program Management Plan (PMP). The Program Management Plan shall be submitted to the TSA within 30 Calendar days of contract award. The Program Management Plan shall include, but not be limited to, the following components:

Program Management Components:
- Schedule Management
- Cost Management
- Human Resource Management
- Communication Management
- Risk Management
- Procurement and Subcontractor Management
- Quality Management
- Knowledge Management
- Configuration and Data Management

Deliverables:
CDRL 019: Program Management Plan (PMP)

10.1 Schedule Management

The Contractor should plan to perform site preparation work, including but not limited to: electrical work, data cable runs, glass installation, wire-mold poke-thru devices, etc., in advance of actual TSE equipment installation. In some cases this may occur months before the equipment is actually available and will require the site to be revisited for actual TSE installation. This may require a phasing plan, not only with regard to the drawings but also regarding the placement of the TSE and ancillary equipment. The Contractor will be

required to provide the appropriate number of resources to manage the various phases of deployment activities.

The Contractor shall develop and maintain an Integrated Master Schedule (IMS) as part of the Program Management Plan (PMP). The Contractor shall provide sufficient detail to demonstrate that the tasked effort is appropriately resourced, thoroughly planned, and proceeding according to contract requirements. The IMS shall be consistent with the Contractor's PMP and the associated Contract Work Breakdown Schedule (CWBS), and shall be developed using Microsoft Project software. The schedule(s) shall conform to the TSA methodology for deployment and identify subordinate-tier activities, dependencies between task activities, and milestones required to demonstrate successful completion of the task. The schedule(s) shall identify the exit criteria required to satisfy milestone requirements that enable the Contractor to proceed with follow-on activities. The individual airport schedules shall be base lined and updated at least weekly and more often as required. Only the COTR can approve re-baselining of schedules. The Contractor shall provide a compelling need to re-baseline and not merely the fact that a change has occurred. The key schedule milestones are as follows: concepts issued, site validation visit, 100% drawings finalized, REMAG submitted, permitting, sub-contractor SOW submitted for bids, subcontractor contract award, site preparation initiation, TSE installation dates, final punch list completion.

Schedules will be updated at least weekly as delineated previously. Program and Airport schedules will be reviewed in conjunction with the monthly Program Management Reviews. A first draft baseline IMS is due for review 15 days from contract award date (baseline cannot be changed without TSA approval). A final IMS is due within 30 days of contract award unless otherwise stipulated by the COTR. The schedule should be detailed in a manner that all key milestones at the airport level are identified. The key milestones are as follows: site validation visit, 100% drawings finalized, permitting, subcontractor contract award, site preparation initiation, TSE installation dates, and final punch list completion. The contractor shall also provide timelines for key milestones including concepts issues, site validation visit, 100% drawings finalized, REMAG submitted, permitting, sub-contractor SOW submitted for bids, subcontractor contract award, site preparation initiation, TSE installation dates, final punch list completion.

The Contractor is required to report on variances to the base-lined IMS on a bi-weekly basis, and will be evaluated on the base-lined vs. actual timelines. The Contractor is responsible for all aspects of the IMS and adherence to the schedule. Should outside factors threaten to affect schedule adherence the Contractor should bring that to the COTR's attention as soon as the threat is identified. Should a particular project location fall behind schedule it is the Contractor's responsibility to proactively explore opportunities to make up the lost time or to minimize the delays. It is critical that the Contractor (Site Lead) communicate all scheduled milestones to the local stakeholders at the airport level. This should be done at the kick- off meeting and any schedule variations must be communicated immediately to avoid confusion. No changes to an airport's schedule are permitted without the RDM and local TSA approval.

It is important that the Contractor investigate any local airport restrictions when creating the airport level schedule. This includes holiday blackout periods as well as operating hours at the various checkpoints. Historically it has been difficult obtaining a quick turnaround in drawing approvals from local TSA offices and/or local stakeholders. If possible the Contractor should estimate 4 weeks for this activity in creating the IMS. If this is not possible a discussion with the COTR regarding an appropriate adjustment will be necessary.

A weekly call is required with each RDM to review the regional schedule up to three months in advance of locations becoming active. The purpose of the calls will be to identify and mitigate risks in advance.

AT this time the TSA is not able to provide guidance on scheduling priorities by airport due to the fact that many of the TSE purchases have not yet been finalized. Upon contract award an initial priority listing of airports will be provided.

Deliverables:
CDRL Component: Schedule Management Plan (a component of CDRL 019 – Program Management Plan)
CDRL 021: Integrated Master Schedule
CDRL 022: Schedule Variance Report

10.2 Cost Management

Program Management costs shall be clearly identified per airport location. The Contractor shall be able to provide a cost estimate for each phase of an airport project. This should be made available to the TSA in the planning phase of the deployment. The Contractor will provide a monthly cost report showing actual costs incurred and a comparison of that cost to the estimate previously provided. A justification should accompany any variances greater than 10% or greater than a $25,000 variance, whichever is the lower threshold. As soon as the Contractor believes that an airport project will exceed the initial proposed cost estimate the COTR should be notified in writing. An explanation as to why the costs are estimated to exceed the initial proposal shall be included in the notification. There should be no instances where the COTR is notified that an airport project will exceed the proposed cost after the project has been completed or after the initial estimate has been exceeded.

The Contractor shall maintain a document that documents mistakes made by the Contractor. The document shall quantify additional costs to the TSA as a direct result of Contractor problems, including but not limited to: failure to adhere to the IMS, re-work required as a result of work performed not according to the drawings, work performed incorrectly, sub-contractor contract award delays, problems with REMAG submissions and subsequent shipping/rigging, shipping of incorrect items or shipping of items to an incorrect location, etc. This document should be included in the cost variance report as a separate section and the costs should be broken out by individual airport project.

10.2.1 Invoice Management

The Contractor shall clearly identify the phase of deployment for each cost listed in the invoice. As stated above the six identifiable phases of each deployment are: Planning, Design, Site Prep, Shipping & Rigging, Installation, and Close Out to be entered into the "Purpose" field within DID-COTR-003 or it's replacement. The invoice back-up documentations for these costs are to be broken out by airport and entered into the appropriate DID-COTR-003 field. In addition, the Contractor shall clearly identify all Program Management and travel Costs at the program level and broken down to specific airports separately.

As directed by DID-COTR-003 all labor, travel and other costs incurred by individual contractor personnel must be reported for Prime and First Tier Subcontractors.

First Tier Subcontractors are subcontractors who provide individual labor in direct support of the contract or task order and who perform the same functions, tasks and level of effort as prime contractor personnel. Their labor, travel and other costs incurred during execution of the contract are to be reported at the same level as the prime contractors.

Second Tier Subcontractors are subcontractors or subcontracted companies who provide site specific services, such as rigging, shipping, electrical and local management – they don't require the same level of reporting as First Tier subcontractors however the Prime Contractor must maintain comprehensive auditable records.

Deliverables:
CDRL Component: Cost Management Plan (a component of CDRL 019 – Program Management Plan)
CDRL 024: Cost Variance Report

10.3 Human Resource Management

The Human Resource Planning process identifies what Human Resource standards are required for the project and how to apply them. The Contractor shall provide a Staffing Management Plan that describes the Contractor's management approach to meet project human resource requirements, including staff acquisition and training plans. A clear plan needs to be identified regarding how many staff members will be required and how quickly they can be added to the project. A discussion of how appropriate personnel with the appropriate experience will be assigned as Site Leads should be included in the plan. Construction management experience as well as the ability to communicate effectively with stakeholders is critical. A clear plan needs to be discussed as to how the appropriate level of staffing is determined and how the contractor plans to hire those personnel in a timely manner to meet all contractual requirements. Details regarding training, both classroom as well as on-the-job training should be discussed.

The Contractor shall identify the Program Manager who is responsible for accomplishment of all tasks required by this Statement of Work (SOW), and who is authorized to commit the Contractor's resources to perform the work. The Program Manager shall organize, plan, schedule, implement, control, analyze, and report on all elements of the contract. The Program Manager shall have resources and authority to ensure efficient and timely program execution, and shall be the Contractor's focal point for all required program tasks. The Contractor's Program Manager shall be prepared at all times to present and discuss the status of contract activities, requirements, and issues. The Program Manager is considered key personnel under this contract.

The contractor shall have a point of contract available 24 hours per day 7 days per week. These points of contact should have the capability of determining who to contact to resolved critical issues.

Key Personnel under this task order are identified as follows: (these are the minimum Key Personnel required. The contractor can provide for additional Key Personnel at their discretion.)

- Program Manager
- Deputy Program Manager
- Regional Managers (or equivalent)
- Hub Managers (or equivalent)
- Shipping/rigging/REMAG coordination Manager (or equivalent)
- Site Leads for Cat X airports
- Supply Chain/Subcontracts Manager (or equivalent)

In response to the PSP Request for Proposal (RFP), the Contractor shall include resumes of the proposed key personnel identified above. The resumes should indicate the number of years each person has as relevant experience for the role proposed. Resumes should highlight relevant qualifications for this project.

Site Leads are key personnel and representative of a team that will be instituted throughout all the regions. As such, anyone designated as a potential Site Lead for a CAT X airport will require a resume submittal. The Contractor is required to provide all CAT X Site Lead resumes. In addition, the Contractor should provide a minimum of two (2) Site Lead resumes for each of the other airport category types as examples.

A Site Lead is required for all sites including the installation of new TSE. Site Leads should have the following qualifications:

- Airport Category II-IV - 2 years of construction management experience.
- Airport Category I and X – 4 years of construction management experience, preferably some of which occurred in an airport.

Other Site Lead Qualifications:

- Demonstrated experience as a Construction Manager in constructing on-time, on-budget projects, taking into consideration complexities and schedule history for comparable projects.
- Experience working with multiple stakeholders in a single project.
- Experience in planning and formulation of design alternatives and solutions for construction projects
- Management experience on work performed by field staff and sub-contracting firms;
- Experience in resolving compliance issues with federal, state and local authorities on design specifications
- Thorough understanding of airport construction practices, processes, standards and their impact on project activities would be helpful

Deliverables:
CDRL Component: Staffing Management Plan (a component of CDRL 019 – Program Management Plan)

10.4 Communication Management

Functioning with multiple stakeholders and a distributed network of airports across the nation is challenging. It is difficult to coordinate several stakeholders and ensure timely execution of deployments. It is imperative that the Contractor and Integrated Product Team (IPT) stakeholders effectively communicate with each other in order for deployment to smoothly complete their objectives. There are a myriad of deliverables and actions that are critical to the completion of a deployment site. In order to ensure that deliverables and actions are completed, the Contractor shall establish a communications plan that will allow tailored and precise communication with each stakeholder. A communications management plan must be submitted as a section of the Program Management Plan. The plan should define the roles and responsibilities of the Contractor in communicating with the RDM, local TSA staffs, airport authorities, sub-contractors, OEMs and any other stakeholders. Previous experience has shown that poor communication by a Contractor can lead to significant misunderstandings. The Site Lead at each deployment location is responsible for communicating all deployment planning and activities with the local stakeholders and RDMs. Typically a weekly IPT call is held to update all parties on the progress of each deployment location. Calls start up to six weeks in advance of site activity. The Contractor shall have the Site Lead identified and available to participate in site activities at that time. It is the Contractor's responsibility to have a representative, typically the Site Lead, on the call that can provide an accurate status update and answer any questions that may arise. It is important that the Site Lead be able to instill confidence among the participants that the project will be managed effectively.

The Contractor shall inform the Regional Deployment Manager (RDM) before initiating first contact with Local TSA and Airport Authority. The Contractor should never contact an airport authority directly without permission from the RDM in advance. Upon approval from the RDM, the Contractor should always contact the local TSA point of contact before

contacting airport authority personnel. The Contractor and RDM shall jointly establish a communication strategy to better foster airport stakeholder relationships and manage their expectations with regard to cost, schedule, and scope.

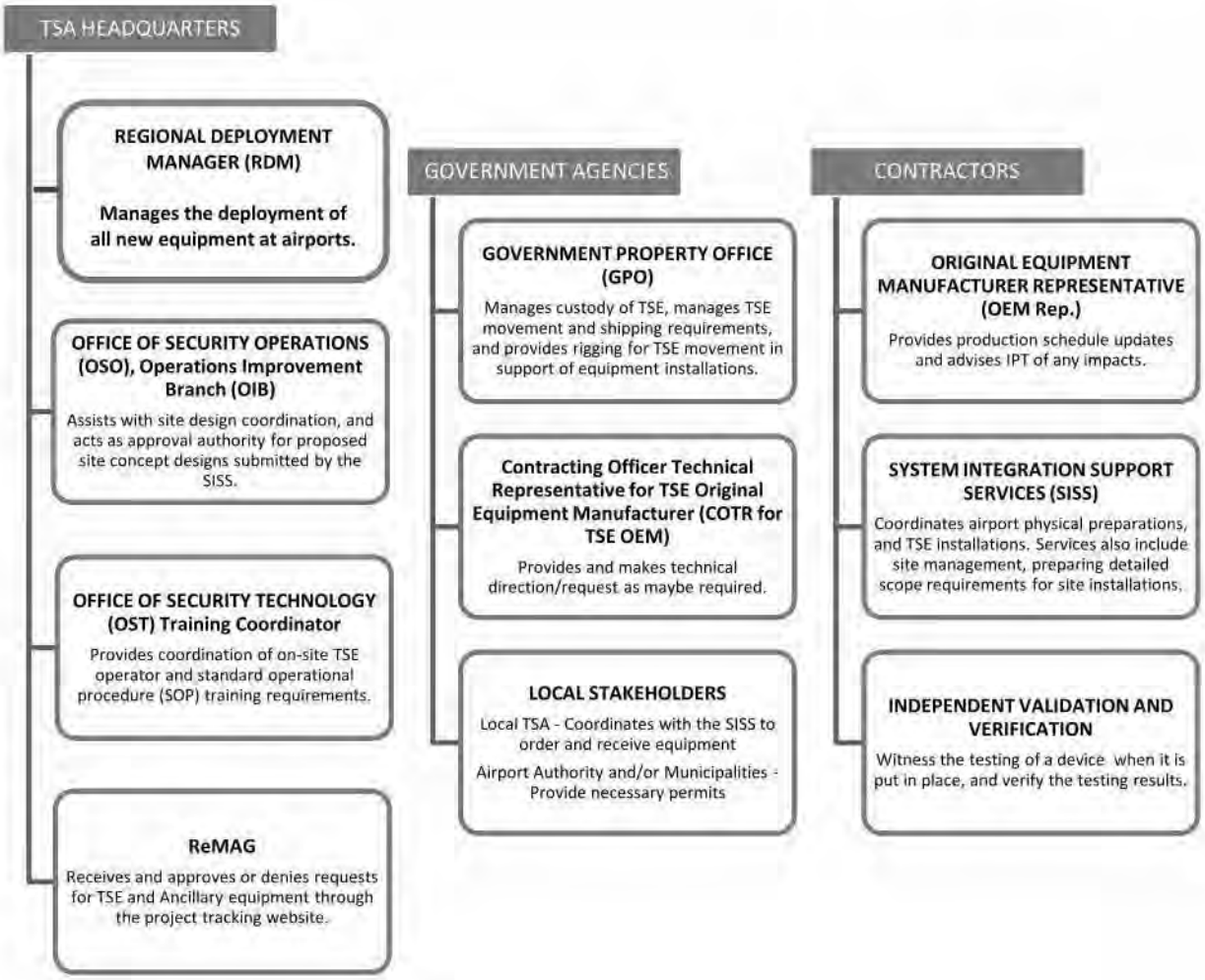
Deliverables:
CDRL Component: Communication Management Plan (a component of CDRL 019 – Program Management Plan)

10.4.1 IPT Meetings

Each individual airport Integrated Product Team (IPT) is composed of government and contractor stakeholders who have an interest in the outcome of deployment efforts. The Contractor is responsible for communicating progress, planned project activities, and the project schedule to the stakeholders they represent. Any pertinent information regarding the deployment effort should be discussed during the IPT.

Each airport deployment IPT comprises both government and contractor support services personnel. The involved stakeholders are grouped into the three primary categories as follows:

FIGURE 2.0: INTEGRATED PRODUCT TEAM (IPT)



The contractor is responsible for having the Site Lead or an adequate replacement participate in the weekly IPT conference calls for each airport project. The Contractor representative shall be able to clearly communicate the status of the project and answer any questions about the schedule, status of subcontracts, permitting process, badging status, or any other pertinent aspect of the project that a stakeholder may question. It is critical that the Contractor effectively communicate the project status so that stakeholders feel confident in the Contractor's ability to effectively complete the project without disruptions to the airport's operations.

The Contractor shall participate in weekly IPT Meetings with airports once an individual airport deployment effort has been initiated. The meeting format is as follows:

- Meetings will be kept to an hour when practical
- Attendance can be by phone or in person

- Stakeholder shall arrange for a substitute if he or she is unable to attend. In the case of the Contractor any substitute must be capable of answering any questions involving the project.

10.5 Risk Management

The Contractor shall develop and maintain as part of the PMP deliverable a Program Risk Register. This document should be included in the Weekly Status Report. The Risk Register shall identify cost, schedule and technical risks and describe how it will effectively manage these risks throughout the performance of the Task Order. Risks will be defined for the program and also for individual airports. The Risk Register shall be discussed in the monthly PSR and addressed in the Program Management Reviews (PMRs).

The Contractor shall quantify risks with respect to their likelihood of occurrence and their impact on integration, installation, performance, technical parameters, schedule, and cost. The Contractor shall identify risks and assign a priority for developing a recommended course of action. The Contractor shall develop and maintain a risk register identifying, analyzing, and classifying program risks. Program risks shall be classified as low, medium, or high. The Contractor shall conduct risk mitigation planning for risks considered medium or high. The Contractor shall provide the status of and mitigation actions for identified program risks in the Weekly Status Reports and during the PMRs.

The Contractor shall identify the airports that pose the greatest schedule or cost risks. This could be a result of difficult permitting issues, seismic constraints, asbestos, or other environmental constraints. The Contractor shall submit a mitigation plan upon identification of the risk.

Deliverables:
CDRL Component: Risk Management Plan (a component of CDRL 019 – Program Management Plan)
CDRL 034: Weekly Status Report

10.6 Procurement and Subcontractor Management

The Contractor shall be responsible for managing the quality of work and timeliness of performance schedules of its subcontractors in the performance of all work under this Task Order. All sub-contractor work is the responsibility of the Contractor and the TSA views the Contractor and any sub-contractors as one team. In most cases an airport authority has preferred local contractors/vendors. The Contractor is responsible for obtaining this information and including the preferred contractors/vendors in the bidding process. It is strongly preferred that, when an airport provides a preferred vendor listing, the Contractor awards the contract(s) to a preferred contractor/vendor. However, if the Contractor discovers that hiring an airport preferred vendor will significantly increase the cost of the project the Contractor should bring this information to the RDM's attention. It is expected that the Contractor vet and hire sub-contractors early in the deployment process, preferably three

weeks in advance of project kick off. It is the Contractor's responsibility to obtain all materials required to complete the project as per the deployment schedule. The Contractor should perform a thorough review of all material requirements and identify any items with long lead times and then plan accordingly.

The Contractor shall provide a detailed plan for how subcontracting will be handled. A description of how the group will be organized will be provided and timelines should be discussed for key subcontracting milestones for the various airport categories. A clear and concise plan should be provided to demonstrate the Contractor's competency in this area and assurances should be provided that the Contractor can handle these activities on such a large scale as will be required under this Task Order.

Deliverables:
CDRL Component: Procurement and Subcontractor Management Plan (a component of CDRL 019 – Program Management Plan)

10.7 Quality Management

The Contractor shall establish, implement and maintain a documented quality assurance system in accordance (with ANSI/ISO/ASQ Q9001:2000), as tailored in the data item description (DID), as a means of assuring compliance with all requirements of the Contract. The Contractor shall pass the appropriate Contract requirements down to its sub-suppliers to ensure compliance with the Contract. The Contractor shall require that sub-suppliers have an appropriate documented quality system that controls the quality of the services and supplies provided. The Contractor shall identify a single point of contact for all communication on quality-related issues. The Contractor's Quality manager shall be prepared at all times to present and discuss the status of quality activities, requirements, and problems. The contractor shall submit a Quality Systems Plan in accordance with CDRL A008.

The Contractor will describe a proposed process to ensure that all site preparation work is conducted as per the approved drawings. As mentioned previously the punch list for each airport shall include a walk through with local TSA staff to validate that all equipment was installed as per the approved drawings. The Contractor must understand that at some locations the TSA staff member may not be familiar with reviewing CAD file drawings so the Contractor must be able to explain the details of the drawings and demonstrate how the equipment has been installed correctly. The TSA will also conduct random site visits to validate that the installations have been properly completed as per the drawings.

Deliverables:
CDRL Component: Quality Assurance Plan (a component of CDRL 019 – Program Management Plan)

10.8 Change Control

The Contractor shall establish the procedure to be followed with respect to any requested changes to the Task Order. Changes could include reductions or additions to the requirements or performance standards stated in this SOW.

The proposed Change Control process shall ensure that each change introduced to the Task Order is appropriately defined, evaluated and approved prior to implementation. When the task order requires a modification or change either at the request of the PSP or the Contractor, the contractor shall submit a change request proposal to PSP and CO to identify any changes in cost or schedules as a result of the change. When a change is mutually agreed upon, the modification/change shall be formalized monthly by issuance of a written modification to the task order or modification of the contract by the CO.

The Contractor shall use the table provided in Appendix B to establish thresholds and level of authority for implementing Change Control Procedures.

The contractor shall maintain a log of all Task Order Changes. A draft template is provided in Appendix B. It is important to note that the Change Control Log is due on a bi-weekly basis and must include costs associated with any changes identified.

Deliverables:
CDRL 030: Change Control Documentation and Log

10.9 Knowledge Management

The contractor shall follow the best practices of Knowledge Management generating value from codifying what employees know, and sharing that information internally among all employees and with all stakeholders. Particularly, the Contractor is required to ensure that all institutional knowledge is preserved by various means in order to mitigate the risk of staff turnover. Also the contractor should discuss how repetitive mistakes at the airport level will be identified and eliminated.

The Contractor shall notify TSA at least 5 days in advance of any Site Lead training sessions. The TSA reserves the right to attend the training for observational purposes.

Deliverables:
CDRL Component: Knowledge Management Plan (a component of CDRL 019 – Program Management Plan)

10.9.1 Lessons Learned

The Contractor shall document a retrospective evaluation of the beginning -to-end process with recommendations for improvement for future deployments. This is to be completed for each individual airport deployment project as well as for the overall project when near completion. Individual airport lessons learned documents are due within 2 weeks of final punch list sign off. This is intended to be a living document to be updated if the Contractor visits a location multiple times. Each visit should delete outdated information and update any new information gathered. This is intended to be a valuable tool where the document will be handed off to any subsequent projects. This document,

along with all others, besides the Program Management Plan, created for this contract is considered TSA property.

Deliverables:
CDRL 018: Lessons Learned

10.10 Configuration and Data Management

The Contractor shall establish and maintain a library of all products delivered under this Task Order. Products maintained in the library shall be maintained in electronic format. The Contractor shall make the products produced under this contract available for Government review and use.

History has shown that many problems arise with regard to construction drawings. Problems arise with regard to drawing accuracy as well as version control. It is the Contractors responsibility to ensure that all drawings are accurate, whether they were provided as GFI or created by the Contractor. Also, it is the Contractor's responsibility for ensuring that all stakeholders are working from the latest drawing version. The Contractor is ultimately responsible for ensuring that 100% drawings are utilized for permitting and work purposes at each deployment location. Any re-work required as a result of the Contractor working from incorrect drawings will be the responsibility of the Contractor. As such the contractor shall:

- Ensure the latest drawings are acquired from the design team and distributed to all required stakeholders when any change takes place to the design
- Ensure all drawings are marked with appropriate version control data and that all stakeholders are correctly interpreting the version control key. The version key should be simple and easy to understand.
- Ensure adherence of the design team to create updated versions of the drawing documents for ALL changes
- Maintain a point of contact for each site (presumably the site lead – with appropriate back-ups) who will be the main responsible party for the drawings for that site
- Indicate in the Daily Site Report (and other appropriate status reports) which version of the drawings are currently being used

Deliverables:
CDRL Component: Configuration and Data Management Plan (a component of CDRL 019 – Program Management Plan)

10.10.1 Program Document Library

The Contractor shall maintain a digital Program Document Library (PDL) that contains all documents/data generated by the Contractor or provided to the Contractor by the government during the performance of this contract. The Contractor shall provide authorized government personnel access to the PDL. The list of documents included in

the PDL shall be listed in the Document Library Index (DLI). Documents/data provided by Government in paper only formats are exempt from digital storage requirement. The Contractor is to clearly explain whether any development costs are included in the proposal as well as any other costs in the proposal associated with this requirement.

Deliverables:
CDRL 033: Program Document Library (Digital)

11.0 REPORTING REQUIREMENTS

The Contractor is responsible for all contractual reporting requirements as stipulated in the contract. The requirements in the document break out those required of this particular Task Order and any required documents from the over arching task order are not required unless specified by the COTR. The contractor will be responsible for frequent data calls from TSA. These data calls will arise from a variety of internal TSA divisions as well as external entities. The contractor should be able to quickly turn around these requests for data and should plan accordingly. Typically a data call response is required by Close of Business on the day the request is submitted.

11.1 Daily Site Report

The Contractor shall deliver daily site progress and status reports for each site detailing accomplishments, risks and issues. These reports are critical to the Program Office's ability to update program status reports accurately. The Contractor shall establish accountability for the accuracy and prompt delivery of the report. Reports are due No Later Than 7AM Local time for all Regions. Daily reports are to begin once the IPT calls have commenced unless otherwise directed by the RDM.

Deliverables:
CDRL 013: Daily Site Report

11.2 Weekly Status Report

The Contractor shall submit to TSA each week a Weekly Status Report that documents all important accomplishments, ongoing activities, risk/issues, etc.

Deliverables:
CDRL 034: Weekly Status Report

11.3 Periodic Reporting

The Contractor shall provide data, information, and appropriate reports per the provisions of the basic contract, or as requested by TSA. It should be expected that the TSA will have frequent requests for information, often requiring a short lead time. Typically requests for information are due by Close of Business on the day the request is submitted.

The Contractor should provide a monthly variance report for deviations of Cost and Schedule from the baseline. This is to be reported at the airport level as part of the PMR.

12.0 MEETINGS, CONFERENCES, AND REVIEWS

Meetings shall be held regularly to ensure effective program management, and efficient and effective resolution of problems throughout the life of the contract. The types and frequencies of these meetings shall include, as a minimum, those described in the following subparagraphs. Where practical, at least five (5) business days before any meeting, the hosting office shall notify the other offices of the time, date, location and proposed agenda of the meeting.

The Contractor shall conduct meetings and reviews in accordance with the Government approved PMP and this SOW. The Contractor shall prepare and submit meeting agendas and presentation materials for all scheduled meetings. The Contractor shall be prepared to substantiate assumptions made and methodologies used in arriving at recommendations or conclusions. The Contractor shall record meeting minutes during all meetings. The Contractor shall prepare formal written minutes, accompanied by a summary of action items and all presentation materials used, for Government approval. Formal minutes are to be submitted to the COTR by the close of business the following business day. Meetings and reviews shall not be considered finalized until the Government has approved the minutes. If no response is received by the TSA within 5 days the minutes are considered approved.

12.1 Post-Award Conference

A Post-Award Conference shall be held at a location designated by the Contracting Officer within ten (10) calendar days after contract award. At the Post-Award Conference, the Contractor shall present their understanding of the contract and identify any issues or questions about contract execution. The Government will designate conference attendees and will identify any unique conference support requirements.

12.2 Program Management Reviews (PMRs)

The Contractor shall conduct monthly PMRs at the Government's office or the Contractor's facility beginning with the Post Award Conference. The purpose of the PMRs shall be for the Contractor to present a detailed contract status, review outstanding action items, review potential and actual performance and programmatic problem areas, evaluate performance relative to cost ceilings set forth in this Task Order and milestones set forth in the Program Schedule, and provide a forum for highlighting activities planned for the next period. The Contractor shall graph expenditures vs. work effort accomplished by this contract and summary level, with future projections. Hard copies and electronic copies of presentation materials shall be made available at the PMR for all participants.

The Contractor shall prepare and submit an agenda for Government review at least five (5) business days prior to the PMR. The PMR agenda shall include, as a minimum, accomplishments, action items, issues/problems, schedule, planned activities, and financial

reporting. The Contractor shall prepare and submit minutes of each PMR to the Government within five (5) business days following the meeting.

Deliverables:
CDRL 035: Program Management Review Report
CDRL 002: Meeting Minutes and Agendas

13.0 SPECIFIC REQUIREMENTS

The Contractor shall provide the following support. Note that the Contractor should assume that the electrical infrastructure work will be required. Refer to Appendix D, TSA Checkpoint Design Guide (CDG), for electrical and data specifications required for each technology. The guide is not all inclusive but should serve as an adequate resource for cost estimating purposes. As updated version of the CDG will be provided as soon as available.

The Contractor shall assume the following conditions in preparing to execute the work. Percentages provided are provided for cost estimating purposes only and actual percentages/distances may vary.

Throughout this section, there are multiple references to the relocation of existing infrastructure to accommodate the installation of new TSE. There are some electrical circuits already in existence on the checkpoint. Where possible these should be relocated. When they can't, or where no circuit exists (example: CAT/BPSS at sites that have not been site prepped per Table 4 and are to receive full site prep), then entire new outlets and infrastructure will be required. Please use the designs provided and the CDG to prepare cost estimates on relocation and new outlets.

Unused outlets and data cables will require demolition either to the source or to the nearest junction box based on airport authority requirements. For estimating purposes the contractor should assume demolition to the source.

1. That 75% of new TSE installations will require running new electrical wire from the existing panel box to outlet for each piece of TSE installed and data line to the IT cabinet. This requirement will be removed
2. If an airport is listed in Phase 1 (Table 4) of this SOW as receiving either an AT2 or AIT deployment and the airport is not listed as having full site prep activities complete, then the contractor should plan on completing full site preparation for all PSP technologies based on the requirement of the CDG regardless even if the other technologies are not listed for that airport for actual unit deployment. The contractor should assume that electrical infrastructure will have to be added for all new technologies and that it will have to be relocated/upgraded for all existing technologies on these checkpoints.
3. If an airport is listed in Phase 2 (Table 4) of this SOW as receiving either an AT2 or AIT deployment and the airport is not listed as having full site prep activities complete or these activities were not completed based on the requirements of Phase 1 (see previous note), then the contractor should plan on completing full site preparation for all PSP

technologies based on the requirement of the CDG regardless even if the other technologies are not listed for that airport for actual unit deployment . The contractor should assume that electrical infrastructure will have to be added for all new technologies and that it will have to be relocated/upgraded for all existing technologies on these checkpoints.

4. In 35% of the checkpoints that receive full site preparation activities based on the requirements of this SOW, the panel will be determined to be inadequate to support the full complement of new technologies and a new panel will be required.
5. In 30% of the checkpoints that receive full site preparation activities based on the requirements of this SOW, the existing transformer will be determined inadequate and a new transformer will be required. The contractor should estimate that when a transformer is required, that 75% will be 45Kva transformers and 25% will be 30Kva transformers.
6. In 20% of the checkpoints that receive AWT technology based on the requirements of this SOW, the panel will be determined to be inadequate to support the full complement of equipment and a new panel will be required. This is separate from any requirement for checkpoint TSE deployments.
7. For AIT deployments, the contractor should account for the possibility that 50% of the existing drawings for future AIT units will need to be updated to change the vendor.
8. AIT units listed in Base Year in "AIT Group 2" for specific airports are not shown in existing drawings and no site-preparation activities have been done for these units, even if the site prep column lists site prep as complete. The "Site Preparation Complete" column does not apply to these AIT units. All drawings will have to be done for these installs and in most situations other equipment on the checkpoint will need to be relocated along with its infrastructure to accommodate these AIT units.
9. AIT units listed in Option Year in "AIT Group 3" for specific airport are not shown in existing drawings and no site-preparation activities have been done for these units, even if the site prep column lists site prep as complete. The "Site Preparation Complete" column does not apply to these AIT units. All drawings will have to be done for these installs and in most situations other equipment on the checkpoint will need to be relocated along with its infrastructure to accommodate these AIT units.
10. The Contractor shall assume an average conduit length of 150 feet. Conduit typically is required form the electrical panel as well as the TSA provided cabinet to each piece of equipment as specified in the approved drawings.
11. For an airport with existing CAT6 patch panels and data cables, any new or relocated lines should be CAT6 rated data cable. Any existing lanes that are not moved or relocated can be left as they are. If for some reason temporary removal of existing data cable is necessary, then install CAT6 as that is the standard for these airports. For any technology that requires CAT6, run and use CAT6 data cable. For all other airports, use CAT5 as that is the airport standard and it meets the data requirements of the equipment.
12. The TSA plans to utilize a Hub & Spoke deployment strategy. Hub & Spoke is defined as the official TSA airport list that identifies Hub airports and their associated spoke airports. This strategy is intended to best utilize the Contractor's resources in the field as well as ensure homogenous technology at the hub and spoke locations. The Contractor

should be able to simultaneously manage the hubs along with their spokes through the design process, permitting process, site preparation and ultimate final punch list. Efficiencies are expected in sub-contracting as well as program management. Finally, the Contractor must understand that no work should begin at any airport without a notice to proceed from the TSA COTR or RDM.

13. It is critical that the Contractor understand that, for a variety of reasons including TSE availability and training requirements, the TSE will be installed in separate phases. It will rarely, if ever, be possible to install all technologies into an airport at the same time. Therefore the Contractor must factor this phasing into all planning and budgeting. There will likely be instances where one type of TSE is installed several months before another type of TSE at the same airport.
14. Equipment availability may or may not be an issue for each of the technologies below. Many of the technology contracts have not yet been awarded. It is important for the Contractor to understand that with the Government provided airport CAD drawings the permitting and site preparations can still take place in advance of the TSE availability. Ancillary equipment will be available and electrical or other modifications can be completed in advance. In this scenario, once the equipment becomes available the Contractor will begin shipping/rigging and installation activities after receipt of TSA NTP. Contractor should account for this potential scenario with regard to planning and pricing. Table 3 summarizes when TSA currently expects to receive the technologies. If a technology does not appear in the table then an expected date has not yet been determined. A detailed breakdown of the total number of units per airport by technology will be provided at contract award with additional and more specific information about sites, such as the number of terminals and checkpoints. These quantities and dates are highly subject to change and should be used for initial planning/pricing purposes only
15. At this time the number of awards that are expected per technology listed in Table 3 are unknown. The information will be shared as soon as it becomes known, but not before contract award.

The following guidance applies to airports where site prep is listed as complete in Table 4

1. For CAT/BPSS deployments, there are a number of airports listed for deployment of units that are listed in Table 4 as having site preparation activities complete. The contractor should estimate that 40% of these units at airports where site prep is listed as complete will have to have their infrastructure (electrical/data) relocated. For the base year the contract should assume that 100% of these relocations will occur at CAT X airport. For the option year, the contractor should assume that 50% of these relocations will occur at CAT X airports, 30% at CAT I airports, and 20% at CAT II, III, IV airports.
2. For AT2 deployments, there are a number of airports listed for deployment of units that are listed in Table 4 as having site preparation activities complete. Some equipment moves will be required to complete the deployments. The Contractor should plan on moving a WTMD, ETD and AT1/TRX unit in 40% of the AT2 unit deployments where site prep is listed as already complete. The contractor should also assume that in 20% of

these cases, the infrastructure for these technologies (electrical/data) will need to be relocated.

3. For AT1 to AT2 upgrades, there are a number of airports listed for deployment of units that are listed in Table 4 as having site preparation activities complete. Some equipment moves will be required to complete the deployments. The Contractor should plan on moving a WTMD, ETD and AT1 unit in 40% of the AT1 upgrade deployments where site prep is listed as already complete. The contractor should also assume that in 20% of these cases, the infrastructure for these technologies (electrical/data) will need to be relocated.
4. For AIT deployments, sites that already had site preparation done for future AIT deployments (AIT deployments listed in Group 1 were the airport is listed as site-prep complete) may require a change to the AIT OEM that the airport had work completed for. In these cases drawings and infrastructure may require modification. The contactor should assume that 50% of the sites that are listed as Group 1 units and site preparation complete will require infrastructure relocations (electrical/date).

Table 3: National Summary of Technology Acquisitions

Technology	Expected Quantity	Expected Technology Availability
AT2 Deployment*	1103	Units from prior purchase available immediately – final 500 units available in October 2011
AT1 to AT2 Upgrade	938	
AIT	503	First 250 begin arriving in April 2011, next 253 to arrive October 2011
CAT/BPSS	1300	TBD 2011
BLS	1,000	March 2011, 500 of these will be re-deploying Smiths from one airport to another (OEM SAT required)
AWT	470	TBD 2011
Next Generation ETD	270	March 2011
Portable ETD	811	October 2011

* Initial purchase of 700 units are available at time of contract award (For Regional total, please refer to Table 4)

Table 4: Planned Deployment Locations and Units by Technology

Phase I Deployment

Airport	Region	Category	BLS Brand	Total Checkpoints	Total Lanes	Site Prep Complete	AT2 to Install	AIT to Install - Group 1	AIT to Install - Group 2	BLS to Install	BLS to Remove	CAT/BPSS to Install	IO Rooms to Remove	NG-ETD to Install	WTMD to Replace	Checkpoint to Install AWT	AT1 Upgrade	Portable ETD	Notes
ABQ	West	I	Smiths	1	8	Yes	0	0	0	5	0	0	0	0	0	0	8	1	
ACV	West	III	Smiths	1	2	No	0	1	0	1	0	0	0	0	0	0	0	1	
ADK	West	III	Smiths	1	1	No	0	0	0	1	0	0	0	0	0	0	0	1	
ADQ	West	III	Smiths	1	1	No	0	0	0	1	0	0	0	0	0	0	0	1	
AKN	West	III	Smiths	1	1	No	0	0	0	1	0	0	0	0	0	0	0	1	
ALS	West	IV	Smiths	1	1	Yes	0	0	0	1	0	0	0	0	1	0	0	1	
ALW	West	III	Smiths	1	1	No	0	1	0	1	0	0	0	0	0	0	0	1	
ANC	West	I	Smiths	2	9	No	2	4	0	6	0	0	0	0	0	0	7	1	
ASE	West	III	Smiths	1	2	No	2	1	0	2	0	0	0	0	0	0	0	1	
BET	West	III	Smiths	1	1	No	0	0	0	1	0	0	0	0	0	0	0	1	
BFL	West	III	Smiths	1	1	Yes	0	1	0	1	0	0	0	0	0	0	0	1	
BIL	West	II	Smiths	1	2	No	0	1	0	1	0	0	0	0	0	0	0	1	

BLI	West	III	CEIA	1	2	No	0	1	0	0	0	0	0	0	0	0	0	1	
BOI	West	I	Smiths	1	5	Yes	5	0	0	4	0	0	0	0	0	0	0	1	
BRW	West	III	Smiths	1	1	No	0	0	0	1	0	0	0	0	0	0	0	1	
BTM	West	III	Smiths	1	1	Yes	0	0	0	1	0	0	0	0	0	0	0	1	
BUR	West	I	Smiths	2	8	No	0	3	1	6	0	0	0	0	0	0	2	1	
BZN	West	II	Smiths	1	3	Yes	0	0	2	3	0	0	0	0	0	0	0	1	
CDC	West	IV	Smiths	1	1	Yes	0	0	0	0	0	0	0	0	1	0	0	1	
CDV	West	III	Smiths	1	1	No	0	0	1	1	0	0	0	0	0	0	0	1	
CEC	West	IV	Smiths	1	1	No	0	0	0	0	0	0	0	0	1	0	0	1	
CEZ	West	IV	Smiths	1	1	Yes	1	0	0	0	0	0	0	0	1	0	0	1	
CIC	West	IV	Smiths	1	1	Yes	0	0	0	0	0	0	0	0	1	0	0	1	
CNY	West	IV	Smiths	1	1	Yes	0	0	0	0	0	0	0	0	1	0	0	1	
COD	West	IV	Smiths	1	1	Yes	1	0	0	0	0	0	0	0	1	0	0	1	
COS	West	I	Smiths	1	4	No	0	2	0	3	0	0	0	0	0	0	0	1	
CPR	West	III	Smiths	1	1	Yes	1	1	0	1	0	0	0	0	1	0	0	1	
CRQ	West	IV	CEIA	1	1	Yes	0	0	0	0	0	0	0	0	1	0	0	1	
CYS	West	IV	Smiths	1	1	Yes	1	0	0	0	0	0	0	0	1	0	0	1	
DEN	West	X	CEIA	3	30	Yes	2	0	6	12	0	0	0	0	0	0	28	1	
DLG	West	III	Smiths	1	1	No	0	0	0	1	0	0	0	0	0	0	0	1	
DRO	West	III	Smiths	1	1	Yes	1	1	0	1	1	0	0	0	0	0	0	1	
EAT	West	III	Smiths	1	1	Yes	0	0	1	1	0	0	0	0	0	0	0	1	
EGE	West	III	Smiths	1	3	No	3	0	0	2	2	0	0	0	0	0	0	1	
EKO	West	IV	Smiths	1	1	No	0	0	0	0	0	0	0	0	2	0	0	1	
ELY	West	IV	Smiths	1	1	Yes	0	0	0	1	0	0	0	0	1	0	0	1	
ENA	West	IV	Smiths	1	1	No	0	0	0	0	0	0	0	0	1	0	0	1	
ENV	West	III	Smiths	1	1	Yes	0	1	0	1	0	0	0	0	0	0	0	1	
EUG	West	II	CEIA	1	2	Yes	0	1	0	0	0	0	0	0	0	0	0	1	
FAI	West	II	Smiths	1	2	No	0	1	0	2	0	0	0	0	0	0	2	1	
FAT	West	II	Smiths	1	2	Yes	0	0	0	2	0	0	1	0	0	0	2	1	
FLG	West	III	CEIA	1	1	No	0	1	0	0	0	0	0	0	0	0	0	1	
FMN	West	IV	Smiths	1	1	Yes	0	0	0	2	0	0	0	0	1	0	0	1	
FNL	West	III	CEIA	1	1	Yes	0	0	0	0	0	0	0	0	0	0	0	1	
GCC	West	IV	Smiths	1	1	Yes	1	0	0	0	0	0	0	0	1	0	0	1	
GCN	West	IV	TBD	1	1	No	0	0	0	0	0	0	0	0	0	0	0	0	
GDV	West	IV	Smiths	1	1	No	0	0	0	0	0	0	0	0	1	0	0	1	
GEG	West	I	Smiths	2	7	Yes	0	0	1	6	0	0	1	0	0	0	2	1	
GGW	West	IV	Smiths	1	1	No	0	0	0	0	0	0	0	0	1	0	0	1	
GJT	West	III	Smiths	1	2	No	2	1	0	2	0	0	0	0	0	0	0	1	
GPI	West	III	Smiths	1	2	No	0	1	0	1	1	0	0	0	0	0	0	1	
GRO	West	IV	Smiths	1	1	No	0	0	0	0	0	0	0	0	1	0	0	1	
GSN	West	II	Smiths	1	3	Yes	0	0	1	2	0	0	1	0	0	0	3	1	
GST	West	III	Smiths	1	1	No	0	0	0	1	0	0	0	0	0	0	0	1	
GTF	West	III	Smiths	2	2	No	0	0	0	2	0	0	0	0	0	0	0	1	

GUC	West	III	Smiths	1	2	No	2	1	0	2	0	0	0	0	0	0	0	1	
GUM	West	I	Smiths	1	5	No	0	2	0	3	0	0	0	0	0	0	5	1	
HDN	West	III	Smiths	1	3	No	3	1	0	2	0	0	0	0	0	0	0	1	
HLN	West	III	Smiths	1	1	No	0	1	0	1	0	0	0	0	0	0	0	1	
HNL	West	X	CEIA	6	20	Yes	10	0	9	18	0	0	4	17	0	0	10	1	
HOM	West	IV	Smiths	1	1	No	0	0	0	0	0	0	0	0	1	0	0	1	
HVR	West	IV	Smiths	1	1	No	0	0	0	0	0	0	0	0	1	0	0	1	
IDA	West	III	Smiths	1	2	Yes	0	1	0	2	0	0	0	0	0	0	0	1	
IFP	West	III	CEIA	1	2	No	0	1	0	0	0	0	0	0	0	0	0	1	
IGM	West	IV	CEIA	1	1	No	0	0	0	0	0	0	0	0	1	0	0	1	
IPL	West	IV	CEIA	1	1	Yes	0	0	0	0	0	0	0	0	1	0	0	1	
ITO	West	II	Smiths	1	2	Yes	0	1	0	2	0	0	0	0	0	0	0	1	
IWA	West	III	CEIA	1	2	Yes	0	1	0	0	0	0	0	0	0	0	0	1	
IYK	West	IV	Smiths	1	1	Yes	0	0	0	0	0	0	0	0	1	0	0	1	
JAC	West	II	Smiths	1	4	Yes	4	0	2	2	0	0	0	0	0	0	0	1	
JHM	West	IV	Smiths	1	1	Yes	0	0	0	0	0	0	0	0	1	0	0	1	
JNU	West	II	Smiths	1	2	Yes	0	0	1	1	0	0	0	0	0	0	0	1	
KOA	West	I	Smiths	3	5	Yes	0	0	1	3	0	0	0	0	0	0	4	1	
KTN	West	III	Smiths	1	1	No	0	1	0	1	0	0	0	0	0	0	0	1	
LAR	West	IV	Smiths	1	1	Yes	1	0	0	0	0	0	0	0	1	0	0	1	
LAS	West	X	CEIA	5	45	Yes	1	0	3	27	0	24	5	29	0	5	44	1	
LAX	West	X	CEIA	14	76	Yes	3	0	10	0	0	0	11	0	0	14	71	1	
LGB	West	I	Smiths	2	6	No	0	2	1	5	0	0	0	0	0	0	6	1	
LIH	West	I	CEIA	3	5	Yes	0	0	0	0	0	0	1	0	0	0	5	1	
LMT	West	IV	CEIA	1	1	Yes	0	0	0	0	0	0	0	0	1	0	0	1	
LNY	West	IV	Smiths	1	1	Yes	0	0	0	0	0	0	0	0	1	0	0	1	
LWS	West	III	Smiths	1	1	Yes	0	0	0	1	0	0	0	0	0	0	0	1	
LWT	West	IV	Smiths	1	1	No	0	0	0	0	0	0	0	0	1	0	0	0	
MCE	West	IV	Smiths	1	1	Yes	0	0	0	2	0	0	0	0	1	0	0	1	
MFR	West	II	CEIA	1	2	Yes	0	1	0	0	0	0	0	0	0	0	0	1	
MKK	West	IV	Smiths	1	1	Yes	0	0	0	0	0	0	0	0	1	0	0	1	
MLS	West	IV	Smiths	1	1	No	0	0	0	0	0	0	0	0	1	0	0	0	
MMH	West	III	Smiths	1	1	No	0	1	0	1	0	0	0	0	1	0	0	1	
MOD	West	IV	Smiths	1	1	Yes	0	0	0	0	0	0	0	0	1	0	0	1	
MRY	West	III	Smiths	1	2	Yes	0	1	0	2	0	0	0	0	0	0	0	1	
MSO	West	II	Smiths	1	2	No	0	1	0	2	0	0	0	0	0	0	0	1	
MTJ	West	III	Smiths	1	2	No	2	1	0	2	0	0	0	0	0	0	0	1	
NYL	West	IV	CEIA	1	1	Yes	0	0	0	0	0	0	0	0	1	0	0	1	
OAK	West	I	Smiths	2	15	Yes	0	0	0	9	2	0	1	0	0	0	4	1	
OGG	West	I	Smiths	2	6	Yes	0	1	0	5	0	0	0	0	0	0	2	1	
OLF	West	IV	Smiths	1	1	No	0	0	0	0	0	0	0	0	1	0	0	0	
OME	West	III	Smiths	1	1	No	0	0	0	1	0	0	0	0	0	0	0	1	

ONT	West	I	CEIA	2	8	Yes	0	0	0	0	0	0	2	0	0	0	2	1	
OTH	West	IV	CEIA	1	1	Yes	0	0	0	0	0	0	0	0	1	0	0	1	
OTZ	West	III	Smiths	1	1	No	0	0	0	1	1	0	0	0	0	0	0	1	
PDX	West	I	CEIA	3	20	No	15	7	3	0	0	0	0	0	0	0	5	1	
PGA	West	IV	CEIA	1	1	No	0	0	0	0	0	0	0	0	1	0	0	0	
PHX	West	X	CEIA	7	43	Yes	4	0	12	0	0	0	5	31	0	7	38	1	
PIH	West	III	Smiths	1	1	No	0	0	0	1	0	0	0	0	0	0	0	1	
PPG	West	III	CEIA	1	2	No	0	1	0	0	0	0	0	0	0	0	2	1	
PRC	West	IV	CEIA	1	1	No	0	0	0	0	0	0	0	0	1	0	0	0	
PSC	West	III	Smiths	1	2	Yes	0	1	0	2	0	0	0	0	0	0	0	1	
PSG	West	III	Smiths	1	1	No	0	0	0	2	0	0	0	0	0	0	0	1	
PSP	West	II	CEIA	1	4	Yes	0	1	0	0	0	0	1	0	0	0	0	1	
PUB	West	IV	Smiths	1	1	No	0	0	0	0	0	0	0	0	1	0	0	0	
PUW	West	III	Smiths	1	1	Yes	0	1	0	1	0	0	0	0	0	0	0	1	
RDD	West	III	Smiths	1	1	No	0	0	1	1	0	0	0	0	0	0	0	1	
RDM	West	III	CEIA	1	2	Yes	0	1	0	0	0	0	0	0	0	0	0	1	
RIW	West	IV	Smiths	1	1	No	1	0	0	0	0	0	0	0	1	0	0	1	
RKS	West	IV	Smiths	1	1	Yes	1	0	0	0	0	0	0	0	1	0	0	1	
RNO	West	I	Smiths	2	7	No	0	1	2	6	0	0	0	0	0	0	2	1	
ROW	West	IV	Smiths	1	1	Yes	0	0	0	0	0	0	0	0	1	0	0	1	
SAF	West	IV	Smiths	1	1	Yes	0	0	0	2	0	0	0	0	1	0	0	1	
SAN	West	I	CEIA	6	26	Yes	18	0	2	18	0	0	1	20	0	0	8	1	
SBA	West	II	Smiths	1	3	No	0	2	0	3	0	0	0	0	0	0	0	1	
SBP	West	III	Smiths	1	2	Yes	0	0	1	2	0	0	0	0	2	0	0	1	
SCC	West	III	Smiths	2	2	No	0	0	0	2	0	0	0	0	0	0	0	1	
SCK	West	III	Smiths	1	1	Yes	0	0	1	1	0	0	0	0	0	0	0	1	
SDY	West	IV	Smiths	1	1	No	0	0	0	0	0	0	0	0	1	0	0	1	
SEA	West	X	CEIA	5	35	Yes	25	0	1	0	0	0	4	24	0	5	10	1	
SFO	West	X	CEIA	12	52	Yes	27	0	11	0	0	0	3	0	0	12	16	1	
SGU	West	IV	Smiths	1	1	No	0	0	0	0	0	0	0	0	1	0	0	1	
SHR	West	IV	Smiths	1	1	Yes	1	0	0	0	0	0	0	0	1	0	0	1	
SIT	West	III	Smiths	1	1	No	0	0	1	1	0	0	0	0	0	0	0	1	
SJC	West	I	Smiths	3	17	Yes	0	0	0	11	0	0	0	0	0	0	14	1	
SLC	West	I	Smiths	3	17	Yes	0	0	2	11	0	0	2	0	0	0	5	1	
SMF	West	I	Smiths	2	20	No	15	2	4	8	0	0	0	0	0	0	5	1	
SMX	West	III	Smiths	1	1	Yes	0	1	0	1	0	0	0	0	0	0	0	1	
SNA	West	I	Smiths	4	20	No	16	8	0	10	0	0	0	0	0	0	4	1	
SOW	West	IV	CEIA	1	1	Yes	0	0	0	0	0	0	0	0	1	0	0	1	
STS	West	III	Smiths	1	1	No	0	0	1	1	0	0	0	0	0	0	0	1	
SUN	West	III	Smiths	1	1	Yes	0	0	0	1	0	0	0	0	0	0	0	1	
TEX	West	IV	Smiths	1	1	No	1	0	0	0	0	0	0	0	1	0	0	0	
TUS	West	I	CEIA	2	6	No	0	0	0	0	0	0	0	0	0	0	6	1	
TWF	West	IV	Smiths	1	1	Yes	0	0	0	0	0	0	0	0	1	0	0	1	

VDZ	West	IV	Smiths	1	1	Yes	0	0	0	0	0	0	0	0	1	0	0	1	
VEL	West	IV	Smiths	1	1	Yes	0	0	0	0	0	0	0	0	1	0	0	1	
VIS	West	IV	Smiths	1	1	Yes	0	0	0	0	0	0	0	0	1	0	0	1	
WRG	West	III	Smiths	1	1	No	0	0	0	1	0	0	0	0	0	0	0	1	
WRL	West	IV	Smiths	1	1	Yes	1	0	0	0	0	0	0	0	1	0	0	1	
WYS	West	IV	Smiths	1	1	No	0	0	0	0	0	0	0	0	1	0	0	0	
YAK	West	III	Smiths	1	1	No	0	0	1	1	0	0	0	0	0	0	0	1	
YKM	West	III	Smiths	1	1	Yes	0	1	0	1	0	0	0	0	0	0	0	1	

***** All sites and quantities are subject to change. Stated figures are subject to change**

Phase II Deployment

Phase II deployment should be broken out as a separate CLIN in the Contractor's proposal. The Contractor shall perform all services to install equipment for the sites as listed below.

Item No.	Description	Qty
0001	AT2 Installation	175 units Est.
0002	AWT Installation	82 units Est.
0003	Portable ETD	84 units Est.

Above stated equipment quantities are estimation only; The contractor will not be guaranteed any quantities and labor hours for the above CLINs. The Contracting Officer has unilateral authority to execute the CLIN.

Airport	Region	Category	Total Checkpoints	Total Lanes	Site Prep Complete	AT2 to Install	AIT to Install - Group 3	Checkpoint to Install AWT	Portable ETD	CAT/BPSS to Install
ABQ	West	I	1	8	Yes	0	0	1	0	4
ACV	West	III	1	2	No	2	0	0	0	1
ADK	West	III	1	1	No	1	0	0	0	1
ADQ	West	III	1	1	No	1	0	0	1	1
AKN	West	III	1	1	No	1	0	0	0	1
ALS	West	IV	1	1	Yes	1	0	0	0	1
ALW	West	III	1	1	No	1	0	0	0	1
ANC	West	I	2	9	No	0	3	2	1	5
ASE	West	III	1	2	No	0	0	1	0	1
BET	West	III	1	1	No	1	0	0	0	1
BFL	West	III	1	1	Yes	1	0	1	0	1
BIL	West	II	1	2	No	2	0	1	1	1
BLI	West	III	1	2	No	2	0	1	0	1
BOI	West	I	1	5	Yes	0	2	1	0	3
BRW	West	III	1	1	No	1	0	0	0	1
BTM	West	III	1	1	Yes	1	0	0	0	1
BUR	West	I	2	8	No	6	0	2	1	5

BZN	West	II	1	3	Yes	0	1	0	0	2
CDC	West	IV	1	1	Yes	1	0	0	0	1
CDV	West	III	1	1	No	1	0	0	0	1
CEC	West	IV	1	1	No	1	0	0	0	1
CEZ	West	IV	1	1	Yes	0	0	0	0	1
CIC	West	IV	1	1	Yes	1	0	0	0	1
CNY	West	IV	1	1	Yes	1	0	0	0	1
COD	West	IV	1	1	Yes	0	0	0	0	1
COS	West	I	1	4	No	4	2	1	0	2
CPR	West	III	1	1	Yes	0	0	0	0	1
CRQ	West	IV	1	1	Yes	1	0	0	0	1
CYS	West	IV	1	1	Yes	0	0	0	0	1
DEN	West	X	3	30	Yes	0	1	3	2	14
DLG	West	III	1	1	No	1	0	0	1	1
DRO	West	III	1	1	Yes	0	0	0	0	1
EAT	West	III	1	1	Yes	1	0	0	0	1
EGE	West	III	1	3	No	0	0	1	1	2
EKO	West	IV	1	1	No	1	0	0	0	1
ELY	West	IV	1	1	Yes	1	0	0	0	1
ENA	West	IV	1	1	No	1	0	0	0	1
ENV	West	III	1	1	Yes	1	0	0	0	1
EUG	West	II	1	2	Yes	2	0	1	0	1
FAI	West	II	1	2	No	0	1	1	0	1
FAT	West	II	1	2	Yes	0	1	1	0	1
FLG	West	III	1	1	No	1	0	0	0	1
FMN	West	IV	1	1	Yes	1	0	0	0	1
FNL	West	III	1	1	Yes	1	0	0	0	1
GCC	West	IV	1	1	Yes	0	0	0	0	1
GCN	West	IV	1	1	No	1	0	0	0	1
GDV	West	IV	1	1	No	1	0	0	0	1
GEG	West	I	2	7	Yes	5	0	2	1	4
GGW	West	IV	1	1	No	1	0	0	0	1
GJT	West	III	1	2	No	0	0	1	0	1
GPI	West	III	1	2	No	2	1	1	0	1
GRO	West	IV	1	1	No	1	0	0	0	1
GSN	West	II	1	3	Yes	0	0	1	0	2
GST	West	III	1	1	No	1	0	0	0	1
GTF	West	III	2	2	No	2	0	2	1	2
GUC	West	III	1	2	No	0	0	1	0	1
GUM	West	I	1	5	No	0	2	1	0	3
HDN	West	III	1	3	No	0	0	1	0	2
HLN	West	III	1	1	No	1	0	0	0	1

HNL	West	X	6	20	Yes	0	4	6	8	11
HOM	West	IV	1	1	No	1	0	0	0	1
HVR	West	IV	1	1	No	1	0	0	0	1
IDA	West	III	1	2	Yes	2	1	0	0	1
IFP	West	III	1	2	No	2	1	0	0	1
IGM	West	IV	1	1	No	1	0	0	0	1
IPL	West	IV	1	1	Yes	1	0	0	0	1
ITO	West	II	1	2	Yes	2	1	1	0	1
IWA	West	III	1	2	Yes	2	1	1	0	1
IYK	West	IV	1	1	Yes	1	0	0	0	1
JAC	West	II	1	4	Yes	0	1	0	0	2
JHM	West	IV	1	1	Yes	1	0	0	0	1
JNU	West	II	1	2	Yes	2	0	0	0	1
KOA	West	I	3	5	Yes	1	0	0	2	3
KTN	West	III	1	1	No	1	0	0	0	1
LAR	West	IV	1	1	Yes	0	0	0	0	1
LAS	West	X	5	45	Yes	0	2	0	3	0
LAX	West	X	14	76	Yes	0	0	0	13	39
LGB	West	I	2	6	No	0	0	2	1	3
LIH	West	I	3	5	Yes	0	0	3	1	4
LMT	West	IV	1	1	Yes	1	0	0	0	1
LNY	West	IV	1	1	Yes	1	0	0	0	1
LWS	West	III	1	1	Yes	1	0	0	0	1
LWT	West	IV	1	1	No	1	0	0	0	1
MCE	West	IV	1	1	Yes	1	0	0	0	1
MFR	West	II	1	2	Yes	2	0	1	0	1
MKK	West	IV	1	1	Yes	1	0	0	0	1
MLS	West	IV	1	1	No	1	0	0	0	1
MMH	West	III	1	1	No	1	0	0	0	1
MOD	West	IV	1	1	Yes	1	0	0	0	1
MRY	West	III	1	2	Yes	2	1	1	0	1
MSO	West	II	1	2	No	2	1	1	0	1
MTJ	West	III	1	2	No	0	1	1	0	1
NYL	West	IV	1	1	Yes	1	0	0	0	1
OAK	West	I	2	15	Yes	11	3	2	1	8
OGG	West	I	2	6	Yes	4	0	2	1	3
OLF	West	IV	1	1	No	1	0	0	0	1
OME	West	III	1	1	No	1	0	0	0	1
ONT	West	I	2	8	Yes	8	0	2	1	4
OTH	West	IV	1	1	Yes	1	0	0	0	1
OTZ	West	III	1	1	No	1	0	0	0	1
PDX	West	I	3	20	No	0	4	3	2	10

PGA	West	IV	1	1	No	1	0	0	0	1
PHX	West	X	7	43	Yes	0	0	0	6	22
PIH	West	III	1	1	No	1	0	0	1	1
PPG	West	III	1	2	No	0	1	0	0	1
PRC	West	IV	1	1	No	1	0	0	0	1
PSC	West	III	1	2	Yes	2	0	1	0	1
PSG	West	III	1	1	No	1	0	0	0	1
PSP	West	II	1	4	Yes	4	2	1	0	2
PUB	West	IV	1	1	No	1	0	0	0	1
PUW	West	III	1	1	Yes	1	0	0	0	1
RDD	West	III	1	1	No	1	0	0	0	1
RDM	West	III	1	2	Yes	2	0	1	0	1
RIW	West	IV	1	1	No	0	0	0	0	1
RKS	West	IV	1	1	Yes	0	0	0	1	1
RNO	West	I	2	7	No	5	0	2	1	4
ROW	West	IV	1	1	Yes	1	0	0	0	1
SAF	West	IV	1	1	Yes	1	0	0	0	1
SAN	West	I	6	26	Yes	0	2	6	5	14
SBA	West	II	1	3	No	0	0	0	2	2
SBP	West	III	1	2	Yes	2	0	1	0	1
SCC	West	III	2	2	No	2	0	2	1	2
SCK	West	III	1	1	Yes	1	0	0	0	1
SDY	West	IV	1	1	No	1	0	0	0	1
SEA	West	X	5	35	Yes	0	3	0	4	19
SFO	West	X	12	52	Yes	0	5	0	9	29
SGU	West	IV	1	1	No	1	0	0	0	1
SHR	West	IV	1	1	Yes	0	0	0	0	1
SIT	West	III	1	1	No	1	0	0	0	1
SJC	West	I	3	17	Yes	3	8	3	3	9
SLC	West	I	3	17	Yes	12	1	3	2	9
SMF	West	I	2	20	No	0	5	2	2	8
SMX	West	III	1	1	Yes	1	0	0	0	1
SNA	West	I	4	20	No	0	0	4	1	11
SOW	West	IV	1	1	Yes	1	0	0	0	1
STS	West	III	1	1	No	1	0	0	0	1
SUN	West	III	1	1	Yes	1	0	0	1	1
TEX	West	IV	1	1	No	0	0	0	0	1
TUS	West	I	2	6	No	0	0	2	1	4
TWF	West	IV	1	1	Yes	1	0	0	0	1
VDZ	West	IV	1	1	Yes	1	0	0	1	1
VEL	West	IV	1	1	Yes	1	0	0	0	1
VIS	West	IV	1	1	Yes	1	0	0	0	1

WRG	West	III	1	1	No	1	0	0	0	1
WRL	West	IV	1	1	Yes	0	0	0	0	1
WYS	West	IV	1	1	No	1	0	0	0	1
YAK	West	III	1	1	No	1	0	0	0	1
YKM	West	III	1	1	Yes	1	0	0	0	1

***** All sites and quantities are subject to change. Stated figures are subject to change**

13.1 Advanced Technology (AT1) Upgrade to AT2

The TSA will be purchasing upgrade kits to upgrade AT1 units to AT2 units. The purchase of these kits includes a one-time installation of the kits as well as a one-time shipment from the OEM to a specified location. The plan is to have the OEMs ship the kits directly to the airports however in many cases, for a variety of reasons, the upgrade kits will be shipped to the TSA Logistics Center in Grapevine, TX. For pricing purposes though, it should be assumed that all upgrades will be completed in the field.

In these cases the Contractor will now be required to coordinate shipping, rigging and installation of the kits. The OEM will still install the kits as per their contract but the Contractor will be responsible for coordinating the efforts. The TSA will be purchasing Manual Diverter Tables (MDT) as part of the upgrade. The Contractor will be responsible for the shipping and rigging of one MDT with each upgrade kit. The contractor will be responsible for the assembly and installation of MDT to the AT X-Ray. Table 4 shows a listing of where AT2 upgrade kits will be necessary. The Contractor should assume that 100% of these locations will require shipping/rigging/installation coordination.

For the upgrade kit, the estimated time that the contractor should assume, is that the process will take 8 hours (2 technicians). All the costs are covered for the actual upgrade activity and the SAT testing by the OEM or IV&V contractor. The SI will be responsible for the coordination of these activities.

There is no stated maximum number of upgrades that can occur at one checkpoint/terminal/airport at one time. This will be contingent on individual airport operations and the contractor will have to plan accordingly.

A manual diverter table will be sent with all AT1 upgrades. This will be shipped by the SI from the TLC.

The Contractor should be prepared to move ADA gates and barriers in all cases. Floor repair will be a requirement.

13.2 Advanced Technology (AT2) Deployment

The Contractor shall perform all services to install AT2 for the sites as listed in Table 4. (All sites and quantities are subject to change. Stated figures are subject to change):

The majority of the site preparation work has been completed for the following airports and quantities (stated figures are Not to Exceed Quantities). This is not, however, a true plug and play situation because the Contractor will be required to move ADA gates and barriers in many of these projects. The gates and barriers are typically bolted to the floor so a subcontractor to handle those efforts will be required. Floor repair will be a requirement. There is also the possibility that electrical outlets will require relocation. There will likely be

situations where the left hand/right hand configuration must be swapped on AT2 units. The Contractor should estimate that this will be required on 10% of the AT2 units being deployed. The TSA will be purchasing Manual Diverter Tables (MDT) as part of the AT2 Deployment. The Contractor will be responsible for the shipping and rigging of one MDT with each AT2. The contractor will be responsible for the assembly and installation of MDT to the AT X-Ray.

All SAT expenses for the installation of new equipment (first time installation) will be covered by the OEM or the IV&V contactor as appropriate, and this includes radiation inspection. The cost for SAT testing in these same situations will be by separate contract. It is still incumbent on the SI to coordinate these activities

Ten conversions from LH to RH or RH to LH will be required per OEM for AT2 units purchased. This activity will not be funded under the OEM contract. It will be the responsibility of the SI under this contract to fund said activity. It is expected that the contractor will become knowledgeable as to what is required for this to occur, specifically the time needed for the conversion.

A manual diverter table will be sent with all AT2 deployments. This will be shipped by the SI from the TLC.

13.3 Rapiscan AT Front End Conveyor

The following sites are locations where Rapiscan AT units were deployed and in most cases site prep has occurred but the Rapiscan AT X-Ray was designed to accommodate a 3 foot front end conveyor. We are now deploying AT2 with a 4 foot front end conveyor. At these sites, the contractor should assume that 100% of the existing AT X-Rays will need to be moved, and that 25% of them will need electrical moved. In all cases drawings will have to be provided. These moves are in addition to the ones listed in Table 1.

The contractor should assume that gates and barriers will have to be adjusted for all lanes with AT units, and that in 25% of the cases the associated WTMD and AIT will also need to be relocated.

These upgrades to the front end conveyor should be priced in the base year of the contract.

Airport	Region	Lanes Affected
MKK	West	1
BOI	West	5
PHX	West	48
SAN	West	27
OGG	West	6

*apply the airports to the appropriate regional proposal based on the listing in the column titled "Region"

13.4 Advanced Imaging Technology (AIT) Deployment

The Contractor shall perform all services to install Advanced Imaging Technology (AIT). It is important that the Contractor understand that under the next procurement of AIT units it is expected that a separate room will no longer be required for an Image Operator (IO). The drawings may show an IO room however the Contractor should work with the RDM to be determined if that room will become a private screening room or not be installed.

The TSA expects to procure 503 AIT units nationally. For Regional total, please refer to Table 4. The number of locations and quantities per airport will be determined by the CAD drawings produced. The Contractor shall incorporate all technologies covered in the SOW into the designs.

Table 4 shows a listing of airports and quantities for AIT deployment. AIT units listed in "AIT Group 1" for specific airports should be shown in current drawings and may or may not have site preparations completed (based on the "Site Preparation Complete" column).

All remaining units to be deployed will require drawing modifications in order to accommodate the AIT units. Drawings will be provided by TSA but all of them will require modifications in order to add the AIT units.

The Rapiscan AIT is not in the Checkpoint Design Guide. The following conditions are required:

- It requires a 20amp, 120 volt dedicated circuit installed in existing floor utilizing a recessed poke-thru device. Installation must be flush with floor.
- Provide two dedicated data outlets (RJ45-568B) from AIT to the TSA IT cabinet utilizing Cat 6 cable for connection.

Minor ceiling adjustments are sometimes required to accommodate the AIT install. This primarily involves raising a drop ceiling and minor adjustment of existing lighting, HVAC ducts, sprinkler heads (very infrequent), etc. It is anticipated that this situation will occur at no more than 10% of AIT installations or relocations.

For anticipated design and construction efforts, specifically related to relocation of walls and widening of checkpoints, it is the general direction of PSP deployment activities that we deploy to the space provided at the airport. In some cases non-load bearing walls or other structures may need to be removed or moved. The contractor should estimate this may occur in 20% of deployments.

Most of the sites in the AIT Group 2 are sites that have existing AITs, but that will be getting incrementally more AIT units installed. These were separated so that the contactor would know that all units in Group 2 will require site prep regardless of what is listed in the "site-prep" column in Table 4. For additional clarification please look at section 13.4, paragraph 3, sentences 3 and 4.

13.5 Credentials Authentication Technology / Boarding Pass Scanning System (CAT/BPSS) Deployment

The TSA expects to purchase 1,300 CAT/BPSS units nationally. For Regional total, please refer to Table 4. The Contractor shall perform all services to install Credentials Authentication Technology / Boarding Pass Scanning System (CAT/BPSS) units. Table 4 shows a listing of where CAT/BPSSs will be deployed. Please see Appendix G for a more detailed description of the CAT/BPSS technology.

13.6 Bottled Liquid Scanners (BLS) Deployment

The Contractor shall handle the shipping and rigging required to deploy BLS units to the following airports. The purchase of the BLS units includes a one-time shipment from the OEM to a specified location. The plan is to have the OEMs ship the kits directly to the airports. In many cases, for a variety of reasons, an airport cannot yet accept the shipment and the BLS units will be shipped to the TSA Logistics Center in Grapevine, TX. In these cases the Contractor will now be required to coordinate shipping, rigging unpacking and installation of the units. The Contractor will be responsible for coordinating all of these efforts as well as cleaning up the area after the installation. Table 4 shows a listing of where BLSs will be deployed. The Contractor should assume that 100% of these locations will require shipping/rigging/installation coordination. For all Smiths units listed, these are units that have been previously installed, so OEM installation costs will need to be covered by the contractor under this contract for these units. For CEIA units, the contractor should assume that the install cost will be covered by TSA, but the contractor should assume all other costs as described in the SOW.

13.7 Automated Wait Time (AWT) Technology

This section should be broken out as a separate CLIN in the Contractor's proposal. The Contractor shall perform all services, which include, to create construction drawings for site preparation, complete all activities for site preparation, and coordination of installation to install AWTs for the sites as listed in Table 4. This should be treated the same as any other TSE installation.

As of the development of this RFP no contract awards for AWT have been made. However the following information can be utilized for planning purposes with regard to installation:

The AWT system is broken into 3 components which are:

1) Central Control Server – serves as the centralized database computing and networking hub for one or more checkpoints within a given airport.

- Have a display with a minimum diagonal measurement of 38.1 cm (15 in)
- There are no weight requirements for the GCC

2) Wait Time Display Monitor – will be at each checkpoint and will display the calculated wait time for that checkpoint.
   - Diagonal measurements size options, at a minimum, 46 in, 50 in, 55 in, and 60in flat screen monitors.
   - There are no weight requirements for the Wait Time Monitors
3) Data Collection Devices – will detect passengers from the start of the checkpoint queuing area, including overflow areas, to the point where the passenger surrenders his or her belongings for screening

Please see Appendix F for a more detailed description of the AWT technology. As discussed in the appendix the OEM will visit each deployment location to determine the appropriate number and locations of sensors for installation. It will be the Contractor's responsibility to create drawings based upon the OEM input. The Contractor should coordinate a site visit in conjunction with the OEM technician.

Because some of the sensors that are part of AWT will be wireless, there are additional installation requirements, including:

- Wireless wait time detector installation shall include Wi-Fi Protected Access (WPA)-2 encryption without Temporary Key Integrity Protocol (TKIP).
- Mobile spectrum analyzers *shall* be used in the AWT system to perform troubleshooting, traffic and interference analysis, and unauthorized device detection to identify non-WLAN devices that operate in the same frequency bands the Data Collection Device (DCD) units.
- The Contractor shall ensure that its employees follow all policies and procedures governing physical, environmental, and information security described in the various TSA regulations pertaining thereto, good business practices, and the specifications, directives, and manuals for conducting work to generate the products as required by this contract. Personnel will be responsible for the physical security of their area and government furnished equipment (GFE) issued to them under the provisions of the contract.
- The Contractor solution shall follow all current versions of TSA and DHS policies, procedures, guidelines, and standards including, but not limited to:
  - DHS 4300A Sensitive Systems Handbook
  - TSA MD 1400.3 and IT Security Policy Handbook
  - DHS IT Security Architecture Guidance Volumes 1, 2 and 3
  - DHS/TSA System Lifecycle (SLC)

If any AWT equipment needs to be moved, the Contractor shall perform a security evaluation on the new installation to verify that the new installation and configuration is compliant with the security requirements listed above.

The contractor is to assume that no site prep has taken place for AWT.

For planning/estimating purposes, the contractor should assume that no site prep has occurred, that they will have to perform the following steps.

1. Collect from the airport/municipality the record as-built drawings of cue spaces and verify their accuracy or create these drawings.
2. Work with the chosen OEM to determine the location of sensors.
3. Produce construction drawings for sensors/computer location.
4. Perform site prep with the same requirements as other TSE per the SOW.

It is expected that each sensor will require an electrical/data outlet and that there will be a requirement of 8-12 sensors per checkpoint.

There will also be a computer/server that will require installation and electrical/data connectivity.

13.8 Walk Through Metal Detector (WTMD) Deployment

The TSA intends to deploy CEIA WTMDs to all CAT IV. The Contractor shall perform all services to install WTMDs for the sites as listed in Table 4. The contractor will be responsible for shipping, rigging and installation of these units to their final destination. The contractor will also be responsible for the deinstallation, packaging and shipping of existing WTMD to the TSA warehouse in Grapevine Texas. The contractor will be responsible for all coordination in this effort to include certified personnel performing all work and providing OEM approved shipping materials.

13.9 Next Generation Explosive Trace Detection (ETD) Deployment

The contractor is responsible for shipping/rigging the ETD units into the airport and ultimately its final location. The purchase of the ETD units includes a one-time installation from the OEM as well as a one-time shipment from the OEM to a specified location. The plan is to have the OEMs ship directly to the airports. In many cases, for a variety of reasons, an airport cannot yet accept the shipment and the ETD units will be shipped to the TSA Logistics Center in Grapevine, TX. In these cases the Contractor will now be required to coordinate shipping, rigging unpacking and OEM installation of the units. The Contractor will be responsible for coordinating all of these efforts as well as cleaning up the area after the installation. Below is a listing of where ETDs will be deployed. It is expected that the contractor will know what is required to install/move an ETD. It is expected that in cases where we are not able to ship direct from the OEM to the airport, and the units are shipped by the SI contractor from Grapevine, TX warehouse, that they will need the services of a rigger to get all of the units into the airport for installation. It is up to the contractor to decide how to deliver this equipment.

. Table 4 shows a listing of where ETDs will be deployed.

13.10 Portable Explosive Trace Detection (ETD) Deployment

The contractor is responsible for shipping/rigging the portable ETD units into the airport and ultimately its final location. The purchase of the portable ETD units includes a one-time installation from the OEM as well as a one-time shipment from the OEM to a specified location. The plan is to have the OEMs ship directly to the airports. In many cases, for a variety of reasons, an airport cannot yet accept the shipment and the portable ETD units will be shipped to the TSA Logistics Center in Grapevine, TX. In these cases the Contractor will now be required to coordinate shipping, rigging unpacking and OEM installation, with SAT witness by an IV&V contractor, of the units. The Contractor will be responsible for coordinating all of these efforts as well as cleaning up the area after the installation. Table 4 shows a listing of where Portable ETDs will be deployed. The Contractor should assume that 75% of these locations will require shipping/rigging/installation coordination.

13.11 Image Operator (IO) Room Removals

Many airports received AIT units with associated IO rooms. The contractor may be required to de-install those IO rooms. A listing of IO rooms already installed is shown in Table 4. The airport will have the option of de-installing or keeping the rooms. The contractor should estimate that 70% of the rooms will be de-installed. De-installation will include the capping off of any electrical and data outlets or swapping floor mount outlets to flush mounts. Also any floor, wall and/or ceiling repair efforts will be the Contractor's responsibility. Typically an IO room contained an outlet and a data cable per operator. One IO room could house more than one IO position. For planning purposes assume 2 positions per IO room.

The contractor should assume that the rooms will be disposed of on-site by the contractor.

13.12 Computer Automated Design (CAD) Services for Ad Hoc Projects

The Contractor will support CAD services for ad-hoc projects that arise by providing CAD services for 30%, 95%, and 100% issued for construction drawings and full construction documents depending on the need of each project. The contract will allocate 500 hours in both the base and option year, in addition to any expected necessary supplies, in estimating these services. Also, the Contractor will be responsible for updating the Checkpoint Design Guide (CDG) as necessary. For cost estimating purposes the Contractor should assume a cost of approximately $300,000. This is based upon historical information with regard to past CDG updates. The process will involve meetings with the TSA Checkpoint Design Team to walk through the CDG and update as necessary. The Contractor should expect to update the CDG twice during the period of performance.

The contractor should only include the cost for updating the CDG in the West Region proposal. The CDG update is not applicable for the East or Central Region. This should be priced in both the base and option year at $300,000 each year. This amount includes the contractors fee.

Deliverables:

CDRL 004: 30% Design Package
CDRL 005: 95% Design Package
CDRL 006: 100% Design Package
CDRL 007: Status Sheet for Each Design Package

13.13 Security Technology Integrated Program (STIP) Deployment

The TSA STIP Program is deploying its functionality to airports nationwide. The program will allow the various TSE units to be integrated onto the TSA network. As the TSA deploys new TSE the appropriate data cabling is being installed so that TSE can be easily connected. The Contractor will be responsible for coordinating the scheduling of the OEM technicians to perform the installations efforts. The OEM technicians and shipping and rigging costs of STIP initiative will NOT be funded through this contract.

13.14 Checkpoint Modifications

The Contractor shall, as appropriate, visit any airport that requires additional checkpoint modification activities, as per TSA direction. For example an airport may have been fully deployed with AT units and the TSA may return to the airport to retrofit the AT units with a baggage conveyor system on the front end, back end, or both. Other projects could include reconfiguration projects such that the overall checkpoint design is modified to improve checkpoint efficiency and/or security. The Contractor shall provide updated CAD drawings (30%, 95% and 100%), permitting requirements, site preparation activities and site restoration along with any required coordination of shipping and rigging of equipment. These projects should be considered as totally separate from TSE deployment projects. The majority of these projects will take place post-deployment. Typical work included in these projects involves the movement of electrical and data locations for the various technologies installed at the checkpoint, glass installation/reconfiguration (TSA provided glass), and installation of private screening room (TSA provided glass). It is possible that non-load bearing walls could be removed to create space.

The checkpoint modifications should be included in both the base and option year of the contract. Please include the same number of checkpoint modifications in each year (15).

The contractor should assume equipment counts based on the lane count provided in the SOW and the CDG, assuming a standard TSA checkpoint layout.

Contractor should also be prepared to support general checkpoint reconfiguration efforts for up to an additional 15 checkpoints of the following sizes separate from other TSA projects and Rapiscan frontend/backend modifications:

Table 5: General Checkpoint Reconfiguration

10+ lanes	1
6 -10 lanes	2
2 to 5 lanes	4

1 lane	8
TOTAL	15

14.0 ORGANIZATIONAL CONFLICTS OF INTEREST AND PROPRIETARY INFORMATION

The Contractor shall ensure that personnel are trained and aware of any potential organizational conflicts of interest and actively safeguard proprietary information for the vendor.

15.0 TRAVEL

Contractor personnel shall travel as needed to accomplish work directed by this SOW. Work locations will primarily be at various transportation sites and other locations throughout the continental United States but may include other non-continental United States locations. The Government will reimburse the Contractor only for travel and per diem costs incurred in the performance of this contract. Reimbursement will be at cost only (no fee shall be applied) and in accordance with Federal Travel Regulations of the Federal Government. The Contractor shall not be reimbursed for any unauthorized travel.

The Government will not reimburse the Contractor for travel costs incurred in the replacement of personnel when such replacement is accomplished for the Contractor's or employee's convenience. The Contractor shall report all travel on a per airport basis.

16.0 DELIVERABLES

Each work product shall be submitted in draft for Government review and approval before preparation of the final deliverable. Development or preparation schedules and Government review periods shall be as defined in this contract. Written deliverables, charts, graphs, schedules, spreadsheets, analytic products, and databases will be developed using the Microsoft Office family of applications, or other standard commercial tools and applications if approved for use by the COTR. No proprietary tools, software, or applications shall be used unless approved by the COTR. All deliverables shall be delivered in both electronic and hard copy formats, and once approved by the government placed in the program library per paragraph 10.10.1.

17.0 GOVERNMENT FURNISHED PROPERTY

The Government may provide Government Furnished Property in the form of information, data, documents, equipment or applications to the Contractor for use in providing defined services. The Contractor shall implement a GFP management system which shall record, label, track and report all GFP provided under any resulting contract. The Contractor shall be required to support periodic Government audit of all GFP and shall provide monthly reports of GFP as part of the PMRs. The Contractor shall not dispose of any GFP for any reason without the express written permission of the CO.

18.0 PUBLIC AND MEDIA RELATIONS

TSA deployment activities are the subject of intense public and media interest. The Contractor shall submit requests for information, interview requests, and all other inquires by the public and media to the CO. Further, Contractor's personnel who are on-site will not respond to public or media questions or inquiries, and shall refer all such questions or inquiries to authorized government representatives.

19.0 PERIOD OF PERFORMANCE: 12 months from date of award and a 12-month option period.

20.0 CONTRACT ADMINISTRATION DATA

Contract Administration Data: *To be provided at time of award*

CONTRACTING OFFICER		
CONTRACTING OFFICER'S TECHNICAL REPRESENTATIVE		
CONTRACTOR'S REPRESENTATIVE		

21.0 APPENDIX LIST

Sequence	Title	Description	File Name
A	*Contract Data Requirements List (CDRL)*	List of the data deliverables to be produced by the Contractor as part of the Work defined in this Statement of Work. The CDRL list is not all inclusive. Other deliverables may be required by the Program Office or per the overall contract.	System Integrator SOW (2011).doc
B	*PSP Templates*	List of standardized PSP templates to be employed by the Contractor for consistency in appearance and data collection. Contents and formats of these templates are subject to change without prior notice at the discretion of Program Office.	Standardized PSP Templates (2011).zip
C	*Acronyms*	Abbreviations of phase and name used in this Statement of Work.	System Integrator SOW (2011).doc
D	*TSA Checkpoint Design Guide*[1]	The information included in this guide should be used when designing new checkpoints or reconfiguring existing checkpoints. This document is intended to be a "living" document that is updated when new technologies or processes are adopted by TSA HQ.	OPT Checkpoint Design Guide (CDG) 2009.pdf
E	*REMAG Process*	Description of the REMAG process for all TSE and ancillary equipment	ReMAG_Shipping Process.pdf
F	AWT Technology	Detailed description of AWT specifications and deployment phases.	AWT System Information 11-1-10.doc
G	CAT/BPSS Technology	Detailed description of CAT/BPSS specifications	CAT BPSS System Information.doc
H	CLIN Definitions	Detailed description of the CLINs	System Integrator SOW (2011).doc

[1] The TSA Checkpoint Design Guide is currently under revision. The updated version will be provided to the Contractor at contract award.

22.0 APPENDIX A: Contract Data Requirements List (CDRL)

CDRL ID	Title of Deliverable	Frequency	Acceptance Criteria
CDRL 001	Notice to Proceed	Every Site	All elements required to begin Design or Site Preparation are available.
CDRL 002	Meeting Minutes and Agendas	Ad-Hoc	Agendas will be submitted 5 days in advance of the meeting. Meeting minute shall be distributed within 2 days after the meeting.
CDRL 003	Site Validation Report	Every Site	To be determined. Consider approved within 10 business days of submittal
CDRL 004	30% Design Package	Every Site	Includes existing and proposed layout for equipment
CDRL 005	95% Design Package	Every Site	Includes drawings and specifications
CDRL 006	100% Design Package	Every Site	Signed and sealed documentation for construction permitting
CDRL 007	Status Sheet for Each Design Package	Upon Request	Includes proposed changes, as-built drawings, and any proposed alterations and designate whether the alterations were incorporated into the designs for each set of drawings.
CDRL 008	Ancillary Equipment Requirements	Weekly	Includes tally of required ancillary items as per the drawings
CDRL 010	Construction Bid Documents	Every Site	Includes any information required by an airport authority.
CDRL 011	Site Implementation Plan	Every Site	To be determined. Consider approved within 10 business days of submittal
CDRL 013	Daily Site Report	Daily	To be determined. Consider approved within 10 business days of submittal

CDRL 014	Weekly Rigger's Warehouse TSE and Ancillary Equipment Inventory	Weekly	To be determined. Consider approved within 10 business days of submittal
CDRL 015	GFP Transaction Report	Every Site and Ad Hoc	To be determined. Consider approved within 10 business days of submittal
CDRL 016	Final Walkthrough and Punch-list	Every Site	To be determined. Consider approved within 10 business days of submittal
CDRL 017	Final as-built CAD files (post project)	Ad-Hoc	To be determined. Consider approved within 10 business days of submittal
CDRL 017a	Weekly CAD revision file	Ad-Hoc	To be determined. Consider approved within 10 business days of submittal
CDRL 018	Lessons Learned	Every Site	Site specific. Retrospective evaluation of the end-to-end process with recommendations for improvement in future deployments
CDRL 019	Program Management Plan (PMP)	Once with updates as necessary	Includes all program management components:Schedule, Cost, Human Resource, Communication, Risk, Procurement and Subcontractor, Quality, Knowledge, and Configuration and Data Management.
CDRL 021	Integrated Master Schedule	Once with updates as necessary	To be determined. Consider approved within 10 business days of submittal
CDRL 022	Schedule Variance Report	Monthly	To be determined. Consider approved within 10 business days of submittal
CDRL 024	Cost Variance Report	Monthly	To be determined. Consider approved within 10 business days of submittal
CDRL 030	Change Control Documentation and Log	Once with updates as necessary	To be determined. Consider approved within 10 business days of submittal
CDRL 033	Program Document Library (Digital)	Once with updates as necessary	The PDL shall contain all documents generated by the Contractor
CDRL 034	Weekly Status Report	Weekly	To be determined. Consider approved within 10 business days of submittal
CDRL 035	Program Management Review Report	Monthly	Provide sufficient detail of contract status, action items, cost, schedule, and performance

* The above CDRLs list is not all inclusive. Other deliverables may be required by the Program Office or per the overall contract. The acceptance criteria for all of the above will be re-confirmed at the time of contract award.

23.0 APPENDIX B: PSP Standardized Templates List

Title	Filename	CDRL ID Reference
Site Validation Report	PSP Site Validation Report - Airport Code - MM DD YYYY.xls	CDRL 003
Meeting Minutes and Agenda	PSP Meeting Minutes and Agenda - MM DD YYYY.doc	CDRL 002
Notice to Proceed	PSP Notice to Proceed - Airport Code - MM DD YYYY.doc	CDRL 001
Status Sheet for Each Design Package	Status Sheet for Each Design Package - Airport Code - MM DD YYYY.doc	CDRL 007
Ancillary Equipment Requirements	Ancillary Equipment Requirements - Airport Code - MM DD YYYY.doc	CDRL 008
Site Implementation Plan	PSP Site Implementation Plan - Airport Code - MM DD YYYY.xls	CDRL 011
Weekly Rigger's Warehouse TSE and Ancillary Equipment Inventory	Weekly Rigger's Warehouse TSE and Ancillary Equipment Inventory - MM DD YYYY.xls	CDRL 014
GFP Transaction Report	GFP Transaction Report - MM DD YYYY.xls	CDRL 015
Final Walkthrough and Punch-list	PSP Final Walkthrough and Punch-list - Airport Code - MM DD YYYY.xls	CDRL 016
Weekly CAD revision file	Weekly CAD revision file - MM DD YYYY.xls	CDRL 017a
Change Control Process and Procedures	PSP Change Control Log - MM DD YYYY.xls PSP Change Control Plan - MM DD YYYY.doc PSP Change Control Process - MM DD YYYY.pdf	CDRL 030
Lessons Learned	PSP Lessons Learned - Airport Code - MM DD YYYY.xls	CDRL 018
Daily Site Report	PSP Daily Site Report - Airport Code - MM DD YYYY.xls	CDRL 013
Cost Variance Report	PSP Cost Variance Report - Airport Code - MM DD YYYY.xls	CDRL 024
Schedule Variance Report	PSP Schedule Variance Report - Airport Code - MM DD YYYY.xls	CDRL 022

Weekly Status Report	PSP Weekly Status Report - MM DD YYYY.xls	CDRL 034

* The above templates list is neither all inclusive nor final. Final versions along with additional templates could be provided at the time of contract award.

24.0 APPENDIX C: Acronyms

ADA	The Americans with Disabilities Act
AIT	Advanced Imaging Technology
AT	Advanced Technology X-rays
AutoEDS	Auto Explosive Detection System
AWT	Automated Wait Times
BLS	Bottled Liquid Scanners
CAD	Computer-aided Design
CAT-BPSS	Credential Authentication Technology-Boarding Pass Scanning System
CBD	Construction Bid Documents
CCTV	Closed Circuit Television
CDG	Checkpoint Design Guide
COTR	Contracting Officer's Technical Representative
CPI	Cast & Prosthesis Imager
CWBS	Contract Work Breakdown Schedule
ETD	Explosive Trace Detection
FF&E	Furniture, Fixings & Equipment
GFI	Government-Furnished Information
GFP	Government Furnished Property
GPO	Government Property Office
HVAC	Heating, Ventilating, and Air Conditioning
IMS	Integrated Master Schedule
IO	Image Operator
IPT	Integrated Product Team
IV&V	Independent Verification and Validation

NTP	Notice to Proceed
OEM	Original Equipment Manufacturer
OSO	Office of Security Operations
OST	Office of Security Technology
PA	Government Property Administrator
PDL	Program Document Library (digital)
PMP	Program Management Plan
PMRs	Program Management Reviews
PSP	Passenger Screening Program
QAP	Quality Assurance Plan
RDM	Passenger Screening Program Regional Deployment Manager
REMAG	Requirements Management Advisory Group
RFC	Request for Clarification
SAT	Site Acceptance Test
SESI	Security Equipment Systems Integration Support
SIP	Site Implementation Plan
SOD	Stand-off Detection
SOW	Statement of Work
STIP	Security Technology Integrated Program
TKIP	Temporary Key Integrity Protocol
TSA	Transportation Security Administration
TSA HQ	TSA Headquarters
TSE	Transportation Security Equipment
WPA	Wi-Fi Protected Access
WTMD	Walk Through Metal Detector

25.0 APPENDIX H : CLIN Definition

CLIN / SUB CLIN	CLIN/SUB CLIN Name	New Description
CLIN 0001	PROGRAM MANGEMENT	
0001A	General Program Management	
0001B	Site Lead Support	This CLIN is for the cost (labor) for the Site Lead in charge of a location (at airport). If more than one person is on site, any additional staffing beyond the one designated primary site lead should be reflected in 0001C. Only the individuals time on site should be accounted for in this CLIN. All other labor for these individuals when not on site should be accounted for in CLIN 0001A or CLIN 0002E. Do not include costs associated with AWT and its deployment, or the 15 Ad-Hoc Checkpoint modifications.
0001C	On-Site Additional Support	This is for all on-site (at airport) personal cost, not including the primary site lead whose costs should be accounted for in CLIN 0001B. This may includes additional support technicians, hub managers, area managers, etc. Only their time on site should be accounted for in this CLIN. All other labor for these individuals when not on site should be accounted for in CLIN 0001A or CLIN 0002E. Do not include costs associated with AWT and its deployment, or the 15 Ad-Hoc Checkpoint modifications.
0001D	AWT Site Lead Support	This CLIN is for the cost (labor) for the Site Lead in charge of a location (at airport) for the installation of AWT technology. Only their time on site should be accounted for in this CLIN. All other labor for these individuals when not on site should be accounted for in CLIN 0001A. Do not include costs associated with the 15 Ad-Hoc Checkpoint modifications or other non-AWT equipment deployments. Only include the costs associated with AWT installation in this CLIN.
0001E	Planning	This is to cover all costs associated with planning for the site. This includes labor associated with subcontracting, preparing documents and deliverables, planning schedules and activities, etc. This will include time dedicated to the specific site that may be completed by hub managers, regional managers, area managers, site leads, technical/project specialist support and additional

		support when not deployed and on-site.
CLIN 0002	PSP INTEGRATION & INSTALLATION SERVICES	
0002A	Blank	Sub-CLIN removed, intentionally left blank
0002B	Design	This is for costs associated with A&E firm and any other direct design costs from subcontractors. This will include the completion of the drawing all the way through the 100% design package, responding to RFC and completion of the redlines/as-builts at the end of the project. Do not include costs associated with AWT and the 15 Ad-Hoc Checkpoint modifications. The cost to manage contracts with A&E firms or manage the contract with a partner who provides this service should be included in CLIN 0001
0002C	Site Preparation	This is the materials and labor cost for site preparation (electrical/GC/special trades/etc..). The primary costs here will be electrical and general construction costs, but may also include hazmat work, plumbing, and other special trades as required. Do not include shipping, rigging, riggers warehouse, costs associated with AWT and the 15 Ad-Hoc Checkpoint modifications. Costs to execute contacts with these companies or manage the contract with a partner who provides these service should be included in CLIN 0001
0002D	Shipping	This is the shipping cost of TSE and ancillary. Do not include costs associated with the 15 Ad-Hoc Checkpoint modifications. Cost to manage the shipping process and manage/execute the contracts for shipping or manage the contract with a partner who provides this service should be included in CLIN 0001

0002E	Equipment Moves	This should only be the direct cost associated with the movement/installation of TSE, either by the SI personnel or by the OEM or other certified vendor. Note, many instances, major equipment will have to be installed in phases and not all at once during site prep. Note that the first install of any new equipment purchased is covered under the cost of purchase of the equipment and not this contract. Do not include costs associated with AWT and the 15 Ad-Hoc Checkpoint modifications. Cost to manage contracts with OEMs, certified vendors, or schedule and manage internal employees trained for these activities should be included in CLIN 0001. Do not include costs associated with the 15 Ad-Hoc Checkpoint modifications or AWT.
0002F	Rigging	This is the cost for rigging any TSE or other items (ancillary). Cost to manage contracts with riggers or manage the contract with a partner who provides this service should be included in CLIN 0001. Do not include costs associated with the 15 Ad-Hoc Checkpoint modifications.
0002G	Rigger's Warehouse	This is for the cost of any needed riggers warehouse. Cost to manage contracts riggers warehouses or manage the contract with a partner who provides this service should be included in CLIN 0001. Do not include costs associated with the 15 Ad-Hoc Checkpoint modifications.
0002H	Blank	Sub-CLIN removed, intentionally left blank
0002I	Blank	Sub-CLIN removed, intentionally left blank
0002J	AWT Design	This is for costs associated with A&E firm and any other direct design costs from subcontractors related specifically to the AWT effort and not any other TSE deployment. This will include the completion of the drawing all the way through the 100% design package, responding to RFC and completion of the redlines/as-builts at the end of the project.. The cost to manage contracts with A&E firms or manage the contract with a partner who provides this service should be included in CLIN 0001. Do not include any design costs for the 15 Ad-Hoc Checkpoint modifications in this sub-CLIN.
0002K	AWT Site Preparation	This is the materials and labor cost for site preparation (electrical/GC/special trades/etc..) specifically related to AWT technology. The primary costs here will be electrical and general construction costs, but may include other special trades as required. Do not include the 15 Ad-Hoc Checkpoint modifications. Cost to manage these

		subcontracts or manage the contract with a partner who provides these service should be included in CLIN 0001
0002L	Ad-Hoc CAD Services	This is for the ad-hoc CAD services listed in the SOW (500 hrs). Do not include costs associated with the 15 Ad-Hoc Checkpoint modifications.
0002M	Checkpoint Design Guide	This is the cost for the CDG, only associated with the West Region SOW
0002N	Checkpoint Modifications	This is for all costs associated with the 15 checkpoint modifications listed in the SOW. This includes all costs for site preparation, shipping, rigging, installation, etc.
0002O	Site Preparation Supplemental Activity	This is for the 30% of Sub-CLIN 0002C. It requires approval of the COTR/CO to expend funds from this Sub-CLIN.
CLIN 0003	Travel	This is for all associated Travel costs. This includes car rental, meals, incidentals, airfare, bus fare, reimbursement for POV, etc..

SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEM
OFFEROR TO COMPLETE BLOCKS 12, 17, 23, 24, & 30

1. REQUISITION NUMBER	PAGE	OF
2111201CT2052	1	9

2. CONTRACT NO.	3. AWARD/ EFFECTIVE DATE	4. ORDER NUMBER	5. SOLICITATION NUMBER	6. SOLICITATION ISSUE DATE
HSTS04-09-D-ST2232	07/20/2011	HSTS04-11-J-CT2052		

7. FOR SOLICITATION INFORMATION CALL:	a. NAME	b. TELEPHONE NUMBER (No collect calls)	8. OFFER DUE DATE/LOCAL TIME
	Debra Munson	(b)(6)	

9. ISSUED BY	CODE	10. THIS ACQUISITION IS
Office of Acquisition 701 S 12TH STREET ARLINGTON VA 20598	20	X UNRESTRICTED OR SET ASIDE % FOR SMALL BUSINESS EMERGING SMALL BUSINESS NAICS: HUBZONE SMALL BUSINESS SOLE SOURCE SIZE STANDARD SERVICE-DISABLED VETERAN-OWNED SMALL BUSINESS 8(A)

11. DELIVERY FOR FOB DESTINATION UNLESS BLOCK IS MARKED SEE SCHEDULE	12. DISCOUNT TERMS	13a. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15 CFR 700)	13b. RATING 14. METHOD OF SOLICITATION RFQ IFB RFP
	Net 30		

15. DELIVER TO	CODE	16. ADMINISTERED BY	CODE
Security Technology 701 S 12th Street Arlington VA 20598		OFFICE OF ACQUISITION 701 S 12TH STREET ARLINGTON VA 20598	20

17a. CONTRACTOR/ OFFEROR	CODE	FACILITY CODE	18a. PAYMENT WILL BE MADE BY	CODE
Boeing Company Attn: Jarrel Anderson 1421 Jefferson Davis Highway, Ste 2 Arlington VA 222023292 TELEPHONE NO (b)(6)	807414318		US Coast Guard Financial Center TSA Commercial Invoices P.O. Box 4111 Chesapeake VA 23327-4111	TSA1

17b. CHECK IF REMITTANCE IS DIFFERENT AND PUT SUCH ADDRESS IN OFFER

18b. SUBMIT INVOICES TO ADDRESS SHOWN IN BLOCK 18a UNLESS BLOCK BELOW IS CHECKED SEE ADDENDUM

19. ITEM NO.	20. SCHEDULE OF SUPPLIES/SERVICES	21. QUANTITY	22. UNIT	23. UNIT PRICE	24. AMOUNT
	Tax ID Number: 91-0425694 DUNS Number: 807414318 A. The Government hereby issues Task Order HSTS04-11-J-CT2052 (TO 19) to obtain Program Management Systems Integration Services for Passenger Screening Program (PSP) in accordance with Section C, Statement of Work and as indicated in the following pages and the detailed task order statement of work (Attachment 1). B. The task order period of performance is for a *(Use Reverse and/or Attach Additional Sheets as Necessary)*				

25. ACCOUNTING AND APPROPRIATION DATA	26. TOTAL AWARD AMOUNT (For Govt. Use Only)
See schedule	$16,279,186.00

27a. SOLICITATION INCORPORATES BY REFERENCE FAR 52.212-1, 52.212-4 FAR 52.212-3 AND 52.212-5 ARE ATTACHED ADDEND ARE ARE NOT ATTACHED.
27b. CONTRACT/PURCHASE ORDER INCORPORATES BY REFERENCE FAR 52.212-4 FAR 52.212-5 IS ATTACHED ADDENDA ARE ARE NOT ATTACHED

X 28. CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN COPIES TO ISSUING OFFICE. CONTRACTOR AGREES TO FURNISH AND DELIVER ALL ITEMS SET FORTH OR OTHERWISE IDENTIFIED ABOVE AND ON ANY ADDITIONAL SHEETS SUBJECT TO THE TERMS AND CONDITIONS SPECIFIED HEREIN	29. AWARD OF CONTRACT REF OFFER DATED YOUR OFFER ON SOLICITATION (BLOCK 5), INCLUDING ANY ADDITIONS OR CHANGES WHICH ARE SET FORTH HEREIN, IS ACCEPTED AS TO ITEMS:

30a. SIGNATURE OF OFFEROR/CONTRACTOR	31a. UNITED STATES OF AMERICA (SIGNATURE OF CONTRACTING OFFICER)
Steven R. Millman	Susan B. Messina
30b. NAME AND TITLE OF SIGNER (Type or print): Steven R. Millman Sr. Manager	30c. DATE SIGNED: 21 JUL 2011
31b. NAME OF CONTRACTING OFFICER (Type or print): Susan B. Messina	31c. DATE SIGNED: 7/21/11

AUTHORIZED FOR LOCAL REPRODUCTION
PREVIOUS EDITION IS NOT USABLE

STANDARD FORM 1449 (REV. 3/2005)
Prescribed by GSA - FAR (48 CFR) 53.212

19. ITEM NO.	20. SCHEDULE OF SUPPLIES/SERVICES	21. QUANTITY	22. UNIT	23. UNIT PRICE	24. AMOUNT
	base period of 12-months from the date of award; and a 12-month option period. C. The total value of task order 19 at the conclusion of the period of performance is expected to be $27,111,120.00; with a base year value of $16,279,186.00; and the option year 1 value of $10,831,934.00. Period of Performance: 07/20/2011 to 07/19/2012				(b)(4)
00001	CLIN 0001, Program Management Base Year (July 20, 2011 through July 19, 2012) The base year total of CLIN 0001, Program Management is (b)(4) as indicated below: CLIN 0001A, General Prog. Mgmt (b)(4) CLIN 0001B, Site Lead Support CLIN 0001C, Add'l Site Support CLIN 0001D, AWT Site Lead Supt CLIN 0001E, Planning Accounting Info: 5AV112A000D2011SWE030GE000423006200622CTO-62020000 00000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4) Continued ...	1	JB		

32a. QUANTITY IN COLUMN 21 HAS BEEN

☐ RECEIVED ☐ INSPECTED ☐ ACCEPTED, AND CONFORMS TO THE CONTRACT, EXCEPT AS NOTED: _____

32b. SIGNATURE OF AUTHORIZED GOVERNMENT REPRESENTATIVE	32c. DATE	32d. PRINTED NAME AND TITLE OF AUTHORIZED GOVERNMENT REPRESENTATIVE

32e. MAILING ADDRESS OF AUTHORIZED GOVERNMENT REPRESENTATIVE	32f. TELEPHONE NUMBER OF AUTHORIZED GOVERNMENT REPRESENTATIVE 32g. E-MAIL OF AUTHORIZED GOVERNMENT REPRESENTATIVE

33. SHIP NUMBER ☐ PARTIAL ☐ FINAL	34. VOUCHER NUMBER	35. AMOUNT VERIFIED CORRECT FOR	36. PAYMENT ☐ COMPLETE ☐ PARTIAL ☐ FINAL	37. CHECK NUMBER

38. S/R ACCOUNT NUMBER	39. S/R VOUCHER NUMBER	40. PAID BY

41a. I CERTIFY THIS ACCOUNT IS CORRECT AND PROPER FOR PAYMENT		42a. RECEIVED BY *(Print)*	
41b. SIGNATURE AND TITLE OF CERTIFYING OFFICER	41c. DATE	42b. RECEIVED AT *(Location)*	
		42c. DATE REC'D *(YY/MM/DD)*	42d. TOTAL CONTAINERS

ITEM NO. (A)	SUPPLIES/SERVICES (B)	QUANTITY (C)	UNIT (D)	UNIT PRICE (E)	AMOUNT (F)
00002	CLIN 0002, PSP Integration & Installation Services Base Year (July 20, 2011 through July 19, 2012) The base year total of CLIN 0002, PSP Integration & Installation Services is (b)(4) as indicated below: 0002A, Design (b)(4) 0002B, Site Preparation 0002C, Shipping 0002D, Equipment Moves 0002E, Rigging 0002F, Rigger's Warehouse 0002G, AWT Design 0002H, AWT Installation 0002I, Ad-Hoc CAD Services 0002J, Checkpoint Design Guide 0002K, Checkpoint Modifications 0002L, Site Prep Supl Activity Accounting Info: 5AV101A000D2011SWE030GE000423006200622CTO-62020000 00000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4)	1	JB		(b)(4)
00003	CLIN 0003, Travel Base Year (July 20, 2011 through July 19, 2012) Accounting Info: 5AV112A000D2011SWE030GE000423006200622CTO-62020000 00000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4)	1	JB		
00004	CLIN 0004, Fixed - Fee Base Year (July 20, 2011 through July 19, 2012) Accounting Info: 5AV101A000D2011SWE030GE000423006200622CTO-62020000 00000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4)	1	JB		

Continued ...

ITEM NO. (A)	SUPPLIES/SERVICES (B)	QUANTITY (C)	UNIT (D)	UNIT PRICE (E)	AMOUNT (F)
					(b)(4)
00005	CLIN 0004, Fixed - Fee Base Year (July 20, 2011 through July 19, 2012) Accounting Info: 5AV112A000D2011SWE030GE000423006200622CTO-6202000000000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4)	1	JB		
00006	CLIN 1001, Program Management Option Year 1 (July 20, 2012 through July 19, 2013) The option year (1) total of CLIN 1001, Program Management is (b)(4) as indicated below: CLIN 1001A, General Prog. Mgmt CLIN 1001B, Site Lead Support CLIN 1001C, Add'l Site Support CLIN 1001D, AWT Site Lead Supt CLIN 1001E, Planning (b)(4) The option year (1) total of CLIN 1001, Program Management is (b)(4) as indicated below: Amount: (b)(4) (Option Line Item) 07/20/2012 Accounting Info: 5AV112A000D2011SWE030GE000423006200622CTO-6202000000000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4)	1	JB		
00007	CLIN 1002, PSP Integration & Installation Services Option Year 1 (July 20, 2012 through July 19, 2013) The option year (1) total of CLIN 1002, PSP Integration & Installation Services is (b)(4) as indicated below: 1002A, Design (b)(4) Continued ...	1	JB		

ITEM NO. (A)	SUPPLIES/SERVICES (B)	QUANTITY (C)	UNIT (D)	UNIT PRICE (E)	AMOUNT (F)
	1002B, Site Preparation (b)(4) 1002C, Shipping 1002D, Equipment Moves 1002E, Rigging 1002F, Rigger's Warehouse 1002G, AWT Design 1002H, AWT Installation 1002I, Ad-Hoc CAD Services 1002J, Checkpoint Design Guide 1002K, Checkpoint Modifications 1002L, Site Prep Supl Activity Amount: (b)(4) (Option Line Item) 07/20/2012 Accounting Info: 5AV101A000D2011SWE030GE000423006200622CTO-62020000 00000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4)				(b)(4)
00008	CLIN 0003, Travel Base Year (July 20, 2011 through July 19, 2012) Amount: (b)(4) (Option Line Item) 07/20/2012 Accounting Info: 5AV112A000D2011SWE030GE000423006200622CTO-62020000 00000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4)	1	JB		
00009	CLIN 0004, Fixed - Fee Base Year (July 20, 2011 through July 19, 2012) Amount: (b)(4) Option Line Item) 07/20/2012 Accounting Info: 5AV101A000D2011SWE030GE000423006200622CTO-62020000 00000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4) The total amount of award: $27,111,120.00. The obligation for this award is shown in box 26.	1	JB		

The Government hereby issues Task Order HSTS04-11-J-CT2052 (TO19) under contract number HSTS04-09-D-ST2232 to obtain Program Management and Systems Integration Services for the Passenger Screening Program (PSP) in accordance with Section C, Description/Specs/Work Statement of the SESI base contract award; and as indicated in the detailed task order statement of work for the West Region (Attachment 1).

Accordingly, the following applies:

1. Section B - Supplies or Services and Price/Cost

BASE YEAR – WEST REGION (July 20, 2011 through July 19, 2012)

CLIN	Description	Contract Type	Quantity	Unit	Unit Price	Total
0001	Program Management	As Indicated Below	1	JB	(b)(4)	
0001A	General Program Management Support	CPFF	1	JB		
0001B	Site Lead Support	CPFF	1	JB		
0001C	Additional Site Support	CPFF	1	JB		
0001D	AWT Site Lead Support	CPFF	1	JB		
0001E	Planning	CPFF	1	JB		
0002	PSP Integration & Installation Services	As Indicated Below				
0002A	Design	CPFF	1	JB		
0002B	Site Preparation	CPFF	1	JB		
0002C	Shipping	CPFF	1	JB		
0002D	Equipment Moves	CPFF	1	JB		
0002E	Rigging	CPFF	1	JB		
0002F	Rigger's Warehouse	CPFF	1	JB		
0002G	AWT Design	CPFF	1	JB		
0002H	AWT Installation	CPFF	1	JB		
0002I	Ad-Hoc CAD Services	CPFF	1	JB		
0002J	Checkpoint Design Guide	CPFF	1	JB		
0002K	Checkpoint Modifications	CPFF	1	JB		
0002L	Site Preparation Supplemental Activity	CPFF	1	JB		
0003	Travel	Cost	1	JB		
0004	Fixed - Fee		1	JB		
	Base Year Total (West Region):				$16,279,186	$16,279,186

OPTION YEAR 1 – WEST REGION (July 20, 2012 through July 19, 2013)

CLIN	Description	Contract Type	Quantity	Unit	Unit Price	Total
1001	Program Management	As Indicated Below	1	JB	(b)(4)	
1001A	General Program Management Support	CPFF	1	JB		
1001B	Site Lead Support	CPFF	1	JB		
1001C	Additional Site Support	CPFF	1	JB		
1001D	AWT Site Lead Support	CPFF	1	JB		
1001E	Planning	CPFF	1	JB		
1002	PSP Integration & Installation Services	As Indicated Below	1	JB		
1002A	Design	CPFF	1	JB		
1002B	Site Preparation	CPFF	1	JB		
1002C	Shipping	CPFF	1	JB		
1002D	Equipment Moves	CPFF	1	JB		
1002E	Rigging	CPFF	1	JB		
1002F	Rigger's Warehouse	CPFF	1	JB		
1002G	AWT Design	CPFF	1	JB		
1002H	AWT Installation	CPFF	1	JB		
1002I	Ad-Hoc CAD Services	CPFF	1	JB		
1002J	Checkpoint Design Guide	CPFF	1	JB		
1002K	Checkpoint Modifications	CPFF	1	JB		
1002L	Site Preparation Supplemental Activity	CPFF	1	JB		
1003	Travel	Cost	1	JB		
1004	Fixed - Fee		1	JB		
	Option Year Total (West Region):				$10,831,934	$10,831,934

Summary Total (Base + Option) – West Region

CLIN	Description	Contract Type	Quantity	Unit	Unit Price	Total
0001	Program Management	CPFF	1	JB	(b)(4)	
0002	PSP Integration & Installation Services	CPFF	1	JB		
0003	Travel	Cost	1	JB		
0004	Fixed - Fee		1	JB		
	Base + Option Year Combined Total (West Region):				$27,111,120	$27,111,120

2. Section C - Description/Specs/Work Statement

a. The Contractor shall provide all program management and systems integration and installation services necessary for the deployment of new equipment; removal of existing equipment; and checkpoint site surveys/design requirements for the Transportation Security Administration's (TSA) Passenger Screening Program. All work shall be accomplished at locations that include, but are not limited to: common carriers, ports and terminals associated with all means of transportation and commerce.

b. The contractor shall deliver the supplies and/or services in accordance with Section C of Contract HSTS04-09-D-ST2232, as well as, the attached SOW for the West Region (Attachment 1).

c. The terms and conditions of Contract HSTS04-09-D-ST2232 apply.

3. Section F – Deliveries or Performance

The Period of Performance for this Task Order shall be a base year of 12-months from the date of award; and one 12-month option period.

4. Section G – Contract Administration Data

a. Government Points of Contact:

Contracting Officer	**Susan Messina**	**571-**	(b)(6)	(b)(6)
Contract Specialist	**Debra Munson**	**864-**		
Task Order COTR	**Harold Hackstall**	**571-**		
IDIQ Contract COTR / Invoices	**Charles Kelley**	**571-**		

b. Invoicing:

(1) Task Order 19 contains cost-plus-fixed-fee (CPFF) and cost reimbursable (CR) CLIN(s). The CPFF and CR CLIN(s) will be invoiced monthly and will include actual costs and proposed fee, if applicable.

(2) Attention should be directed to Clause 52.232-25 entitled "Prompt Payment", which is incorporated into this contract by the applicable general provision in Section I of Contract HSTS04-09-D-ST2232. Furthermore, this provision shall be read and applied as modified herein.

(3) The contractor shall submit proper invoices to the address below:

United States Coast Guard Financial Center
TSA Commercial Invoices
P.O. Box 4111
Chesapeake, VA 23326-4111

(4) The COTR is responsible for verifying and certifying that the items or services have been inspected, accepted, and/or meet the requirements of the award.

(5) Invoices shall contain the following information:

- Mailing address for Contractor
- Invoice date and invoice number
- CLIN, Description, quantity, unit of measure, unit price, and extended price of services delivered and accepted by TSA
- The appropriate line of accounting for invoiced Contract Line Items
- Name and address of the Contractor official to whom payment is to be sent (must be the same as that in the agreement or in a proper notice of assignment)
- Name (where practicable), title phone number, and mailing address of person to notify in the event of a defective invoice
- Taxpayer Identification Number (TIN)
- Electronic funds transfer (EFT) banking information

(6) Supplemental Invoice Documentation: Contractors shall submit all supplemental invoice documentation (e.g. copies of subcontractor invoices, travel vouchers, etc) necessary to approve an invoice along with the original invoice. The Contractor invoice must contain the information stated in the Prompt Payment Clause in order to be received and processed by FinCen. Supplemental invoice documentation required for review and approval of invoices may, at the written direction of the Contracting Officer, be submitted directly to either the Contracting Officer, or the Contracting Officer's Technical Representative.

(7) Payment Status: Contractors may inquire on the payment status of an invoice by any of the following means:

(a) Via the internet: https://www.fincen.uscg.mil/secure/PH_menu.htm
(b) Contacting the FinCen Customer Service Section via telephone at (757) 523-6940 (Voice Option #1). The hours of operation for the Customer Service line are 8:00 AM to 5:00 PM Eastern Time, Monday through Friday. However, the Customer Service line has a voice-mail feature that is available 24 hours per day, 7 days per week.
(c) Via the Payment Inquiry Form https://www.fincen.uscg.mil/secure/payment.htm

c. Accounting and Appropriation Data:

(1) The following Accounting and Appropriation Data is provided:

Base Year (West Region)
PR# 2111201CT2052

PR Line Number	Contract Line Item Number (CLIN)	Description	Contract Type	Amount	Accounting Code
00002	0001	Program Management	CPFF	(b)(4)	5AV112A000D2011SWE030GE000423006200 622CTO-6202000000000000-251B Funded: (b)(4) (PR Line 00002)
00001	0002	PSP Integration and Installation Services	CPFF		5AV101A000D2011SWE030GE000423006200 622CTO-6202000000000000-251B Funded: (b)(4) (PR Line 00001)
00002	0003	Travel	Cost		5AV112A000D2011SWE030GE000423006200 622CTO-6202000000000000-251B Funded: (b)(4) (PR Line 00002)
00001	0004	Fixed Fee			5AV101A000D2011SWE030GE000423006200 622CTO-6202000000000000-251B Funded: (b)(4) (PR Line 00001)
00002	0004	Fixed Fee			5AV112A000D2011SWE030GE000423006200 622CTO-6202000000000000-251B Funded: (b)(4) (PR Line 00002)
		TOTAL TASK ORDER 19 AMOUNT (Base Year):			**$16,279,186**

5. Section H – Contract Special Terms and Conditions

a. In accordance with FAR 32.705-2(a), the following clause is hereby incorporated by reference:

52.232-22, LIMITATION OF COST (APR 1984)

b. In accordance with FAR 17.208(g), the following clause is hereby incorporated in full text:

52.217-9, OPTION TO EXTEND THE TERM OF THE CONTRACT (MAR 2000)

(1) The Government may extend the term of this contract by written notice to the Contractor for a period of one (1) year provided that the Government gives the Contractor a preliminary written notice of its intent to extend at least sixty (60) days before the contract expires. The preliminary notice does not commit the Government to an extension.
(2) If the Government exercises this option, the extended contract shall be considered to include this option clause.
(3) The total duration of this contract, including the exercise of any options under this clause, shall not exceed two (2) years from the date of contract award.

(End of clause)

6. The amount of Task Order HSTS04-11-J-CT2052 (TO19) is expected to be $16,279,186 for the base year and, if the option is exercised, $10,831,934 will be added for a total task order value of $27,111,120.

7. The terms and conditions of the base IDIQ Contract Number HSTS04-09-D-ST2232 apply to the award of Task Order, HSTS04-11-J-CT2052 (TO19).

END OF TASK ORDER

ORDER FOR SUPPLIES OR SERVICES

PAGE 1 OF PAGES 12

IMPORTANT: Mark all packages and papers with contract and/or order numbers.

1. DATE OF ORDER: 04/13/2011	2. CONTRACT NO. (If any): HSTS04-09-D-ST2232
3. ORDER NO.: HSTS04-11-J-CT7509	4. REQUISITION/REFERENCE NO.: 2111201CT7509; CT7525
5. ISSUING OFFICE (Address correspondence to): Office of Acquisition 701 S 12TH STREET ARLINGTON VA 20598	6. SHIP TO: a. NAME OF CONSIGNEE: Security Technology b. STREET ADDRESS: 701 S 12TH STREET Attn: DEBRA J. MUNSON c. CITY: ARLINGTON; d. STATE: VA; e. ZIP CODE: 20598
7. TO: Steven R. Millman a. NAME OF CONTRACTOR: Boeing Company b. COMPANY NAME: c. STREET ADDRESS: 1215 S. Clark St Suite 600 d. CITY: Arlington; e. STATE: VA; f. ZIP CODE: 222023259	f. SHIP VIA 8. TYPE OF ORDER ☐ a. PURCHASE REFERENCE YOUR: Please furnish the following on the terms and conditions specified on both sides of this order and on the attached sheet, if any, including delivery as indicated. ☒ b. DELIVERY Except for billing instructions on the reverse, this delivery order is subject to instructions contained on this side only of this form and is issued subject to the terms and conditions of the above-numbered contract.
9. ACCOUNTING AND APPROPRIATION DATA: See Schedule	10. REQUISITIONING OFFICE
11. BUSINESS CLASSIFICATION (Check appropriate box(es)): ☐ a. SMALL ☐ b. OTHER THAN SMALL ☐ c. DISADVANTAGED ☐ g. SERVICE-DISABLED VETERAN-OWNED ☐ d. WOMEN-OWNED ☐ e. HUBZone ☐ f. EMERGING SMALL BUSINESS	12. F.O.B. POINT: Destination
13. PLACE OF: a. INSPECTION: Destination; b. ACCEPTANCE: Destination	14. GOVERNMENT B/L NO. 15. DELIVER TO F.O.B. POINT ON OR BEFORE (Date) 16. DISCOUNT TERMS: Net 30

17. SCHEDULE (See reverse for Rejections)

ITEM NO. (a)	SUPPLIES OR SERVICES (b)	QUANTITY ORDERED (c)	UNIT (d)	UNIT PRICE (e)	AMOUNT (f)	QUANTITY ACCEPTED (g)
	Tax ID Number: 91-0425694 DUNS Number: 807414318 A. The Government hereby issues Task Order HSTS04-11-J-CT7509 (TO 16) under Contract Number HSTS04-09-D-ST2232 to obtain Program Management and Systems Integration Services Continued ...					

18. SHIPPING POINT	19. GROSS SHIPPING WEIGHT	20. INVOICE NO.	17(h) TOTAL (Cont. pages)
21. MAIL INVOICE TO:			
a. NAME: US Coast Guard Financial Center			$4,231,750.00
SEE BILLING INSTRUCTIONS ON REVERSE b. STREET ADDRESS (or P.O. Box): TSA Commercial Invoices P.O. Box 4111			17(i) GRAND TOTAL
c. CITY: Chesapeake; d. STATE: VA; e. ZIP CODE: 23327-4111			$4,231,750.00

22. UNITED STATES OF AMERICA BY (Signature): Susan B Messina

23. NAME (Typed): Susan B. Messina
TITLE: CONTRACTING/ORDERING OFFICER

IMPORTANT: Mark all packages and papers with contract and/or order numbers.

DATE OF ORDER	CONTRACT NO.	ORDER NO.
04/13/2011	HSTS04-09-D-ST2232	HSTS04-11-J-CT7509

ITEM NO. (a)	SUPPLIES/SERVICES (b)	QUANTITY ORDERED (c)	UNIT (d)	UNIT PRICE (e)	AMOUNT (f)	QUANTITY ACCEPTED (g)
	for the TSA Systems Integration Facility (TSIF) in accordance with Section C, Statement of Work and as indicated in the following pages and the detailed task order statement of work (Attachment 1). B. The task order period of performance is for a base period of 12-months from the date of award; and a 12-month option period. C. The total value of task order 16 at the conclusion of the period of performance is expected to be $5,019,421; with a base year value of $2,644,715; and the option year 1 value of $2,374,705. D. This is a cost plus fixed fee task order (CPFF) that will be incrementally funded as indicated below. Funding is obligated in the amount of $4,231,750. The remaining balance, $787,681, is associated with the Option Year and will be funded by a future modication. Admin Office: OFFICE OF ACQUISITION 701 S 12TH STREET ARLINGTON VA 20598 Period of Performance: 04/13/2011 to 04/12/2013			(b)(4)		
00001	CLIN 0001, Program Management Base Year (April 13, 2011 - April 12, 2012) Accounting Info: 5AV101A000D2011SWE043GE000023006200622 CTO-6202000000000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4)	1	JB			
00002	CLIN 0001, Program Management Base Year (April 13, 2011 - April 12, 2012) Continued ...	1	JB			

TOTAL CARRIED FORWARD TO 1ST PAGE (ITEM 17(H))

IMPORTANT: Mark all packages and papers with contract and/or order numbers.

DATE OF ORDER	CONTRACT NO.	ORDER NO.
04/13/2011	HSTS04-09-D-ST2232	HSTS04-11-J-CT7509

ITEM NO. (a)	SUPPLIES/SERVICES (b)	QUANTITY ORDERED (c)	UNIT (d)	UNIT PRICE (e)	AMOUNT (f)	QUANTITY ACCEPTED (g)
	Accounting Info: 5AV101A000D2011SWE030GE000423006200622 CTO-6202000000000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4)			(b)(4)		
00003	CLIN 0002, TSIF Integration & Installation Services Base Year (April 13, 2011 - April 12, 2012) The base year total value of CLIN 0002, TSIF Integration & Installation Services is (b)(4) as indicated below: CLIN 0002A, PSP: (b)(4) CLIN 0002B, EBSP: CLIN 0002C, Cargo CLIN 0002D, Other Test Activities As Required: (b)(4) Accounting Info: 5AV101A000D2011SWE030GE000423006200622 CTO-6202000000000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4)	1	JB			
00004	CLIN 0002, TSIF Integration & Installation Services Base Year (April 13, 2011 - April 12, 2012) Accounting Info: 5AV101B010D2011SWE044GE012523006200622 CTO-6202000000000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4)	1	JB			
00005	CLIN 0002, TSIF Integration & Installation Services Base Year (April 13, 2011 - April 12, 2012) Continued ...	1	JB			

TOTAL CARRIED FORWARD TO 1ST PAGE (ITEM 17(H))

IMPORTANT: Mark all packages and papers with contract and/or order numbers.

DATE OF ORDER	CONTRACT NO.	ORDER NO.
04/13/2011	HSTS04-09-D-ST2232	HSTS04-11-J-CT7509

ITEM NO. (a)	SUPPLIES/SERVICES (b)	QUANTITY ORDERED (c)	UNIT (d)	UNIT PRICE (e)	AMOUNT (f)	QUANTITY ACCEPTED (g)
	Accounting Info: 5AV101B010D2011SWE044GE012523006200622 CTO-6202000000000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4)			(b)(4)		
00006	CLIN 0003, Travel Base Year (April 13, 2011 - April 12, 2012) Accounting Info: 5AV101A000D2011SWE030GE000423006200622 CTO-6202000000000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4)	1	JB			
00007	CLIN 0004, Fee Base Year (April 13, 2011 - April 12, 2012) Accounting Info: 5AV101A000D2011SWE030GE000423006200622 CTO-6202000000000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4)	1	JB			
00008	CLIN 1001, Program Management Option Year 1 (April 13, 2012 - April 12, 2013) Accounting Info: 5AV101A000D2011SWE030GE000423006200622 CTO-6202000000000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4) Continued ...	1	JB			

IMPORTANT: Mark all packages and papers with contract and/or order numbers.

DATE OF ORDER	CONTRACT NO.	ORDER NO.
04/13/2011	HSTS04-09-D-ST2232	HSTS04-11-J-CT7509

ITEM NO. (a)	SUPPLIES/SERVICES (b)	QUANTITY ORDERED (c)	UNIT (d)	UNIT PRICE (e)	AMOUNT (f)	QUANTITY ACCEPTED (g)
				(b)(4)		
00009	CLIN 1001, Program Management Option Year 1 (April 13, 2012 - April 12, 2013) Accounting Info: 5AV101B010D2011SWE044GE012523006200622 CTO-6202000000000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4)	1	JB			
00010	CLIN 1002, TSIF Integration & Installation Services Option Year 1 (April 13, 2012 - April 12, 2013) The option year (1) total value for CLIN 1002, TSIF Integration & Installation Services is (b)(4) as indicated below: CLIN 1002A, PSP: (b)(4) CLIN 1002B, EBSP: CLIN 1002C, Cargo: CLIN 1002D, Other Test Activities As Required: (b)(4) Accounting Info: 5AV101B010D2011SWE044GE012523006200622 CTO-6202000000000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4)	1	JB			
00011	CLIN 1003, Travel Option Year 1 (April 13, 2012 - April 12, 2013) Accounting Info: Continued ...	1	JB			

IMPORTANT: Mark all packages and papers with contract and/or order numbers.

DATE OF ORDER	CONTRACT NO.	ORDER NO.
04/13/2011	HSTS04-09-D-ST2232	HSTS04-11-J-CT7509

ITEM NO. (a)	SUPPLIES/SERVICES (b)	QUANTITY ORDERED (c)	UNIT (d)	UNIT PRICE (e)	AMOUNT (f)	QUANTITY ACCEPTED (g)
	5AV101B010D2011SWE044GE012523006200622 CTO-6202000000000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4)				(b)(4)	
00012	CLIN 1004, Fee Option Year 1 (April 13, 2012 - April 12, 2013) Accounting Info: 5AV101B010D2011SWE044GE012523006200622 CTO-6202000000000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4) The total amount of award: $4,231,750.00. The obligation for this award is shown in box 17(i).	1	JB			

TOTAL CARRIED FORWARD TO 1ST PAGE (ITEM 17(H))

The Government hereby issues Task Order HSTS04-11-J-CT7509 (TO 16) under contract number HSTS04-09-D-ST2232 to obtain Program Management and Systems Integration Services for the TSA Systems Integration Facility (TSIF) in accordance with Section C, Statement of Work and as indicated in the detailed task order statement of work (Attachment 1).

Accordingly, the following applies:

1. Section B - Supplies or Services and Price/Cost

CLIN	Description	Contract Type	Quantity	Unit	Unit Price	Total
Base Year						
0001	Program Management	CPFF	1	JB	(b)(4)	
0002	TSIF Integration & Installation Services	As Indicated Below				
0002A	*Passenger Screening Program (PSP)*	CPFF	1	JB		
0002B	*Electronic Baggage Screening Program (EBSP)*	CPFF	1	JB		
0002C	*Cargo*	CPFF	1	JB		
0002D	*Other Test Activities As Required*	CPFF	1	JB		
0003	Travel	Cost	1	JB		
0004	Fixed - Fee		1	JB		
	Base Year Total:					**$2,644,715**
CLIN	**Description**	**Contract Type**	**Quantity**	**Unit**	**Unit Price**	**Total**
Option Year 1						
1001	Program Management	CPFF	1	JB	(b)(4)	
1002	TSIF Integration & Installation Services	As Indicated Below		JB		
1002A	*Passenger Screening Program (PSP)*	CPFF	1	JB		
1002B	*Electronic Baggage Screening Program (EBSP)*	CPFF	1	JB		
1002C	*Cargo*	CPFF	1	JB		
1002D	*Other Test Activities As Required*	CPFF	1	JB		
1003	Travel	Cost	1	JB		
1004	Fixed - Fee		1	JB		
	Option Year 1 Total:					**$2,374,706**
	Base + Option 1 Total:					**$5,019,421**

2. Section C - Description/Specs/Work Statement

a. The Contractor shall provide all program management and systems integration and installation services necessary to support various equipment technologies in support of the Transportation Security Administration's System Integration Facility (TSIF).

b. The contractor shall deliver the supplies and/or services in accordance with Section C of Contract HSTS04-09-D-ST2232, as well as, the attached SOW for the TSIF (Attachment 1)

c. The terms and conditions of Contract HSTS04-09-D-ST2232 apply.

3. Section F – Deliveries or Performance

The Period of Performance for this Task Order shall be a base year of 12-months from the date of award; and one 12-month option year.

4. Section G – Contract Administration Data

a. Government Points of Contact:

Contracting Officer	**Susan Messina**	**571-**	(b)(6)	(b)(6)
Contracting Specialist	**Debra Munson**	**864-**		
Task Order Contracting Officer's Technical Representative	**Greg Miller**	**571-**		
IDIQ Contract COTR	**Charles Kelley**	**571-**		

b. Invoicing:

(1) Attention should be directed to Clause 52.232-25 entitled "Prompt Payment", which is incorporated into this contract by the applicable general provision in Section I herein. Furthermore, this provision shall be read and applied as modified herein.

(2) The contractor shall submit proper invoices to the address below:

United States Coast Guard Financial Center
TSA Commercial Invoices
P.O. Box 4111
Chesapeake, VA 23326-4111

(3) The COTR is responsible for verifying and certifying that the items or services have been inspected, accepted, and/or meet the requirements of the award.

(4) Invoices shall contain the following information:

- Mailing address for Contractor
- Invoice date and invoice number
- CLIN, Description, quantity, unit of measure, unit price, and extended price of services delivered and accepted by TSA
- The appropriate line of accounting for invoiced Contract Line Items
- Name and address of the Contractor official to whom payment is to be sent (must be the same as that in the agreement or in a proper notice of assignment)

- Name (where practicable), title phone number, and mailing address of person to notify in the event of a defective invoice
- Taxpayer Identification Number (TIN)
- Electronic funds transfer (EFT) banking information

(5) Supplemental Invoice Documentation: Contractors shall submit all supplemental invoice documentation (e.g. copies of subcontractor invoices, travel vouchers, etc) necessary to approve an invoice along with the original invoice. The Contractor invoice must contain the information stated in the Prompt Payment Clause in order to be received and processed by FinCen. Supplemental invoice documentation required for review and approval of invoices may, at the written direction of the Contracting Officer, be submitted directly to either the Contracting Officer, or the Contracting Officer's Technical Representative.

(6) Payment Status: Contractors may inquire on the payment status of an invoice by any of the following means:

(a) Via the internet: https://www.fincen.uscg.mil/secure/PH_menu.htm

(b) Contacting the FinCen Customer Service Section via telephone at (757) 523-6940 (Voice Option #1). The hours of operation for the Customer Service line are 8:00 AM to 5:00 PM Eastern Time, Monday through Friday. However, the Customer Service line has a voice-mail feature that is available 24 hours per day, 7 days per week.

(c) Via the Payment Inquiry Form https://www.fincen.uscg.mil/secure/payment.htm

c. Incremental Funding and Limitation of cost or funds:

(1) INCREMENTAL FUNDING

The total value of this task order at the completion of the Period of Performance is expected to be $5,019,421.00. Funding in that amount is not currently available to the Contracting Officer. Task Order HSTS04-11-J-CT7509 is fully funded for the base year award and contains lines which are incrementally funded for the option year. Therefore, the task order is incrementally funded as indicated below. Additionally, the option year funding is not available for invoicing until such time as the Contracting Officer exercises the option or otherwise provides written approval. As prescribed in FAR 32.705-2(b), the Contracting Officer hereby inserts the clause at 52.232-22, Limitation of Funds.

	Date	**Amount of Funding**
Base Award	April 13, 2011	$4,231,750.00
(Future)		$787,671.00

(2) LIMITATION OF FUNDS (APR 1984)

(a) The parties estimate that performance of this contract will not cost the Government more than the estimated cost specified specified in the Task Order. The Contractor agrees to use its best efforts to perform the work specified in the Task Order and all obligations under this contract within the estimated cost.

(b) The Task Order specifies the amount presently available for payment by the Government and allotted to this contract, the items covered, and the period of performance it is estimated the allotted amount will cover. The parties contemplate that the Government will allot additional funds incrementally to the contract up to the full estimated cost to the Government specified in the Task Order, exclusive of any fee. The Contractor agrees to perform, or have performed, work on the contract up to the point at which the total amount paid and payable by the

Government under the contract approximates but does not exceed the total amount actually allotted by the Government to the contract.

(c) The Contractor shall notify the Contracting Officer in writing whenever it has reason to believe that the costs it expects to incur under this contract 90 days, when added to all costs previously incurred, will exceed 75 percent of the total amount so far allotted to the contract by the Government. The notice shall state the estimated amount of additional funds required to continue performance for the period specified in the Task Order.

(d) Sixty days before the end of the period specified in the Task Order, the Contractor shall notify the Contracting Officer in writing of the estimated amount of additional funds, if any, required to continue timely performance under the contract or for any further period specified in the Task Order or otherwise agreed upon, and when the funds will be required.

(e) If, after notification, additional funds are not allotted by the end of the period specified in the Task Order or another agreed-uon date, upon the Contractor's written request the Contracting Officer will terminate this contract on that date in accordance with the provisions of the Termination clause of this contract. If the Contractor estimates that the funds available will allow it to continue to discharge its obligations beyond that date, it may specify a later date in its request, and the Contracting Officer may terminate this contract on that later date.

(f) Except as required by other provisions of this contract, specifically citing and stated to be an exception to this clause—

(1) The Government is not obligated to reimburse the Contractor for costs incurred in excess of the total amount allotted by the Government to this contract; and

(2) The Contractor is not obligated to continue performance under this contract (including actions under the Termination clause of this contract) or otherwise incur costs in excess of the amount then allotted to the contract by the Government until the Contracting Officer notifies the Contractor in writing that the amount allotted by the Government has been increased and specifies an increased amount, which shall then constitute the total amount allotted by the Government to this contract.

(g) The estimated cost shall be increased to the extent that the amount allotted by the Government exceeds the estimated cost specified in the Task Order.

(h) No notice, communication, or representation in any form other than that specified in subparagraph (f)(2) above, or from any person other than the Contracting Officer, shall affect the amount allotted by the Government to this contract. In the absence of the specified notice, the Government is not obligated to reimburse the Contractor for any costs in excess of the total amount allotted by the Government to this contract, whether incurred during the course of the contract or as a result of termination.

(i) When and to the extent that the amount allotted by the Government to the contract is increased, any costs the Contractor incurs before the increase that are in excess of the amount previously allotted by the Government shall be allowable to the same extent as if incurred afterward, unless the Contracting Officer issues a termination or other notice and directs that the increase is solely to cover termination or other specified expenses.

(j) Change orders shall not be considered an authorization to exceed the amount allotted by the Government specified in the Task Order, unless they contain a statement increasing the amount allotted.

(k) Nothing in this clause shall affect the right of the Government to terminate this contract. If this contract is terminated, the Government and the Contractor shall negotiate an equitable distribution of all property produced or purchased under the contract; based upon the share of costs incurred by each.

(l) If the Government does not allot sufficient funds to allow completion of the work, the Contractor is entitled to a percentage of the fee specified in the Schedule equaling the percentage of completion of the work contemplated by this contract.

(End of clause)

d. Accounting and Appropriation Data:

(1) The following Accounting and Appropriation Data is provided:

Purchase Request Number	CLIN	Description	Contract Type	Amount	Accounting Code
Base Year					
21-11-201CT7509	0001	Program Management	CPFF	(b)(4)	5AV101A000D2011SWE043GE000023006200 622CTO-6202000000000000-251B Funded: (b)(4) PR Line 00001) 5AV101A000D2011SWE030GE000423006200 622CTO-6202000000000000-251B Funded: (b)(4) (PR Line 00002)
21-11-201CT7509	0002	TSIF Integration and Installation Services	CPFF		5AV101A000D2011SWE030GE000423006200 622CTO-6202000000000000-251B Funded: (b)(4) PR Line 00002) 5AV101B010D2011SWE044GE012523006200 622CTO-6202000000000000-251B Funded: (b)(4) PR Line 00003)
21-11-201CT7525					5AV101B010D2011SWE044GE012523006200 622CTO-6202000000000000-251B Funded: (b)(4) (PR Line 00001)
21-11-201CT7525	0003	Travel	Cost		5AV101A000D2011SWE030GE000423006200 622CTO-6202000000000000-251B Funded: (b)(4) PR Line 00002)
21-11-201CT7525	0004	Fixed Fee (6%)			5AV101A000D2011SWE030GE000423006200 622CTO-6202000000000000-251B Funded: (b)(4) (PR Line 00002)
Option Year 1					
21-11-201CT7525	1001	Program Management	CPFF		5AV101A000D2011SWE030GE000423006200 622CTO-6202000000000000-251B Funded: (b)(4) PR Line 00002) 5AV101B010D2011SWE044GE012523006200 622CTO-6202000000000000-251B Funded: (b)(4) PR Line 00001)
21-11-201CT7525	1002	TSIF Integration and Installation Services	CPFF		5AV101B010D2011SWE044GE012523006200 622CTO-6202000000000000-251B Incrementally Funded: (b)(4) PR Line 00001) Amount of Future Funding: (b)(4)
21-11-201CT7525	1003	Travel	Cost		5AV101B010D2011SWE044GE012523006200 622CTO-6202000000000000-251B Incrementally Funded: (b)(4) (PR Line 00001) Amount of Future Funding: (b)(4)
21-11-201CT7525	1004	Fixed Fee (6%)			5AV101B010D2011SWE044GE012523006200 622CTO-6202000000000000-251B Incrementally Funded: (b)(4) PR Line 00001) Amount of Future Funding: (b)(4)
		TOTAL TASK ORDER AMOUNT:			**$5,019,421**
		TOTAL FUNDED AMOUNT:			**$4,231,750**
		AMOUNT TO BE FUNDED:			**$787,671**

(2) Task Order 16 contains cost-plus-fixed-fee (CPFF) and cost reimbursable (CR) CLIN(s). The CPFF and CR CLIN(s) will be invoiced monthly and will include actual costs and proposed fee, if applicable.

(3) Task Order, HSTS04-11-J-CT7509 (TO16) shall be governed by the terms and conditions of the base IDIQ Contract Number HSTS04-09-D-ST2232. The total value of this task order at the completion of the total Period of Performance is expected to be $5,019,421.

END OF TASK ORDER

STATEMENT OF WORK
TSA SYSTEMS INTEGRATION FACILITY TEST AREA DESIGN AND SUPPORT

1.0 INTRODUCTION:

This Task Order is issued under the Security Equipment Systems Integration (SESI) Indefinite Delivery Indefinite Quantity (IDIQ) Contract and is for services, including program management and administrative support, for Baggage Handling System (BHS) equipment integration and operation, passenger screening equipment set up and operation, Cargo equipment set up/integration and operation, and general test event support at the TSA's System Integration Facility (TSIF). The contractor shall support the TSIF Infrastructure Manager in coordinating and providing support to the Test and Evaluation program. The Contractor shall not begin any task without the written (email) notification from the COTR or COTR designated task lead. The Contractor shall perform any or all tasks and specific requirements of this statement of work in accordance with the base IDIQ contract award.

2.0 SCOPE OF WORK

The contractor shall provide the support services to ensure test events can be accomplished at the TSIF. Services shall include but not be limited to:

- Building modifications to accommodate planned test events which could include electrical, structural, HVAC, or other structural alterations as required.
- Coordination of equipment deliveries to include delivery, rigging, installation integration, sustainment, removal and area restoration as required.
- Preparation of proper equipment operation and subsystem (s) operation as required.
- Obtaining all necessary approvals, permits, authorizations, etc. required for providing building utilities for equipment installation.
- Coordination of equipment removal or redeployment to include rigging, installation integration, sustainment, removal and area restoration as required.

This task order statement of work delineates direct support requirements for services, including management and administrative support, system and infrastructure modifications, and BHS maintenance to support Next Generation screening equipment testing at the TSIF.

3.0 APPLICABLE DOCUMENTS:

TSA shall provide any or all applicable documents in accordance with the base contract award.

4.0 TASKS & SPECIFIC REQUIREMENTS:

4.1 Overview

The Contractor shall perform any or all activities in accordance with the base IDIQ contract award.

4.2 Test Area Task Order Requirements

For all events, the contractor will ensure that systems under test are configured appropriately to meet integration objectives and will demonstrate system performance to the Government. The contractor will contribute schedules for all design and integration activities to the Government. Upon the completion of all events, the contractor shall demonstrate to the Government that all functional integration objectives have been met. If, during the course of operation, additional modifications or corrections to the integration are required the contractor will expedite corrective actions and/or modifications. The Contractor will support integration site acceptance testing. For all events, the Government shall supply integration objectives as well as baseline AutoCAD drawings.

4.2.1 The contractor shall perform integration activities to support the Checked Baggage/BHS Test Area which could involve up to twelve inline and six stand alone EDS. EDS implementation includes but is not limited to:

a) Integration schedule
b) Parts procurement schedule
c) Software / PLC modification schedule
d) Progress reports as required
e) Securing traversal equipment/personnel such as forklifts and riggers to arrange for transport and placements of OEM equipment within the facility.
f) Procure items such as transformers, panels, network components, etc.
g) Participate in EDS delivery and placement
h) Provide on-site personnel qualified to operate a forklift to move GFE or test equipment/articles as required
i) Perform EDS Operational readiness test (ORT) and Site Acceptance Test (SAT) as required
j) Organize and stow crating material that may be required for future use,
k) Conduct PLC programming (as required and defined in each integration event),
l) Specific integration events may require that the PLC code specific to the BHS/EDS integration to be "portable."
m) Manage software programming (as required and defined in each integration event).
n) Evaluate On Screen Resolution Performance,

o) CBRA specific system evaluations, and
p) Running specific scripts with targeted articles to be inspected.

4.2.2 The contractor shall perform integration activities to support the Passenger Screening Laboratory which could involve up to 20 X-Ray, Checkpoint Advanced Technology, or other types of detection equipment such as Shoe Scanners Trace Detectors, Exit Lane Monitors or other technologies as required by the government . System implementation includes but is not limited to:

a) Installation schedule
b) Parts procurement schedule,
c) Progress reports as required,
d) Securing traversal equipment/personnel such as forklifts and riggers to arrange for transport and placements of OEM equipment within the facility,
e) Procure items such as transformers, panels, network components, etc.
f) Participate in equipment delivery and placement and relocation/redeployment,
g) Provide on-site personnel qualified to operate a forklift to move GFE or test equipment/articles as required
h) Perform Operational Readiness Test (ORT) and/or Site Acceptance Test (SAT) as required or witness OEM perform these tasks,
i) Organize, stow, or arrange for disposal of crating material,
j) Support equipment reconfigurations within the Test Area if required
k) Collaborate with T&E personnel in assessing integrated system performance.

4.2.3 The contractor shall support up to 10 additional events requiring modification of test areas to support customer tests/demonstrations such as concept of operations in support of system optimization, process evaluations, or other equipment interactions deemed necessary by the government. Support includes but is not limited to:

a) Installation schedule
b) Parts procurement schedule,
c) Progress reports as required,
d) Securing traversal equipment/personnel such as forklifts and riggers to arrange for transport and placements of OEM equipment within the facility,
e) Procure items such as transformers, panels, network components, etc.
f) Participate in equipment delivery and placement and relocation/redeployment,
g) Perform Operational Readiness Test (ORT) and/or Site Acceptance Test (SAT) as required or witness OEM perform these tasks,
h) Organize, stow, or arrange for disposal of crating material,
i) Support equipment reconfigurations within the Test Area if required
j) Collaborate with T&E personnel in assessing integrated system performance.

4.2.4 The contractor shall perform integration activities to support the Cargo Test Area which could involve up to 20 screening systems, depending on the Qualification Group Test Window, or other test events involving the Cargo Test Area, as directed or required by the government. System implementation includes but is not limited to:

a) Installation schedule
b) Parts procurement schedule,
c) Progress reports as required,
d) Securing traversal equipment/personnel such as forklifts and riggers to arrange for transport and placements of OEM equipment within the facility,
e) Procure items such as transformers, panels, network components, etc.
f) Participate in equipment delivery and placement and relocation/redeployment,
g) Provide on-site personnel qualified to operate a forklift to move GFE or test equipment/articles as required
h) Perform Operational Readiness Test (ORT) and/or Site Acceptance Test (SAT) as required or witness OEM perform these tasks,
i) Organize, stow, or arrange for disposal of crating material,
j) Support equipment reconfigurations within the Test Area if required
k) Collaborate with T&E personnel in assessing integrated system performance.

4.3 Specific Test Support Duties

Specific Test Support includes but is not limited to:

- Reconfigure existing TSIF equipment for tests and integrate them into the Baggage Handling System (BHS).
- Support the design of test area configurations and reconfigurations for test events (electrical, storage, floor, conveyor builds, etc.).
- Manage the configuration of all Test Area equipment and ensure the accuracy of the current test area configuration.
- Responsible for re-integration and functional verification of screening systems/equipment after relocation within the TSIF.
- BHS maintenance as needed up to 24 hours a day 7 days a week
- Provide testing support personnel on an as-needed basis beyond the ability of the dedicated BHS maintenance staff.
- May be required to operate specialized test equipment to support engineering initiatives
- Provide on-site personnel qualified to operate a forklift to move GFE or test equipment/articles as required
- Update and maintain integration Test Area Configuration Management (CM) documentation with each reconfiguration design and build-out of the Integration Test Area in support of the evaluations of systems in the TSIF.
- Maintain accurate as-built drawings of the Test Area equipment configuration.
- Maintain Equipment configuration Control of all equipment acquired under this contract.

- Acquire and install Integration Test Area infrastructure (e.g., BHS, network cabling, and power cabling) as required.
- Design, acquire, install, and maintain equipment required to reconfigure the Integration Test Area.

5.0 Program Management and Support Team

In addition to the program management requirements outlined in paragraphs 3.0 of the base contract, the Contractor shall provide a dedicated program management team to support specific TSIF project requirements outlined in this task order. Table 1 outlines the Government's anticipated personnel composition for the program management team for the Base and Option Year 1 of the task order requirement.

Table 1 – Anticipated Labor Categories

Base Year
Position
Task Order Manager (1)
Lead Design Engineer (1)
BHS Technical Lead/Maintenance Manager(1)
BHS Technicians (3) controls, systems, & electrical
Program Management Assistant
General Maintenance Technician, Forklift Qualified
Option Year 1
Position
Task Order Manager (1)
Lead Design Engineer (1)
BHS Technical Lead/Maintenance Manager(1)
BHS Technicians (3) controls, systems, & electrical
Program Management Assistant
General Maintenance Technician, Forklift Qualified

The program management team will be responsible for ensuring compliance with the base order requirements and for rolling up task order specific information into the base order reports. The program management team will also be responsible for initiating, planning, executing, controlling / monitoring, and closing each project covered by this task order.

6.0 Performance Requirements

The Contractor shall be responsible for providing all products and/or services in accordance with the task order statement of word and the IDIQ base contract award.

7.0 Deliverables

The Contractor shall submit all deliverable products in accordance with the base contract award.

8.0 GOVERNMENT FURNISHED INFORMATION

TSA will provide the following information to the Contractor:

- Installation and Integration Guides for all machines to be integrated in the CASS and/or CBSS. It is understood by TSA that failure to provide Contractor this information no less than 30 days prior to scheduled integration may result in delays.
- Deployment and testing schedules.
- Site Specific Test Plans prepared by others for iSAT of each EDS machine.
- Power requirements and notional layout of Screening equipment to be installed.

9.0 PERIOD OF PERFORMANCE

The period of performance will be one (1) year from the date of task order award and a 1-year Option.

ORDER FOR SUPPLIES OR SERVICES

PAGE 1 OF 7

1. CONTRACT/PURCH ORDER/AGREEMENT NO.	2. DELIVERY ORDER/CALL NO.	3. DATE OF ORDER/CALL (YYYYMMMDD)	4. REQUISITION/PURCH REQUEST NO.	5. PRIORITY
HSTS04-09-D-ST2232	HSTS04-11-J-CT8511	4/6/2011	2111201CT8511	

6. ISSUED BY CODE 20
Office of Acquisition
701 S 12TH STREET
ARLINGTON VA 20598

7. ADMINISTERED BY (If other than 6) CODE 04
Security Technology
601 S 12TH STREET
ARLINGTON VA 20598

8. DELIVERY FOB
X DESTINATION
OTHER (See Schedule if other)

9. CONTRACTOR CODE 807414318 FACILITY
NAME AND ADDRESS
Boeing Company
Attn: Charles Jurna
1421 Jefferson Davis Highway, Ste 2
Arlington VA 222023292

10. DELIVER TO FOB POINT BY (Date) (YYYYMMMDD)

11. X IF BUSINESS IS
SMALL
SMALL DISADVANTAGED
WOMEN-OWNED

12. DISCOUNT TERMS
Net 30

13. MAIL INVOICES TO THE ADDRESS IN BLOCK

14. SHIP TO CODE

15. PAYMENT WILL BE MADE BY CODE
US Coast Guard Financial Center
TSA Commercial Invoices
P.O. Box 4111
Chesapeake VA 23327-4111

MARK ALL PACKAGES AND PAPERS WITH IDENTIFICATION NUMBERS IN BLOCK 1 AND 2.

16. TYPE OF ORDER
DELIVERY/CALL: X — This delivery order/call is issued on another Government agency or in accordance with and subject to terms and conditions of above numbered contract.
PURCHASE: — Reference your ____ furnish the following on terms specified herein.

ACCEPTANCE. THE CONTRACTOR HEREBY ACCEPTS THE OFFER REPRESENTED BY THE NUMBERED PURCHASE ORDER AS IT MAY PREVIOUSLY HAVE BEEN OR IS NOW MODIFIED, SUBJECT TO ALL OF THE TERMS AND CONDITIONS SET FORTH, AND AGREES TO PERFORM THE SAME.

NAME OF CONTRACTOR | SIGNATURE | TYPED NAME AND TITLE | DATE SIGNED (YYYYMMMDD)

☐ If this box is marked, supplier must sign Acceptance and return the following number of copies:

17. ACCOUNTING AND APPROPRIATION DATA/LOCAL USE
See Schedule

18. ITEM NO.	19. SCHEDULE OF SUPPLIES/SERVICES	20. QUANTITY ORDERED/ ACCEPTED*	21. UNIT	22. UNIT PRICE	23. AMOUNT
	Tax ID Number: 91-0425694 Continued ...				

*If quantity accepted by the Government is same as quantity ordered, indicate by X. If different, enter actual quantity accepted below quantity

24. UNITED STATES OF AMERICA
BY: Susan B. Messina
CONTRACTING/ORDERING OFFICER

25. TOTAL $6,250,000.00
26. DIFFERENCES

27a. QUANTITY IN COLUMN 20 HAS BEEN
☐ INSPECTED ☐ RECEIVED ☐ ACCEPTED, AND CONFORMS TO THE CONTRACT EXCEPT AS NOTED:

b. SIGNATURE OF AUTHORIZED GOVERNMENT REPRESENTATIVE | c. DATE (YYYYMMMDD) | d. PRINTED NAME AND TITLE OF AUTHORIZED GOVERNMENT REPRESENTATIVE

e. MAILING ADDRESS OF AUTHORIZED GOVERNMENT REPRESENTATIVE

f. TELEPHONE NUMBER | g. E-MAIL ADDRESS

28. SHIP. NO. ☐ PARTIAL ☐ FINAL

29. D.O. VOUCHER NO.

30. INITIALS

31. PAYMENT ☐ COMPLETE ☐ PARTIAL ☐ FINAL

32. PAID BY

33. AMOUNT VERIFIED CORRECT FOR

34. CHECK NUMBER

35. BILL OF LADING NO.

36. I CERTIFY THIS ACCOUNT IS CORRECT AND PROPER FOR PAYMENT.
a. DATE (YYYYMMMDD) | b. SIGNATURE AND TITLE OF CERTIFYING OFFICER

37. RECEIVED AT	38. RECEIVED BY (Print)	39. DATE RECEIVED (YYYYMMMDD)	40. TOTAL CONTAINERS	41. S/R ACCOUNT NUMBER	42. S/R VOUCHER NO.

NAME OF OFFEROR OR CONTRACTOR
Boeing Company

ITEM NO.	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
	DUNS Number: 807414318				(b)(4)
	The Government hereby issues Task Order HSTS04-11-J-CT8511 (TO 009-1) under contract number HSTS04-09-D-ST2232 which includes the following Task Areas: Task Area 1 for Logistic Support Services (LSS) for unscheduled and unplanned Installations, Moves, Adds, and Changes (IMACs) of new and used Transportation Security Equipment (TSE) including Furniture, Fixings & Equipment (FF&E); and Task Area 2 for Equipment installation, removal and relocation projects at various TSA designated locations for the Electronic Trace Detection (ETD) equipment recapitalization project. Work shall be performed in accordance with Attachment 1, Statement of Work. This Task Order is being dual-funded by the EBSP and PSP programs. As a result, the following sub-Line Items are established for funding purposes only. See page x for additional line item detail. Period of Performance: 04/07/2011 to 04/06/2012				
00001AA	Program Management (EBSP Funded). This Line Item is FFP and fully funded. Accounting Info: 5AV101B010D2011SWE044GE012523006200622CTO-6202000000000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4)	1	JB		
00001AB	Program Management (PSP Funded). This Line Item is FFP and fully funded. Accounting Info: 5AV112A000D2011SWE030GE000423006200622CTO-6202000000000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4)	1	JB		
00002AA	Logistic Support Services and ETD Re-capitalization IAW with the SOW (EBSP Funded) Continued ...	1	JB		

NAME OF OFFEROR OR CONTRACTOR
Boeing Company

ITEM NO.	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
	Accounting Info: 5AV101B010D2011SWE044GE012523006200622CTO-62020000 00000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4)				(b)(4)
00002AB	Logistic Support Services and ETD Re-capitalization IAW with the SOW (PSP Funded) Accounting Info: 5AV112A000D2011SWE030GE000423006200622CTO-62020000 00000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4)	1			
00003AA	Travel (EBSP Funded) Accounting Info: 5AV101B010D2011SWE044GE012523006200622CTO-62020000 00000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4)	1			
00003AB	Travel (PSP Funded) Accounting Info: 5AV112A000D2011SWE030GE000423006200622CTO-62020000 00000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b)(4)	1			
	The total amount of award: $6,250,000.00. The obligation for this award is shown in box 25.				

The Government hereby issues Task Order HSTS04-11-J-CT8511 (TO 009-1) under contract number HSTS04-09-D-ST2232 which includes the following Task Areas: Task Area 1 for Logistic Support Services (LSS) for unscheduled and unplanned Installations, Moves, Adds, and Changes (IMACs) of new and used Transportation Security Equipment (TSE) including Furniture, Fixings & Equipment (FF&E); and Task Area 2 for Equipment installation, removal and relocation projects at various TSA designated locations for the Electronic Trace Detection (ETD) equipment recapitalization project. Work shall be performed in accordance with Attachment 1, Statement of Work.

Accordingly, the following applies:

Section B – Supplies or Services and Price/Cost

BASE PERIOD – APRIL 7, 2011 THROUGH APRIL 6, 2012						
CLIN	**Description**	**Contract Type**	**Qty**	**Unit**	**Unit Cost**	**Total**
0001	Program Management	FFP	(b)(4)		(b)(4)	**$1,415,846.00**
0002	Logistic Support Services and ETD Re-capitalization IAW with the SOW	As Indicated Below				**$4,334,154.00**
0002A	Shipping	FFP	*See Attachment 2 - Pricing Matrix/Schedule*			
0002B	Rigging	FFP	*See Attachment 2 - Pricing Matrix/Schedule*			
0002C	Installation	FFP	*See Attachment 2 - Pricing Matrix/Schedule*			
0002D	De-installation	FFP	*See Attachment 2 - Pricing Matrix/Schedule*			
0002E	Temporary Storage	FFP	*See Attachment 2 - Pricing Matrix/Schedule*			
0002F	Insurance	FFP	*See Attachment 2 - Pricing Matrix/Schedule*			
0002G	Site Preparation Activities	FFP	*See Attachment 2 - Pricing Matrix/Schedule*			
0002H	Changes/Equitable Adjustments	FFP/Cost	1	lot	Subject to the Limitation of Funds clause (See SOW Section 4.18): Funded from CLIN 0002	
0003	Travel	Cost (incrementally funded)	1	lot	Subject to the Limitation of Funds clause (See SOW Section 4.17): **$500,000**	

OPTION PERIOD 1 – APRIL 7, 2012 THROUGH APRIL 6, 2013						
CLIN	**Description**	**Contract Type**	**Qty**	**Unit**	**Unit Cost**	**Total**
0001	Program Management	FFP	(b)(4)		(b)(4)	**$1,354,747.00**
0002	Logistic Support Services and ETD Re-capitalization IAW with the SOW	As Indicated Below			*To be funded if option is exercised*	
0002A	Shipping	FFP	See Attachment 2 - Pricing Matrix/Schedule			
0002B	Rigging	FFP	*See Attachment 2 - Pricing Matrix/Schedule*			
0002C	Installation	FFP	*See Attachment 2 - Pricing Matrix/Schedule*			
0002D	De-installation	FFP	*See Attachment 2 - Pricing Matrix/Schedule*			
0002E	Temporary Storage	FFP	*See Attachment 2 - Pricing Matrix/Schedule*			
0002F	Insurance	FFP	*See Attachment 2 - Pricing Matrix/Schedule*			
0002G	Site Preparation Activities	FFP	*See Attachment 2 - Pricing Matrix/Schedule*			
0002H	Changes/Equitable Adjustments	FFP/Cost	1	lot	Subject to the Limitation of Funds clause (See SOW Section 4.18):	
0003	Travel	Cost (incrementally funded)	1	lot	Subject to the Limitation of Funds clause (See SOW Section 4.17): *TBD*	

The total funds obligated to Task Order 009-1 is $6,250,000.00.

Due to the uncertain nature of this requirement and the Government's inability to state definite quantities, a ceiling price of $12,500,000.00 million is established for this Order, base period and options. CLIN 0003 is incrementally funded and is subject to the Limitation of Funds clause.

Section C - Description/Specs/Work Statement

1. The contractor shall deliver the supplies and/or services in accordance with Section C of Contract HSTS04-09-D-ST2232 and the attached Statement of Work for TO 009-1, Attachment 1 hereto.

2. The terms and conditions of Contract HSTS04-09-D-ST2232 apply.

3. In addition, Attachment 3 provides the Government responses to Offeror questions provided in Amendment 1 to the solicitation, dated 08/13/10, and clarifications provided during exchanges with Offerors, dated 02/02/1. This information is provided for reference.

Section D – Packaging and Marking

See Contract HSTS04-09-D-ST2232.

Section E – Inspection and Acceptance

See Contract HSTS04-09-D-ST2232.

Section F – Deliveries or Performance

The period of performance for the base period is April 7, 2011 through April 6, 2012. The period of performance for the option period, if exercised, is April 7, 2012 through April 6, 2013.

Section G – Contract Administration Data

1. Government Points of Contact:

Contracting Officer	**Susan Messina**	**571**	(b)(6)
Contracting Officer's Technical Representative	**Shirelle Richardson**	**571**	
Alternate Contracting Officer's Technical Representative	**Charles Kelley**	**571**	

Additional point of contacts may be added via modification or by email notice to the Contractor

2. Invoicing

(1) Attention should be directed to Clause 52.232-25 entitled "Prompt Payment", which is incorporated into this contract by the applicable general provision in Section I herein. Furthermore, this provision shall be read and applied as modified herein.

(2) The contractor shall submit proper invoices to the address below:

United States Coast Guard Financial Center
TSA Commercial Invoices
P.O. Box 4111
Chesapeake, VA 23326-4111

(3) The COTR is responsible for verifying and certifying that the items or services have been inspected, accepted, and/or meet the requirements of the award.

(4) Invoices shall contain the following information:

- Mailing address for Contractor
- Invoice date and invoice number
- CLIN, Description, quantity, unit of measure, unit price, and extended price of services delivered and accepted by TSA
- The appropriate line of accounting for invoiced Contract Line Items
- Name and address of the Contractor official to whom payment is to be sent (must be the same as that in the agreement or in a proper notice of assignment)

- Name (where practicable), title phone number, and mailing address of person to notify in the event of a defective invoice
- Taxpayer Identification Number (TIN)
- Electronic funds transfer (EFT) banking information

(5) Supplemental Invoice Documentation: Contractors shall submit all supplemental invoice documentation (e.g. copies of subcontractor invoices, travel vouchers, etc) necessary to approve an invoice along with the original invoice. The Contractor invoice must contain the information stated in the Prompt Payment Clause in order to be received and processed by FinCen. Supplemental invoice documentation required for review and approval of invoices may, at the written direction of the Contracting Officer, be submitted directly to either the Contracting Officer, or the Contracting Officer's Technical Representative.

(6) Payment Status: Contractors may inquire on the payment status of an invoice by any of the following means:

(a) Via the internet: https://www.fincen.uscg.mil/secure/PH_menu.htm

(b) Contacting the FinCen Customer Service Section via telephone at (757) 523-6940 (Voice Option #1). The hours of operation for the Customer Service line are 8:00 AM to 5:00 PM Eastern Time, Monday through Friday. However, the Customer Service line has a voice-mail feature that is available 24 hours per day, 7 days per week.

(c) Via the Payment Inquiry Form https://www.fincen.uscg.mil/secure/payment.htm

Section H – Contract Special Terms and Conditions

1. In accordance with FAR 32.705-2(b), the following clause is hereby incorporated by reference: 52.232-22, Limitation of Funds (APR 1984).

2. This Task Order, HSTS04-11-J-CT8511 (TO 9-1) shall be governed by the terms and conditions of IDIQ Contract Number HSTS04-09-D-ST2232.

END OF TASK ORDER

SECTION 1.0: Purpose

1.1 Introduction

The Transportation Security Administration (TSA) is charged with the mission of protecting the Nation's transportation systems to ensure freedom of movement for people and commerce. The mission of TSA's Office of Security Technology (OST) is to implement the best security technology solutions to further the overall mission of TSA.

1.2 Scope

This Statement of Work (SOW) for a Task Order under the Security Equipment Integration Services contract contains two main tasks:

1.2.1 Task Area 1: Logistic Support Services (LSS) for the unscheduled and unplanned Installations, Moves, Adds, and Changes (IMACs) of new and used Transportation Security Equipment (TSE) including Furniture, Fixings & Equipment (FF&E) current and future. These Logistical Support Services can include shipping, rigging, packaging, installation, temporary storage, decommissioning, uncrating, waste removal and disposal, equipment relocations within the same airport and/or terminal or between airports, equipment re-installation for an undeterminable number of locations, and equipment decommissioning. In some instances, these activities can also occur at locations such as labs, original equipment manufacturer (OEM) facilities, and other sites to be further described below.

The Contractor shall perform site surveys, site preparation, site alternation, and site restoration as required to complete an unscheduled and unplanned IMAC, although we only foresee these to occur in about 5% of the annual IMAC volumes, although actual percentages may vary. "Unscheduled and unplanned" consists of those equipment IMACs that are not included within existing or future task orders under the primary contract.

1.2.2 Task Area 2: Support the Office of Security Technology Electronic Baggage Screening Program for Electronic Trace Detection (ETD) security equipment installation, removal and relocation projects at various TSA designated locations. Example locations are outlined in Attachment A for sites requiring project planning and coordination for ETD installation, ETD decommissioning, shipping of ETDs designated for disposal to the TSA warehouse, and the re-deployment of designated ETD units to include shipping, installation, testing, waste removal and disposal, and subsequent shipping of replaced

ETD units to the TSA warehouse. Project locations and EDS quantity are subject to change based upon availability of funds and ETD units.

Due to the small foot print and minimal electrical and installation requirements for the new and reissued ETD systems, it is not anticipated that a great deal of on-site effort will be required.

The OEM is responsible for new equipment shipping and installation during some circumstances, but not all. When directed to ship and install new equipment, the Contractor shall coordinate and ensure that there is no duplication of OEM efforts and activities.

Unless specifically modified within this SOW, the Contractor shall perform any or all tasks and specific requirements outlined within the Base Contract. Any modifications to the SOW requirements of the Base Contract are applicable to this Task Order only and do not relieve the contractor of any other task order requirements under the Base Contract.

SECTION 2.0: Background

The Requirements Management Advisory Group (ReMAG) oversees requirements-gathering, analysis, and validation. The ReMAG is the single point of entry for all airport screening technologies requests. Working closely with OST functional areas, the Office of Security Operations (OSO), and local TSA, ReMAG must process security technology requests to determine request feasibility and assess request validity. Security Equipment requests include new Federalization of Airports, Lane Expansions/New Checkpoints, Airport Design Reviews/Relocations, Replacement of Security Equipment, New Security Equipment (no additional lanes), Decommissions, Ancillary Equipment and Security Glass.

Currently, most IMACs are initiated with a request submission to ReMAG. We are currently transitioning our request application to SharePoint. The requestor will fill out the request form in SharePoint where the form will be routed to ReMAG. ReMAG will review and route the request to the appropriate stakeholders for validation and approval. The IMAC will be routed to the OST Property Management Group upon approval for additional validation and processing. It is our objective to streamline this process for improved efficiency and reduced lead times.

SECTION 3.0 SPECIFIC REQUIREMENTS

3.1 Task Area 1: Logistic Support Services (LSS) for Unplanned and Unscheduled IMACs

The Contractor shall perform any or all activities associated with shipping, rigging, equipment installation, equipment evaluations, temporary storage, decommission, equipment relocations within the same airport or between airports, and equipment re-installation or oversee the

installation of GFP and GFE at designated locations when directed by the TSA. The Contractor shall follow the requirements outlined in this SOW and Section 4.0 of the base contract.

The Government participates in loan transactions. Therefore, there will be limited circumstances where equipment requiring these activities will not be Government owned. Equipment refers to security equipment, current and future, and all associated ancillary equipment, such as, but not limited to, mats, chairs, tables, shelving, gates, etc. Provided with this RFP is an incomplete list of OST security systems, the Passenger Screening Program (PSP) Ancillary Equipment Ordering Guide of June 2010, and the Electronic Baggage and Passenger Screening Program Ancillary Equipment Ordering Guide of September 2008 to provide an example of the scope and nature of our equipment. These are incomplete lists and are only to be used as an example of the equipment involved. Actual equipment and dimensions may vary.

For each specified site, Contractor shall obtain, as required, all necessary approvals, permits, authorizations, etc. The Contractor shall use certified technicians when handling, installing, and decommissioning the equipment as outlined in the base contract.

When directed, the contractor shall provide shipping, rigging, equipment installation, temporary storage, equipment relocations within the same airport and/or terminal or between airports , and equipment re-installation or oversee the installation of GFP and GFE in accordance with all federal, state, and local laws, and OEM procedures.

When performing work under this contract, the contractor shall:

- Minimize disruptions to normal passenger circulation activities
- Accommodate passenger and baggage queuing and space requirements
- Accommodate site geometric, structural, and other constraints
- Minimize equipment acquisition and facilities modifications costs
- Minimize staffing, operations and maintenance costs
- Minimize installation impacts to ongoing operations

This SOW contains direct support requirements for the unscheduled and unplanned shipping, rigging, equipment installation, temporary storage, decommission, equipment evaluation, equipment relocations within the same airport and/or terminal or between airports, and equipment re-installation for an undeterminable number of locations.

Unless otherwise directed most material will either originate from or be shipped to TSA's Texas Warehouses. Unscheduled, unplanned activities can also include Special Project sites such as Tyndall A.F.B., the Transportation Security Lab (TSL), the John Hopkins University Applied Physics Lab (APL), the Food and Drug Administration (FDA), any sites OST has Loan Agreements, as well as other sites. It can also include shipping from the original equipment manufacturer (OEM) sites. Due to the difficulty of determining the precise number and mix the actual number of shipments are subject to change. Provided with this RFP is our historical data

from the past two years to provide a reference for our shipping requirements and volumes. This shipping data includes both planned and unplanned shipping efforts.

Shipping

The Contractor shall perform any or all tasks and specific requirements of this statement of work in accordance with the base contract section 4.4.2.

Responsibilities can include packaging, transportation, receipt, inspection, unpacking, and disposal of all packaging materials in the best interest of the Government. There may be situations where the Contractor must ship equipment to a location within 24 to 48 hours. This quick turn-around scenario represents 10-15% of deliveries. These percentages are provided for cost estimating purposes only and actual percentage may vary.

The Contractor shall follow all Federal, state, and local regulations and laws during the shipping process. Effective October 1, 2010, hazard material shipments are required to comply with new U.S. Department of Transportation Emergency Response Requirements (49 CFR Part 172.201, 172.604) for hazard material shipping (i.e. ETD, Sabre4000, etc.).'

The Contractor shall be responsible for the equipment being shipped and cover all insurance costs for the equipment.

Rigging

The Contractor shall perform any or all tasks and specific requirements of this statement of work in accordance with the base contract section 4.4.3

The Contractor is responsible for researching the requirements stipulated at each individual location with regard to shipping and rigging rules, including dedicated delivery times, floor protection requirements, etc.

Installation, Relocation and Reinstallation of Equipment

The contractor shall support the installation, relocation and reinstallation of equipment from outside and within the same airport and/or terminal or between sites in general.

The complexity of the IMAC can vary greatly. A low complexity move can involve technicians, but little transportation assistance. The equipment can be de-installed by the technicians, moved to the new location, and installed. A medium complexity move can involve a terminal to terminal move, where technicians and movers required to de-install, transport, and re-install equipment. A high complexity move can include airport to airport moves that require high levels of coordination of stakeholders and transportation assistance. These serve as only examples of the complexity of possible requirements for cost-estimating purposes. Actual requirements may vary.

It is not anticipated that the Contractor will provide much site preparation, site restoration, design or engineering services however the contractor will immediately notify the COTR when the scope of the task requires such services. If alterations of existing facilities, equipment, or other measures are necessary to complete the transfer and installation, such as the removal of glass, fixtures, etc., the Contractor shall be responsible for the full restoration conditions of the facility as required by the TSA and local authorities. The installation, removal, and relocation may require any or all of the following services:

- Stakeholder Coordination
- Project Management
- Oversight
- Installation
- Decommissioning
- Equipment Evaluations
- Shipping Preparation
- Site Preparation, Alteration, and Restoration
- Shipping and Rigging

For all equipment that is removed, the contractor shall prepare a DD-1149 Requisition and Invoice shipping document. All equipment shall be identified on the DD-1154 by manufacturer, make, model, serial number, and full TSA barcode. The report requires the listing of each serialized equipment (e.g. Smiths 6040I, serial number 40577), including any Furniture, Fixtures & Equipment (FF&E) required to make the Transportation Security Equipment (TSE) operational.

The Contractor shall be responsible for:

a. Coordinating with local assigned TSA POC in determining the time, date, and location of all equipment for removal;
b. Ensuring removal is conducted in front of the local assigned TSA POC, and
c. Ensuring the Government Shipping Document (DD-1149) is provided to the Government Property Administrator (by email) two days prior to removal.

The Contractor shall decommission equipment as required by the IMACs. The Contractor shall perform and complete decommissioning checklists to document the functional status of the equipment. The Government will provide the equipment evaluation surveys.

Temporary Storage

Temporary storage may be required when equipment is delivered to an airport that is not yet ready for the installation. The contractor will limit the amount of Temporary storage and minimize the cost incurred by TSA. Any storage greater than 72 hours must be specifically approved in writing by the COTR or TSA Task Lead prior to the contractor obligating the TSA to such storage. Government shipping documentation (i.e. DD-1149) shall be emailed to the

Government Property Administrator for any and all GFP going to, located at, and being removed from temporary storage locations.

The IMAC request will provide the Contractor two Point of Contact (POCs) for each of the pick-up and delivery locations within 24 hours of the planned ship date.

Site Planning, Site Preparation, and Site Restoration

The Contractor shall be responsible for providing all products and/or services in accordance with the Base Contract when directed and approved by the COTR. We only anticipate about 5% of our annual IMACs to require these services, but actual percentages may vary.

3.2 Task Area 2: ETD Installation, Removal, and Reallocation Projects

Scope of Work

The contractor shall provide the support services necessary for the example projects outlined in Attachment A as defined in this SOW and the Base Contract:

The contractor must receive a written Notice to Proceed from the EBSP project lead, via the COTR, prior to any work being performed. **NOTE**: The EBSP projects listed in Attachment A do not use Operational, Testing and Evaluation OT&E equipment therefore specific support services in Section 4, related to OT&E equipment, are not required. The contractor is responsible for identifying and documenting assigned ETD installation locations within affected checked baggage screening equipment configurations as well as provide the following support services for EBSP projects:

3.3 Program Management – The contractor will provide a formal structure to manage the task order and associated task order requirements. The contractor's Program Management Office will keep the Contracting Officer's Technical Representative, EBSP Deployment Lead and Contracting Officer informed of any contract issues and take all appropriate measures to mitigate any issues that impact cost, schedule or performance of the task order. The support will include the following:

Program Support:

a. Program Management
b. Resource Management for the Task Order
c. Database for reporting site and project status
d. Provide coordination between key stakeholders at the OEM, assigned sites and TSA

Meetings, Reports and Conference calls

a. Weekly meetings and conference calls
b. Weekly project status reports
c. Other Program Documentation and Special Reports as required
d. Trip reports submitted 5 business days after site visits

Project Planning and Coordination for Task Area 2 – Provide project planning and coordination services to facilitate checked baggage ETD shipping, installation, testing, relocation, and removal projects. The support will include the following:

1. Project Scheduling and Planning for:
   a. Project milestones as related to ETD installation
   b. Airport activities as it relates to ETD delivery, installation, testing
   c. Internal and external TSA ETD meetings

2. Project Coordination
   a. Coordinate and attend meetings between project stakeholders for ETD project execution
   b. Assist in project schedule development as related to ETD installation
   c. Track project activities required before the installation of ETD equipment to ensure timely delivery and installation
   d. Coordinate or perform shipments of ETD and ancillary equipment to and from the airport with TSA logistics, OEM and other project stakeholders
   e. Provide or perform on-site support during the delivery, installation, testing and removal of ETD units
   f. Coordinate, monitor and report project schedule activities and execution between stakeholders
   g. Address and report all project issues that affect established project cost, schedule or performance

3. EBSP Meetings, Reports and Conference calls
   a. The contractor shall provide real time updates for projects to the EBSP Project lead
   b. Input to the TSA Weekly Status reports for ETD projects
   c. Trip reports submitted 5 business days after site visit
   d. Actively participate in weekly OEM conference calls and provide feedback and minutes to site leads and the EBSP Project Lead
   e. Weekly Project Status Reports
   f. Other Project Documentation and Special Reports as required by the EBSP Team
   g. Project execution and OEM Project Coordination – The contractor shall provide services to ensure successful completion of ETD projects by providing project coordination and installation support.

4. Perform ETD project implementation from ETD delivery through operational status. ETD implementation includes but is not limited to:
   a. Coordinate or perform shipments of ETD and ancillary equipment to and from the airport with TSA logistics, OEM and other project stakeholders
   b. Coordinate and perform ETD installation efforts
   c. Perform decommissioning evaluation
   d. ETD delivery of designated replaced units to the TSA warehouse

e. ETD delivery, placement and SAT of designated replaced units to the waterfall airports in Attachment A
f. ETD delivery of replaced waterfall ETD units to the TSA warehouse

SECTION 4.0: GENERAL REQUIREMENTS

The Contractor shall be responsible for providing all products and/or services in accordance with the base contract with the following modifications:

The contractor may be required to provide personnel to work on-site at locations depending on site specific tasking. The Government or on-site managers will provide facilities for contractor employees assigned to work at the designated location. Due to the unscheduled and unplanned nature of the LSS task (Task Area 1), the contractor shall obtain an on-site Point of Contact (POCs) from the COTR within 24 hours of contractor employee on-site arrival. For ETD tasking (Task Area 2), the contractor will obtain POCs for each assigned location from the TSA EBSP Deployment Lead. For both tasks, personnel assigned to work on-site shall be knowledgeable of the work being performed, and have access to all work products under this contract.

4.1 Key Personnel

The personnel specified as key personnel are essential to the work being performed in this task order. The Task Order Manager shall be designated as the only key person who is essential to the work being performed in the contract. This person, unless otherwise unavoidable, shall not be changed from their designated assignment until at least 12 months have lapsed. Unavoidable situations include sudden illness, death or termination of employment Key personnel shall be fully dedicated to this contract. If a need arises for a change in key personnel:

The contractor shall provide 30 day written notice to the contracting officer of the necessity to change key personnel, the reason for the change, and provide the nomination of the replacement. Within 10 days, the Contracting Officer will review the Contractor's change notification, and either accept or reject the proposed change. Only those substitutions that are of equal or greater experience levels will be accepted by the contracting officer. Key personnel are listed in section H of the contract.

4.2 Schedule Management

Due to the nature of the LSS task this requirement is considered unnecessary for that effort unless otherwise required by the CO or COTR on an individual basis.

Unless otherwise directed by the COTR and/or the TSA Contracting Officer (CO) the Contractor shall perform all tasks and requirements identified within the Base Contract..

4.3 Risk Management – NOTE: this section deviates from the Base Contract

The Contractor shall identify cost, delivery schedule and other related risks and describe how it will effectively manage these risks throughout the performance of this contract. Significant risks shall be identified and discussed in the PMP.

For LSS the Contractor shall quantify risks with respect to the impact of shipping, rigging, equipment installation, temporary storage, equipment relocations within the same airport and/or terminal and between airports, and equipment re-installation for numerous locations within the CONUS and OCONUS. The Contractor shall identify risks and assign a priority for developing a recommended course of action. The Contractor shall develop and maintain a risk register that identifies, analyzes, and classifies risks. Program risks shall be classified as low, medium, or high. The Contractor shall conduct risk mitigation planning for risks considered medium or high. The Contractor shall provide the status of and mitigation actions for identified program risks in the program status report.

For ETD, unless otherwise directed by the COTR and/or the TSA Contracting Officer (CO), the Contractor shall perform all tasks and requirements identified within the Base Contract..

4.4 Reporting Schedule and Cost Risks - NOTE**:** this section deviates from the Base Contract

For LSS the Contractor shall identify and report shipping, rigging, equipment installation, decommissioning, temporary storage, equipment relocations within the same airport and/or terminal and between airports, and equipment re-installation risks to the Government. The Contractor shall evaluate shipping, rigging, equipment installation, temporary storage, equipment relocations within the same airport and/or terminal and between airports, and equipment re-installation risks and formulate plans for the elimination or reduction of such risks. Newly identified risks and the status of all previously identified risks shall be reviewed and discussed at each PMR. The risk register shall be included as part of the monthly status report. A summary of identified risks and related progress on elimination or reduction of risks identified earlier shall be included in the Monthly Program Status Reports to the Government.

For ETD, unless otherwise directed by the COTR and/or the TSA Contracting Officer (CO), the Contractor shall perform all tasks and requirements identified within the Base Contract..

4.5 Cost Performance Report - NOTE**:** this section deviates from the Base Contract

For LSS the contractor shall report contract performance for the previous month to be included in the monthly Program Status Report (CDRL A002). The cost performance information shall address the following areas:

a. by pick-up and delivery location.
b. Shipping cost
c. rigging cost
d. equipment installation
e. temporary storage
f. equipment relocations within the same airport and/or terminal

g. equipment re-installation

The Contractor shall include the site, manufacturer, make, model, serial number, and full TSA barcode for each IMAC. A copy shall be submitted to the Government Property Administrator.

For ETD, unless otherwise directed by the COTR and/or the TSA Contracting Officer (CO), the Contractor shall perform all tasks and requirements identified within the Base Contract..

For both efforts the contractor will also provide back-up information in support of delivered invoices to the COTR in accordance with DID –COTR-003

4.6 Status Reporting - NOTE: this section deviates from the Base Contract

Due to the nature of this SOW this requirement is to be provided on a monthly basis unless otherwise directed by the CO or COTR.

For LSS the Contractor shall prepare and submit written monthly Program Status Reports (A002) to the Government detailing progress and any pertinent shipping, rigging, equipment installation, temporary storage, equipment relocations within the same airport and/or terminal, and equipment re-installation, technical, cost and schedule aspects of the contract, site, and specific site projects per direction of the COTR. These reports shall be as of the end of the Contractor's business/financial month, and submitted on the 3rd business day after the period. The contractor shall propose a format for the report. Once approved by the Government, the contractor shall submit the report in the approved format.

For ETD, unless otherwise directed by the COTR and/or the TSA Contracting Officer (CO), the Contractor shall perform all tasks and requirements identified within the Base Contract.

4.7 Program Performance

For LSS the Program Performance requirements outlined within the base contract are considered unnecessary unless otherwise required individually by the CO or COTR.

For ETD, unless otherwise directed by the COTR and/or the TSA Contracting Officer (CO), the Contractor shall perform all tasks and requirements identified within the Base Contract.

4.8 Technical Interchange Meetings (TIMs)

For LSS the Technical Interchange Meetings (TIMs) requirements outlined within the Base Contract are considered unnecessary unless otherwise required individually by the CO or COTR.

For ETD, unless otherwise directed by the COTR and/or the TSA Contracting Officer (CO), the Contractor shall perform all tasks and requirements identified within the Base Contract..

4.9 Data Management

Data management for the ETD task and a contractor maintained Document Library Index, as described in section 3.7 paragraph 2 will not be required if the contractor utilizes TSA's Airport Information Portal (AIP) and other document repositories. Tutorials on the use of the AIP and associated white package laptops will be provided upon task order award.

> **Paragraph 2 section 3.7 Data Management reads: "** *The contractor shall also maintain a data library. The library shall include site plans, technical drawings (including as-built drawings), test and evaluation reports, site surveys and assessments, data collection and analysis material and pertinent documents clarifying technical matters. The Contractor shall maintain, and make available for TSA review and use, an electronic media copy of the critical documents and drawings produced for this contract including internal documents and CDRL items. Upon completion of the contract, this data management system and library shall be delivered to the Government in a format that is not proprietary to the contractor and approved by the Government. If additional data is to be included in the data library from sources external to those generated under this contract, the Government will provide them as GFI. (CDRL A006 and A007)*"

4.10 Program Document Library

The Contractor shall maintain a digital Program Document Library (PDL) in the existing TSA instance of SharePoint, but shall be able to provide deliverables from their own database upon request. The PDL shall include all deliverables and data generated by the Contractor or provided to the Contractor by the Government during the period of performance of this contract. Deliverables or data by the Government in paper only format is exempt from the digital storage requirement. The system shall be able to provide a real time snap shot of each project, specific site location, or a roll up view. Deliverables shall be delivered to the Government on a CD or DVD at the quarterly PMR as well.

4.11 Government Furnished Property (GFP) – NOTE**:** this section deviates from the Base Contract

The Contractor shall perform any or all tasks and specific requirements of this SOW in accordance with the base contract with the following modifications:

The Contractor shall complete and submit any required shipping documentation (i.e. DD1149) once all required information has been captured and validated by ReMAG. The IMAC and applicable documentation shall be forwarded to the OST Property Management Group for review and comment. The Contractor shall provide missing information or incorporate any changes identified by the OST Property Management Group.

For LSS the Contractor is required to provide shipping, rigging, equipment installation, temporary storage, equipment relocations within the same airport and/or terminal and between airports, and equipment re-installation or oversee the installation of GFP and GFE at yet to be

designated locations in accordance with 52.245-1 Government Property As prescribed in 45.107(a) (https://www.acquisition.gov/far/05-31/html/52_245.html)

For ETD, unless otherwise directed by the COTR and/or the TSA Contracting Officer (CO), the Contractor shall perform all tasks and requirements identified within the Base Contract for systems being reutilized.

4.12 Certification and Accreditation (C&A)

Unless otherwise directed by the COTR and/or the TSA Contracting Officer (CO), the Contractor shall perform all tasks and requirements identified within the Base Contract.

4.13 Deliverables:

Each work product shall be submitted in draft for Government review and approval before preparation of the final deliverable. Written deliverables, charts, graphs, schedules, spreadsheets, analytic products, and databases will be developed using the Microsoft Office family of applications, or other standard commercial tools and applications if approved for use by the COTR. No proprietary tools, software, or applications shall be used unless approved by the COR. All deliverables shall be delivered on a CD-ROM at the quarterly PMR to the COR and uploaded and maintained on the TSA iShare. The contractor shall leverage its automated data management system to reduce the cost associated with recurring reports. The contractor shall recommend a standard report from its data management system for approval by the government if the information provided by the report is substantially the same as that required by the CDRL.

Task Area	Title of Deliverable	CDRL No.	Corresponding DID Number	Due Date
All	Program Management Plan	A001	DI-E-001	Draft 30 DACA Final 5DARC
All	Program Status Report (PSR)	A002	N/A	Monthly
2	Weekly Status Report	A003		Weekly
All	Meeting Agenda	A004	DI-E-021	5 Business Days Prior to Meeting
All	Meeting Minutes	A005	DI-E-003	5 Business Days after Meeting
2	Document Library Index	A006	N/A	Quarterly
2	Data Accession List	A007	N/A	Quarterly
All	Government Furnished Property Transaction Report	A009	N/A	Daily, by 5am
2	Site Assessment and Survey Report	B001	DI-D-001	5 Business

				Days after Site Visit
2	Site Installation Plan (SIP)	B002	DI-D-002	5 Business Days after TSA Project Approval
2	Project Close-out documentation	N/A		1 Calendar Week after site acceptance
All	Decommission Report	B003	DI-E-003	Required per event
2	Configuration Management Plan (CMP)	B004	DI-L-001	As Required
All	DD-1149 Property Shipment Form	B005	N/A	Submitted to the Property Management Administrator for each unit of TSE or accountable property at least 48 hours prior to any shipment of Government property

Monthly Program Status Report

The Contractor shall prepare and submit written monthly Program Status Reports (A002) to the Government detailing progress and any pertinent shipping, rigging, equipment installation, temporary storage, equipment relocations, and equipment re-installations. The Contractor shall report on technical, cost and schedule aspects of the contract, site, and specific site projects. The report shall address problems/risks/pending issues and provide recommended solutions. The Contractor shall identify opportunities for savings and efficiencies as soon as they become known. These reports shall be as of the end of the Contractor's business/financial month, and submitted on the 3rd business day after the period. The contractor shall propose a format for the report. Once approved by the Government, the contractor shall submit the report in the approved format.

Weekly Status Reports

The Contractor shall track the status of sites and specific activities identified in the task order, detailing technical, cost, and schedule information. For Task Area 1, at a minimum, the Contractor shall report on all equipment in-transit, to include equipment place of origin, current

location, final destination, IMAC identification number and description, make, model, serial number, TSA barcode number, and carrier. The reports should show specific information per event, such as a relocation, decommission, shipment, etc, but also show a rolled-up summary per IMAC. Activities from Task Area 1 and Task Area 2 shall be reported separately. Reports shall be provided weekly, or on demand as directed by the COTR or Technical Officer (A003).

Government Furnished Property Transaction Reports

The Contractor shall provide an updated Government Furnished Property (GFP) Transaction Report at the end of each business day to the Government Property Administrator. It shall report all GFP in-transit and temporary storage (to include name of location, full address, two points of contact, including name, email address, and telephone numbers). Report shall also include current location, final destination, manufacturer, make, model, serial number, full TSA barcode, and other information as relevant. A sample shipping report will be included in the RFP for guidance. The Contractor shall use Microsoft Excel for this report and post it as a PFD on the TSA SharePoint daily (A009).

Decommission Report

The Decommission Report shall be provided to the Government Property Administrator for each decommission event via email within 24 hours of the event.

Meetings, Conferences, and Reviews

Meetings will be held upon request to ensure effective program management, efficient and effective resolution of problems throughout the life of the contract. The types and frequencies of these meetings shall include, as a minimum those described in the following subparagraphs. Where practical, at least five (5) workdays before any meeting, the contractor shall notify the Government of the time, date, location and proposed agenda of the meeting (A004).

Periodically, the Contractor shall be required to attend conferences, technical interchange meetings, and other meetings. If the meeting or conference requires travel to be charged against this contract, the contractor shall notify the COTR and have travel approved in advance of attending the meeting/conference. After attending a required conference, the Contractor shall prepare a trip report that summarizes the conference and describes the pertinent information gathered at the conference. After attending a review meeting, the Contractor shall prepare meeting minutes or a summary of the meeting, as directed by the COR.

The Contractor shall conduct meetings and reviews in accordance with the Government approved PMP and this SOW. The Contractor shall prepare and submit meeting agendas and presentation materials for all scheduled meetings. The Contractor shall be prepared to substantiate assumptions made and methodologies used in arriving at recommendations or conclusions. The Contractor shall record meeting minutes during all meetings. The Contractor shall prepare formal written minutes, accompanied by a summary of action items and all

presentation materials used, for Government approval. Meetings and reviews shall not be considered finalized until the Government has approved the minutes (A005).

Program Management Reviews (PMRs)

The contractors PMP shall include quarterly PMRs at the Government's office. The purpose of the PMRs shall be for the Contractor to present a detailed contract status, review outstanding action items, review potential and actual performance problem areas, evaluate performance relative to cost, and provide a forum for highlighting cost trends for the remaining life of the effort. Hard copies and electronic copies of presentation materials shall be made available at the PMR for all participants.

The Contractor shall prepare and submit an agenda for Government review at least five (5) business days prior to the PMR. The PMR agenda shall include, as a minimum, accomplishments, action items, issues/problems, cost trends, activities, and financial reporting. The Contractor shall prepare and submit the agenda and meeting minutes of each PMR to the Government five (5) business prior to the meeting and five (5) business days following, respectively (A0004 and A005).

Quality Program

The Contractor shall be responsible for providing all products and/or services in accordance with the Base Contract with the following modification:

The Contractor shall establish, implement and maintain a documented quality assurance system as it pertains to shipping, rigging, equipment installation, temporary storage, equipment relocations within the same airport and/or terminal, and equipment re-installation, in accordance (with ANSI/ISO/ASQ Q9001:2000), as tailored in the data item description (DID), as a means of assuring compliance with all requirements of the Contract. The Contractor shall pass the appropriate Contract requirements down to its sub-suppliers to ensure compliance with the Contract. The Contractor shall require that sub-suppliers have an appropriate documented quality system that controls the quality of shipping, rigging, equipment installation, temporary storage, equipment relocations within the same airport and/or terminal, and equipment re-installation. For ETD, unless otherwise directed by the COTR and/or the TSA Contracting Officer (CO), the Contractor shall perform all tasks and requirements identified within the Base Contract..

The Contractor shall identify a single point of contact for all communication on quality-related issues. The Contractor's Quality manager shall be prepared at all times to present and discuss the status of quality activities, requirements, and problems. The contractor shall submit a Quality Systems Plan as it pertains to activities identified within this SOW in accordance with CDRL A008.

4.14 Requirements for Handling Sensitive, Classified, and/or Proprietary Information

The Contractor shall perform any or all tasks and specific requirements of this statement of work in accordance with the base contract regarding use and sensitivity of records, security and privacy, data security, program performance, and security policy.

Use and Sensitivity of Records

The Contractor shall perform any or all tasks and specific requirements of this statement of work in accordance with the base contract:

Security and Privacy

The Contractor shall perform any or all tasks and specific requirements of this statement of work in accordance with the base contract.

Data Security

For LSS this requirement is considered unnecessary unless otherwise required by the CO or COTR.

For ETD, unless otherwise directed by the COTR and/or the TSA Contracting Officer (CO), the Contractor shall perform all tasks and requirements identified within the Base Contract.

Security Policy

For LSS the Security Policy requirements outlined within The base contract are considered unnecessary unless otherwise required individually by the CO or COTR.

For ETD, unless otherwise directed by the COTR and/or the TSA Contracting Officer (CO), the Contractor shall perform all tasks and requirements identified within the Base Contract.

4.15 Performance/ Delivery Period:

The period of performance of this task order is the effective date of award through twelve months thereafter, with one twelve-month option period.

4.16 Place/ Location of Performance/ Delivery:

Work locations will primarily be at various transportation sites and other locations throughout the continental United States (CONUS) but may include other non-continental United States (non-CONUS) locations.

4.17 Travel Requirements:

The Contractor shall travel as tasked to accomplish work directed by this SOW. The TSA COTR shall approve all travel outside of CONUS in advance of its occurrence. The Contractor shall not be reimbursed for any unauthorized travel. The contractor shall detail all travel within CONUS in invoices.

The Government will reimburse the Contractor only for travel and per diem costs incurred in the performance of this contract. Reimbursement will be at cost only and in accordance with Federal Travel Regulations of the Federal Government. The Government will not reimburse the Contractor for travel costs incurred in the replacement of personnel when such replacement is accomplished for the Contractor's or employee's convenience.

Overall travel cost authorized per task order shall not be exceeded without authorization by the COTR.

4.18 Notification of Changes/Requests for Equitable Adjustment

The Contractor shall provide to the CO and COTR on the 15th calendar day of each month a detailed change proposal/report outlining any additional costs incurred as a result of out-of-scope changes (i.e., changes in delivery dates, quantities, and conditions) that could not be anticipated at the time of IMAC issuance. This proposal/report shall include a summary in the following format with sufficient supporting detail to justify the delta costs:

IMAC #	Why Changed	Original Price	Revised Price	Delta

Any cost not supported by the Contractor's pricing schedules or matrices shall be reimbursed at cost plus G&A. In addition, changes that result in additional costs that are less than $500 per IMAC will not be reimbursed.

In no event shall the contractor exceed the total amount of funds obligated under CLIN 0002 in performance of this task order except at its own risk.

Failure to agree to any adjustment shall be a dispute under the Disputes clause.

SECTION 5.0: Applicable Documents

The following specifications, handbooks, forms, orders, form a part of this SOW and are applicable to the extent specified herein or by relevant Task Order. The latest version of these documents as of the contract date shall apply. No other documents identified within the Base Contract are required:

5.1 Government Documents

SF-1428	Standard Form (SF) 1428 Inventory Disposal Schedule
TSA Form 251 – GPIS	TSA Form 251 – Government Property Information Sheet (GPIS)
DD-1149	Department of Defense (DD-1149) Requisition and Invoice/Shipping Document

5.2 Military Standards

MIL-HDBK-61A	Military Handbook, Configuration Management Guidance
MIL-STD-2073-1D	Standard Packaging for Military Packaging
JAN-P-100	Packaging & Packing for Overseas Shipment

5.3 Other Documents

MD 200.55	Accountability, Management and Control of TSA Property in the Hands of a Contractor

SECTION 6: Government Furnished Resources and Information

The Contractor shall perform any or all tasks and specific requirements of this SOW in accordance with the base contract with the following modifications:

The Contractor is required to provide shipping, rigging, equipment installation, temporary storage, equipment relocations within the same airport and/or terminal, and equipment re-installation or oversee the installation of GFP and GFE at yet to be designated locations in accordance with 52.245-1 "Government Property" as prescribed in FAR 45.107(a).

ATTACHMENT A – ETD PROJECTS

A.1 ETD REPLACEMENT INSTALLATIONS

The Contractor's responsibility for all projects include project planning and coordination of all stakeholders and the OEM's efforts (i.e. shipping, installation and testing). The Contractor's responsibility includes the packing and shipping of ETD units shown in columns three and four indicating those that needs to be sent to the TSA warehouse or to waterfall airports for replacement of existing ETD units at those airports.

The Contractor shall coordinate projects for up to 1400 ETD units at up to 19 sites. The list of sites and units currently planned is given below; however, the specific sites, numbers of units, and project descriptions may be changed at the direction of the COTR, within the total number of units and sites given above.

Airport/ Project Location	ETD Quantity	ETD Units To Be Delivered To Waterfall Airports	ETD Units To Be Delivered To TSA Warehouse
LGA	49	17	32
ORD	103	38	65
DCA	30	6	24
EWR	111	34	77
BWI	36	23	13
DEN	84	0	84
LAX	147	50	97
CLT	15	7	8
IAD	80	0	80
FLL	84	22	62
SFO	53	13	40
BOS	64	21	43
MCO	94	30	64
TPA	42	14	28
JFK	124	41	83
PHL	64	21	43
DFW	108	35	73
MSP	76	25	51
DTW	36	0	36

A.2 ETD RE-DEPLOYMENT INSTALLATIONS

The Contractor's responsibility for all projects include project planning and coordination, placement, installation, and testing of ETDs at waterfall airports. All ETD units require packing and shipping from the airports shown above. All ETD units replaced at waterfall airports during this process require packing and shipping to the TSA warehouse.

The Contractor shall perform re-deployment projects for up to 400 ETD units at up to 200 sites. The list of sites and units currently planned is given below; however, the specific sites, numbers of units, and project descriptions may be changed at the direction of the COTR, within the total number of units and sites given above.

Airports					
ACK	CID	GEG	KTN	MVY	SBN
ACV	CLE	GSN	LCH	OAK	SCC
ALB	CLT	GSP	LMT	OGG	SCK
ANC	CMH	HDN	LNK	OKC	SFB
AUS	CRP	HNL	MBS	OME	SGF
AVL	CVG	HOU	MCI	PBI	SIT
BET	DAB	HSV	MCO	PDX	SJT
BFF	DFW	HXD	MEM	PHF	STX
BHM	DSM	ICT	MFE	PIE	TPA
BNA	DTW	IDA	MHT	PVD	TUL
BTV	EGE	IFP	MKE	RDM	TUS
BUF	ELM	ITO	MLI	RIC	TXK
BZN	ELP	JAX	MOD	RNO	TYR
CDC	EWN	JFK	MSN	RSW	WRG
CHS	FLL	JNU	MSP	SAN	XNA
CHO	FNT	KOA	MTJ	SAT	