

SOLICITATION, OFFER AND AWARD		1. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15 CFR 354) <input checked="" type="checkbox"/>	RATING	PAGE OF PAGES 1 of 71
2. CONTRACT NO. HSTS04-09-D-ST2234	3. SOLICITATION NO. HSTS02-08-R-CT1157	4. TYPE OF SOLICITATION <input type="checkbox"/> SEALED BID (IFB) <input checked="" type="checkbox"/> NEGOTIATED (RFP)	5. DATE ISSUED See Block 28	6. REQUISITION/PURCHASE NO. See Schedule G.3
7. ISSUED BY Transportation Security Administration Office of Acquisition TSA-25 701 South 12 <sup>th</sup> Street Arlington, VA 22202 ATTN: William Dorwart		8. ADDRESS OFFER TO (If other than item 7) See Block 7		

NOTE: In sealed bid solicitations "offer" and "offeror" mean "bid" and "bidder"

**SOLICITATION**

9. Sealed offers in original and    copies for furnishing the supplies or services in the Schedule will be received at the place specified in item 8, or if land carried, in the depository located in item 7 until    local time.  
(Hour) (Date) **SEE SECTION L.**  
CAUTION - LATE Submissions, Modifications, and Withdrawals: See Section L, Provision No. 52.214-7 or 52.217-10. All offers are subject to all terms and conditions contained in this solicitation.

10. FOR INFORMATION CALL	A. NAME William C. Dorwart	B. TELEPHONE NO. (include area code) (NO COLLECT CALLS) (b) (6)
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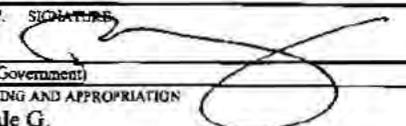
(✓)	SEC.	DESCRIPTION	PAGE(S)	(✓)	SEC.	DESCRIPTION	PAGE(S)
		<b>PART I - THE SCHEDULE</b>				<b>PART II - CONTRACT CLAUSES</b>	
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**OFFER (Must be fully completed by offeror)**

NOTE: Item 12 does not apply if the solicitation includes the provisions in 52.214-16, Minimum Bid Acceptance Period.  
12. In compliance with the above, the undersigned agrees, if this offer is accepted within    calendar days (50 calendar days unless a different period is specified by the offeror) from the date for receipt of offers specified above, to furnish any or all items upon which prices are offered at the price set opposite each item, delivered at the designated point(s), within the time specified in the schedule.

13. DISCOUNT FOR PROMPT PAYMENT (See Section L, Clause 52.232-8)	10 CALENDAR DAYS	20 CALENDAR DAYS	30 CALENDAR DAYS	___ CALENDAR DAYS
	%	%	%	%
14. ACKNOWLEDGMENT OF AMENDMENTS (This offeror acknowledges receipt of amendments to the SOLICITATION for offers and related documents numbered and dated.)	AMENDMENT NO.	DATE	AMENDMENT NO.	DATE
	1	12/9/08	4	5/18/09
	2	12/23/08	5	5/18/09
	3	12/23/08		

15A. NAME AND ADDRESS OF OFFEROR	CODE 23892	FACILITY 23892	16. NAME AND TITLE OF PERSON AUTHORIZED TO SIGN OFFER (Type or print)
LOCKHEED MARTIN CORPORATION 9221 CORPORATE BOULEVARD ROCKVILLE, MD 20850			ROBERT A. MANGUSO MANAGER, IS:OS CIVIL CONTRACTS

15B. TELEPHONE NO. (include area code) (b) (6)	15C. CHECK IF REMITTANCE ADDRESS IS DIFFERENT FROM ABOVE. ENTER SUCH ADDRESS IN SCHEDULE <input type="checkbox"/>	17. SIGNATURE 	18. OFFER DATE August 19, 2009
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**AWARD (To be completed by Government)**

19. ACCEPTED AS TO ITEMS NUMBERED See Schedule	20. AMOUNT	21. ACCOUNTING AND APPROPRIATION See Schedule G.
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22. AUTHORITY FOR USING OTHER THAN FULL AND OPEN COMPETITION. <input type="checkbox"/> 10 U.S.C. 2304(c)(1) <input type="checkbox"/> 41 U.S.C. 253(c)(1)	23. SUBMIT INVOICES TO ADDRESS SHOWN IN (4 copies unless otherwise specified) See Schedule G.	ITEM
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24. ADMINISTERED BY (If other than item 7)	CODE	25. PAYMENT WILL BE MADE BY Commanding Officer CG Finance Center 1430A Kristina Way Chesapeake VA 23326-0624	CODE: 51898
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26. NAME OF CONTRACTING OFFICER (Type or print) William C. Dorwart	27. UNITED STATES OF AMERICA  (Signature of Contracting Officer)	28. AWARD DATE 8/20/09
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## **Section B- Supplies or Services and Prices/Costs**

### **B.1 General**

The Contractor shall provide Security Equipment Systems Integration Support (SESI) services in accordance with the General Scope contained in Section C. Individual Task Orders (TOs) will be issued in accordance with the terms and conditions stated in Section H and I. All services provided under this contract will be purchased through the issuance of either a firm-fixed price (FFP), or cost plus fixed fee (CPFF) orders. To the maximum extent practicable, orders under this contract will be on a firm-fixed-price and should also include any travel costs or other direct charges related to performance of the services ordered, unless the order provides for reimbursement of travel costs at the rates provided in the Federal Travel Regulations. Pricing for Task Orders will be based on firm fixed prices, and cost plus fixed fee rates proposed by the contractor. The firm fixed unit prices are the contractor's fully loaded labor rates.

Per FAR DHS Deviation 08-02; Part 16.5 Indefinite Delivery contracts TSA intends to make (2) awards or more from this RFP

### **B.2 Term of Contract**

The term of this indefinite delivery indefinite quantity (IDIQ) contract is five years. Task orders may be issued at any time during the five -year ordering period at the rates established for the corresponding contract year.

### **B.3 Contract Pricing**

#### **B.3.1 Firm Fixed Price Rates**

All task orders issued on a FFP basis will be priced in accordance with the pricing set forth in Section B.4, Labor Rate Tables, and Attachment 3, Labor Category Descriptions. Attachment 3 is meant to provide a general understanding of the anticipated labor category descriptions and is not intended to be the cumulative list of labor categories. Offerors are instructed to use this list as guidance for proposing labor categories. The labor rates in this section reflect the fully-burdened rates for each labor category and will apply to all direct labor hours. The labor rates are detailed in Section B.4 (to be filled in by offeror) under labor categories. The application of these rates to the work required under each FFP task order shall result in the issuance of a FFP task order reflecting a total price for performance of the work. No labor hour or time and material task orders will be issued under this contract. The loaded hourly rates are ceiling price rates and the Contractor may, at its discretion, elect to propose lower hourly rates on a task by task basis. The contractor shall "map" their proposed labor categories to the Government provided Labor Categories.

- (a) Labor. The Section B.4 Labor Rate Tables represents fully-loaded hourly rates for each skill classification. The fully-burdened labor rates include all direct, indirect, general and administrative costs and profit associated with providing the required skill. The fully-burdened labor rates include all labor and labor-related costs, such as, but not limited to, the following list of representative labor-related costs: salaries, wages,

bonuses to include stock bonuses, incentive awards, employee stock options, stock appreciation rights, employee stock ownership plans, employee insurance, fringe benefits, contributions to pension, other post-retirement benefits, annuity, employee incentive compensation plans, incentive pay, shift differentials, overtime, vacation time, sick pay, holidays, and all other allowances based upon a comprehensive employee compensation plan. All hourly rates are based on a 40-hour work-week (ex. 1,920 hours per year or in accordance with the Contractor's corporate policy).

Contractor Rates: During the performance of this contract, the Contractor shall furnish fully-burdened labor rates which include loads for office space and all normal supplies and services required to support the work. This includes, but is not limited to, telephones, faxes, copiers, personal computers, postage (to include courier services such as Federal Express), ordinary business software (e.g., word processing, spreadsheets, graphics, etc.), normal copying and reproduction costs.

(b) Program Management Support Costs. Contract-level program management support costs are included as a percentage of each individual labor category rate, and encompass support for contract-level management, reporting requirements and related travel and meeting attendance costs associated with the Contractor's program management staff, as it relates to overall management of the contract. As a result, these program management support costs are allocated across all of the task orders issued under this contract. These "program management" support costs are differentiated from individual task order "Task Order Manager" or "Project Manager" support costs, which are billed as hourly labor rates against individual task orders for direct support to the effort performed under those task orders. This will result in direct billings at the task order level for labor hours in the "Task Order Manager" or "Project Manager" categories, to specifically support project management for the task order.

#### B.3.1.1 Firm Fixed Price (FFP) type Task Orders

For FFP type task orders, the quantity of each item or labor category ordered will be multiplied against the rate(s) listed in this schedule, and the cumulative extended total of all items ordered will define the lump sum fixed price for the TO. Travel costs will be in accordance with the Federal Travel Regulations (FTR), if applicable, and may be estimated for each TO and will be funded on a NTE basis. Travel shall remain separate from the total fixed price for labor and ODCs.

#### B.3.1.2 Additional Labor Categories

At any time and throughout the life of the contract, at the request of either the Contractor or the Government, the Contractor may propose additional labor categories, rates and descriptions in addition to the Government labor categories identified in Section B.4. These additional labor categories, rates and descriptions will be negotiated on a case-by-case basis. The additional categories, rates and descriptions proposed, upon determination by the Government that they are necessary for contract performance and both fair and reasonable, will be incorporated by modification into the Section B.4 Labor Rate Tables

of this contract.

**B.3.2 Cost Reimbursement Pricing**

All TOs issued on a Cost Reimbursement basis will be priced in accordance with approved DCAA rates. Direct and indirect cost rates will be established on a TO basis. The offeror shall also submit their approved Forward Pricing Rate Agreement (FPRA) if applicable. For Cost Reimbursement task orders, the Contractor will provide complete supporting schedules identifying all applicable direct and indirect rate estimates building up to the TO cost. Cost Reimbursement Pricing shall include Direct rates, Indirect rates, G&A, Overhead, Fixed Fee, Escalation rate, FPRA if applicable and a narrative discussion of the Estimating System, Purchasing System and Accounting System. Contractors with approved DCAA rates should submit their most recent provisional indirect billing and actual rates for both direct and indirect rates. Contractors without audited rates shall propose indirect rates in accordance with FAR Part 31. For CPFF task orders the statutory fee limitation is 10%.

For Cost Plus Fixed Fee task orders the offerors shall propose a fixed fee percentage which may be subject to negotiation.

Description	%
Fixed Fee percentage. Fixed Fee is only applicable to prime and subcontractor labor. The offeror shall propose one fixed fee percentage in the cell to the right. This fee percentage is applicable to all CPFF task orders.	(b)(4)

The proposed fixed fee shall be considered a ceiling fixed fee which may be negotiated down to more accurately reflect the **level of effort at the task order level**. The Government reserves the right to negotiate the proposed fixed fee percentage at its discretion.

**B.4 Labor Rate Tables**

The Labor Rate Tables provide labor category descriptions, labor rates, and markup percentages for performance of the requirements as specified in individual Task Orders. Fully loaded hourly labor rates are included for each labor category. The fully-loaded hourly labor rates are the ceiling rates representing the maximum rates allowable for Prime and Subcontractors.

The contract type of a Task Order will be determined at the time of issuance of each Task Order. Specific CLINS will be established at the Task Order level on a Cost Plus Fixed Fee (CPFF) or a Fixed Price (FP) basis.

Offerors shall add rows and categories as necessary to propose all labor rates associated with the services to be contracted. The tables below are for reference only and the offeror are required to submit comprehensive excel worksheets (attached) that demonstrate how the hourly rates are developed for the base contract period and each additional ordering period.

See Section J attachment 2 for actual rates.

Labor Category	Fully Burdened Rate
- Base Year -	

Project Manager	
Scheduler	
Senior Engineer (Architectural)	
Senior Engineer (Electrical)	
Junior Engineer (Architectural)	
Junior Engineer (Electrical)	
Engineer Drafter	
Administrative	
<b>- Year 1 -</b>	
Program Manager	
Project Manager	
Scheduler	
Senior Engineer (Architectural)	
Senior Engineer (Electrical)	
Junior Engineer (Architectural)	
Junior Engineer (Electrical)	
Engineer Drafter	
Administrative	
<b>- Year 2 -</b>	
Program Manager	
Project Manager	
Scheduler	
Senior Engineer (Architectural)	
Senior Engineer (Electrical)	
Junior Engineer (Architectural)	
Junior Engineer (Electrical)	
Engineer Drafter	
Administrative	
<b>- Year 3 -</b>	
Program Manager	
Project Manager	
Scheduler	
Senior Engineer (Architectural)	
Senior Engineer (Electrical)	
Junior Engineer (Architectural)	
Junior Engineer (Electrical)	
Engineer Drafter	
Administrative	
<b>- Year 4 -</b>	
Program Manager	
Project Manager	
Scheduler	
Senior Engineer (Architectural)	
Senior Engineer (Electrical)	
Junior Engineer (Architectural)	

Junior Engineer (Electrical)	
Engineer Drafter	
Administrative	

Note: Offeror should price as if the rates are for off-site only. Government will not be providing any on site facilities.

#### **B.4.1 Cost Reimbursable CLIN's**

<u>CLIN No.</u>	<u>Schedule of Supplies/Services</u>	<u>Contract Type</u>
0001	Program Management (SOW 3.0 – 3.10.3)	FFP
0002	Systems Integration and Installation (SOW 4.0 – 4.4.10)	CPFF/FFP
0003	Travel (SOW 5.0)	Reimbursable

#### **B.5 Contract Minimum/Maximum**

- (a) The Government intends to make multiple awards or to not make an award if deemed to be in the best interest of the Government. The minimum guarantee for the base IDIQ contract will be one million dollars (\$1,000,000) over the entire contract term/period.
- (b) The specific products and quantities will be identified on each Task Order issued under the base contract.
- (c) A combined maximum ceiling of five hundred million dollars (\$500,000,000) is established as the cumulative total of all orders for the life of the contract.

## Section C- Description/Specification/Work Statement

### Security Equipment Integration Services

#### 1.0 INTRODUCTION

##### 1.1 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 further the overall mission of TSA.

In furtherance of its mission, TSA counters threats to security with technologies and procedures that will prevent, deter, or render ineffective any attempt to sabotage transportation. TSA collaborates with Department of Homeland Security (DHS) Science and Technology (S&T). Each agency within DHS has primary responsibility for discreet phases of the acquisition cycle. TSA has primary responsibility for the program initiation phase; and S&T has primary responsibility for the concept and development phase. TSA then assumes primary responsibility for the capability development and demonstration phase, and all subsequent phases. The following chart illustrates these relationships.

	<i>Pre-Acquisition</i>		<i>Acquisition</i>			<i>Sustainment</i>
<i>Key Decision Point</i>	Business Planning	Program Authorization	Alternative Selectio	Project Decision	Executive Review @ Milestone	
<i>Phase</i>	Program Initiation	Concept & Technology Developmen	Capability Demonstration &	Production & Deploymen	Operations & Support	
<i>Key Activities</i>	<ul style="list-style-type: none"> <li>• Operational Analysis</li> <li>• Capability Gap Analysis</li> <li>• Mission Need</li> </ul>	<ul style="list-style-type: none"> <li>• Operational Requirement</li> <li>• Alternatives Analysis</li> <li>• Dev. Program Plans</li> </ul>	<ul style="list-style-type: none"> <li>• Update Program Plans</li> <li>• Developmental T&amp;E</li> <li>• Low Rate Initial Prod.</li> <li>• Operational T&amp;E</li> </ul>	<ul style="list-style-type: none"> <li>• Update Program Plans</li> <li>• Full Rate Productio</li> </ul>	<ul style="list-style-type: none"> <li>• Operat</li> <li>• Evaluate Performanc</li> <li>• Maintain</li> <li>• Dispose</li> </ul>	
<i>Organizational Alignment</i>						

Currently there are several security technologies that are in different phases of the acquisition life-cycle. Key to the success of transition into phase three of the acquisition cycle, and supporting the operational requirements of the TSA, is the ability to rapidly integrate, test, and evaluate a variety of technologies, processes, and procedures in operational environments in a variety of locations; as well as redesign, modify, and update security installations to accommodate security operations.

TSA supports airports, common carriers, ports and terminals associated with all means of transportation and commerce, as well as law enforcement and governmental operations, policy, and research and development entities. TSA is responsible for the deployment of security technology equipment to ensure: (1) new technologies are deployed as they become available based on a risk based model; (2) old technologies are removed from service when they are at the end of their life cycle and (3) systems are relocated as necessary to meet security needs.

In addition to its responsibilities for deployment of security equipment for aviation, TSA is also responsible for enhancing surface transportation security by developing requirements for and evaluating security technologies that protect employees and travelers, eliminate vulnerabilities, mitigate damages, identify potential threats, provide decision support, and facilitate recovery from intentional assault on commercial surface transportation modes and related infrastructure.

DHS appropriation acts have provided direct funding for installation and implementation of technologies for support of equipment for both aviation and non-aviation infrastructure. With the implementation of Public Law 110.53 (9/11 Act), significant interest in strengthening the security effort in the transportation of cargo is expected. This is expected to increase the testing and deployment of security equipment in support of the cargo program.

## **1.2 Scope**

This contract encompasses the system integration needs for the Transportation Security Administration, OST. OST system integration projects support organizations including, but not limited to: common carriers, ports and terminals associated with all means of transportation and commerce, as well as law enforcement and governmental operations, policy, and research and development entities. The Contractor is responsible for all tasks associated with the installation, and when directed the evaluation, of security technology equipment at geographically dispersed airports, ports, terminals, cargo facilities and other locations within the Continental United States (CONUS) and its territories (OCONUS). The contractor may be required to perform work at more than 75 sites simultaneously within both CONUS and OCONUS.

## **2.0 APPLICABLE DOCUMENTS**

The following specifications, handbooks, orders, standards, and drawings 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.

**2.1 Government Documents**

Executive Order 12356	National Security Information
Title 14, Code of Federal Regulations, Part 191	Withholding Security Information from Disclosure Under the Air Transportation Security Act of 1974
5 U.S.C. section 552a	Sensitive but Unclassified (SBU)
49 CFR Part 1520	Protection of Sensitive Security Information
U.S. Department of Homeland Security DHS SCG TSA-002 February 17, 2005	Department of Homeland Security Explosive Detection Systems Information and Data Security Classification Guide
DOD 5220-22-M, February 28, 2006	National Industrial Security Program Operating Manual
Executive Order 12958,	Classified National Security Information dated April 20, 1995, as amended by Executive Order 13292, dated March 28, 2003.
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

**2.2 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

**2.3 Other Documents**

MD 200.55	Accountability, Management and Control of TSA Property in the Hands of a Contractor
ANSI/ISO 9001:2000	Quality Management Systems
STDO-SE-001	Site Survey Report
STDO-SE-002	Site Installation Plan
The Planning and Design Guidelines for Checked Baggage Inspection Systems	Guide for system design and testing <a href="http://www.tsa.gov/research/asac/index.shtm">http://www.tsa.gov/research/asac/index.shtm</a>

ANSI/EIA 649A,	Configuration Management
ISO 10007	Quality Management - Guidelines for Configuration Management

## 2.4 Source of Documents

Copies of Government specifications and interface documents are widely available on the Internet.

Requests for copies of documents that are not available on the Internet should be addressed to the Contracting Officer (CO). Requests should fully identify material desired and cite the solicitation or contract number.

Military Standards and Specifications can be ordered from the Department of Defense Single Stock Point (DODSSP), Building 4/Section D, 700 Robbins Avenue, Philadelphia, PA 19111-5098. Information is available at their website, <http://www.dodssp.daps.mil>.

Copies of ANSI/ASQC Q9000 series standards can be obtained from the following source: American Society for Quality P.O. Box 3005; Milwaukee, Wisconsin 53201-3005 or 600 North Plankinton Avenue; Milwaukee, WI 53203. <http://www.asq.org>.

Copies of the Acquisition Management System Test and Evaluation Process Guidelines are available at <https://akss.dau.mil>

## **3.0 TASKS AND SPECIFIC REQUIREMENTS**

### **3.1 General Program Management Requirements**

The Contractor shall establish and maintain a formal organization to manage the contract and any associated subcontracts. A clear line of project authority shall exist among all organizational elements. The contractor shall be fully responsible for the integration and coordination of the work described in the SOW. The Contractor shall develop and implement a Management Program to efficiently and effectively execute the requirements of this contract required to perform all the activities successfully as required in this SOW and each individual task orders. The Contractor's management program shall be fully documented in a Program Management Plan (PMP) (A001).

The Contractor shall provide a draft PMP within thirty (30) calendar days after contract award. The TSA review comments shall be given to the Contractor within seven (7) calendar days after receipt; and the document shall be finalized by the Contractor within five (5) calendar days thereafter. Once the PMP is finalized, the contractor shall perform in accordance with the approved plan.

The contractor shall provide a program manager who will be designated as a "Key Person" and shall be responsible for all work performed under this contract and shall be a single point of

contact for the Contracting Officer and designated representatives of the contracting officer. The program management offices shall be located within 50 miles of TSA Headquarters. The name of this person and the name of any alternate who shall act for the contractor when the program manager is absent shall be submitted in writing to the Contracting Officer five (5) working days prior to contract start date. During any absence of the program manager, only one alternate shall serve as the Government contact point. The program manager, and any designated alternate(s), shall have full authority to act for the contractor on all contract matters relating to daily operation of this contract.

The contractor may be required to provide personnel to work on-site at locations designated by task order. The Government will provide facilities for contractor employees assigned to work on-site at the designated location. Personnel assigned to work on-site shall be knowledgeable of the work being performed, and have access to all work products under this contract. At the discretion of the COTR, on-site personnel may obtain access to TSA email and IT systems.

The Contractor shall ensure that assignments are completed in a manner that is thorough and within schedule and document all accomplishments that are directly relevant to the contract or awarded Task Order schedule(s). The TSA requirements in performing this contract demand that the Contractor's engineering, technical, analytical, and administrative support and the level of expertise, experience, and demonstrated performance of the Contractor personnel providing the services must be commensurate with the scope and complexity of the contract or awarded Task Order(s) to ensure quality support.

### 3.1.1 Key Personnel

The personnel specified as key personnel are essential to the work being performed in this contract. The Program 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.

## 3.2 **Schedule Management**

The Contractor shall develop and maintain the schedule of all systems integration activities performed under this contract. 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 or other approved commercial-off-the-shelf (COTS) application software. The schedule(s) shall identify subordinate-tier activities, uncertainty of task activities, dependencies between task activities, and milestones required to demonstrate successful completion of the Task Order. 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 weekly or as required by tasking.

The contractor shall thoroughly review the list of projects and update the schedule as new information becomes available. The government will rely on the contractor to keep them abreast of delays in schedule, so that the government can timely mitigate any other costs that may result from delays. Because technologies from different programs will be deployed simultaneously, the contractor shall make recommendations to the Government where changes to the schedule may reduce cost and disruption to operations. When the contractor provides recommendations for changes to the schedule, the contractor shall address any risk, advantages, and changes in cost that will be associated with the schedule change

The contractor shall provide a weekly summary report of all projects. The summary report shall be severable by program and provide the status of each project at a minimum including status by major task area, changes to the schedule, and changes to cost estimates due to changes in the schedule. The contractor shall recommend a format for this report. Once approved, the contractor shall provide the information in that format. A Program Management Review will be held on a quarterly basis. The schedule(s) briefed shall be current as of the date of the reporting period. Changes to scheduled baseline milestones must be authorized by both the Contractor and the COTR.

### **3.3 Risk Management**

The Contractor shall identify cost, schedule and technical 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.

The Contractor shall quantify risks with respect to the 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 that identifies, analyzes, and classifies 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 program status report.

#### **3.3.1 Reporting Schedule and Cost Risks**

The Contractor shall identify and report program schedule and cost ceiling risks to the Government. The Contractor shall evaluate program schedule and cost ceiling 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 weekly 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.

### **3.4 Cost Performance Report**

The contractor shall report contract cost and schedule 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. Cost will be broken down by Airport by Baggage installations and Passenger Checkpoint installations completed.
- b. Cost will also include forecast cost versus actual cost for Baggage and Checkpoint.
- c. Schedule will include Airports and installations scheduled to be completed by the end of the month at the first of the month.
- d. Schedule will include those Airports and installations completed by the end of the month.
- e. The report will include an analysis of the schedule and cost variance from planned versus completed.

### **3.5 Project Status Reporting**

The Contractor shall establish and maintain an automated management system that will provide a real time assessment of all projects being managed under this contract. The system shall be able to provide a real time snap shot by project, site, specific site location, or a roll up view. The system shall have the capability to provide cost for each project by major task area, schedule, performance information in regard to baselines and milestones. The management system shall be able to show all changes to schedules, changes in cost associated with changes to the baseline, and performance.

#### **3.5.1 Monthly Status Reports**

The Contractor shall prepare and submit written monthly Program Status Reports (A002) to the Government detailing progress and any pertinent 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.

#### **3.5.2 Weekly Status Reports**

The Contractor shall track the status of sites and specific activities identified in the task order. Reports shall be provided weekly, or on demand as directed by the Technical Officer (A003).

### **3.6 Meetings, Conferences, and Reviews**

Meetings will be held regularly 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).

### **3.6.1 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 and programmatic problem areas, evaluate performance relative to cost ceilings set forth in task orders 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 task order 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.

### **3.6.2 Technical Interchange Meetings (TIMs)**

The Government may request TIMs when necessary between the Contractor and the Technical Officer and/or Technical Officer's designated representative. The purpose of these TIMs shall be to discuss any outstanding schedule, integration and/or installation engineering issues, activities and related documentation, and resolve through mutual agreement, technical, schedule

or programmatic issues associated with this contract/task orders. The Contractor shall submit minutes and other documentation as required within five (5) workdays following the meeting.

### **3.7 Data Management**

The Contractor shall establish and maintain an automated data management system that will provide a real time assessment of all projects being managed under this contract. The system shall be accessible to users authorized by the government through a secure internet portal, designed and maintained in accordance with TSA's Certification and Accreditation requirements, and be designed in accordance with open architecture concepts. The system shall be able to provide a real time snap shot by project, site, specific site location, or a roll up view.

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)

#### **3.7.1 Certification and Accreditation (C&A)**

Certification and Accreditation (C&A) in accordance with the National Institute of Standards and Technology (NIST) 800-37 for unclassified systems, or the Department of Defense Information Technology Security Certification and Accreditation Process (DITSCAP) for classified systems, is a requirement for TSA information systems, including general support systems (e.g., standard TSA desktop, general network infrastructure, electronic mail, etc.), major applications and pilot systems (if connected to the operational network or processing, storing, or transmitting government data). A written authority to operate (ATO), granted by the TSA Designated Accrediting Authority (DAA), is required prior to processing operational data or connecting to any TSA network. The contractor shall provide all necessary system information for the C&A effort.

The Security Certification Package contains documentation required for C&A. The package will contain the following security documentation: an Initial Risk Assessment, System Security Plan (SSP) or System Security Authorization Agreement (SSAA), System Design Document - if security architecture and information flows and network topology information in the SSP needs augmentation, Contingency Plan and results, Self-Assessment results, Federal Information Processing Standards (FIPS) 199 Assessment, Privacy Impact Assessment, and E-Authentication as required. The C&A package shall document the specific procedures, training, and accountability measures in place for systems that process personally identifiable information (PII). All security compliance documents – such as the Security Program Plan - will be reviewed and approved by the Chief Information Security Officer (CISO) and IT Security, and accepted by

the Contracting Officer upon creation and after any subsequent changes, before they go into effect.

The Contracting Officer's Technical Representative (COTR) and IT Security will conduct reviews and/or audits to ensure that the security requirements in the contract are implemented and enforced. The Contractor shall comply with requests to be audited and provide timely responses to requests for data, information, and analysis from the Department of Homeland Security (DHS) Office of Inspector General (OIG), General Accounting Office (GAO), and TSA IT Security and management. Each group will have their own timescale per the type of audit performed; TSA IT Security audits require a 10 day response time.

### **3.8 Quality Program**

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.

### **3.9 Government Furnished Property (GFP)**

All GFP Transportation Security Equipment (TSE) shall maintain an authorized Transportation Security Administration (TSA) barcode sticker (unique-item identifier) located on the equipment designated by the Property Administrator (PA). All identification of the TSE shall include the serial number and TSA Barcode number.

The Contractor will obtain information regarding GFP for each project from the COTR. The Government will furnish the Contractor with the various types of TSE for installation at designated facilities. The TSE may be delivered at the factory of origin, at the terminal, or at other designated sites as determined by the Government. The Contractor will make all the arrangements for staging and positioning the equipment, as well as temporary storage in secured facilities as required. The Contractor shall be responsible for shipping the equipment to the installation site.

The Contractor shall provide a daily GFP Transaction Report reflecting the status of all GFP. This will provide the Property Administrator (PA) a current and auditable record of all transactions.

The Contractor is required, as delineated by specific task orders issued under this contract, to install or oversee the installation, integration and testing of GFP GFE at designated locations. TSE will include all GFP designated within a task order for installation or integration. This may include TSA-owned certified equipment, non-certified equipment, screener training and evaluation equipment, automated passenger profiling equipment, and/or access control or other

security related equipment.

CDRL A009 Government Furnished Property (GFP) Transaction Reports

### **3.10 Use and Sensitivity of Records**

All TSA and other government forms, records, reports, and data to which contractor personnel shall have access are the property of TSA and are to be used solely for performing the work described in this SOW. Contractor personnel shall not use, disclose, or retain any materials except as described in this SOW or as directed by the Contracting Officer's Representative (COR).

### **3.11 Security and Privacy**

When required, data base firewalls and protections shall conform to Federal information security standards regarding access and protection of classified information.

Any TSA information made available or to which access is provided, and which is marked or shall be marked "Official Use Only," shall be used only for the purpose of carrying out the provisions of this contract and shall not be divulged or made known in any manner to any person except as may be necessary in the performance of the contract. Disclosure to anyone other than an officer or employee of the contractor or subcontractor at any tier shall require prior written approval of the TSA. Requests to make such disclosure should be addressed to the TSA contracting officer.

Each Officer or employee of the contractor or subcontractor at any tier to whom "Official Use Only" information may be made available or disclosed shall be notified in writing by the contractor that "Official Use Only" information disclosed to such officer or employee can be used only for the purpose and to the extent authorized herein, and that further disclosure of any such "Official Use Only" information, by any means, for a purpose or to an extent unauthorized herein, may subject the offender to criminal sanctions imposed by 18 U.S.C. Sections 641 and 3571. Section 641 of 18 U.S.C. provides, in pertinent part, that whoever knowingly converts to his use or the use of another, or without authority sells, conveys, or disposes of any record of the United States or whoever receives the same with the intent to convert it to his use or gain, knowing it to have been converted, shall be guilty of a crime punishable by a fine or imprisoned up to 10 years or both.

TSA Security Policies shall be adhered to for development of all applications, data bases and data integrity. Additionally, contractors must satisfy requirements to work with and safeguard Security Sensitive Information (SSI). All support personnel must understand and rigorously follow DHS and TSA requirements, policies, and procedures for safeguarding SSI. The following policy publications and directives apply:

DHS MD #4300, Information Technology Systems Security

DHS MD #11050.1, Personnel Security Program

DHS MD#11056.1, Sensitive Security Information (SSI)

TSA IT Security Policy 1400.3 and IT Security Policy Handbook

These publications shall be adhered to in support of Media Protection, Access Control, Auditing, Network Security, Rules of Behavior, Personnel Security, Physical Security, Training and Awareness, Security Incident Reporting, Contingency Planning, Security Review and Reporting and Contract Close Out.

### **3.11.1 Data Security**

The Contractor shall be responsible for the security of: i) all data that is generated by the contractor on behalf of the TSA, ii) TSA data transmitted by the contractor, and iii) TSA data otherwise stored or processed by the contractor, regardless of who owns or controls the underlying systems while that data is under the contractor's control. All TSA data, including but not limited to PII, sensitive security information (SSI), and sensitive but unclassified (SBU), critical infrastructure information (CII), shall be protected according to DHS and TSA security policies and mandates.

At the expiration of the contract, the contractor shall return all TSA information and IT resources provided to the contractor during the contract, and provide a certification that all assets containing or used to process TSA information have been sanitized or destroyed in accordance with the TSA security policy. The contractor will certify in writing to that sanitization and/or destruction has been performed.

### **3.11.2 Program Performance**

The Contractor shall provide, implement, and maintain a Security Program Plan (SPP) based on the templates provided by TSA IT Security as part of the required security compliance documentation. This plan shall describe the processes and procedures that will be followed to ensure appropriate security of IT resources that are developed, processed, or used under this contract. The security controls contained in the plan shall meet the requirements listed in the TSA, Security Policy Handbook – Chapter 3, Section 21, Information Security Documentation and the DHS Sensitive Systems Policy and Handbook 4300A (current version).

The SPP shall be submitted within 30 days after contract award. The SPP shall be considered a living document; it will be reviewed and updated semi-annually to address new processes, procedures, technical or federally mandated security controls and other contract changes that affect the security of IT resources under contract. It shall be consistent with and further detail the approach contained in the offeror's proposal or quote that resulted in the award of the contract and be in compliance with the requirements stated in the security clause(s) in the contract.

Hardware or software configuration changes shall be in accordance with TSAs Configuration Management policy, TSA Enterprise and Security Architecture standards. The TSA Chief Information Security Officer (CISO)/ IT Security must be informed of and involved in all configuration changes to the TSA IT environment including systems, software, infrastructure architecture, infrastructure assets, and end user assets. The contractor shall comply with requests to be audited and support audit activities (such as requests for system access for penetration

testing, vulnerability scanning, incident response, forensic response, etc.).

### **3.11.3 Security Policy**

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 government will require security clearances up to secret for personnel designated as key personnel, and may require clearances up to top secret/SCI for selected personnel.

Each site may have different security requirements. The contractor shall coordinate in advance with all sites to ensure all contractor personnel are familiar and comply with the security requirements. Work delays that are caused by contractor personnel security issues will be considered inexcusable delays in performance.

## **4.0 TRANSPORTATION SECURITY EQUIPMENT (TSE) INSTALLATION**

### **4.1 Overview**

The Contractor shall perform any or all activities associated with and manage installation, integration, sustainment, removal and site restoration for all TSE as required. Contractor shall plan for proper operation of existing equipment and subsystems when integrating new equipment. The Contractor shall perform all site preparation/restoration and logistics activities to facilitate the OEMs ability to install, integrate, relocate and remove all TSE when directed by the TSA.

For each specified site, Contractor shall obtain, as required, all necessary approvals, permits, authorizations, etc. required for providing utilities (heating, ventilating, air-conditioning, and power) for the TSE installation. The Government shall provide the site design package when available as Government Furnished Information (GFI) prior to installation. The contractor may be required to provide designs.

When directed, the contractor shall remove, prepare for redeploy and coordinate redeployment of TSE in accordance with all federal, state, and local laws, and OEM procedures.

System integration activities fall into five main categories site planning, site preparation, deployment activities, on-site support for field experiments and T&E, and project completion.

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
- Provision for future expansion and upgrade of equipment and facilities

## 4.2 Site Planning

### 4.2.1 Site Survey

The contractor shall coordinate and conduct site surveys with responsible stakeholders (i.e. corporate and station air carrier representatives, local site representatives and local TSA security personnel, etc) to investigate all appropriate configuration options for TSE installation. Site assessment/survey teams shall travel to each site to determine the detailed site modifications and jurisdiction approvals and/or equipment certifications and requirements necessary to prepare the site for TSE installation.

The contractor shall collect passenger, baggage, cargo and other demand statistics to validate the determined TSE requirements, develop alternative installation configurations, and recommend the optimal configuration for each site. The contractor shall then present these assessment results to TSA for approval prior to executing the detailed site surveys and site designs. The assessments shall recommend quantities, types, approximate locations and configurations of TSE to be installed. Once completed, the proposed configurations shall be submitted for approval by the TSA. The Contractor shall also facilitate securing design concurrence with appropriate stakeholders, as directed by the COTR or their designee.

The surveys of the site shall consider special service requirements for electrical power, climate control, communication services, floor loading, equipment handling, and access clearance requirements. The Contractor shall collect and analyze data, conduct necessary demand and baggage flow modeling (static and/or dynamic), and consult with the site representatives to determine any special operational or facility considerations including existing or planned terminal modification or construction that must be accommodated. The survey shall be conducted in accordance with the most current edition of the Planning Guidelines and Design Standards. At a minimum the survey shall include an assessment of:

- Infrastructure - As part of the site survey, the contractor shall ensure that the infrastructure is assessed when considering placement of GFP. Some locations require an infrastructure assessment as part of the installation process. This assessment shall include consideration of structural strength, stresses, loading analyses, and all other assessments or analysis required to ensure that structural integrity is not affected by any installation factors. The contractor shall comply with any state and local requirements for infrastructure assessments.
- Power requirements – Power assessment must determine the origination of power and route of electrical runs at the site. Power requirements of all equipment for the project must be communicated immediately to the site.
- Rigging requirements – The rigging path and associated structural requirements must be identified and agreed to by all project stakeholders at least 60 days prior to shipment of the equipment. All shipping must be arranged with the TSA PA for documentation to be

prepared at least 30 days prior to delivery. The site must be confirmed to be ready prior to shipment. Any advance shipment must be approved by OST Project Managers.

- Designs - Provide layouts for installing new units (mainly stand-alone configuration), when necessary. If the contractor is provided designs as GFI, the contractor shall validate the designs. If changes to the drawings are necessary, the contractor shall red line the GFI drawings and submit to the COTR for approval as part to the site survey package. In many cases, the contractor will not be provided designs especially for stand alone configurations. In this case, the contractor shall provide a drawing of the equipment installation with enough detail to assess all requirements to accomplish operation of TSE in accordance with proposed CONOPS and consistent with specific integration activities.

Once the site survey is completed, the contractor shall submit a site survey report in accordance with CDRL B001 Site Assessment and Survey Report to the technical representative for review and approval prior to proceeding with the final design and subsequent installation of TSE. The site survey report shall describe the site preparation requirements, site specific deficiencies, and provide detailed estimates of cost, schedule and major milestones to complete integration, installation, acceptance testing and initial operational capability. The survey report shall address uncertainty associated with cost, schedule and performance. The contractor shall not perform additional surveys at the same project site without explicit authorization from the TSA CO and/or COTR.

The Contractor shall create a site requirements list for each project requiring OEM support. The site requirements list will include, but not limited to: project schedule for all tasks required for operational status of TSE, project points of contact, equipment configuration, and work hours schedule. When establishing a schedule, the contractor shall include screening equipment installation requirements and include services from the OEM for operational status (placement, testing support, integration, EDS configuration needs). The OEM requirements are not part of this contract and must be contracted for separate from this contract. The independent verification and validation (IV&V) is also excluded from this contract. The contractor shall coordinate these actions with the COTR and OEM and IV&V leads 120 days prior to the delivery date. The site requirements list will be submitted to the COTR 120 days prior to the equipment delivery date to allow sufficient time for the OEM contract award process

#### **4.2.2 Design and Design Review**

The Contractor shall be capable of creating designs for security system installations. Design requirements will be called out by task order.

The Contractor shall provide detailed design review of site project TSE installation designs. Design review requirements will be called out by task order. For Checked Baggage Inspection Systems (CBIS), the contractor shall review against the most current version of the Planning Guidelines and Design Standards for CBIS.

The Contract Deliverables for design analysis work will be called out by task order. At a minimum, the contractor shall include a recommendation letter detailing issues and risks related to the project design meeting operational goals and project requirements. The design analysis

may include, but not be limited to, the following areas: Integrated security system design, interface design, and analysis for selection of equipment, number of units, installation location selected, and cost estimate and validation for installation and integration of TSE.

The Contractor shall update design drawings and maintain the drawings in the program data library. The frequency of updating site drawings will be called out by task order.

### **4.3 Site Preparation**

The Contractor may be required to perform site modifications, including temporary modifications to support project requirements and operational goals. Any site modification must be identified immediately and agreed to by the site project team prior to work commencing.

All shipping must be arranged with the TSA PA for documentation to be prepared at least 30 days prior to delivery. The site must be confirmed to be ready prior to shipment. Any advance shipment must be approved by OST Project Managers.

The contractor shall review existing assessments or certifications provided by the facility owner regarding the presence or absence of hazardous substances in areas where TSE will be installed or where security screening will be conducted. If those assessments do not provide complete, accurate and current information, the contractor shall notify the COTR and coordinate with the facility owner to ensure they conduct required hazard analysis for their facility.

The Contractor shall ensure that OEM physical environmental guidelines are taken into account including any special structural foundation and mechanical requirements. All TSE shall be physically positioned in accordance with OEM installation guidelines and site operational requirements. Site preparation work shall adhere to all Federal, State and Local codes. The equipment layout shall, to the extent possible, provide clear and unrestricted access to any rack or equipment unit including consoles. This access shall permit maintenance or removal of part of all equipment at any rack or unit or console location.

For each specified site, the contractor shall obtain, as required, all necessary approvals, permits, authorizations, etc. required for providing utilities (heating, ventilating, air-conditioning, power, and telecommunications) and space for the TSE installation.

#### **4.3.1 Site Installation Plan (SIP)**

After all major issues presented in the site survey report and TSE integration design documents have been resolved, the Contractor shall prepare and submit a SIP detailing all steps to be conducted throughout the installation and integration process. The Contractor shall coordinate with site representatives at specific sites to obtain all necessary review, permits and approvals of the design drawings and installation plan.

The Contractor shall use the site survey data to develop a detailed SIP for integration of the GFP TSE into the existing passenger and baggage processing systems. The SIP shall be in accordance with CDRL B002, Site Installation Plan. The systems engineering and design analysis shall

include previously conducted and/or additional manual or computer analysis, as needed, to determine the placement of GFP TSE, and other associated material handling equipment (including additional baggage belting/handling devices purchased under this contract), to optimize system performance based on demand data and facility layout. The designs shall reflect the capability to handle peak demand. For Checked Baggage Inspection Systems (CBIS), the contractor will ensure compliance to the most current edition of the Planning Guidelines and Design Standards for CBIS.

#### **4.3.2 Stakeholder Coordination and Relations**

Installation, integration and testing of explosive detection equipment shall be coordinated to minimize disruption or interfere with transportation operations. Installation, integration and testing of TSE shall not, to the extent possible, disrupt, or interfere with site operations. Contractor shall perform work outside of normal business/operation hours (i.e. at night, during weekends, or other varied non-operational hours) when possible. Contractor shall coordinate with TSA, vendors, and local authorities and stakeholders, for specific TSE installation sites taking into account access openings, clearances, floor ramps and other physical constraints. The contractor shall keep the stakeholders abreast of changes to the project and work with local authorities and stakeholders to reduce the disruption of operations. In most cases, the contractor is an extension of the government in regard to equipment installation. The contractor shall try to resolve any stakeholder issues and alert the government of any potential problems that might affect stakeholder relations.

The contractor is solely responsible for all coordination, and communications directed at contacting and presenting material to the key decision-makers who will determine the exact location of the equipment at the site. The contractor is expected to function as an expediter and troubleshooter for quickly resolving all installation related issues.

#### **4.4 Systems Integration**

The Contractor shall plan, establish procedures for, conduct, and document integration of new equipment and associated processes and procedures, to include site preparations, specialized engineering services including but not limited to, assessment of safety requirements, environmental analyses and certifications (i.e., equipment electrical safety standards, earthquake vulnerability assessments, fire safety codes, etc), installation and testing of the GFP TSE furnished by the Government. Integrated installations shall be performed in conjunction with the OEM(s) when directed by the TSA. The Contractor shall integrate and install the GFP TSE with existing or new security or screening facilities. The Contractor shall ensure proper operation of the subsystems when connected to existing, baggage handling equipment, internal and external interfaces. The Contractor shall provide engineering support, field integration and installation personnel as required to perform assigned tasks. After TSA acceptance of the TSE and the security system becomes operational, the Contractor shall be able to support the system integration by overseeing or coordinating training and maintenance support as required until operation is transferred to the appropriate authority. The Contractor may be required to provide similar support for previously installed equipment.

The Contractor shall provide systems engineering integration expertise to develop, document, and report on accomplishment(s) as applicable, to ensure that the overall efforts are consistent with program objectives as follows:

- a. Review technical publication packages in sufficient detail to verify that all technical requirements for systems, components, devices, products, processes, and materials are included. The review shall address the adequacy and completeness of the packages.
- b. Perform information searches, data gathering, correlation, and interpretation of the technical data required to support the preparation, revision, or verification of technical documentation including reports, specifications, recommendation data sheets, and engineering change proposals.
- c. Provide publications or presentations related to technical programs. Typical products may include procedures, manuals, technical reports, technical presentations and publications, instructions, training materials, and guidelines.
- d. Participate in equipment and installation design reviews related to operational integration, technical discussions, engineering and briefing meetings related to the program activities. Provide coordination and develop briefings and status reports including the preparation of briefing material, visibility charts, and other program planning materials as required by the Government.

The integration contractor shall be required to conduct engineering and technical studies associated with the program activities.

The Contractor shall collect and retain cost, schedule and performance data associated with the installation and integration effort. As directed by the COIR, the Contractor shall produce a Deployment Assessment, based on these data and other insights gleaned from the initial installation and integration efforts, to support project management planning and future deployment efforts.

The Contractor shall, as required by the TSA, integrate all security equipment in conjunction with the GFE Contractor(s), when directed. The Contractor shall ensure proper operation of the subsystems when integrated to existing equipment and external and internal interfaces.

#### **4.4.1 Installation of equipment**

The Contractor shall manage installation and integration of all TSE. Contractor shall plan for proper operation of existing equipment and subsystems when integrating new equipment.

For each specified site, Contractor shall obtain, as required, all necessary approvals, permits, authorizations, etc. required for providing utilities (heating, ventilating, air-conditioning, and power) and space for the TSE installation. Installation, integration and testing of TSE shall be coordinated to minimize disruption or interfere with transportation operations. Contractor shall perform work outside of normal business/operation hours (i.e. at night, during weekends, or other varied non-operational hours) when possible. If dismantling of existing facilities or equipment or other measures are necessary to complete the installation, the Contractor shall be responsible for the full restoration to pre-installation conditions of these unrelated facilities or equipment as required by the TSA and local authorities.

The contractor shall provide all required engineering and support services to ensure successful systems integration, equipment installation, demonstrations, pilots, tests and evaluations. These services shall be provided in any transportation security location designated by TSA in any of the fifty states, US territories and possessions, and may encompass any area of transportation under TSA cognizance. The contractor shall have the ability to perform rapid deployment on short notice and shall have adequate surge capabilities, including ability to work nationwide on concurrent projects.

System safety requirements, markings, labeling, and the installation of required shielding and safety devices shall be verified and corrected as needed before final system testing commences. Installation activities may include, but are not limited to, the following:

- Project management, including meetings and travel
- Permitting
- Shipping and Rigging
- Isolate the TSE and provide privacy for security screeners.
- Development of equipment installation designs and schedule
- Purchase/assembly/rehabilitation of material in support of site modification as required
- Placement of security equipment and associated materials.
- Install and maintain protective barriers, partitions and other temporary structures/facilities to support the approved design
- Initial testing of equipment and/or documentation of equipment parameters
- Trouble shooting/performance resolution and coordination
- Facility clean-up (exclusive of regular janitorial services)
- Removal and disposal of obsolete cables, equipment, and structures, including these activities in connection with facility decommissioning
- Protect existing infrastructure and provide site restoration as required
- Revision of drawings (“redline” and “as-built”)

If dismantling of existing facilities or equipment or other measures are necessary to complete the installation, Contractor shall be responsible for the full restoration to pre-installation conditions of these unrelated facilities or equipment as required by the TSA and local authorities.

Contractor shall coordinate with TSA, vendors, and local authorities and stakeholders, for specific TSE installation sites taking into account access openings, clearances, floor ramps and other physical constraints.

In support of demonstrations, tests, and pilots, the Government may determine that certain materials are necessary that affect human system integration. The contractor shall provide these items as necessary to support these activities. These items can be for example, but not limited to: headsets, mats, bins, lighting, and materials for environmental conditioning and ergonomic optimization. The contractor shall also provide such supplies, equipment, and test support items needed to successfully conduct tests and pilots.

#### **4.4.2 Shipping**

The Contractor shall provide complete shipping services including all preparation, packaging, preservation as required, transportation, receipt, inspection, unpacking, uncrating as needed, and disposition of all packaging materials in the best interests of the Government. TSE shall be shipped in accordance with the appropriate laws, regulations, and shipping requirements including OEM approved shipping instructions. The GFP will be packaged in approved OEM crates when transported from the OEM facility or TSA warehouse. The contractor is responsible for any damage to the equipment occurring during shipping from the originating location to the final shipping destination.

The Original Equipment Manufacturer (OEM) shall provide a copy of the Government Property Information Sheet (GPIS) to the Property Administrator, product COTR and the System Integrator upon Factory Acceptance Testing and prior to the movement and/or shipment of any GFP.

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. All completed Government documents shall be submitted to the Property Administrator prior to any movement and/or shipment.

The Contractor will coordinate with the PA for all GFP. 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. If any repackaging is to be performed by the contractor, the maximum size of any individual system crate, or package, shall not exceed external dimensions that allow for ease of transportability through the building from the equipment delivery point to its final location at 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.

#### **4.4.3 Rigging**

The contractor shall provide rigging for movement and placement of security equipment. Rigging is a requirement during relocation, installation, removal and integration projects. Rigging shall be performed in accordance with OEM site installation guides and local requirements. Rigging ingress and egress paths for equipment movement must be coordinated between all project stakeholders and agreed upon by all stakeholders. A structural analysis of the

path may be required at specific sites. The contractor is responsible for protecting existing infrastructure, disposing of crating materials and restoring the site to pre-installation conditions.

If subcontracting rigging activities, the contractor shall make every effort to utilize experienced and local riggers for a project. Any subcontractor shall be bonded and insured to the appropriate level to perform the project. The Contractor is responsible for any damage to the equipment and site during rigging and placement of the equipment.

#### 4.4.4 Testing Support

As required, the Contractor shall witness system tests and final acceptance tests of security equipment installed at each site leading to transfer of ownership of the security equipment. As directed by the COTR, the contractor may be required to participate in and witness factory testing of security equipment. On-site testing shall be consistent across all sites for each security equipment type.

The Contractor shall provide testing support to facilitate final equipment test checkout for equipment installations. Testing support will consist of troubleshooting integrated systems through coordination with the OEM and other project stakeholders, pre-testing of integrated systems prior to IV&V contractor testing and oversight of OEM equipment validation testing (i.e. testing of OT&E equipment and redeployed equipment).

The Contractor may be required to witness and/or perform Operational Readiness Tests (ORT) performed by the OEM for the Government. The ORT results shall be submitted to the IV&V contractor for incorporation in the IV&V testing data library.

Integrated testing shall require the Contractor to perform a Test Readiness Review (TRR) with the site project team prior to Integrated Site Acceptance Testing (iSAT) by the IV&V contractor. The contractor shall issue a Test Readiness Notification (TRN) to the Government project lead and IV&V contractor when the site is ready for ISAT.

Below is a table for reference:

Test Type and Action	Systems Integrator	IV&V Contractor	OEM
<b>Factory Acceptance Test (SAT)</b>			
Perform			X
Witness		X	
<b>Site Acceptance Test (FAT)</b>			
Perform			X
Witness		X	
<b>Operational Readiness Test</b>			
Perform			X
Witness	X	X	
<b>Integrated Site Acceptance Test</b>			
Pre-Test	X		
Acceptance Test		X	

For OT&E Equipment, the Contractor may be required to witness FAT and SAT.

#### **4.4.5 Engineering Data Collection and Systems Support & Evaluation**

The contractor shall conduct systems analysis, and engineering and functional evaluations of all aspects of deployed equipment; and for demonstrations, pilots, tests and evaluation. The contractor shall ensure that sufficient data are collected to support system evaluation requirements, and institute quality control procedures to ensure that validated data are available for analysis purposes. The contractor shall provide frequent and regular reports focusing on equipment reliability, maintenance issues, operability and OEM support capabilities. The contractor shall also conduct studies and analyses as needed to evaluate emergent issues that may arise, and provide either single or recurring reports with complete data and information.

The Contractor shall prepare comprehensive analysis or evaluation report inputs on the cumulative results obtained for any individual test or analytic effort. These inputs shall summarize the data collection, reduction, and analysis process, and present the conclusions obtained for the effort. The conclusions shall be aggregated for evaluation purposes. The Contractor shall identify lessons learned.

When supporting tests, evaluation, or demonstrations, the Contractor shall prepare a test and evaluation or analysis and evaluation report. The report shall consist of text documentation, files, and analysis. If required, the Contractor shall provide relevant briefing package(s). In addition, during the execution of defined tasks, the Contractor shall provide 'Quick Look' reports to include progress and metrics on a weekly or other basis as directed by the COTR and as specified in the test plan.

#### **4.4.6 Training Coordination**

The Contractor shall ensure local TSA or other transportation authorities fully understand the training requirements and provide specialized training as needed, unless training has been requested. In the case of TSA staffs, it is local TSA's responsibility to request training through the TSA Training Office. The contractor shall coordinate training activities of the OEMs at project sites and perform an oversight role for all training activities of other parties under contract to the Office of Security Technology. Training coordination requirements will be defined by task order.

#### **4.4.7 Site Restoration**

At the conclusion of demonstrations, pilots, tests and evaluations, the contractor shall support and assist government project personnel in planning, coordinating, and supervising removal of installed equipment, and in restoration of installation sites. When the contractor is installing or removing equipment, the contractor shall ensure that the site is free of debris and restored and ready for normal operations.

#### **4.4.8 As-Built**

At the completion of an installation, the contractor shall provide a complete, accurate, and validated set of installation drawings, which reflect the as-built configurations of each site where the GFP TSE security equipment is installed.

#### **4.4.9 Configuration Management**

The Contractor shall support configuration management efforts for equipment under testing, including conducting configuration audits as may be necessary to establish and/or confirm system configuration baselines, as well as monitoring systems under test and evaluation to ensure continued conformance with the configuration baseline. The Government will provide the approved configuration baseline for each security technology to the Contractor. Prior to testing, the Contractor shall verify that test systems are configured to the approved baseline through visual inspection of equipment part number labels (that are visible without requiring disassembly), system operator displays showing configuration information (e.g. installed software version), or other documentation provided with the system that describes its configuration

#### **4.4.10 On-Site Support**

The Contractor shall support field experiment and OT&E equipment and installations throughout the entire period of the field experiment or T&E. This requirement may include supporting maintenance, analysis, infrastructure support activities such as heating, electrical, telephone, internet and other infrastructure requirements, and such other test support that may be required to accomplish project goals and objectives and ensure continuous operations.

#### **4.5 Installation of Equipment**

The contractor shall support the installation of security equipment. Equipment upgrades, replacement of equipment and relocations of equipment are considered part of installation of equipment services. The installation may require any or all of the following services:

- Site Survey
- Design
- Site Planning
- Project Stakeholder Coordination
- Project Oversight
- Site Preparation and Restoration
- Shipping and Rigging
- Testing Support
- Training Coordination
- As-built

#### **4.5.1 Removal of Equipment**

The contractor shall support the relocation of security equipment. The removal of equipment

may require any or all of the following services:

- Site Survey
- Design
- Site Planning
- Project Stakeholder Coordination
- Project Oversight
- Site Preparation and Restoration
- Shipping and Rigging
- As-builts

For all equipment that is decommissioned and removed, the contractor shall collect data, perform on-site functional tests, and prepare a decommissioning report in accordance with CDRL B003. A separate report is required for each serialized equipment (e.g. Smiths 60401, serial number 40577), including any Furniture, Fixtures & Equipment (FF&E) required to make the Transportation Security Equipment (TSE) operational. TSA will provide the Contractor with Acceptance Test Procedures for performing TSE operational/ functional tests prior to decommissioning. The Decommission Report shall provide information necessary to evaluate the condition of equipment that has been removed from service and whether, based on its condition, it requires repair or refurbishment, and if it is recommended for redeployment or disposal.

The Contractor shall be responsible for:

- a. Coordinating with local assigned TSA POC in determining the time, date, and location of all equipment for decommissioning;
- b. All materials required by the TSE Acceptance Test Procedures
- c. Ensuring that testing is conducted in front of the local assigned TSA POC (if TSE is located at TSA site). Testing will be monitored by a local assigned TSA POC holding the position of Transportation Security Officer (TSO) Supervisor or higher (if TSE is located at TSA site); and
- d. Ensuring the Government Shipping Document (DD-1149) is provided to the Government Property Administrator (by email) prior to moving the decommissioned TSE.

The Contractor shall use the TSA-provided Transportation Security Equipment (TSE) Field Checklist form and consolidate each report in a monthly submission of CDRL B003, which documents the condition of the following items:

- a. Visual Inspection—
  1. Serial Number, Full TSA Bar Code, Make, and Model;
  2. Inventory of the Transportation Security Equipment (TSE) parts and manual list provided on the Transportation Security Equipment (TSE) Field Checklist, including their part/serial number;
  3. Inspection and Evaluation of the unit's physical conditions; and
  4. Latest Radiation Survey date;
- b. Operational/Functional Test—
  1. Software Version;
  2. Conveyer Belt Movements;
  3. Warning Lights;
  4. Image Enhancement Functions; and
  5. Scanning Capabilities (while belt is in motion)

6. Note whether the TSE is considered deployable or non-deployable
  7. Note whether the TSE has a property code of A4 = used, A5 = missing parts & need repair or X = Disposal (this includes all parts including FF&E)
- c. Image Quality Test—
1. ASTM Standard F792-88.

The Decommission Report shall identify the preparer with signature and contact information.

The contractor shall support the relocation of security equipment. The removal of equipment may require any or all of the following services:

- Site Survey
- Design
- Site Planning
- Project Stakeholder Coordination
- Project Oversight
- Site Preparation and Restoration
- Shipping and Rigging
- As-builts

#### **4.5.2 Integration of Equipment**

The contractor shall support the integration of security equipment. The integration of equipment may require any or all of the following services:

- Site Survey
- Design
- Site Planning
- Project Stakeholder Coordination
- Site Preparation and Restoration
- Shipping and Rigging
- Testing Support
- Training Coordination
- As-builts

#### **4.5.3 OT&E Equipment Installations**

The contractor shall support integration, installation and analysis of equipment in support of pilots, field experiments, and test and evaluation. This support may require any or all of the following services:

- Site Survey
- Design
- Site Planning
- Project Stakeholder Coordination
- Site Preparation and Restoration
- Shipping and Rigging
- Testing Support

- Engineering Data Collection and Systems Support & Evaluation
- Training Coordination
- Configuration Management
- On-site Support
- As-builts

## **5.0 TRAVEL**

The Contractor shall travel as tasked to accomplish work directed by this SOW and individual task orders. 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 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, and shall present a travel overview summary during each monthly PMR.

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 COR.

## **6.0 PERFORMANCE REQUIREMENTS**

The Contractor is responsible for providing all products and/or services as required in the Contract. The following Performance Requirements summarize the portions of the contracts on which TSA surveillance efforts are focused. At the direction of the COTR, TSA reserves the right to alter (bilaterally) the PRS at anytime during the contract to ensure the standards of services required by the contracts are received.

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 3 <sup>rd</sup> 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 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.	90% On Time and Accurate Exceeds Rating: 95%	100 % Inspection
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

SOW REQUIREMENT	PERFORMANCE REQUIREMENT	ACCEPTABLE QUALITY LIMIT/ PERFORMANCE STANDARDS	SURVEILLANCE METHOD
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 contractor/government agreed schedule with no rework required due to Contractor error.	96% Exceeds Rating: 98%	Random Sampling: Site Installation Plan compared to actual effort at time of completion.
4.4.4	Testing/iSAT - Pass Test	First Pass – 88% Second Pass – 92% Third Pass – 98% Exceeds Rating: First Pass – 93%	100 % Inspection

## **7.0 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 the specific Task Order. 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 COR. No proprietary tools, software, or applications shall be used

unless approved by the COR. All deliverables shall be delivered in both electronic and hard copy formats. 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.

Title of Deliverable	CDRL Number	Corresponding DID Number	Due Date	SOW Section
Program Management Plan	A001	DI-E-001	Draft 30 DACA Final 5DARC	3.1
Program Status Report (PSR)	A002	N/A	Monthly	3.5.1
Weekly Status Report	A003		Weekly	3.5.2
Meeting Agenda	A004	DI-E-021	5 Business Days Prior to Meeting	3.6
Meeting Minutes	A005	DI-E-003	5 Business Days after Meeting	3.6
Document Library Index	A006	N/A	Quarterly	3.7
Data Accession List	A007	N/A	Quarterly	3.7
Quality System Plan (QSP)	A008	DI-E-008	With Proposal	3.8
Government Furnished Property Transaction Report	A009	N/A	Daily	3.9
Site Assessment and Survey Report	B001	DI-D-001	5 Business Days after Site Visit	4.2.1
Site Installation Plan (SIP)	B002	DI-D-002	5 Business Days after TSA Project Approval	4.3.1
Decommission Report	B003	DI-E-003	As required by Task Order	4.5.2
Configuration Management Plan (CMP)	B004	DI-L-001	As Required by Task Order	4.4.9

## Section D – Packaging and Marking

D.1 All supplies to be furnished under this contract shall be packed and marked in accordance with standard commercial practices as defined in ASTM-D-3951 for the packaging of supplies and equipment. The contractor shall ensure that packaging is sufficient to prevent damage to supplies and that shipping costs are minimized. The shipping documentation shall contain the following information:

- a. TSA contract number
- b. Contractor's name and address
- c. List of contents
- d. Delivery Order number

e. Shipment Date

## Section E – Inspection and Acceptance

### E.2 CLAUSES INCORPORATED BY REFERENCE

52.246-4 Inspection of Services – Fixed Priced (AUG 1996)  
52.246-5 Inspection of Services – Cost Reimbursement (APR 1984)  
52.246-16 Responsibility for Supplies (APR 1984)

### E.3 CLAUSES INCORPORATED IN FULL

52.246-15 Certificate of Conformance (Apr 1984)

(a) When authorized in writing by the cognizant Contract Administration Office (CAO), the Contractor shall ship with a Certificate of Conformance any supplies for which the contract would otherwise require inspection at source. In no case shall the Government's right to inspect supplies under the inspection provisions of this contract be prejudiced. Shipments of such supplies will not be made under this contract until use of the Certificate of Conformance has been authorized in writing by the CAO, or inspection and acceptance have occurred.

(b) The Contractor's signed certificate shall be attached to or included on the top copy of the inspection or receiving report distributed to the payment office or attached to the CAO copy when contract administration (Block 10 of the DD Form 250) is performed by the Defense Contract Administration Services. In addition, a copy of the signed certificate shall also be attached to or entered on copies of the inspection or receiving report accompanying the shipment.

(c) The Government has the right to reject defective supplies or services within a reasonable time after delivery by written notification to the Contractor. The Contractor shall in such event promptly replace, correct, or repair the rejected supplies or services at the Contractor's expense.

(d) The certificate shall read as follows:

I certify that on \_\_\_\_\_ [*insert date*], the \_\_\_\_\_ [*insert Contractor's name*] furnished the supplies or services called for by Contract No. \_\_\_\_\_ via \_\_\_\_\_ [*Carrier*] on \_\_\_\_\_ [*identify the bill of lading or shipping document*] in accordance with all applicable requirements. I further certify that the supplies or services are of the quality specified and conform in all respects with the contract requirements, including specifications, drawings, preservation, packaging, packing, marking requirements, and physical item identification (part number), and are in the quantity shown on this or on the attached acceptance document.

Date of Execution: \_\_\_\_\_

Signature: \_\_\_\_\_

Title: \_\_\_\_\_

**Section F- Delivers or Performance**

**F.1 CLAUSES INCORPORATED BY REFERENCE**

- 52.242-15 Stop-Work Order (APR 1984)
- 52.242-17 Government Delay of Work (APR 1984)

**F.2 PERIOD OF PERFORMANCE**

The Period of Performance shall begin upon contract award and consist five 1 year ordering periods, not options. The total ordering period is 60 months.

**Section G- Contract Administration Data**

**G.1. Contract Administration Data**

<b>SENIOR CONTRACTING OFFICER</b>	<b>William C. Dorwart</b>	<b>(b) (6)</b>
<b>CONTRACTING OFFICER</b>	<b>William F. Melanson</b>	
<b>CONTRACTING OFFICER'S REPRESENTATIVE</b>	*	
<b>CONTRACTOR'S REPRESENTATIVE</b>	*	

\* Will be completed upon Contract Award

**G. 2. Invoicing**

(a) 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.

(b) 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

(c) 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.

(d) 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

(e) 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.

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

- (1) Via the internet: [https://www.fincen.uscg.mil/secure/P11\\_menu.htm](https://www.fincen.uscg.mil/secure/P11_menu.htm)
- (2) 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.
- (3) Via the Payment Inquiry Form <https://www.fincen.uscg.mil/secure/payment.htm>

### **G. 3. Accounting and Appropriation Data**

Accounting and appropriation data will be provided with the contract award.

### **G. 4. Mandatory Information for Electronic Fund Transfer (EFT) Payment – Central Contractor Registration (CCR) (February 2003)**

(a) Method of payment. For any payment to be made after June 1, 2001, the Contractor shall provide EFT information to the CCR database. Payments by the TSA under this contract, including invoice and contract financing payments, will be made by EFT, except as provided in paragraph (a)(1). If payment is made by EFT, the TSA may, at its option, also forward the associated payment information by electronic transfer. As used in this clause, the term "EFT" refers to the funds transfer and may also include the information transfer.

- (1) In the event the TSA is unable to release one or more payments by EFT, the

Contractor agrees to either:

- (i) Accept payment by check or some other mutually agreeable method of payment; or
- (ii) Request the TSA to extend the payment due date until such time as the TSA can make payment by EFT (but see paragraph (d) of this clause).

(b) Mandatory submission of Contractor's EFT information.

(1) The Contractor is required, as a condition to any payment under this contract, to provide the Central Contractor Registration (CCR) database with the information required in the CCR to make payment by EFT. The Contractor may register to the CCR online at [www.ccr.gov](http://www.ccr.gov), or call the CCR Assistance Center toll free at (888)-227-2423 and request the necessary registration forms. The Contractor must have a DUNS number to begin registration. To obtain a DUNS number, call Dun & Bradstreet, Inc. at (800) 234-3867. In the event that the EFT information changes, the Contractor shall be responsible for providing the updated information to the CCR database.

(2) If the Contractor has identified multiple payment receiving points (i.e., more than one remittance address and/or EFT information set) in the CCR database, and the Contractor has not notified the TSA of the payment receiving point applicable to this contract, the TSA shall make payment to the first payment receiving point (EFT information set or remittance address as applicable) listed in the CCR database.

(c) Mechanisms for EFT payment. The TSA may make payment by EFT through either an Automated Clearing House (ACH) subject to the banking laws of the United States or the Federal Reserve Wire Transfer System at the TSA's option. The rules governing Federal payments through the ACH are contained in 31 CFR part 210.

(d) Suspension of payment.

(1) Notwithstanding the provisions of any other clause of this contract, the TSA is not required to make any payment under this contract until after the correct EFT payment information from the Contractor has been provided to the CCR database. No invoice or contract financing request shall be deemed to be valid, as defined by the Prompt Payment Act, until correct EFT information is received into the CCR database.

(2) Changes made to an existing record in the CCR database will become effective not later than the 30th day after receipt in the CCR database. However, the Contractor may request that no further payments be made until the changed EFT information is implemented into the CCR database. If such suspension would result in a late payment under the Prompt Payment clause of this contract, the Contractor's request for suspension shall extend the due date for payment by the number of days of the suspension.

(e) Contractor EFT arrangements. The Contractor shall designate a single financial agent capable of receiving and processing the electronic funds transfer using the EFT methods described in paragraph (c) of this clause. The Contractor shall pay all fees and charges for receipt and processing of transfers.

(f) Liability for uncompleted or erroneous transfers.

(1) If an uncompleted or erroneous transfer occurs because the TSA failed to use the Contractor-provided EFT information in the CCR database in the correct manner, the

TSA remains responsible for

- (i) making a correct payment,
- (ii) paying any prompt payment penalty due, and
- (iii) recovering any erroneously directed funds.

(2) If an uncompleted or erroneous transfer occurs because Contractor-provided EFT information in the CCR database was incorrect, or was revised within 30 days at the time of TSA release of the EFT payment transaction instruction to the Federal Reserve System, and:

- (i) If the funds are no longer under the control of the payment office, the TSA is deemed to have made payment and the Contractor is responsible for recovery of any erroneously directed funds; or
- (ii) If the funds remain under the control of the payment office, the TSA retains the right to either make payment by mail or suspend the payment in accordance with paragraph (d) of this clause.

(g) EFT and prompt payment.

(1) A payment shall be deemed to have been made in a timely manner in accordance with the Prompt Payment clause of this contract if, in the EFT payment transaction instruction given to the Federal Reserve System, the date specified for settlement of the payment is on or before the prompt payment due date, provided the specified payment date is a valid date under the rules of the Federal Reserve System.

(2) When payment cannot be made by EFT because of incorrect EFT information provided by the Contractor to the CCR database, no interest penalty is due after the date of the uncompleted or erroneous payment transaction, provided that notice of the defective EFT information is issued to the Contractor within 7 days after the TSA is notified of the defective EFT information.

(h) EFT and assignment of claims. If the Contractor assigns the proceeds of this contract as provided for in the Assignment of Claims clause of this contract, the Contractor shall require as a condition of any such assignment, that the assignee shall register in the CCR database and shall be paid by EFT in accordance with the terms of this clause. In all respects, the requirements of this clause shall apply to the assignee as if it were the Contractor. EFT information, which shows the ultimate recipient of the transfer to be other than the Contractor, in the absence of a proper assignment of claims acceptable to the TSA, is incorrect EFT information within the meaning of paragraph (d) of this clause.

(i) Liability for change of EFT information by financial agent. The Contractor agrees that the Contractor's financial agent may notify the TSA of a change to the routing transit number, Contractor account number, or account type. The TSA shall use the changed data in accordance with paragraph (d) (2) of this clause. The Contractor agrees that the information provided by the agent is deemed to be correct information as if it were provided by the Contractor. The Contractor agrees that the agent's notice of changed EFT data is deemed to be a request by the Contractor in accordance with paragraph (d) (2) that no further payments be made until the changed EFT information is implemented by the payment office. The TSA is not liable for errors resulting from changes to EFT information made by the Contractor's financial agent.

(End of clause)

## **Section H – Contract Special Terms and Conditions**

### **H-1 Contracting Officer Authority**

In no event shall any understanding or agreement between the Contractor and any Government employee other than the Contracting Officer on any contract, modification, change order, letter or verbal direction to the Contractor be effective or binding upon the Government. All such actions must be formalized by a proper contractual document executed by an appointed Contracting Officer. The Contractor is hereby put on notice that in the event a Government employee other than the Contracting Officer directs a change in the work to be performed or increases the scope of the work to be performed, it is the Contractor's responsibility to make inquiry of the Contracting Officer before making the deviation. Payments will not be made without being authorized by an appointed Contracting Officer with the legal authority to bind the Government.

### **H-2 Authorized Changes Only By the Contracting Officer**

(a) Except as specified in paragraph (b) below, no order, statement, or conduct of Government personnel who visit the contractor's facilities or in any other manner communicates with contractor personnel during the performance of this contract shall constitute a change under the "Changes" clause of this contract.

(b) The Contractor shall not comply with any order, direction or request of Government personnel unless it is issued in writing and signed by the Contracting Officer, or is pursuant to specific authority otherwise included as a part of this contract.

(c) The Contracting Officer is the only person authorized to approve changes in any of the requirements of this contract and notwithstanding provisions contained elsewhere in this contract, the said authority remains solely the Contracting Officer's. In the event the contractor effects any change at the direction of any person other than the Contracting Officer, the change will be considered to have been made without authority and no adjustment will be made in the contractor price to cover any increase in charges incurred as a result thereof. The address and telephone number of the Contracting Officer is:

Name: William C. Dorwart

Address: Department of Homeland Security  
Transportation Security Administration  
Office of Acquisition, TSA-25  
701 South 12<sup>th</sup> Street  
Arlington, VA 22202

Telephone: (b) (6) (End of clause)

### H-3 News Releases

The contractor shall obtain explicit, written consent from the contracting officer before making reference to the equipment or services furnished pursuant to the provisions of this contract in any news release or commercial advertising, or in connection with any news release or commercial advertising.

### H-4 3052.215-70 Key personnel or facilities (DEC 2003)

(a) The personnel or facilities specified below are considered essential to the work being performed under this contract and may, with the consent of the contracting parties, be changed from time to time during the course of the contract by adding or deleting personnel or facilities, as appropriate.

(b) Before removing or replacing any of the specified individuals or facilities, the Contractor shall notify the Contracting Officer, in writing, before the change becomes effective. The Contractor shall submit sufficient information to support the proposed action and to enable the Contracting Officer to evaluate the potential impact of the change on this contract. The Contractor shall not remove or replace personnel or facilities until the Contracting Officer approves the change.

The Key Personnel or Facilities under this Contract:

(Specify key personnel or facilities)

(End of clause)

### H-5 Non-Personal Services

(a) As stated in the Federal Register, Volume 57, No. 190, page 45096, dated September 30, 1992, Policy Letter on Inherently Governmental Functions, no personal services shall be performed under this contract. No Contractor employee will be directly supervised by the Government. All individual employee assignments, and daily work direction, shall be given by the applicable employee supervisor. If the Contractor believes any Government action or communication has been given that would create a personal service relationship between the Government and any Contractor employee, the Contractor shall promptly notify the CO of this communication or action.

(b) The Contractor shall not perform any inherently governmental actions under this contract. No Contractor employee shall hold him or herself out to be a Government employee, agent, or representative. No Contractor employee shall state orally or in writing at any time that he or she is acting on behalf of the Government. In all communications with third parties in connection

with this contract, Contractor employees shall identify themselves as Contractor employees and specify the name of the company for which they work for. In all communications with other Government Contractors in connection with this contract, the Contractor employee shall state that they have no authority to in any way change the contract and that if the other Contractor believes this communication to be a direction to change their contract, they should notify the CO for that contract and not carry out the direction until a clarification has been issued by the CO.

(c) The Contractor shall insure that all of its employees working on this contract are informed of the substance of this clause. Nothing in this clause shall limit the Government's right in any way under any other provision of the contract, including those related to the Government's right to inspect and accept the services to be performed under this contract. The substance of this clause shall be included in all subcontracts at any tier.

## **H-6 Personnel Requirements**

### **Clearances**

All personnel shall have appropriate clearances prior to the commencement of work for work performed at the contractor's facility. The Contractor will adhere to TSA MD 2800.71 for submission of appropriate information before commencement of work. The Government will vet the Contractor's personnel if a current clearance is not active. Some Contractor personnel may access classified materials; in this case, the Contractor will require a current SECRET clearance. TSA Personnel Security will review and process all proposed contractor employee clearance information to ensure identification and compliance with security requirements and practices.

### **Training**

This effort requires that all Contractor personnel have appropriate DHS and TSA training. Recurring training is also required, usually on an annual schedule. Training includes, but is not limited to Information Security, Privacy/SSI Policy and Procedures, TSA Privacy, and Physical Security. The COTR and Program Security Officer will identify specific training requirements.

### **Privacy Training**

All contractor personnel shall receive Program privacy training and Department of Homeland Security privacy training as part of the on-boarding process and thereafter must complete annual refresher privacy training. In addition, contractor personnel may be required to receive program-specific role-based privacy training.

### **SSI Handling**

In accordance with 49 U.S.C. 114(s), SSI is information obtained or developed in the conduct of security activities, including research and development, the disclosure of which TSA has determined would:

- Constitute an unwarranted invasion of privacy (including, but not limited to, information contained in any personnel, medical, or similar file),
- Reveal trade secrets or privileged or confidential information obtained from any person,
- Be detrimental to the security of transportation.

SSI is a specific category of information that requires protection against disclosure. The governing document that defines the scope, categorization, handling and disposition of information deemed SSI is the 49 Code of Federal Regulations 1520 (<http://ecfr.gpoaccess.gov>). Although it is subject to certain legal disclosure limitations, SSI is not classified national security information subject to the handling requirements governing classified information.

All Federal employees and contractor employees possessing SSI are responsible for ensuring that the information and records containing SSI are safeguarded at all times from disclosure to unauthorized personnel. When the SSI for which an individual is responsible is not under the individual's direct physical control, the individual is responsible for ensuring that it is safeguarded and protected in such a way that it is not physically or visually accessible to persons who do not have a need to know, for example: when unattended, SSI must be secured in a locked container or office, or other restricted access area.

Prior to a contractor gaining access to SSI, the contractor must meet the processing requirements established by TSA Management Directive (MD) 2800.71.

### **Section 508**

Section 508 of the Rehabilitation Act, as amended by the Workforce Investment Act of 1998 (P.L. 105-220) requires that when Federal agencies develop, procure, maintain, or use electronic and information technology, they must ensure that it is accessible to people with disabilities. Federal employees and members of the public who have disabilities must have equal access to and use of information and data that is comparable to that enjoyed by non-disabled Federal employees and members of the public.

All EIT deliverables within this work statement shall comply with the applicable technical and functional performance criteria of Section 508 unless exempt. Specifically, the following applicable standards have been identified:

36 CFR 1194.21 – Software Applications and Operating Systems, applies to all EIT software applications and operating systems procured or developed under this work statement including but not limited to GOTS and COTS software. In addition, this standard is to be applied to Web-based applications when needed to fulfill the functional performance criteria. This standard also applies to some Web based applications as described within 36 CFR 1194.22.

36 CFR 1194.31 – Functional Performance Criteria, applies to all EIT deliverables regardless of delivery method. All EIT deliverable shall use technical standards, regardless of technology, to fulfill the functional performance criteria.

36 CFR 1194.41 – Information Documentation and Support, applies to all documents, reports, as well as help and support services. To ensure that documents and reports fulfill the required "1194.31 Functional Performance Criteria", they shall comply with the technical standard associated with Web-based Intranet and Internet Information and Applications at a minimum. In addition, any help or support provided in this work statement that offer telephone support, such as, but not limited to, a help desk shall have the ability to transmit and receive messages using TTY.

Exceptions for this work statement have been determined by DHS and only the exceptions described herein may be applied. Any request for additional exceptions shall be sent to the COTR and determination will be made in accordance with DHS MD 4010.2. DHS has identified the following exceptions that may apply:

36 CFR 1194.2(b) – (COTS/GOTS products), When procuring a product, each agency shall procure products which comply with the provisions in this part when such products are available in the commercial marketplace or when such products are developed in response to a Government solicitation. Agencies cannot claim a product as a whole is not commercially available because no product in the marketplace meets all the standards. If products are commercially available that meets some but not all of the standards, the agency must procure the product that best meets the standards.

When applying this standard, all procurements of EIT shall have documentation of market research that identify a list of products or services that first meet the agency business needs, and from that list of products or services, an analysis that the selected product met more of the accessibility requirements than the non-selected products as required by FAR 39.2. Any selection of a product or service that meets less accessibility standards due to a significant difficulty or expense shall only be permitted under an undue burden claim and requires approval from the DHS Office on Accessible Systems and Technology (OAST) in accordance with DHS MD 4010.2.

36 CFR 1194.3(b) – Incidental to Contract, all EIT that is exclusively owned and used by the contractor to fulfill this work statement does not require compliance with Section 508. This exception does not apply to any EIT deliverable, service or item that will be used by any Federal employee(s) or member(s) of the public. This exception only applies to those contractors assigned to fulfill the obligations of this work statement and for the purposes of this requirement, are not considered members of the public.

#### **H-7 3.14.6 Pre employment Security Screening of Contractor Employees (July 2004)**

A. All employees assigned to work in a Transportation Security Administration (TSA) Facility, inclusive of all airports nationwide, under this contract will be required to undergo a pre-employment security screening investigation prior to being permitted to report to work. The Contractor shall ensure that each employee meets the following criteria:

1) Contractor employees must be US Citizens or Legal Permanent Residents. Only US Citizens can access TSA's Information Technology (IT) Systems.

2) Contractor employees must undergo a favorable Background Investigation.

a) The following Background Investigation Security Paperwork must be completed by the contractor employee and given to the Contracting Officer's Technical Representative (COTR) at least thirty-five (35) days prior to the employment start date:

- 1) Standard Form (SF) 86, Questionnaire for National Security. (The SF 86 is available at [www.opm.gov](http://www.opm.gov) under standard forms.)
- 2) Form FD 258, Fingerprint Cards. (Two (2) original Fingerprint Cards are required to be completed and signed by the person taking the fingerprints. Fingerprints can be taken by local law enforcement agencies.)
- 3) TSA Form 2201, Fair Credit Reporting Act Form.
  - a) The COTR will submit the Background Investigation Security Paperwork to the TSA Credentialing Program Office (CPO). This submission must take place at least thirty (30) days prior to the employment start date.

b) When a contractor employee voluntarily or involuntarily leaves his/her employment under a contract with TSA, the contractor must obtain and return the contractor employee's badge to the COTR on the contractor employee's last day of work at a TSA facility, inclusive of all airports nationwide. The COTR will return the contractor employee's badge to the Office of Security, Physical Security Division.

B. As stated above, contractor employees requiring staff-like access to TSA facilities on a recurring basis (more than 14 days per year) must have a favorably adjudicated fingerprint based criminal history record check, credit check and search of the Office of Personnel Management, Security/Suitability Investigations Index, prior to being issued a Permanent TSA Headquarters photo access passes. COTRs should advise the Office of Security, Physical Security Division, if the contract on which the contractor is working will last 90 days or less. Record checks may be conducted prior to or concurrently with a National Agency Check and Inquiries and Credit (NACIC) investigation. The NACIC is the minimum investigative standard for TSA contractor employees.

C. Contractor employees requiring temporary facility access for one to fourteen days or facility maintenance, routine delivery, etc., require only a fingerprint check and/or National Crime Information Center (NCIC) records check.

D. A contractor that participates in the National Industrial Security Program (NISP) may, through their COTR certify, in writing, that their employees have met the standard defined in Paragraph B. above.  
(End of Clause)

### **H-8 Task Order Procedures**

a) Only the Contracting Officer may issue Task Orders, providing specific authorization or direction to perform work within the scope of the contract and as specified in the schedule. The Contractor may incur costs under this contract in the performance of Task Orders and modifications issued in accordance with this clause. No other costs are authorized unless otherwise specified in the contract or expressly authorized by the Contracting Officer.

b) Prior to issuing a Task Order, the Contracting Officer will provide the Contractor with the following data:

- 1) A functional description of the work identifying the objectives or results desired from the contemplated Task Order.
  - 2) A request for a Task Plan from the Contractor to include the technical approach, period of performance, appropriate cost information required to determine the reasonableness of the Contractor's proposal.
- c) Within 10 calendar days after receipt of the Contracting Officer's request, the Contractor shall submit a Task Plan conforming to the request.
- d) After review and any necessary discussions, the Contracting Officer may issue a Task Order to the Contractor containing as a minimum, the following:
1. Date of the order
  2. Contract number and order number
  3. Appropriation and Accounting Data
  4. CLIN(s) & Description of Services to Be Performed
  5. Place of Delivery/Performance (as applicable)
  6. Period of time in which the services are to be performed, including start and end dates
  7. Labor categories
  8. The estimated price of the Order (FFP or CPAF)
  9. A functional description of the work identifying the objectives or results desired from the Task Order, including special instructions or other information necessary for performance of the task.
  10. Government-Furnished Information (GFI)/Government-Furnished Property (GFP)
- e) If the Government approves the Task Plan as submitted, the Contracting Officer may sign the Task Order incorporating the Plan, resulting in a fully executed Task Order. If the Government disapproves the Task Plan, the Contractor shall negotiate with the Contracting Officer in good faith for a mutually acceptable Plan.
- f) If agreement cannot be reached on a Task Plan, the Contracting Officer may unilaterally direct the Contractor to begin work on the Task Order in accordance with the Plan issued by the Government. Failure to agree will constitute a dispute subject to contract clause "CONTRACT DISPUTES".

## **Section I – Contract Clauses**

### **I.1 CLAUSES INCORPORATED BY REFERENCE**

#### **FAR CLAUSES & PROVISIONS**

52.202-1 Definitions. (JUL 2004)

- 52.203-3 Gratuities. (APR 1984)
- 52.203-5 Covenant Against Contingent Fees. (APR 1984)
- 52.203-6 Restrictions on Subcontractor Sales to the Government. (JUL 1995)
- 52.203-7 Anti-Kickback Procedures. (JUL 1995)
- 52.203-8 Cancellation, Rescission, and Recovery of Funds for Illegal or Improper Activity. (JAN 1997)
- 52.203-10 Price or Fee Adjustment for Illegal or Improper Activity. (JAN 1997)
- 52.203-12 Limitation on Payments to Influence Certain Federal Transactions. (SEP 2005)
- 52.204-2 – Security Requirements (Aug 1996)
- 52.204-4 Printed or Copied Double-Sided on Recycled Paper. (AUG 2000)
- 52.204-7 Central Contractor Registration. (JUL 2006)
- 52.209-6 Protecting the Government's Interest When Subcontracting with Contractors Debarred, Suspended, or Proposed for Debarment. (JAN 2005)
- 52.211-5 Material Requirements. (AUG 2000)
- Offeror52.215-2 Audit and Records-Negotiation (JUN 1999)
- 52.215-8 Order of Precedence – Uniform Contract Format (OCT 1997)
- 52.215-10 Price Reduction for Defective Cost or Pricing Data (OCT 1997)
- 52.215-12 Subcontractor Cost or Pricing Data (OCT 1997)
- 52.215-14 Integrity of Unit Prices. (OCT 1997)
- 52.215-14 Integrity of Unit Prices. (OCT 1997) - Alternate I (OCT 1997)
- 52.216-7 Allowable Cost and Payment (DEC 2002)
- 52.216-8 Fixed Fee (MAR 1997)
- 52.216-18 Ordering (Oct 1995)
- 52.216-22 Indefinite Quantity (OCT 1995)
- 52.219-8 Utilization of Small Business Concerns. (MAY 2004)
- 52.219-9 Small Business Subcontracting Plan. (APR 2008)
- 52.219-9 ALT II - Small Business Subcontracting Plan (OCT. 2001)
- 52.219-28 Post-Award Small Business Program Representation (June 2007)
- 52.222-3 Convict Labor. (JUN 2003)
- 52.222-19 Child Labor - Cooperation with Authorities and Remedies. (JAN 2006)
- 52.222-20 Walsh-Healey Public Contracts Act. (DEC 1996)
- 52.222-21 Prohibition of Segregated Facilities. (FEB 1999)
- 52.222-26 Equal Opportunity. (APR 2002)
- 52.222-26 Equal Opportunity. (FEB 1999) - Alternate I (FEB 1999)
- 52.222-35 Equal Opportunity for Special Disabled Veterans, Veterans of the Vietnam Era, and Other Eligible Veterans. (DEC 2001)
- 52.222-36 Affirmative Action for Workers with Disabilities. (JUN 1998)
- 52.222-37 Employment Reports on Special Disabled Veterans, Veterans of the Vietnam Era, and Other Eligible Veterans. (DEC 2001)
- 52.222-39 Notification of Employee Rights Concerning Payment of Union Dues or Fees. (DEC 2004)
- 52.222-50 Combating Trafficking in Persons (AUG 2007)
- 52.223-6 Drug-Free Workplace. (MAY 2001)
- 52.223-14 Toxic Chemical Release Reporting. (AUG 2003)
- 52.225-1 Buy American Act - Supplies. (JUN 2003)
- 52.225-3 Buy American Act - Free Trade Agreements - Israeli Trade Act. (JUN 2006)

52.225-13 Restrictions on Certain Foreign Purchases. (FEB 2006)  
 52.226-1 Utilization of Indian Organizations and Indian-Owned Economic Enterprises. (JUN 2000)  
 52.227-1 Authorization and Consent. (JUL 1995)  
 52.227-2 Notice and Assistance Regarding Patent and Copyright Infringement. (AUG 1996)  
 52.227-14 Rights in Data – General (DEC 2007)  
 52.229-4 Federal, State, and Local Taxes (State and Local Adjustments). (APR 2003)  
 52.232-1 Payments. (APR 1984)  
 52.232-8 Discounts for Prompt Payment. (FEB 2002)  
 52.232-11 Extras. (APR 1984)  
 52.232-16 Progress Payments (APR 2003)  
 52.232-16 ALT I Progress Payments (APR 2003)  
 52.232-17 Interest. (JUN 1996)  
 52.232-19 Availability of Funds for the Next Fiscal Year. (APR 1984)  
 52.232-23 Assignment of Claims. (JAN 1986)  
 52.232-25 Prompt payment. (OCT 2003)  
 52.232-33 Payment by Electronic Funds Transfer - Central Contractor Registration. (OCT 2003)  
 52.233-1 Disputes. (JUL 2002)  
 52.233-1 Disputes. (JUL 2002) - Alternate I (DEC 1991)  
 52.233-3 Protest After Award. (AUG 1996)  
 52.233-4 Applicable Law For Breach Of Contract Claim (OCT 2004)  
 52.242-3 Penalties For Unallowable Costs (May 2001)  
 52.242-4 Certification of Final Indirect Costs. (JAN 1997)52.242-13 Bankruptcy (AUG 1996)  
 52.242-15 Stop-Work Order (Aug 1989)  
 52.243-1 Changes - Fixed-Price. (AUG 1987)  
 52.244-5 Competition in Subcontracting. (DEC 1996)  
 52.244-6 Subcontracts for Commercial Items (FEB 2006)  
 52.245-1 Property Records. (APR 1984)  
 52.246-23 Limitation of Liability. (FEB 1997)  
 52.249-2 Termination for Convenience of the Government (Fixed-Price). (MAY 2004)  
 52.249-8 Default (Fixed-Price Supply and Service). (APR 1984)  
 52.251-1 Government Supply Sources. (APR 1984)  
 52.253-1 Computer Generated Forms. (JAN 1991)

## **HSAR CLAUSES**

3052.219-70 Small Business Subcontracting Plan Reporting (JUN 2006)  
 3052.217-93 Subcontracts (USCG) (DEC 2003)  
 3052.223-70 Handling of Hazardous Material  
 3052.223-90 Accident and fire reporting (USCG) (DEC 2003)  
 3052.211-70 Index for specifications (DEC 2003)  
 3052.242-72 Contracting Officer's Technical Representative (DEC 2003)

## **I.2 CLAUSES INCORPORATED IN FULL**

52.216-1 Type of Contract. (APR 1984)

The Government contemplates award of an Indefinite Delivery, Indefinite Quantity contract with the ability to issue Cost plus Fixed Fee and Firm Fixed Price Task Orders resulting from this solicitation.

52.216-19 Order Limitations. (OCT 1995)

(a) *Minimum order.* When the Government requires supplies or services covered by this contract in an amount of less \$500.00 the Government is not obligated to purchase, nor is the Contractor obligated to furnish, those supplies or services under the contract.

(b) *Maximum order.* The Contractor is not obligated to honor -

(1) Any order for a single item in excess of \$5,000,000;

(2) Any order for a combination of items in excess of \$30,000,000; or

(3) A series of orders from the same ordering office within [30] days that together call for quantities exceeding the limitation in subparagraph (b)(1) or (2) of this section.

(c) If this is a requirements contract (*i.e.*, includes the Requirements clause at subsection 52.216-21 of the Federal Acquisition Regulation (FAR)), the Government is not required to order a part of any one requirement from the Contractor if that requirement exceeds the maximum-order limitations in paragraph (b) of this section.

(d) Notwithstanding paragraphs (b) and (c) of this section, the Contractor shall honor any order exceeding the maximum order limitations in paragraph (b), unless that order (or orders) is returned to the ordering office within [ ] days after issuance, with written notice stating the Contractor's intent not to ship the item (or items) called for and the reasons. Upon receiving this notice, the Government may acquire the supplies or services from another source.

(End of clause)

52.217-8 Option to Extend Services. (NOV 1999)

The Government may require continued performance of any services within the limits and at the rates specified in the contract. These rates may be adjusted only as a result of revisions to prevailing labor rates provided by the Secretary of Labor. The option provision may be exercised more than once, but the total extension of performance hereunder shall not exceed 6 months. The Contracting Officer may exercise the option by written notice to the Contractor within [*15 days of expiration*].

(End of clause)

52.219-8 Utilization of Small Business Concerns. (MAY 2004)

(a) It is the policy of the United States that small business concerns, veteran-owned small business concerns, service-disabled veteran-owned small business concerns, HUBZone small business concerns, small disadvantaged business concerns, and women-owned small business concerns shall have the maximum practicable opportunity to participate in performing contracts let by any Federal agency, including contracts and subcontracts for subsystems, assemblies, components, and related services for major systems. It is further the policy of the United States that its prime contractors establish procedures to ensure the timely payment of amounts due pursuant to the terms of their subcontracts with small business concerns, veteran-owned small business concerns, service-disabled veteran-owned small business concerns, HUBZone small business concerns, small disadvantaged business concerns, and women-owned small business concerns.

(b) The Contractor hereby agrees to carry out this policy in the awarding of subcontracts to the fullest extent consistent with efficient contract performance. The Contractor further agrees to cooperate in any studies or surveys as may be conducted by the United States Small Business Administration or the awarding agency of the United States as may be necessary to determine the extent of the Contractor's compliance with this clause.

(c) *Definitions.* As used in this contract -

HUBZone small business concern means a small business concern that appears on the List of Qualified HUBZone Small Business Concerns maintained by the Small Business Administration.

Service-disabled veteran-owned small business concern -

(1) Means a small business concern -

(i) Not less than 51 percent of which is owned by one or more service-disabled veterans or, in the case of any publicly owned business, not less than 51 percent of the stock of which is owned by one or more service-disabled veterans; and

(ii) The management and daily business operations of which are controlled by one or more service-disabled veterans or, in the case of a service-disabled veteran with permanent and severe disability, the spouse or permanent caregiver of such veteran.

(2) Service-disabled veteran means a veteran, as defined in 38 U.S.C. 101(2), with a disability that is service-connected, as defined in 38 U.S.C. 101(16).

Small business concern means a small business as defined pursuant to Section 3 of the Small Business Act and relevant regulations promulgated pursuant thereto.

Small disadvantaged business concern means a small business concern that represents, as part of its offer that -

- (1) It has received certification as a small disadvantaged business concern consistent with 13 CFR part 124, Subpart B;
- (2) No material change in disadvantaged ownership and control has occurred since its certification;
- (3) Where the concern is owned by one or more individuals, the net worth of each individual upon whom the certification is based does not exceed \$750,000 after taking into account the applicable exclusions set forth at 13 CFR 124.104(c)(2); and
- (4) It is identified, on the date of its representation, as a certified small disadvantaged business in the database maintained by the Small Business Administration (PRO-Net).

Veteran-owned small business concern means a small business concern -

- (1) Not less than 51 percent of which is owned by one or more veterans (as defined at 38 U.S.C. 101(2)) or, in the case of any publicly owned business, not less than 51 percent of the stock of which is owned by one or more veterans; and
- (2) The management and daily business operations of which are controlled by one or more veterans.

Women-owned small business concern means a small business concern -

- (1) That is at least 51 percent owned by one or more women, or, in the case of any publicly owned business, at least 51 percent of the stock of which is owned by one or more women; and
- (2) Whose management and daily business operations are controlled by one or more women.

(d) Contractors acting in good faith may rely on written representations by their subcontractors regarding their status as a small business concern, a veteran-owned small business concern, a service-disabled veteran-owned small business concern, a HUBZone small business concern, a small disadvantaged business concern, or a women-owned small business concern.

(End of clause)

(End of clause)

**52.223-11 Ozone-Depleting Substances (May 2001)**

(a) *Definition.* "Ozone-depleting substance," as used in this clause, means any substance the Environmental Protection Agency designates in 40 CFR Part 82 as—

(1) Class I, including, but not limited to, chlorofluorocarbons, halons, carbon tetrachloride, and methyl chloroform; or

(2) Class II, including, but not limited to, hydro chlorofluorocarbons.

(b) The Contractor shall label products which contain or are manufactured with ozone-depleting substances in the manner and to the extent required by 42 U.S.C. 7671j (b), (c), and (d) and 40 CFR Part 82, Subpart E, as follows:

Warning Contains (or manufactured with, if applicable) \* \_\_\_\_\_, a substance(s) which harm(s) public health and environment by destroying ozone in the upper atmosphere.

- The Contractor shall insert the name of the substance(s).

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(End of clause)

**52.252-2 Clauses Incorporated by Reference (Feb 1998)**

This contract incorporates one or more clauses by reference, with the same force and effect as if they were given in full text. Upon request, the Contracting Officer will make their full text available. Also, the full text of a clause may be accessed electronically at this/these address(es):  
WWW.ARNET.GOV/FAR

(End of clause)

**3052.204-71 Contractor employee access (JUN 2006)**

(a) *Sensitive Information.* as used in this Chapter, means any information, the loss, misuse, disclosure, or unauthorized access to or modification of which could adversely affect the national or homeland security interest, or the conduct of Federal programs, or the privacy to which individuals are entitled under section 552a of title 5, United States Code (the Privacy Act), but which has not been specifically authorized under criteria established by an Executive Order or an

Act of Congress to be kept secret in the interest of national defense, homeland security or foreign policy. This definition includes the following categories of information:

(1) Protected Critical Infrastructure Information (PCII) as set out in the Critical Infrastructure Information Act of 2002 (Title II, Subtitle B, of the Homeland Security Act, Public Law 107-296, 196 Stat. 2135), as amended, the implementing regulations thereto (Title 6, Code of Federal Regulations, Part 29) as amended, the applicable PCII Procedures Manual, as amended, and any supplementary guidance officially communicated by an authorized official of the Department of Homeland Security (including the PCII Program Manager or his/her designee);

(2) Sensitive Security Information (SSI), as defined in Title 49, Code of Federal Regulations, Part 1520, as amended, "Policies and Procedures of Safeguarding and Control of SSI," as amended, and any supplementary guidance officially communicated by an authorized official of the Department of Homeland Security (including the Assistant Secretary for the Transportation Security Administration or his/her designee);

(3) Information designated as "For Official Use Only," which is unclassified information of a sensitive nature and the unauthorized disclosure of which could adversely impact a person's privacy or welfare, the conduct of Federal programs, or other programs or operations essential to the national or homeland security interest; and

(4) Any information that is designated "sensitive" or subject to other controls, safeguards or protections in accordance with subsequently adopted homeland security information handling procedures.

(b) "Information Technology Resources" include, but are not limited to, computer equipment, networking equipment, telecommunications equipment, cabling, network drives, computer drives, network software, computer software, software programs, intranet sites, and internet sites.

(c) Contractor employees working on this contract must complete such forms as may be necessary for security or other reasons, including the conduct of background investigations to determine suitability. Completed forms shall be submitted as directed by the Contracting Officer. Upon the Contracting Officer's request, the Contractor's employees shall be fingerprinted, or subject to other investigations as required. All contractor employees requiring recurring access to Government facilities or access to sensitive information or IT resources are required to have a favorably adjudicated background investigation prior to commencing work on this contract unless this requirement is waived under Departmental procedures.

(d) The Contracting Officer may require the contractor to prohibit individuals from working on the contract if the government deems their initial or continued employment contrary to the public

interest for any reason, including, but not limited to, carelessness, insubordination, incompetence, or security concerns.

(e) Work under this contract may involve access to sensitive information. Therefore, the Contractor shall not disclose, orally or in writing, any sensitive information to any person unless authorized in writing by the Contracting Officer. For those contractor employees authorized access to sensitive information, the contractor shall ensure that these persons receive training concerning the protection and disclosure of sensitive information both during and after contract performance.

(f) The Contractor shall include the substance of this clause in all subcontracts at any tier where the subcontractor may have access to Government facilities, sensitive information, or resources.

#### ALTERNATE I

(JUN 2006)

When the contract will require contractor employees to have access to Information Technology (IT) resources, add the following paragraphs:

(g) Before receiving access to IT resources under this contract the individual must receive a security briefing, which the Contracting Officer's Technical Representative (COTR) will arrange, and complete any nondisclosure agreement furnished by DHS.

(h) The contractor shall have access only to those areas of DHS information technology resources explicitly stated in this contract or approved by the COTR in writing as necessary for performance of the work under this contract. Any attempts by contractor personnel to gain access to any information technology resources not expressly authorized by the statement of work, other terms and conditions in this contract, or as approved in writing by the COTR, is strictly prohibited. In the event of violation of this provision, DHS will take appropriate actions with regard to the contract and the individual(s) involved.

(i) Contractor access to DHS networks from a remote location is a temporary privilege for mutual convenience while the contractor performs business for the DHS Component. It is not a right, a guarantee of access, a condition of the contract, or Government Furnished Equipment (GFE).

(j) Contractor access will be terminated for unauthorized use. The contractor agrees to hold and save DHS harmless from any unauthorized use and agrees not to request additional time or money under the contract for any delays resulting from unauthorized use or access.

(k) Non-U.S. citizens shall not be authorized to access or assist in the development, operation, management or maintenance of Department IT systems under the contract, unless a waiver has been granted by the Head of the Component or designee, with the concurrence of both the Department's Chief Security Officer (CSO) and the Chief Information Officer (CIO) or their designees. Within DHS Headquarters, the waiver may be granted only with the approval of both the CSO and the CIO or their designees. In order for a waiver to be granted:

(1) The individual must be a legal permanent resident of the U. S. or a citizen of Ireland, Israel, the Republic of the Philippines, or any nation on the Allied Nations List maintained by the Department of State;

(2) There must be a compelling reason for using this individual as opposed to a U. S. citizen; and

(3) The waiver must be in the best interest of the Government.

(l) Contractors shall identify in their proposals the names and citizenship of all non-U.S. citizens proposed to work under the contract. Any additions or deletions of non-U.S. citizens after contract award shall also be reported to the contracting officer.

(End of clause)

## **Section J- List of Attachments**

1. Contract Data Requirements List (CDRL's)/ Data Item Description(s) (DIDs)
2. Task Order 1
3. Firm Fixed Price Rate Definition
4. DD 256 (May or may not be necessary for this contract)
5. Past Performance Questionnaire
6. Cost Proposal

## **Section K – Representations, Certifications and Other Statement of Offerors**

### **K-1 General Instructions for Use of ORCA**

(a) It is the policy of the Transportation Security Administration to have offerors complete annual representations and certifications via the Online Representations and Certifications Application. Instructions for accessing ORCA and completing standard representations and certifications via ORCA are contained in the provisions below.

Contract Title:	OST Systems Integrator
Contractor Name:	Lockheed Martin - IS&GS Civil

Base Year (04/2009 - 03/2010) FFP Ceiling Rates

TSA Labor Category Mapping	Lockheed Martin Labor Categories	Hours	Rate (Fully Burdened)	Total Labor Cost	Base Rates Including PM Adder	LM Burden (Rate: (b) (4))	Procurement Burden (Rate: (b) (4))	G&A (Rate: (b) (4))	DLH COM (Rate: (b) (4))	G&A COM (Rate: (b) (4))	Fee (Rate: (b) (4))
Administrative Assistant	(b) (4)		(b) (4)	(b) (4)	(b) (4)	(b) (4)	(b) (4)	(b) (4)	(b) (4)	(b) (4)	
Senior Engineer I											
Senior Engineer II											
Project Manager II											
Administrative Assistant											
Engineer Support I											
Estimator											
Planner/Design Drafter											
Planner/Design Drafter											
Designer											
Designer											
Estimator											
Senior Engineer II											
Program Manager II											
Engineer Support I											
Engineer Support II											
Project Manager II											
Project Manager											
Project Manager II											
Scheduler											
Scheduler											
Senior Engineer I											
Senior Engineer II											
Engineer Support I											
Engineer Support II											

Option Year 1 (04/2010 - 03/2011) FFP Ceiling Rates

TSA Labor Category Mapping	Lockheed Martin Labor Categories	Hours	Rate (Fully Burdened)	Total Labor Cost	Base Rates Including PM Adder	LM Burden (Rate: (b) (4))	Procurement Burden (Rate: (b) (4))	G&A (Rate: (b) (4))	DLH COM (Rate: (b) (4))	G&A COM (Rate: (b) (4))	Fee (Rate: (b) (4))
Administrative Assistant	(b) (4)		(b) (4)	(b) (4)	(b) (4)	(b) (4)	(b) (4)	(b) (4)	(b) (4)	(b) (4)	(b) (4)
Senior Engineer I											
Senior Engineer II											
Project Manager II											
Administrative Assistant											
Engineer Support I											
Estimator											

<b>Contract Title:</b>	OST Systems Integrator	
<b>Contractor Name:</b>	Lockheed Martin - IS&GS CIVIL	
Planner/Design Drafter	(b) (4)	
Planner/Design Drafter		
Designer		
Designer		
Estimator		
Senior Engineer II		
Program Manager II		
Engineer Support I		
Engineer Support II		
Project Manager II		
Project Manager		
Project Manager II		
Scheduler		
Scheduler		
Senior Engineer I		
Senior Engineer II		
Engineer Support I		
Engineer Support II		

(b) (4)

Option Year 2 (04/2011 - 03/2012) FFP Ceiling Rates

TSA Labor Category Mapping	Lockheed Martin Labor Categories	Hours	Rate (Fully Burdened)	Total Labor Cost	Base Rates Including PM Adder	LM Burden (Rate: (b) (4))	Procurement Burden (Rate: (b) (4))	G&A (Rate: (b) (4))	DLH COM (Rate: (b) (4))	G&A COM (Rate: (b) (4))	Fee (Rate: (b) (4))
Administrative Assistant	(b) (4)		(b) (4)	(b) (4)	(b) (4)	(b) (4)	(b) (4)	(b) (4)	(b) (4)	(b) (4)	(b) (4)
Senior Engineer I											
Senior Engineer II											
Project Manager II											
Administrative Assistant											
Engineer Support I											
Estimator											
Planner/Design Drafter											
Planner/Design Drafter											
Designer											
Designer											
Estimator											
Senior Engineer II											
Program Manager II											
Engineer Support I											
Engineer Support II											
Project Manager II											
Project Manager											
Project Manager II											
Scheduler											

(b) (4)

<b>Contract Title:</b>	OST Systems Integrator		
<b>Contractor Name:</b>	Lockheed Martin - IS&GS Civil		
<b>Scheduler</b>	(b) (4)		(b) (4)
<b>Senior Engineer I</b>			
<b>Senior Engineer II</b>			
<b>Engineer Support I</b>			
<b>Engineer Support II</b>			

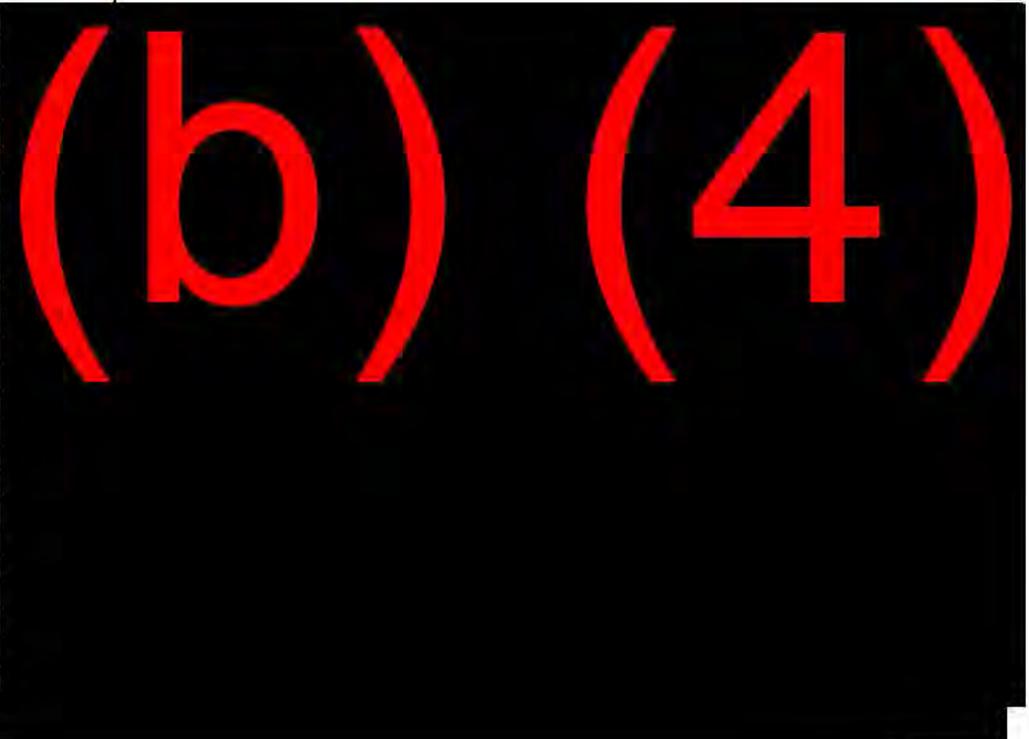
Option Year 3 (04/2012 - 03/2013) FFP Ceiling Rates

TSA Labor Category Mapping	Lockheed Martin Labor Categories	Hours	Rate (Fully Burdened)	Total Labor Cost	Base Rates Including PM Adder	LM Burden (Rate: (b) (4))	Procurement Burden (Rate: (b) (4))	G&A (Rate: (b) (4))	DLH COM (Rate: (b) (4))	G&A COM (Rate: (b) (4))	Fee (Rate: (b) (4))
Administrative Assistant	(b) (4)		(b) (4)	(b) (4)	(b) (4)	(b) (4)	(b) (4)	(b) (4)	(b) (4)	(b) (4)	(b) (4)
Senior Engineer I											
Senior Engineer II											
Project Manager II											
Administrative Assistant											
Engineer Support I											
Estimator											
Planner/Design Drafter											
Planner/Design Drafter											
Designer											
Designer											
Estimator											
Senior Engineer II											
Program Manager II											
Engineer Support I											
Engineer Support II											
Project Manager II											
Project Manager											
Project Manager II											
Scheduler											
Scheduler											
Senior Engineer I											
Senior Engineer II											
Engineer Support I											
Engineer Support II											

Option Year 4 (04/2013 - 03/2014) FFP Ceiling Rates

TSA Labor Category Mapping	Lockheed Martin Labor Categories	Hours	Rate (Fully Burdened)	Total Labor Cost	Base Rates Including PM Adder	LM Burden (Rate: (b) (4))	Procurement Burden (Rate: (b) (4))	G&A (Rate: (b) (4))	DLH COM (Rate: (b) (4))	G&A COM (Rate: (b) (4))	Fee (Rate: (b) (4))

<b>Contract Title:</b>	OST Systems Integrator	
<b>Contractor Name:</b>	Lockheed Martin - IS&GS Civil	
Administrative Assistant	(b) (4)	
Senior Engineer I		
Senior Engineer II		
Project Manager II		
Administrative Assistant		
Engineer Support I		
Estimator		
Planner/Design Drafter		
Planner/Design Drafter		
Designer		
Designer		
Estimator		
Senior Engineer II		
Program Manager II		
Engineer Support I		
Engineer Support II		
Project Manager II		
Project Manager		
Project Manager II		
Scheduler		
Scheduler		
Senior Engineer I		
Senior Engineer II		
Engineer Support I		
Engineer Support II		



**SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEM**  
OFFEROR TO COMPLETE BLOCKS 12, 17, 23, 26, & 30

1. REQUISITION NUMBER: 2111201CT2096  
PAGE OF: 1 10  
2. CONTRACT NO.: HSTS04-09-D-ST2234  
3. AWARDED EFFECTIVE DATE: 07/20/2011  
4. ORDER NUMBER: HSTS04-11-J-CT2096  
5. SOLICITATION NUMBER:  
6. SOLICITATION ISSUE DATE:

7. FOR SOLICITATION INFORMATION CALL: (b) (6)  
8. TELEPHONE NUMBER: (b) (6)  
9. OFFER DUE DATE/LOCAL TIME:

9. ISSUED BY: CODE 20  
Office of Acquisition  
701 S 12TH STREET  
ARLINGTON VA 20598  
10. THIS ACQUISITION IS:  
 UNRESTRICTED OR  SET ASIDE  
 SMALL BUSINESS  EMERGING SMALL BUSINESS  
11. DELIVERY FOR FOB DESTINATION UNLESS BLOCK IS MARKED  
 SEE SCHEDULE  
12. DISCOUNT TERMS: Net 30  
13. RATING:  
14. METHOD OF SOLICITATION:  
 RFP  IFB  RFQ

11. DELIVERY FOR FOB DESTINATION UNLESS BLOCK IS MARKED  
 SEE SCHEDULE  
12. DISCOUNT TERMS: Net 30  
13. RATING:  
14. METHOD OF SOLICITATION:  
 RFP  IFB  RFQ

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

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

17a. CONTRACTOR/OFFEROR: CODE 011367237 FACILITY CODE  
Lockheed Martin Corporation (3632)  
Attn: (b) (6)  
9211 Corporate Blvd  
Rockville MD 208503245  
18a. PAYMENT WILL BE MADE BY: CODE TSA1  
US Coast Guard Financial Center  
TSA Commercial Invoices  
P.O. Box 4111  
Chesapeake VA 23327-4111

17a. CONTRACTOR/OFFEROR: CODE 011367237 FACILITY CODE  
Lockheed Martin Corporation (3632)  
Attn: (b) (6)  
9211 Corporate Blvd  
Rockville MD 208503245  
18a. PAYMENT WILL BE MADE BY: CODE TSA1  
US Coast Guard Financial Center  
TSA Commercial Invoices  
P.O. Box 4111  
Chesapeake VA 23327-4111

TELEPHONE NO.: (b) (6)  
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

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: 52-1893632 DUNS Number: 011367237 A. The Government hereby issues Task Order HSTS04-11-J-CT2096 (TO 14) to obtain Program Management and 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: See schedule  
26. TOTAL AWARD AMOUNT (For Govt. Use Only): \$22,571,916.00

27a. SOLICITATION INCORPORATES BY REFERENCE FAR 52.212-1, 52.212-4, FAR 52.212-3 AND 52.212-5 ARE ATTACHED. ADDENDUM  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

28. CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN 1 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. OF 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: [Signature]  
30b. NAME AND TITLE OF SIGNER (Type or print): Chris Simmons  
30c. DATE SIGNED: 7/21/11  
31a. UNITED STATES OF AMERICA (SIGNATURE OF CONTRACTING OFFICER): [Signature]  
31b. NAME OF CONTRACTING OFFICER (Type or print): Susan B. Messina  
31c. DATE SIGNED: 7/21/11

19. ITEM NO.	20. SCHEDULE OF SUPPLIES/SERVICES	21. QUANTITY	22. UNIT	23. UNIT PRICE	24. AMOUNT
00001	<p>base period of 12-months from the date of award; and a 12-month option period.</p> <p>C. The total value of task order 14 at the conclusion of the period of performance is expected to be \$37,685,961.00; with a base year value of \$22,571,916.00; and the option year 1 value of \$15,114,045.</p> <p>Period of Performance: 07/20/2011 to 07/19/2012</p> <p>CLIN 0001, Program Management Base Year (July 20, 2011 through July 19, 2012)</p> <p>The base year total of CLIN 0001, Program Management is (b) (4) as indicated below:</p> <p>CLIN 0001A, General Prog. Mgmt (b) (4) CLIN 0001B, Site Lead Support (b) (4) CLIN 0001C, Add'l Site Support (b) (4) CLIN 0001D, AWT Site Lead Supt (b) (4) CLIN 0001E, Planning (b) (4)</p> <p>Accounting Info: 5AV101A000D2011SWE030GE000423006200622CTO-62020000 00000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b) (4)</p> <p>Continued ...</p>		JB	(b) (4)	(b) (4)

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. MAIL NG ADDRESS OF AUTHORIZED GOVERNMENT REPRESENTATIVE \_\_\_\_\_ 32f. TELEPHONE NUMBER OF AUTHORIZED GOVERNMENT REPRESENTATIVE \_\_\_\_\_  
32g. E-MA L OF AUTHORIZED GOVERNMENT REPRESENTATIVE \_\_\_\_\_

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

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

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

**CONTINUATION SHEET**

REFERENCE NO OF DOCUMENT BEING CONTINUED  
HSTS04-09-D-ST2234/HSTS04-11-J-CT2096

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NAME OF OFFEROR OR CONTRACTOR  
Lockheed Martin Corporation (3632)

ITEM NO (A)	SUPPLIES/SERVICES (B)	QUANTITY (C)	UNIT (D)	UNIT PRICE (E)	AMOUNT (F)
00002	<p>CLIN 0002, PSP Integration &amp; Installation Services Base Year (July 20, 2011 through July 19, 2012)</p> <p>The base year total of CLIN 0002, PSP Integration &amp; Installation Services is (b) (4) as indicated below:</p> <ul style="list-style-type: none"> <li>0002A, Design</li> <li>0002B, Site Preparation</li> <li>0002C, Shipping</li> <li>0002D, Equipment Moves</li> <li>0002E, Rigging</li> <li>0002F, Rigger's Warehouse</li> <li>0002G, AWT Design</li> <li>0002H, AWT Installation</li> <li>0002I, Ad-Hoc CAD Services</li> <li>0002J, Checkpoint Design Guide</li> <li>0002K, Checkpoint Modifications</li> <li>0002L, Site Prep. Supl. Activity</li> </ul> <p>Accounting Info: 5AV101A000D2011SWE030GE000423006200622CTO-62020000 00000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b) (4)</p>		JB	(b) (4)	(b) (4)
00003	<p>CLIN 0003, Travel Base Year (July 20, 2011 through July 19, 2012)</p> <p>Accounting Info: 5AV112A000D2011SWE030GE000423006200622CTO-62020000 00000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b) (4)</p>		JB	(b) (4)	(b) (4)
00004	<p>CLIN 0004, Fixed - Fee Base Year (July 20, 2011 through July 19, 2012)</p> <p>Accounting Info: 5AV101A000D2011SWE030GE000423006200622CTO-62020000 00000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b) (4)</p> <p>Continued ...</p>		JB	(b) (4)	(b) (4)

**CONTINUATION SHEET**

REFERENCE NO. OF DOCUMENT BEING CONTINUED  
HSTS04-09-D-ST2234/HSTS04-11-J-CT2096

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NAME OF OFFEROR OR CONTRACTOR  
Lockheed Martin Corporation (3632)

ITEM NO. (A)	SUPPLIES/SERVICES (B)	QUANTITY (C)	UNIT (D)	UNIT PRICE (E)	AMOUNT (F)
00005	CLIN 0004, Fixed - Fee Base Year (July 20, 2011 through July 19, 2012)  Accounting Info: 5AV112A000D2011SWE030GE000423006200622CTO-62020000 00000000-251B-TSA DIRECT-DEF. TASK-D Funded: (b) (4)		JB	(b) (4)	(b) (4)
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 (b) (4) CLIN 1001B, Site Lead Support (b) (4) CLIN 1001C, Add'l Site Support (b) (4) CLIN 1001D, AWT Site Lead Supt (b) (4) CLIN 1001E, Planning (b) (4) Amount: (b) (4) (Option Line Item) 07/20/2012		JB	(b) (4)	(b) (4)
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) 1002B, Site Preparation (b) (4) 1002C, Shipping (b) (4) 1002D, Equipment Moves (b) (4) 1002E, Rigging (b) (4) 1002F, Rigger's Warehouse (b) (4) 1002G, AWT Design (b) (4) 1002H, AWT Installation (b) (4) 1002I, Ad-Hoc CAD Services (b) (4) 1002J, Checkpoint Design Guide (b) (4) Continued ...		JB	(b) (4)	(b) (4)

**CONTINUATION SHEET**

REFERENCE NO. OF DOCUMENT BEING CONTINUED  
 HSTS04-09-D-ST2234/HSTS04-11-J-CT2096

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NAME OF OFFEROR OR CONTRACTOR  
 Lockheed Martin Corporation (3632)

ITEM NO. (A)	SUPPLIES/SERVICES (B)	QUANTITY (C)	UNIT (D)	UNIT PRICE (E)	AMOUNT (F)
	1002K, Checkpoint Modifications (b) (4) 1002L, Site Prep. Supl. Activity (b) (4) Amount: (b) (4) (Option Line Item) 07/20/2012				
00008	CLIN 1003, Travel Option Year 1 (July 20, 2012 through July 19, 2013) Amount: (b) (4) (Option Line Item) 07/20/2012		(b) (4) JB	(b) (4)	(b) (4)
00009	CLIN 1004, Fixed - Fee Option Year 1 (July 20, 2011 through July 19, 2012) Amount: (b) (4) (Option Line Item) 07/20/2012		(b) (4) JB	(b) (4)	(b) (4)
The total amount of award: \$37,685,961.00. The obligation for this award is shown in box 26.					

The Government hereby issues Task Order HSTS04-11-J-CT2096 (TO14) under contract number HSTS04-09-D-ST2234 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 East Region (Attachment 1).

Accordingly, the following applies:

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

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

CLIN	Description	Contract Type	Quantity	Unit	Unit Price	Dual-Award Discount	Total
0001	Program Management	As Indicated Below	(b) (4)	JB	(b) (4)	(4)	
0001A	General Program Management Support	CPFF		JB			
0001B	Site Lead Support	CPFF		JB			
0001C	Additional Site Support	CPFF		JB			
0001D	AWT Site Lead Support	CPFF		JB			
0001E	Planning	CPFF		JB			
0002	PSP Integration & Installation Services	As Indicated Below					
0002A	Design	CPFF		JB			
0002B	Site Preparation	CPFF		JB			
0002C	Shipping	CPFF		JB			
0002D	Equipment Moves	CPFF		JB			
0002E	Rigging	CPFF		JB			
0002F	Rigger's Warehouse	CPFF		JB			
0002G	AWT Design	CPFF		JB			
0002H	AWT Installation	CPFF		JB			
0002I	Ad-Hoc CAD Services	CPFF		JB			
0002J	Checkpoint Design Guide	CPFF		JB			
0002K	Checkpoint Modifications	CPFF		JB			
0002L	Site Preparation Supplemental Activity	CPFF		JB			
0003	Travel	Cost		JB			
0004	Fixed - Fee			JB			
Base Year Total (East Region):					(b) (4)	(b) (4)	\$22,571,916

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

CLIN	Description	Contract Type	Quantity	Unit	Unit Price	Dual-Award Discount	Total
1001	Program Management	As Indicated Below	(b) (4)	JB	(b) (4)	(4)	
1001A	(b) (4)	CPFF		JB			
1001B	(b) (4)	CPFF		JB			
1001C	(b) (4)	CPFF		JB			
1001D	(b) (4)	CPFF		JB			
1001E	(b) (4)	CPFF		JB			
1002	PSP Integration & Installation Services	As Indicated Below		JB			
1002A	(b) (4)	CPFF		JB			
1002B	(b) (4)	CPFF		JB			
1002C	(b) (4)	CPFF		JB			
1002D	(b) (4)	CPFF		JB			
1002E	(b) (4)	CPFF		JB			
1002F	(b) (4)	CPFF		JB			
1002G	(b) (4)	CPFF		JB			
1002H	(b) (4)	CPFF		JB			
1002I	(b) (4)	CPFF		JB			
1002J	(b) (4)	CPFF		JB			
1002K	(b) (4)	CPFF		JB			
1002L	(b) (4)	CPFF		JB			
1003	Travel	Cost		JB			
1004	Fixed - Fee			JB			
Option Year Total (East Region):					(b) (4)	(b) (4)	\$15,114,045

**Summary Total (Base + Option) – East Region**

CLIN	Description	Contract Type	Quantity	Unit	Unit Price	Dual-Award Discount	Total
0001	Program Management	CPFF	(b) (4)	JB	(b) (4)	(4)	
0002	PSP Integration & Installation Services	CPFF		JB			
0003	Travel	Cost		JB			
0004	Fixed - Fee			JB			
Base + Option Year Combined Total (East Region):					(b) (4)	(b) (4)	\$37,685,961

**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-ST2234, as well as, the attached SOW for the East Region (Attachment 1).
- c. The terms and conditions of Contract HSTS04-09-D-ST2234 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	(b) (6)	(b) (6)
Contract Specialist	(b) (6)		
Task Order COTR	(b) (6)		
IDIQ Contract COTR / Invoices	(b) (6)		

- b. Invoicing:

(1) Task Order 14 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-ST2234. 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](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 (East Region)  
 PR# 2111201CT2096

PR Line Number	Contract Line Item Number (CLIN)	Description	Contract Type	Amount	Accounting Code
00001	0001	Program Management	CPFF	(b) (4)	5AV101A000D2011SWE030GE000423006200 622CTO-6202000000000000-251B Funded: (b) (4) (PR Line 00001)
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)
<b>TOTAL TASK ORDER 14 AMOUNT</b>					
(Base Year):					<b>\$22,571,916</b>

**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-CT2096 (TO14) is expected to be \$22,571,916 for the base year and, if the option is exercised, \$15,114,045 will be added for a total task order value of \$37,685,961.

7. The terms and conditions of the base IDIQ Contract Number HSTS04-09-D-ST2234 apply to the award of Task Order, HSTS04-11-J-CT2096 (TO14).

**END OF TASK ORDER**

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

1. REQUISITION NUMBER: 2111201CT2095  
 PAGE OF: 1 9  
 2. CONTRACT NO: HSTS04-09-D-ST2234  
 3. AWARD EFFECTIVE DATE: 07/20/2011  
 4. ORDER NUMBER: HSTS04-11-J-CT2095  
 5. SOLICITATION NUMBER:  
 6. SOLICITATION ISSUE DATE:

7. FOR SOLICITATION INFORMATION CALL: (b)(6)  
 8. NAME: (b)(6)  
 9. TELEPHONE NUMBER: (b)(6)  
 10. OFFER DUE DATE/LOCAL TIME:

11. ISSUED BY: Office of Acquisition  
 701 S 12TH STREET  
 ARLINGTON VA 20598  
 CODE: 20  
 12. THIS ACQUISITION IS:  
 UNRESTRICTED OR  
 SET ASIDE  
 13. RATING:  
 SMALL BUSINESS  
 EMERGING SMALL BUSINESS  
 HUBZONE SMALL BUSINESS  
 SOLE SOURCE  
 SERVICE-DISABLED VETERAN-OWNED SMALL BUSINESS  
 (SVA)

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

15. DELIVER TO: Security Technology  
 701 S 12TH STREET  
 Attn: Susan Messina  
 ARLINGTON VA 20598  
 CODE: ACQ04  
 16. ADMINISTERED BY: OFFICE OF ACQUISITION  
 701 S 12TH STREET  
 ARLINGTON VA 20598  
 CODE: 20

17. CONTRACTOR/OFFEROR: Lockheed Martin Corporation (3632)  
 Attn: (b)(6)  
 9211 Corporate Blvd  
 Rockville MD 208503245  
 CODE: 011367237  
 FACILITY CODE:  
 18. PAYMENT WILL BE MADE BY: US Coast Guard Financial Center  
 TSA Commercial Invoices  
 P.O. Box 4111  
 Chesapeake VA 23327-4111  
 CODE: TSA1  
 TELEPHONE NO.: (b)(6)

17b. CHECK IF REMITTANCE IS DIFFERENT AND PUT SUCH ADDRESS IN OFFER  
 18b. SUBMIT INVOICES TO ADDRESS SHOWN IN BLOCK 18 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: 52-1893632 DUNS Number: 011367237 A. The Government hereby issues Task Order HSTS04-11-J-CT2095 (TO 18) to obtain Program Management and 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: See schedule  
 26. TOTAL AWARD AMOUNT (For Cost Use Only): \$19,645,164.00

27a. SOLICITATION INCORPORATES BY REFERENCE FAR 52.212-1, 52.212-4, FAR 52.212-5 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.

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. DATED \_\_\_\_\_ YOUR OFFER ON SOLICITATION (BLOCK 5), INCLUDING ANY ADDITIONS OR CHANGES WHICH ARE SET FORTH HEREIN, IS ACCEPTED AS TO ITEMS:

30. SIGNATURE OF OFFEROR:   
 31a. UNITED STATES OF AMERICA (SIGNATURE OF CONTRACTING OFFICER): Susan B. Messina

30b. NAME AND TITLE OF SIGNER (Type or print): S. Messina  
 30c. DATE SIGNED: 7/24/11  
 31b. NAME OF CONTRACTING OFFICER (Type or print): Susan B. Messina  
 31c. DATE SIGNED: 7/24/11

19. ITEM NO.	20. SCHEDULE OF SUPPLIES/SERVICES	21. QUANTITY	22. UNIT	23. UNIT PRICE	24. AMOUNT
00001	<p>base period of 12-months from the date of award; and a 12-month option period.</p> <p>C. The total value of task order 18 at the conclusion of the period of performance is expected to be \$34,940,438.00; with a base year value of \$19,645,164.00; and the option year 1 value of \$15,295,274.00.</p> <p>Accounting Info: 5AV101A000D2011SWE030GE000423006200622CTO-6202000000000000-251B-TSA DIRECT-DEF. TASK-D Period of Performance: 07/20/2011 to 07/19/2012</p> <p>CLIN 0001, Program Management Base Year (July 20, 2011 through July 19, 2012)</p> <p>The base year total of CLIN 0001, Program Management is (b) (4) as indicated below:</p> <p>CLIN 0001A, General Prog. Mgmt (b) (4) CLIN 0001B, Site Lead Support (b) (4) CLIN 0001C, Add'l Site Support (b) (4) CLIN 0001D, AWT Site Lead Supt (b) (4) CLIN 0001E, Planning (b) (4)</p> <p>Continued ...</p>		JB	(b) (4)	(b) (4)

32a. QUANTITY IN COLUMN 21 HAS BEEN  RECEIVED  INSPECTED  NOTED: ACCEPTED, AND CONFORMS TO THE CONTRACT, EXCEPT AS

---

32b. SIGNATURE OF AUTHORIZED GOVERNMENT REPRESENTATIVE		32c. DATE	32d. PRINTED NAME AND TITLE OF AUTHORIZED GOVERNMENT REPRESENTATIVE	
32e. MAIL NG ADDRESS OF AUTHORIZED GOVERNMENT REPRESENTATIVE			32f. TELEPHONE NUMBER OF AUTHORIZED GOVERNMENT REPRESENTATIVE	
			32g. E-MA L OF AUTHORIZED GOVERNMENT REPRESENTATIVE	

---

33. SHIP NUMBER	34. VOUCHER NUMBER	35. AMOUNT VERIFIED CORRECT FOR	36. PAYMENT <input type="checkbox"/> COMPLETE <input type="checkbox"/> PARTIAL <input type="checkbox"/> FINAL	37. CHECK NUMBER
<input type="checkbox"/> PARTIAL <input type="checkbox"/> FINAL				

---

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 ( <i>Print</i> )	
41b. SIGNATURE AND TITLE OF CERTIFY NG OFFICER		42b. RECEIVED AT ( <i>Location</i> )	
41c. DATE		42c. DATE REC'D (YY/MM/DD)	42d. TOTAL CONTAINERS

**CONTINUATION SHEET**

REFERENCE NO. OF DOCUMENT BEING CONTINUED  
HSTS04-09-D-ST2234/HSTS04-11-J-CT2095

PAGE OF  
3 9

NAME OF OFFEROR OR CONTRACTOR  
Lockheed Martin Corporation (3632)

ITEM NO. (A)	SUPPLIES/SERVICES (B)	QUANTITY (C)	UNIT (D)	UNIT PRICE (E)	AMOUNT (F)
00002	<p>CLIN 0002, PSP Integration &amp; Installation Services Base Year (July 20, 2011 through July 19, 2012)</p> <p>The base year total of CLIN 0002, PSP Integration &amp; Installation Services is (b) (4) as indicated below:</p> <p>0002A, Design (b) (4) 0002B, Site Preparation (b) (4) 0002C, Shipping (b) (4) 0002D, Equipment Moves (b) (4) 0002E, Rigging (b) (4) 0002F, Rigger's Warehouse (b) (4) 0002G, AWT Design (b) (4) 0002H, AWT Installation (b) (4) 0002I, Ad-Hoc CAD Services (b) (4) 0002J, Checkpoint Design Guide (b) (4) 0002K, Checkpoint Modifications (b) (4) 0002L, Site Prep Supl Activity (b) (4)</p>	(b) (4)	JB	(b) (4)	(b) (4)
00003	<p>CLIN 0003, Travel Base Year (July 20, 2011 through July 19, 2012)</p>	(b) (4)	JB	(b) (4)	(b) (4)
00004	<p>CLIN 0004, Fixed - Fee Base Year (July 20, 2011 through July 19, 2012)</p>	(b) (4)	JB	(b) (4)	(b) (4)
00005	<p>CLIN 1001, Program Management Option Year 1 (July 20, 2012 through July 19, 2013)</p> <p>The option year (1) total of CLIN 1001, Program Management is (b) (4) as indicated below:</p> <p>CLIN 1001A, General Prog. Mgmt (b) (4) CLIN 1001B, Site Lead Support (b) (4) CLIN 1001C, Add'l Site Support (b) (4) CLIN 1001D, AWT Site Lead Supt (b) (4) CLIN 1001E, Planning (b) (4) Continued ...</p>	(b) (4)	JB	(b) (4)	(b) (4)

**CONTINUATION SHEET**

REFERENCE NO. OF DOCUMENT BEING CONTINUED  
HSTS04-09-D-ST2234/HSTS04-11-J-CT2095

PAGE OF  
4 9

NAME OF OFFEROR OR CONTRACTOR  
Lockheed Martin Corporation (3632)

ITEM NO. (A)	SUPPLIES/SERVICES (B)	QUANTITY (C)	UNIT (D)	UNIT PRICE (E)	AMOUNT (F)
	Amount: (b) (4) (Option Line Item) 07/20/2012				
00006	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) 1002B, Site Preparation (b) (4) 1002C, Shipping (b) (4) 1002D, Equipment Moves (b) (4) 1002E, Rigging (b) (4) 1002F, Rigger's Warehouse (b) (4) 1002G, AWT Design (b) (4) 1002H, AWT Installation (b) (4) 1002I, Ad-Hoc CAD Services (b) (4) 1002J, Checkpoint Design Guide (b) (4) 1002K, Checkpoint Modifications (b) (4) 1002L, Site Prep Supl Activity (b) (4) Amount: (b) (4) (Option Line Item) 07/20/2012		JB	(b) (4)	(b) (4)
00007	CLIN 1003, Travel Option Year 1 (July 20, 2012 through July 19, 2013) Amount: (b) (4) (Option Line Item) 07/20/2012		JB	(b) (4)	(b) (4)
00008	CLIN 1004, Fixed - Fee Option Year 1 (July 20, 2011 through July 19, 2012) Amount: (b) (4) (Option Line Item) 07/20/2012  Continued ...		JB	(b) (4)	(b) (4)

**CONTINUATION SHEET**

REFERENCE NO. OF DOCUMENT BEING CONTINUED  
HSTS04-09-D-ST2234/HSTS04-11-J-CT2095

PAGE OF  
5 9

NAME OF OFFEROR OR CONTRACTOR  
Lockheed Martin Corporation (3632)

ITEM NO. (A)	SUPPLIES/SERVICES (B)	QUANTITY (C)	UNIT (D)	UNIT PRICE (E)	AMOUNT (F)
	<p>The total amount of award: \$34,940,438.00. The obligation for this award is shown in box 26.</p>				

The Government hereby issues Task Order HSTS04-11-J-CT2095 (TO18) under contract number HSTS04-09-D-ST2234 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 Central Region (Attachment 1).

Accordingly, the following applies:

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

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

CLIN	Description	Contract Type	Quantity	Unit	Unit Price	Dual-Award Discount	Total
0001	Program Management	As Indicated Below	(b) (4)	JB	(b) (4)	(4)	
0001A	General Program Management Support	CPFF		JB			
0001B	Site Lead Support	CPFF		JB			
0001C	Additional Site Support	CPFF		JB			
0001D	AWT Site Lead Support	CPFF		JB			
0001E	Planning	CPFF		JB			
0002	PSP Integration & Installation Services	As Indicated Below					
0002A	Design	CPFF		JB			
0002B	Site Preparation	CPFF		JB			
0002C	Shipping	CPFF		JB			
0002D	Equipment Moves	CPFF		JB			
0002E	Rigging	CPFF		JB			
0002F	Rigger's Warehouse	CPFF		JB			
0002G	AWT Design	CPFF		JB			
0002H	AWT Installation	CPFF		JB			
0002I	Ad-Hoc CAD Services	CPFF		JB			
0002J	Checkpoint Design Guide	CPFF		JB			
0002K	Checkpoint Modifications	CPFF		JB			
0002L	Site Preparation Supplemental Activity	CPFF		JB			
0003	Travel	Cost		JB			
0004	Fixed - Fee			JB			
Base Year Total (Central Region):					(b) (4)		\$19,645,164

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

CLIN	Description	Contract Type	Quantity	Unit	Unit Price	Dual-Award Discount	Total
1001	Program Management	As Indicated Below	(b) (4)	JB	(b) (4)	(4)	
1001A	General Program Management Support	CPFF		JB			
1001B	Site Lead Support	CPFF		JB			
1001C	Additional Site Support	CPFF		JB			
1001D	AWT Site Lead Support	CPFF		JB			
1001E	Planning	CPFF		JB			
1002	PSP Integration & Installation Services	As Indicated Below					
1002A	Design	CPFF		JB			
1002B	Site Preparation	CPFF		JB			
1002C	Shipping	CPFF		JB			
1002D	Equipment Moves	CPFF		JB			
1002E	Rigging	CPFF		JB			
1002F	Rigger's Warehouse	CPFF		JB			
1002G	AWT Design	CPFF		JB			
1002H	AWT Installation	CPFF		JB			
1002I	Ad-Hoc CAD Services	CPFF		JB			
1002J	Checkpoint Design Guide	CPFF		JB			
1002K	Checkpoint Modifications	CPFF		JB			
1002L	Site Preparation Supplemental Activity	CPFF		JB			
1003	Travel	Cost		JB			
1004	Fixed - Fee			JB			
Option Year Total (Central Region):					(b) (4)		\$15,295,274

**Summary Total (Base + Option) – Central Region**

CLIN	Description	Contract Type	Quantity	Unit	Unit Price	Dual-Award Discount	Total
0001	Program Management	CPFF	(b) (4)	JB	(b) (4)	(4)	
0002	PSP Integration & Installation Services	CPFF		JB			
0003	Travel	Cost		JB			
0004	Fixed - Fee			JB			
	Base + Option Year Combined Total (Central Region):				(b) (4)		\$34,940,438

**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-ST2234, as well as, the attached SOW for the Central Region (Attachment 1).
- c. The terms and conditions of Contract HSTS04-09-D-ST2234 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	(b) (6)	(b) (6)
Contract Specialist	(b) (6)		
Task Order COTR	(b) (6)		
Technical Lead	(b) (6)		
IDIQ Contract COTR / Invoices	(b) (6)		

- b. Invoicing:

(1) Task Order 18 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-ST2234. 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](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](https://www.fincen.uscg.mil/secure/payment.htm)

c. Accounting and Appropriation Data:

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

Base Year (Central Region)  
 PR# 2111201CT2095

PR Line Number	Contract Line Item Number (CLIN)	Description	Contract Type	Amount	Accounting Code
00001	0001	Program Management	CPFF	(b) (4)	5AV101A000D2011SWE030GE000423006200 622CTO-6202000000000000-251B Funded: \$19,645,164 (PR Line 00001)
	0002	PSP Integration and Installation Services	CPFF		
	0003	Travel	Cost		
	0004	Fixed Fee			
<b>TOTAL TASK ORDER 18 AMOUNT</b>				<b>(Base Year):</b>	<b>\$19,645,164</b>

**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-CT2095 (TO18) is expected to be \$19,645,164 for the base year and, if the option is exercised, \$15,295,274 will be added for a total task order value of \$34,940,438.

7. The terms and conditions of the base IDIQ Contract Number HSTS04-09-D-ST2234 apply to the award of Task Order, HSTS04-11-J-CT2095 (TO18).

**END OF TASK ORDER**

<b>AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT</b>		1 CONTRACT ID CODE	PAGE OF PAGES 1 14
2. AMENDMENT/MODIFICATION NO. P00001	3. EFFECTIVE DATE See Block 16C	4. REQUISITION/PURCHASE REQ. NO. 2410200CT8501	5. PROJECT NO. (If applicable)
6. ISSUED BY Office of Acquisition 701 S 12TH STREET ARLINGTON VA 20598	CODE 20	7. ADMINISTERED BY (If other than Item 6) OFFICE OF ACQUISITION 701 S 12TH STREET ARLINGTON VA 20598	CODE 20
8. NAME AND ADDRESS OF CONTRACTOR (No., street, county, State and ZIP Code) Lockheed Martin Corporation (3632) Attn: (b)(6) 9211 Corporate Blvd Rockville MD 208503245		(X) 9A. AMENDMENT OF SOLICITATION NO.	9B. DATED (SEE ITEM 11)
CODE 011367237	FACILITY CODE	X 10A. MODIFICATION OF CONTRACT/ORDER NO. HSTS04-09-D-ST2234 HSTS04-10-J-CT8501	10B. DATED (SEE ITEM 13) 09/03/2010

**11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS**

The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers is extended. is not extended.  
 Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing Items 8 and 15, and returning \_\_\_\_\_ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGEMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)  
 See Schedule Net Increase: \$383,388.00

**13. THIS ITEM ONLY APPLIES TO MODIFICATION OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.**

CHECK ONE	A. THIS CHANGE ORDER IS ISSUED PURSUANT TO. (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.
	B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b).
X	C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF: 52.243-2 Alt I Changes - Cost Reimbursement
	D. OTHER (Specify type of modification and authority)

E. IMPORTANT: Contractor is not. X is required to sign this document and return 1 copies to the issuing office.

**14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)**

Tax ID Number: 52-1893632

DUNS Number: 011367237

The purpose of this modification is to update the following Sections: Section B CLIN Schedule, Section C Statement of Work, and Section G c. (1) Contract Administration Data.

All other terms and conditions remain unchanged and in full force and effect.

Discount Terms:

Net 30

Continued ...

Except as provided herein, all terms and conditions of the document referenced in Item 8A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print) Michael S. Karstel Contracts Specialist	15A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) Kurt D. Allen
15B. CONTRACTOR/OFFEROR Michael Karstel (Signature of person authorized to sign)	15C. DATE SIGNED 12 July 2011
15B. UNITED STATES OF AMERICA	15C. DATE SIGNED 7/14/11 (Signature of Contracting Officer)

NSN 7540-01-152-8070  
Previous edition unusable

STANDARD FORM 30 (REV. 10-83)  
Prescribed by GSA  
FAR (48 CFR) 53.243

NAME OF OFFEROR OR CONTRACTOR  
Lockheed Martin Corporation (3632)

ITEM NO. (A)	SUPPLIES/SERVICES (B)	QUANTITY (C)	UNIT (D)	UNIT PRICE (E)	AMOUNT (F)
	<p>Payment:            US Coast Guard Financial Center            TSA Commercial Invoices            P.O. Box 4111            Chesapeake VA 23327-4111            FOB: Destination            Period of Performance: 09/03/2010 to 03/02/2012            Add Item 0000102 as follows:</p>				
0000102	<p>Additional funding in support of CLIN 0001</p> <p>Delivery Location Code: ACQ04            Security Technology            701 S 12TH STREET            Attn: (b) (6)            ARLINGTON VA 20598            Accounting Info:            5AV101B010D2011SWE044GE012523006200622CTO-62020000            00000000-251B-TSA DIRECT-DEF. TASK-D            Funded: (b) (4)</p> <p>Add Item 0000103 as follows:</p>		JB	(b) (4)	(b) (4)
0000103	<p>Additional Funding in support of CLIN 0001</p> <p>Delivery Location Code: ACQ04            Security Technology            701 S 12TH STREET            Attn: (b) (4)            ARLINGTON VA 20598            Accounting Info:            5AV112A000D2011SWE030GE000423006200622CTO-62020000            00000000-251B-TSA DIRECT-DEF. TASK-D            Funded: (b) (4)</p> <p>Change Item 0000201 to read as follows (amount shown is the obligated amount):</p>		JB	(b) (4)	(b) (4)
0000201	<p>Additional Funding in support of CLIN 0002</p> <p>Delivery Location Code: ACQ04            Security Technology            701 S 12TH STREET            Attn: (b) (6)            Continued ...</p>		JB	(b) (4)	(b) (4)

**CONTINUATION SHEET**

REFERENCE NO. OF DOCUMENT BEING CONTINUED  
 HSTS04-09-D-ST2234/HSTS04-10-J-CT8501/PC0001

PAGE OF  
 3 14

NAME OF OFFEROR OR CONTRACTOR  
 Lockheed Martin Corporation (3632)

ITEM NO. (A)	SUPPLIES/SERVICES (B)	QUANTITY (C)	UNIT (D)	UNIT PRICE (E)	AMOUNT (F)
	ARLINGTON VA 20598 Accounting Info: 5AV090B010D2010SWE044GE012523006200622CTO-62020000 00000000-2510-TSA DIRECT-DEF. TASK-D Funded: (b) (4)				

**Section B – Supplies or Services and Price/Cost**

1. Update the Section B CLIN schedule, with changes in bold, as follows:

CLIN	Description of Work	Contract Type	Qty	Unit	Est. Cost	Fixed Fee	CPFF
0001	Program Management - See SOW for Description of Work	CPFF		JB	(b)	(4)	
0002	Systems Integration and Installation Tasking- In accordance with SOW 4.1.1-4.1.1.14	CPFF		JB	(b)	(4)	
0003	Travel	Cost		JB	(b)	(4)	

**Section C - Description/Specs/Work Statement**

2. Delete Section C in its entirety and replace with with the following:

**OT&E SYSTEMS INTEGRATION  
STATEMENT OF WORK**

**1.0 INTRODUCTION:**

This task order statement of work identifies System Integration services which support Operational Test and Evaluation (OT&E) of new or modified Transportation Security Equipment (TSE) in support of TSA security programs. The System Integrator may be required to remove ship and/or store legacy equipment. Install, maintain, modify, and relocate security equipment to be tested and procure, maintain and install portable and temporary data collection equipment. The contractor may also be required to evaluate and report on Integrated Logistic Support (ILS) and Reliability Maintainability Availability (RMA) as directed by the COTR or Test Lead. Upon completion of OT&E activities the contractor may also be required to de-install and restore the site to its original or other condition as directed by the COTR or Test Lead.

**2.0 APPLICABLE DOCUMENTS:**

TSA shall provide any or all applicable documents in accordance with Solicitation HSTS02-08-R-CT1157 and related individual awarded contracts including

1. Office of Security Technology Test and Evaluation Guidebook
2. DHS, Acquisition Directive 102-01
3. System Integrator Requirement Summary (Monthly or as updated by the COTR)

**3.0 TASKS & SPECIFIC REQUIREMENTS:**

The Contractor shall perform any or all tasks and specific requirements of this statement of work in accordance with Solicitation HSTS02-08-R-CT1157 and related individual awarded contracts.

**4.0 TRANSPORTATION SECURITY EQUIPMENT (TSE) INSTALLATION**

**4.1 Overview**

OT&E within the Office of Security Technology (OST) is a very dynamic and challenging environment for System Integration. As such the contractor must be flexible and responsive to the needs of each individual

effort. TSE under test is frequently installed at a number of Federalized Transportation locations throughout the United States and its territories. As such the contractor may be required to perform System Integration services at a variety of locations throughout to U.S. ranging from small to large transportation facilities. The number of installed systems at each location is typically few in number but can range from complex systems to single stand alone devices. Typically these systems are installed for Operational Field Testing following completion of qualification tests. These tests are frequently subject to delays, modifications, and even cancellation.

Installation and integration of TSE shall be coordinated to minimize disruptions to host operations and as such the Contractor may be required to perform work outside of normal business/operation hours (i.e. at night, during weekends, or other varied non-operational hours) when requested or required by local stakeholders.

#### **4.1.1 Specific Task Order Requirements**

To be accomplished in accordance with the general requirements of Statement of Work sections 4.2 through 4.5.3 of Solicitation HSTS02-08-R-CT1157 and related individual awarded contracts. The Contractor is expected to handle any and all necessary activities to meet the technology installation requirements. This may include Hazardous Material Abatement, HVAC issues or a variety of other requirements.

Depending on system operation and other factors it is not anticipated SI contractor personnel will be required on-site during the entire OT&E event however if there's a potential that failure or significant performance degradation of the equipment under test could impact host operations negatively the contractor will provide a single Point of Contact (POC) onsite whenever the equipment is operational. Minimum duties include but not limited to the following:

1. Keep local stakeholders and Test Leads informed of system status. Objective is to inform the Test Lead within 3 minutes and local stake holders within 10 min of any event impacting host operations.
2. Maintaining a contact list of all on-site personnel to include OEM, Prime & Subcontractors Objective is to contact the appropriate personnel within 3 minutes and, if locally available, having them on-site within 30 minutes of the beginning of any event impacting host operations.
3. Maintain, provide and execute "Contingency" plans or procedures in the event of equipment failure or significant performance degradation. Objective is to mitigate, minimize or eliminate impacts to operations to less than 10 minutes or an interval determined by the COTR or Test Lead.

Depending on system performance and other factors it is not anticipated that SI contractor personnel will be required on-site during the entire OT&E period for every test event as such some to all RMA and ILS data collection shall be performed from the contractors facilities

Specific information concerning test locations and SI Contractor Duties will be provided in the System Integrator Requirement Summary (SIRS), Attachment A, issued by the COTR. Updated versions or the SIRS will be provided to the contractor as requirements and schedules change.

##### **4.1.1.1 Advanced Imaging Technology (AIT) Qualified Product List (QPL) Initial Operational Test and Evaluation (IOT&E)**

The Contractor shall provide systems integration support including, but not limited to preparing site survey reports, preliminary and final design work, architectural drawings, permitting, site improvements – including electrical work and developing temporary remote viewing locations, rigging, logistical support (including

securing consumables, vendor maintenance, and operator training, as directed by the COTR), schedule coordination, system acceptance testing, and test bed status monitoring and reporting during the operational period), engineering analyses (including deployment analyses and reports, RM&A, and ILS assessments over the test period), data collection, analysis, and reporting – including Quick-look reports and reporting of other metrics, as directed, and site restoration for AIT passenger screening systems at four separate CAT X/I Airport security checkpoint sites. At each site, up to three separate security technology systems, each from different vendors, may be deployed at separate checkpoint locations (one unit per checkpoint, for a total of 12 units deployed) as part of the IOT&E test bed. Field experiments at each site are scheduled to last 60 days each, exclusive of site surveys, site preparation, system installation and restoration activities

#### **4.1.1.2 Advanced Technology Qualified Product List (QPL) Initial Operational Test and Evaluation (IOT&E)**

The Contractor shall provide systems integration support (including, but not limited to preparing site survey reports, preliminary and final design work, architectural drawings, permitting, site improvements – including electrical work and developing temporary remote view locations, rigging, logistical support (including securing consumables, vendor maintenance, and operator training, as directed by the COTR), schedule coordination, system acceptance testing, and test bed status monitoring and reporting during the operational period), engineering analyses (including deployment analyses, RM&A, and ILS assessments over the test period), test data collection support and analysis, and site restoration for Next Generation / Advanced Technology checkpoint carry-on item screening systems at three separate CAT X/I airport security checkpoint sites. At each site, up to three separate security technology systems, each from different vendors, may be deployed at common checkpoint locations (three units per checkpoint, for a total of nine units deployed) as part of the IOT&E test bed. Field experiments at each site are scheduled to last 60 days each, exclusive of site surveys, site preparation, system installation and restoration activities.

**4.1.1.3 Exit Lane Breach Control (ELBC) Limited User Test (LUT). Because of Qualifying Test Results this project was terminated on or before February 28th 2011 – all additional SI activities related to this system evaluation are no longer required.**

#### **4.1.1.4 Shoe Scanner Qualified Product List (QPL) Initial Operational Test and Evaluation (IOT&E)**

The Contractor shall provide systems integration support (including, but not limited to preparing site survey reports, preliminary and final design work, architectural drawings, permitting, site improvements – including electrical work and developing temporary remote viewing locations, logistical support (including securing consumables, vendor maintenance, and operator training, as directed by the COTR), schedule coordination, system acceptance testing, and test bed status monitoring and reporting during the operational period), engineering analyses (including deployment analyses and reports, RM&A, and ILS assessments over the test period), test data collection support and analysis, and site restoration for Shoe Scanner passenger screening systems at three separate CAT X/I aviation security checkpoint sites. At each site, up to three separate security technology systems, each from different vendors (one unit per checkpoint and three units per airport, for a total of nine units deployed) part of the IOT&E test bed. Field experiments at each site are scheduled to last 60 days each, exclusive of site surveys, site preparation, system installation and restoration activities.

#### **4.1.1.5 Automated Wait Time (AWT) Initial Operational Test and Evaluation (IOT&E)**

The Contractor shall provide systems integration support, as directed by the COTR, schedule coordination, system acceptance testing, and test bed status monitoring and reporting during the operational period, provide engineering analyses (including deployment analyses and reports, RM&A, and ILS assessments over the test

period), test data collection support and analysis, and site restoration for Automated Wait Time passenger screening systems at six CAT X/I, aviation security checkpoint sites. Three CAT X and three CAT I checkpoint locations. At each site one or more separate security technology systems, each from different vendors, will be deployed at separate checkpoint locations (one system per checkpoint and three systems per airport, for a total of nine systems deployed)) as part of the IOT&E test bed. Field evaluations for each site are scheduled to last 45 days each, exclusive of site surveys, site preparation, system installation and restoration activities.

#### **4.1.1.5.1 AWT SCOPE**

This scope encompasses the actual sites where TSA plans on testing the AWT systems, as well as the wireless security requirements that will be used where the site requires a wireless configuration.

#### **4.1.1.5.2 AWT GENERAL REQUIREMENTS**

The general requirements given below are the AWT testing locations, and the additional requirements related to wireless security.

#### **4.1.1.5.3 AWT DESIGN**

TSA will provide completed construction drawings and specifications for checkpoints in the airports referenced above that will be finalized at a later date.

#### **4.1.1.5.4 INSTALLATION OF AWT 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 related to wireless security include, but are not limited to, the following:

- 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)

#### **4.1.1.5.5 EQUIPMENT MOVES**

As part of the move, 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 in Section 4.1.1.5.4.

#### **4.1.1.6 Explosives Trace Detection Qualified Product List (QPL) Initial Operational Test and Evaluation (IOT&E)**

The Contractor shall provide systems integration support (including, but not limited to preparing site survey reports, preliminary and final design work, architectural drawings, permitting, site improvements – including electrical work and developing temporary remote viewing locations, logistical support (including securing consumables, vendor maintenance, and operator training, as directed by the COTR), rigging, schedule coordination, system acceptance testing, and test bed status monitoring and reporting over the operational period), engineering analyses (including deployment analyses and reports, RM&A, and ILS assessments over the test period), test data collection support and analysis, and site restoration for Explosives Trace Detection passenger screening systems at six separate CAT X/I airports. Each Vendor will provide 5 machines for test resulting in the installation of 15 systems, across 6 airports, in appropriate locations at ether checkpoint and/or checked baggage security locations.

#### **4.1.1.7 Automated Explosives Detection Systems (AutoEDS) Dual Use Concept Demonstration Limited User Test (LUT)**

The Contractor shall provide systems integration support (including, but not limited to preparing site survey reports, preliminary and final design work, architectural drawings, permitting, site improvements – including electrical work and developing temporary remote viewing locations, logistical support (including securing consumables, vendor maintenance, and operator training, as directed by the COTR), rigging, schedule coordination, system acceptance testing, and test bed status monitoring and reporting during the operational period), engineering analyses (including deployment analyses and reports, RM&A, and ILS assessments over the test period), test data collection support and analysis, and site restoration for AutoEDS passenger screening systems at two to five separate CAT III/IV airport security checkpoint sites. It's anticipated two of these airports will require full installation of new systems and the other three will require a swap-out of upgraded equipment having the same electrical hook-ups, form and fit of the original equipment. Each airport will have a single screening system deployed. Field evaluations for each site are scheduled to last 30days each, exclusive of site surveys, site preparation, system installation and restoration activities.

#### **4.1.1.8 Enhanced Metal Detection (EMD) II Initial Operational Test and Evaluation (IOT&E). SI support related to this system evaluation are no longer required.**

#### **4.1.1.9 Explosives Detection System Competitive Procurement (EDS CP) Initial Operational Test and Evaluation (IOT&E)**

The Contractor shall provide systems integration support (including, but not limited to preparing site survey reports, preliminary and final design work, architectural drawings, permitting, site improvements – including electrical work, cabling and other interoperability / telecommunications requirements, and improvements

necessary for Baggage Handling System integration, logistical support (including securing consumables, vendor maintenance, and operator training, as directed by the COTR), rigging, schedule coordination, system acceptance testing, and test bed status monitoring and reporting during the operational period), engineering analyses (including deployment analyses and reports, RM&A, and ILS assessments over the test period), test data collection support and analysis, and site restoration for Checked Baggage Inspection Systems at seven separate airports.. Up to eleven separate security technology systems (EDS), from different vendors, may be deployed in one or two separate baggage handling facility locations (one EDS system per BHS) for a total of eleven systems, as part of the IOT&E test bed. EDS will be integrated into the BHS in an operational mode although not fully multiplexed EDS systems due to incompatible MUX interfaces. Major BHS mechanical modifications are anticipated for the comparison of automatic alarm data between test units and certified units. At a minimum, a multiple remote BVS will be required for On Screen Alarm Resolution simulation and level three baggage resolution. Field experiments are scheduled to last up to 45 days each, exclusive of site surveys, site preparation, system installation and restoration activities.

#### **4.1.1.9.1 Data Acquisition Equipment**

EDS CP OT&E requires the capability to automatically gather bag dimensions and throughput rates as such, the TSA will require the use of three standardized portable Bag Dimensioning Arrays or BDAs system.

Following programming and acceptance testing these units will be shipped to and installed at ATL, DEN and SNA. Upon completion of data collection at ATL and SNA, these two units will be relocated to MHT and ROC for additional data collection.

These units will be configured and tested at the TSIF where the OEMs will conduct onsite training for field installation and configuration. If applicable the contractor will assign the appropriate personnel for this training.

- The Standard Baggage Dimensioning Array Configuration are as follows:
  - Portable, non-redundant Bag Dimensioning Systems (BDS) for installation at various sites. The BDS are expected to be fixed speed running mode with tachometer but no photo-eye will be required. The BDS interface will be serial (belt speed, bag gap, length, width, height and volume) and will also provide a “Pass/Fail/Status” AC relay interface for “Out-of-Gauge” (OOG) bags to the control system.
    - Each system will consist of:
      - Two (2) dimensioning heads. (Sensors)
      - All cabling will be supplied with Quick disconnects
      - No side guard cut outs will be required
      - A minimum of 54” of belt must be covered
      - Maintenance and Operational Manuals
      - Maintenance and Configuration Software
    - The OEM is to provide three days of onsite support, installation and training. (This will be conducted at the TSIF.)
- Compact industrial data acquisition PCs and Spares as follows:
  - 40GB SATA HDD, Minimum Performance Model Celeron M 1 GHz , 1 GB DDR2 RAM
  - 1 GB DDR2 SODIMM Memory
  - Replacement Batteries

- 2.5", 40 GB SATA hard Disk Drives
- Controllers With 5 Usable Chassis Slots with "software package" installed on each of the PCs and designed to gather serial data from the BDA.)
  - NOTE: All PCs and software will be installed in a completely "standalone" configuration and used solely for data collection via serial communications to the baggage dimensioning array.

#### **SYSTEM COMPONENT DELIVERY**

- System Components will be shipped as follows:

- To facilitate software installation and initial configuration on the data collection PCs and components ship to:

(b) (6)  
OST Engineering  
510 Airline Drive  
Suite 100  
Coppell, Texas 75019  
Office: (b) (6)  
Cell: (b) (6)

- To allow the baggage dimensioning arrays to be configured and tested prior to OT&E, ship the dimensioning arrays and components to:

(b) (6)  
TSA OST Evaluator  
1 West Post Office Road  
Washington, DC 20001  
Office: (b) (6)  
Cell: (b) (6)

#### **Scheduling**

- All components shall be expedited and are expected to be ready for field installation within three weeks notice to proceed.

#### **Checkout and Testing**

- OST Engineering will install and configure each application for baggage dimensions and throughput data collection will be developed by OST Engineering.

#### **4.1.1.10 Analogic SX Initial Operational Test and Evaluation (IOT&E)**

The Contractor shall provide systems integration support (including, but not limited to preparing site survey reports, preliminary and final design work, architectural drawings, permitting, site improvements – including electrical work, cabling and other interoperability / telecommunications requirements, and improvements necessary for Baggage Handling System / airport lobby integration, logistical support (including securing consumables, vendor maintenance, and operator training, as directed by the COTR), rigging, schedule coordination, system acceptance testing, and test bed status monitoring and reporting during the operational period), engineering analyses (including deployment analyses and reports, RM&A, and ILS assessments over

the test period), test data collection support and analysis, and site restoration for integration and test of two Analogic SX EDS units, one each in a standalone and fully integrated mode, at DCA and LAS respectively (or similar CAT X/I locations), for a total of two units deployed. Field experiments are scheduled to last 60 days each, exclusive of site surveys, site preparation, system installation and restoration activities.

#### **4.1.1.11 Reveal CT-80 Dual Row Initial Multiplexed Operational Test and Evaluation (IOT&E)**

The Contractor shall provide systems integration support (including, but not limited to preparing site survey reports, preliminary and final design work, architectural drawings, permitting, site improvements – including electrical work, cabling and other interoperability / telecommunications requirements, and improvements necessary for Baggage Handling System integration, logistical support (including securing consumables, vendor maintenance, and operator training, as directed by the COTR), rigging, schedule coordination, system acceptance testing, and test bed status monitoring and reporting during the operational period), engineering analyses (including deployment analyses and reports, RM&A, and ILS assessments over the test period), test data collection support and analysis, and site restoration for integration and test of one Reveal CT-80 Dual Row system, fully integrated and networked, at ROC (or similar airport). Field experiments are scheduled to last up to 60 days each, exclusive of site surveys, site preparation, system installation and restoration activities.

#### **4.1.1.12 Checkpoint Improvements**

The contractor shall provide systems integration and engineering data collection and analysis support including site surveys for up to seven screening technologies and installations at three CAT X/I aviation security checkpoint sites. Field experiments are scheduled to last up to 60 days each, exclusive of site surveys, system installation and site preparations.

#### **4.1.1.13 Check Baggage Systems Improvements**

The contractor shall provide systems integration and engineering data collection and analysis support including site surveys for up to seven screening technologies and installations at three CAT X/I aviation security checked baggage inspection system sites. Field experiments are scheduled to last up to 60 days each, exclusive of site surveys, system installation and site preparations.

#### **4.1.1.14 Credential Authentication Technology / Boarding Pass Scanning System (CAT/BPSS) Operational Test and Evaluation (IOT&E)**

The Contractor shall provide systems integration support (including, but not limited to preparing site survey reports, preliminary and final design work, architectural drawings, permitting, site improvements – including electrical work, cabling and other interoperability / telecommunications requirements, and improvements necessary for CAT/BPSS, logistical support (including securing consumables, vendor maintenance, and operator training, as directed by the COTR), rigging, schedule coordination, system acceptance testing, and test bed status monitoring and reporting during the operational period), engineering analyses (including deployment analyses and reports, RM&A, and ILS assessments over the test period), test data collection support and analysis, and site restoration for integration and test of between 24 & 36 systems fully integrated, at between 8 and 12, yet to be determined, separate Airport security checkpoint sites (three separate systems per airport). Field experiments are scheduled to last up to 60 days each, exclusive of site surveys, site preparation, system installation and restoration activities

##### **4.1.1.14.1 Installation of CAT/BPSS Equipment**

Contractor shall manage and perform shipping from the TSIF to the test sites, installation and integration of all security equipment. For each 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.

Activities related to the CAT/BPSS installation include, but are not limited to, the following:

- Standalone or Handheld Reader (*max weight 300 lbs per machine, Max Dimensions 50" height x 20" depth x 28" width per machine*). Systems have not been selected so dimensions and weights are subject to change. This equipment should require only standard 110VAC power and no special installation requirements.
- Spare Batteries and charger (24 to 36 battery chargers - one per system- at about 10 lbs per unit with possible dimensions 6" x 5" x 6" per unit). Systems have not been selected so dimensions and weights are subject to change.
- 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.

#### **4.1.1.14.2 EQUIPMENT MOVES**

As part of the move, the Contractor shall perform a security evaluation on the new installation to verify that the new installation and configuration is compliant with applicable security requirements.

#### **4.1.1.15 CTX 9000/9400 Multiplex Server V2 (MUX V2) Upgrade Operational Test and Evaluation (IOT&E)**

The Contractor shall provide systems integration support (including, but not limited to preparing site survey reports, preliminary and final design work, architectural drawings, permitting, site improvements – including electrical work, cabling and other interoperability / telecommunications requirements, and improvements necessary for MUX V2, logistical support ( may include securing consumables, vendor maintenance, and operator training, as directed by the COTR), rigging, schedule coordination, system acceptance testing, and test bed status monitoring and reporting during the operational period), engineering analyses (including deployment analyses and reports, RM&A, and ILS assessments over the test period), test data collection support and analysis, and site restoration for integration and test of one MUX V2 rack, related equipment and associated upgrades at Metropolitan Oakland International Airport (OAK). Field experiments at this site will likely last from 30 to 90 days, exclusive of site surveys, site preparation, system installation and restoration activities.

##### **4.1.1.15.1 Installation of MUX V2 Equipment & Software**

Contractor shall manage and perform installation and integration of MUX V2 equipment upgrade. This upgrade includes installation of one computer equipment rack intended to upgrade existing CTX 9000/9400 EDS

system's primary Terminal Resolution Interface (PTRI) to the capability of the CTX 9800 system. The Contractor shall obtain, as required, all necessary approvals, permits, authorizations, etc. required for providing utilities (power, data cables) and space for equipment installation. Installation and integration of equipment and software upgrades 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. These upgrades are intended to be permanent as such removal and site restoration are considered unlikely. Existing power, cabling and HVAC may be suitable and installation of additional capacity may not be required. Activities related to the MUX-V2 upgrade include, but are not limited to, the following:

1. Installing the MUX equipment, software and server rack (just one)
2. Power – standard 110VAC service is anticipated and existing capacity may be adequate.
3. HVAC– existing capacity may be adequate.
4. Primary Terminal Resolution Interface (PTRI) for 8 stations

Equipment and dimensions are as follows:

1. Rack enclosure: 83” tall x 24” wide x 40” deep
2. Battery + UPS (combined): 10.5” tall x 19” wide
3. 3 rain servers (combined): 5.25” tall x 19 “ wide
4. 1 keyboard: 2” tall x 19” wide
5. 4 switches (combined): 7”tall x 19” wide

#### **4.1.1.15.2 EQUIPMENT MOVES**

As part of the move, the Contractor shall perform a security evaluation on the new installation to verify that the new installation and configuration is compliant with applicable security requirements.

#### **5.0 Travel**

The Contractor shall travel as tasked in accordance with Solicitation HSTS02-08-R-CT1157 and related individual awarded contracts. All travel must be approved by the Task Lead no later than three business days prior to scheduled departure from originating designation. Any unplanned or emergency travel must be approved by the Task Lead and or COTR at the earliest possible time however the Task Lead or COTR may disapprove such travel if it deemed unnecessary or not a true emergency.

#### **6.0 Performance Requirements**

The Contractor shall be responsible for providing all products and/or services in accordance with Solicitation HSTS02-08-R-CT1157 and related individual awarded contracts.

The Contractor shall obtain approval from the SEIS COTR for all accumulative, across all SEIS task orders, Prime and Sub-contractor employee overtime greater than 45 hours per week no later than 7 business days prior to scheduled work. Any airport related unplanned or emergency overtime, at or under 4 hours per individual per day and less than 60 hours per week, required to meet test site schedules or objectives must be reported to the Task Lead and COTR in the Weekly Status Report. All site specific unplanned or emergency overtime

greater than 4 hours per person per day shall be reported to the Task Lead the following day unless otherwise directed.

## 7.0 Deliverables

The Contractor shall submit all deliverable products in accordance with Solicitation HSTS02-08-R-CT1157 and related individual awarded contracts.

### Section G – Contract Administration Data

#### 3. Update Section G c. (1), with changes in bold, as follows:

PR: 2110200CT8501

Accounting Code: 5AV090A000D2010SWE030GE000423006200622CTO-62020000  
00000000-2510-TSA DIRECT-DEF. TASK-D (b) (4)

PR: 2110200CT8501

Accounting Code: 5AV090A000D2010SWE030GE000423006200622CTO-62020000  
00000000-2100-TSA DIRECT-DEF. TASK-D (b) (4)

PR: 2111201CT6004

Accounting Code: 5AV101B010D2011SWE044GE012523006200622CTO-62020000  
00000000-251B-TSA DIRECT-DEF. TASK-D (b) (4)

PR: 2111201CT6004

Accounting Code: 5AV112A000D2011SWE030GE000423006200622CTO-62020000  
00000000-251B-TSA DIRECT-DEF. TASK-D (b) (4)

(End of Summary of Changes)

All other terms and conditions remain unchanged and in full force and effect.

# ORDER FOR SUPPLIES OR SERVICES

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

PAGE 1 OF 20

*(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 HSTS04-09-D-ST2234		2. DELIVERY ORDER NO HSTS04-10-J-CT2031 (T0008)		3. DATE OF ORDER See Block 24		4. REQUISITION PURCH REQUEST NO 2110200CT2031		5. PRIORITY	
6. ISSUED BY Transportation Security Administration Attn: William C. Dorwart 701 South 12th Street, TSA 25 Arlington, VA 20598-6025 Office: (b) (6) e-mail: (b) (6)		CODE	UIC/DODAAC	7. ADMINISTERED BY (If other than Item 6)		CODE	S2203A		
9. CONTRACTOR Lockheed Martin Corporation 9221 Corporate Boulevard, M/S: 869/4F31 Rockville, MD 20850 Attn: Robert L. Morgan Office: (b) (6) e-Mail: (b) (6)		CODE	2D423		FACILITY CODE	10. DELIVER TO FOB POINT BY (Date) (YYMMDD) See Page 2		8. DELIVERY FOR <input type="checkbox"/> DEST <input checked="" type="checkbox"/> OTHER <small>(See Schedule if other)</small>	
NAME AND ADDRESS		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 23326-4111 Email: FIN-SMB-TSAINVOICES@uscg.mil Fax: 757-413-7314		11. SMALL DISAD- VANTAGED <input type="checkbox"/> SMALL <input type="checkbox"/> WOMEN-OWNED			
14. SHIP TO See Page 2		CODE					MARK ALL PACKAGES & PAPERS WITH CONTRACT OR ORDER NUMBER		
16. DELIVERY TYPE OF PURCHASE ORDER		This delivery order is issued on another Government agency or in accordance with and subject to terms and conditions of above numbered contract. 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 Lockheed Martin Corporation		SIGNATURE		TYPED NAME AND TITLE Robert L. Morgan		DATE SIGNED			
<input type="checkbox"/> If this box is marked, supplier must sign Acceptance and return the following number of copies.								(YYMMDD)	
17. ACCOUNTING AND APPROPRIATION DATA/LOCAL USE		5AV090A000D2010SWE030GE000423006200622CTO-6202000000000000-251B				\$4,409,880			
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.		UNITED STATES OF AMERICA  3/2/2010		25. TOTAL		\$4,409,880			
		CONTRACTING/ORDERING OFFICER SIGNATURE & DATE				29. DIFFERENCES			
		William C. Dorwart							
		CONTRACTING/ORDERING OFFICER NAME (PRINT)							
26. QUANTITY IN COLUMN 20 HAS BEEN		27. SHIP NO		28. DO VOUCHER NO		30. INITIALS			
<input type="checkbox"/> INSPECTED <input type="checkbox"/> RECEIVED <input type="checkbox"/> ACCEPTED, AND CONFORMS TO THE CONTRACT EXCEPT AS NOTED		<input type="checkbox"/> PARTIAL <input type="checkbox"/> 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.		<input type="checkbox"/> COMPLETE <input type="checkbox"/> PARTIAL <input type="checkbox"/> 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				

The Government hereby issues Task Order HSTS04-10-J-CT2031 (TO 008) under contract number HSTS04-09-D-ST2234 to obtain Program Management and Systems Integration Services in support of Passenger Screening Program (PSP) for the Central Region 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**

Eastern Region					
CLIN	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
0001	Program Management	(b) (4)	LT	(b) (4)	(b) (4)
0002	Systems Integration and Installation	(b) (4)	LT		
0003	Travel	(b) (4)	LT		
0004	Fee (b) (4)	(b) (4)	LT		
<b>TOTAL</b>					<b>\$4,409,880</b>

Note: No fee for CLIN 0003 Travel

**2. Section C - Description/Specs/Work Statement**

- a. The Contractor shall provide all Program Management and Systems Integration and Installation Services as outlined in the SOW (below) including technology deployment/installation, program management, engineering, engineering analysis, and integration support for coordination and supervision of TSE/A and FF&E installations.
- b. The contractor shall deliver the supplies and/or services in accordance with Section C of Contract HSTS04-09-D-ST2234 and the following Statement of Work:

**STATEMENT OF WORK  
FOR  
ENGINEERING AND INTEGRATION SERVICES  
CENTRAL 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 Transportation Security Administration (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
ORD	DTW
CVG	DFW
CMH	TUL
IND	

### 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 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 contracting officer's technical representative (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, HVAC 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 transportation security equipment (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/assembly of 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.

The Contractor shall assume for sites with existing Rapiscan AT units, 100% of the lanes with Rapiscan AT units will have to be moved to accommodate the front-end-conveyor units and AIT installations, and this may require relocation of electrical and data outlets. For all the other TRX lanes at these locations, 100% of lanes will have to be moved to accomplish full site-prep, and this may require relocation of electrical and data outlets.

The Contractor shall assume for sites with existing Smiths AT units, 30% of the lanes with Smiths AT units will have to be moved to accommodate the AIT installations, and this may require relocation of electrical and data outlets. For all the other TRX lanes at these locations, 100% of lanes will have to be moved to accomplish full site-prep, and this may require relocation of electrical and data outlets.

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 for new runs only. Conduit typically is required from the electrical panel as well as the TSA provided 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 in 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.

ORD – 55 existing AT units	CMH – 4 existing AT units
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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
ORD	44	55 installed*	28	30
CVG	17	16	9	10
CMH	10	12	8	8
IND	L3 project	See 4.3	N/A	N/A
DTW	L3 project	See 4.3	N/A	N/A
DFW	L3 project	See 4.3	N/A	N/A
TUL	L3 project	See 4.3	N/A	N/A

\* 55 AT units are already installed at ORD. 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.

**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.

**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	Airport	Units
ORD	44	CMH	10
CVG	17		

#### 4.2 ADVANCED TECHNOLOGY (AT) DEPLOYMENT

The contractor shall perform all services to install AT for the CVG and CMH. Estimated quantities listed in the table in section 4.0. AT units require a dedicated 20 amp circuit.

#### 4.3 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
TUL	2
IND	4
DFW	2
DTW	2

#### 4.4 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.

**\*ATs will not be shipped from TSA warehouse during 4 month period of performance.**

## **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 Government's 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 inquiries 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 ADMINISTRATION DATA**

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

CONTRACTING OFFICER: William C. Dorwart	(b) (6)	(b) (6)
CONTRACTING OFFICER’S TECHNICAL REPRESENTATIVE: (b) (6)		
CONTRACTOR’S REPRESENTATIVE: Robert L. Morgan	(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
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 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.	90% On Time and Accurate Exceeds Rating: 95%	100 % Inspection
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	93% On Time, Approved and Complete Exceeds Rating: 96%	100% Inspection

	approval within 30 days of date received; includes considerations identified in Paragraph 4.5 of this SOW.		
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 contractor/government agreed schedule with no rework required due to Contractor error.	96% Exceeds Rating: 98%	Random Sampling: Site Installation Plan compared to actual effort at time of completion.
4.4.4	Testing/iSAT - Pass Test	First Pass – 88% Second Pass – 92% Third Pass – 98% Exceeds Rating: First Pass – 93%	100 % Inspection

c. The terms and conditions of Contract HSTS04-09-D-ST2234 apply.

**3. Section F – Deliveries or Performance**

The Period of Performance for this Task Order shall be four (4) months from the date of award.

**4. Section G – Contract Administration Data**

a. Government Points of Contact:

<b>Contracting Officer</b>	William C. Dorwart (b) (6)
<b>Contracting Officer's Technical Representative</b>	(b) (5)

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](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: 2110200CT2031**

**Statement of Work (1)**

CLIN	Description	Amount	Accounting Code
0001	Program Management	(b) (4)	5AV090A000D2010SWE030GE000423006200622CTO-6202000000000000-251B-TSA DIRECT-DEF. TASK-D
0002	Systems Integration and Installation		
0003	Travel		
0004	Fee		
	<b>Total:</b>	<b>\$4,409,880</b>	

5. This Task Order, HSTS04-10-J-CT2031 (TO 008) shall be governed by the terms and conditions of IDIQ Contract Number HSTS04-09-D-ST2234.

**END OF TASK ORDER**

ORDER FOR SUPPLIES OR SERVICES					PAGE 1 OF 13
1. CONTRACT/PURCH ORDER AGREEMENT NO. HSTS04-09-D-ST2294		2. DELIVERY ORDER/CALL NO. HSTS04-10-J-CT8501		3. DATE OF ORDER/CALL (YYYYMMDD) 9/3/2010	
4. REQUESTION/PURCH REQUEST NO. 2410200CT8501		5. PRIORITY			
6. ISSUED BY Office of Acquisition 701 S 12TH STREET ARLINGTON VA 20598		7. ADMINISTERED BY (MAY 2009) OFFICE OF ACQUISITION 701 S 12TH STREET ARLINGTON VA 20598		8. DELIVERY FOB <input checked="" type="checkbox"/> DESTINATION <input type="checkbox"/> OTHER (See Schedule 7 other)	
9. CONTRACTOR NAME AND ADDRESS Lockheed Martin Corporation (3632) Attn: Robert L. Morgan 9211 Corporate Blvd Rockville MD 208503245		10. DELIVER TO FOB POINT BY (Date) (YYYYMMDD)		11. IF BUSINESS IS <input type="checkbox"/> SMALL <input type="checkbox"/> SMALL DISADVANTAGED <input type="checkbox"/> WOMEN-OWNED	
12. DISCOUNT TERMS Net 30		13. MAIL INVOICES TO THE ADDRESS IN BLOCK			
14. SHIP TO Security Technology 701 S 12TH STREET Attn: [REDACTED] ARLINGTON VA 20598		15. PAYMENT WILL BE MADE BY US Coast Guard Financial Center TSA Commercial Invoices P.O. Box #111 Chesapeake VA 23027-4111		16. MARK ALL PACKAGES AND PAPERS WITH IDENTIFICATION NUMBER IN BLOCK 1 AND 2	
17. ACCOUNTING AND APPROPRIATION DATA/LOCAL USE See Schedule		18. TYPE OF ORDER DELIVERY CALL <input checked="" type="checkbox"/> PURCHASE <input type="checkbox"/> This delivery order is issued as another Government agency or in accordance with and subject to terms and conditions of above numbered contract. Reference year _____ 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 Lockheed Martin Corp.		SIGNATURE <i>Robert L. Morgan</i>		TYPED NAME AND TITLE Robert L. Morgan 3rd, Contract Manager	
				DATE SIGNED 9/3/2010 (YYYYMMDD)	
19. QUANTITY IN COL. 18N 23 HAS BEEN <input type="checkbox"/> INSPECTED <input type="checkbox"/> RECEIVED <input type="checkbox"/> ACCEPTED, AND CONFORMS TO THE CONTRACT EXCEPT AS NOTED.					
20. SIGNATURE OF AUTHORIZED GOVERNMENT REPRESENTATIVE		21. DATE (YYYYMMDD)		22. PRINTED NAME AND TITLE OF AUTHORIZED GOVERNMENT REPRESENTATIVE	
23. MAILING ADDRESS OF AUTHORIZED GOVERNMENT REPRESENTATIVE		24. STEP NO.		25. D.O. VOUCHER NO.	
26. TELEPHONE NUMBER		27. E-MAIL ADDRESS		28. PAID BY	
29. CERTIFY THIS ACCOUNT IS CORRECT AND PROPER FOR PAYMENT.		30. COMPLETE		31. AMOUNT VERIFIED CORRECT FOR	
32. DATE (YYYYMMDD)		33. SIGNATURE AND TITLE OF CERTIFYING OFFICER		34. CHECK NUMBER	
35. RECEIVED AT		36. RECEIVED BY (Print)		37. DATE RECEIVED (YYYYMMDD)	
38. TOTAL CONTAINERS		39. OR ACCOUNT NUMBER		40. OR VOUCHER NO.	
24. TOTAL \$7,433,106.00				25. DIFFERENCES	

CONTINUATION SHEET

REFERENCE NO. OF DOCUMENT BEING CONTINUED  
HSTS04-09-D-ST2234/HSTS04-10-J-CT8501

PAGE OF  
2 13

NAME OF OFFEROR OR CONTRACTOR  
Lockheed Martin Corporation (3632)

ITEM NO.	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
00001	<p>DUNS Number: 011367237                      Delivery Location Code: ACQ04                      Security Technology                      701 S 12TH STREET                      Attn: (b) (4)                      ARLINGTON VA 20598</p> <p>Period of Performance: 09/03/2010 to 09/02/2011</p> <p>Program Management - See IDIQ for Description of Work</p> <p>Accounting Info:                      5AV090A000D2010SWE030GE000423006200622CTO-62020000                      00000000-2510-TSA DIRECT-DEF. TASK-D                      Funded: (b) (4)</p>	(b) (4)	JB	(b) (4)	(b) (4)
00002	<p>Systems Integration and Installation Tasking                      In accordance with SOW 4.1.1-4.1.1.14</p> <p>Accounting Info:                      5AV090B010D2010SWE044GE012523006200622CTO-62020000                      00000000-2510-TSA DIRECT-DEF. TASK-D                      Funded: (b) (4)</p>	(b) (4)	JB	(b) (4)	(b) (4)
00003	<p>Travel</p> <p>Accounting Info:                      5AV090A000D2010SWE030GE000423006200622CTO-62020000                      00000000-2510-TSA DIRECT-DEF. TASK-D                      Funded: (b) (4)</p> <p>The total amount of award: \$7,413,106.00. The obligation for this award is shown in box 25.</p>	(b) (4)	JB	(b) (4)	(b) (4)

The Government hereby issues Task Order HSTS04-10-J-CT8501 (TO 3) under contract number HSTS04-09-D-ST2234 to obtain Program Management and Systems Integration Services for the Evaluation & Operational Integration Program in accordance with the Section C, Statement of Work and as indicated in the detailed task order statement of work.

Accordingly, the following applies:

**Section B - Supplies or Services and Price/Cost**

CLIN	Description of Work	Contract Type	Qty	Unit	Est. Cost	Fixed Fee	CPFF
0001	Program Management - See SOW for Description of Work	CPFF	(b) (4)	JB	(b) (4)	(b) (4)	(b) (4)
0002	Systems Integration and Installation Tasking- In accordance with SOW 4.1.1-4.1.1.14	CPFF		JB	(b) (4)	(b) (4)	(b) (4)
0003	Travel	Cost		JB	(b) (4)	(b) (4)	(b) (4)

**Section C - Description/Specs/Work Statement**

**E&OI SYSTEMS INTEGRATION  
 STATEMENT OF WORK**

**1.0 INTRODUCTION:**

This task order statement of work delineates direct support requirements for the test, evaluation and operational integration of new or enhanced technical security equipment and procedures in support of TSA security programs.

**2.0 APPLICABLE DOCUMENTS:**

TSA shall provide any or all applicable documents in accordance with Solicitation HSTS02-08-R-CT1157 and related individual awarded contracts including:

- Office of Security Technology Test and Evaluation Guidebook, Version 1.0, August 21, 2009.
- DHS, Acquisition Directive 102-01, Version 1.9.

**3.0 TASKS & SPECIFIC REQUIREMENTS:**

The Contractor shall perform any or all tasks and specific requirements of this statement of work in accordance with Solicitation HSTS02-08-R-CT1157 and related individual awarded contracts.

**4.0 TRANSPORTATION SECURITY EQUIPMENT (TSE) INSTALLATION**

**4.1 Overview**

The Contractor shall perform any or all activities in accordance with Solicitation HSTS02-08-R-CT1157 and related individual awarded contracts.

**4.1.1 Specific Task Order Requirements.**

To be accomplished in accordance with the general requirements of Statement of Work sections 4.2 through 4.5.3 of Solicitation HSTS02-08-R-CT1157 and related individual awarded contracts. The Contractor is expected to handle any and all necessary activities to meet the technology installation requirements. This may include Hazardous Material Abatement, HVAC issues or a variety of other requirements.

**4.1.1.1 Advanced Imaging Technology (AIT) Qualified Product List (QPL) Initial Operational Test and Evaluation (IOT&E).** The Contractor shall provide systems integration support (including, but not limited to preparing site survey reports, preliminary and final design work, architectural drawings, permitting, site improvements – including electrical work and developing temporary remote viewing locations, rigging, logistical support (including securing consumables, vendor maintenance, and operator training, as directed by the COTR), schedule coordination, system acceptance testing, and test bed status monitoring and reporting during the operational period), engineering analyses (including deployment analyses and reports, RM&A, and ILS assessments over the test period), data collection, analysis, and reporting – including Quick-look reports and reporting of other metrics, as directed, and site restoration for AIT passenger screening systems at four separate CAT X/I Airport security checkpoint sites. At each site, up to three separate security technology systems, each from different vendors, may be deployed at separate checkpoint locations (one unit per checkpoint, for a total of 12 units deployed) as part of the IOT&E test bed. Field experiments at each site are scheduled to last 60 days each, exclusive of site surveys, site preparation, system installation and restoration activities. Task Order required data collection will occur during the OT&E period unless the evaluation is terminated early. Depending on system performance and other factors contractor personnel may not be required on-site during the entire OT&E period as such some to all data collection may be performed from the contractors facilities

**4.1.1.2 Advanced Technology Qualified Product List (QPL) Initial Operational Test and Evaluation (IOT&E).** The Contractor shall provide systems integration support (including, but not limited to preparing site survey reports, preliminary and final design work, architectural drawings, permitting, site improvements – including electrical work and developing temporary remote view locations, rigging, logistical support (including securing consumables, vendor maintenance, and operator training, as directed by the COTR), schedule coordination, system acceptance testing, and test bed status monitoring and reporting during the operational period), engineering analyses (including deployment analyses, RM&A, and ILS assessments over the test period), test data collection support and analysis, and site restoration for Next Generation / Advanced Technology checkpoint carry-on item screening systems at three separate CAT X/I airport security checkpoint sites. At each site, up to three separate security technology systems, each from different vendors, may be deployed at common checkpoint locations (three units per checkpoint, for a total of nine units deployed) as part of the IOT&E test bed. Field experiments at each site are scheduled to last 60 days each, exclusive of site surveys, site preparation, system installation and restoration activities. Task Order required data collection will occur during the OT&E period unless the evaluation is terminated early. Depending on system performance and other factors contractor personnel may not be required on-site during the entire OT&E period as such some or all data collection may be performed from the contractors facilities

**4.1.1.3 Exit Lane Breach Control (ELBC) Limited User Test (LUT).** The Contractor shall provide systems integration support (including, but not limited to preparing update existing site survey reports, confirm system provider preliminary and final design work, architectural drawings, permitting, confirm system provider site improvements – including electrical work and developing temporary remote viewing locations, rigging, logistical support (including securing consumables, vendor maintenance, and operator training, as directed by the COTR), schedule coordination, system acceptance testing, and test bed status monitoring and reporting during the operational period), engineering analyses (including deployment analyses and reports, RM&A, and ILS assessments over the test period), test data collection support and analysis, and site restoration for Exit Lane Breach Control systems at multiple locations contained within two separate airport sites (DFW and SEA). At

each site, up to two each separate security technology systems, each from different vendors, may be deployed at separate locations (one system per exit lane, for a total of four systems deployed) as part of the IOT&E test bed. Field evaluations for each site are scheduled to last 30 days each, exclusive of site surveys, site preparation, system installation and restoration activities and includes configuration audits, Site Acceptance Testing, workmanship Quality checks to IPC/WHMA-A Standards and As-Built Drawing verification. The OEM may provide shipping, rigging and perform most if not all of system specific installation work, depending on the conditions of their final contract(s) as such the contractor shall coordinate with them and the Airport stakeholders to ensure complete installation. Each Airport has the option to keep the system following OT&E as a result removal and site restoration may not be required. In addition to the four airport exit lanes the contractor may be required to provide similar system integration support services at TSA's Test Facility (TSIF) located at Reagan National Airport (DCA) for preliminary system evaluation prior to installation at SEA and DFW. Task Order required data collection will extend 30 days beyond the 30 day OT&E period unless the evaluation is terminated early. Depending on system performance and other factors contractor personnel may not be required on-site during the entire OT&E period as such some or all data collection may be performed from the contractor's facilities

#### **4.1.1.4 Shoe Scanner Qualified Product List (QPL) Initial Operational Test and Evaluation (IOT&E).**

The Contractor shall provide systems integration support (including, but not limited to preparing site survey reports, preliminary and final design work, architectural drawings, permitting, site improvements – including electrical work and developing temporary remote viewing locations, logistical support (including securing consumables, vendor maintenance, and operator training, as directed by the COTR), schedule coordination, system acceptance testing, and test bed status monitoring and reporting during the operational period), engineering analyses (including deployment analyses and reports, RM&A, and ILS assessments over the test period), test data collection support and analysis, and site restoration for Shoe Scanner passenger screening systems at three separate CAT X/I aviation security checkpoint sites. At each site, up to three separate security technology systems, each from different vendors (one unit per checkpoint and three units per airport, for a total of nine units deployed) part of the IOT&E test bed. Field experiments at each site are scheduled to last 60 days each, exclusive of site surveys, site preparation, system installation and restoration activities. Task Order required data collection will occur during the OT&E period unless the evaluation is terminated early. Depending on system performance and other factors contractor personnel may not be required on-site during the entire OT&E period as such some or all data collection may be performed from the contractors facilities

**4.1.1.5 Automated Wait Time (AWT) Initial Operational Test and Evaluation (IOT&E).** The Contractor shall provide systems integration support, as directed by the COTR, schedule coordination, system acceptance testing, and test bed status monitoring and reporting during the operational period, provide engineering analyses (including deployment analyses and reports, RM&A, and ILS assessments over the test period), test data collection support and analysis, and site restoration for Automated Wait Time passenger screening systems at six CAT X/I, aviation security checkpoint sites. Three CAT X and three CAT I checkpoint locations. At each site one or more separate security technology systems, each from different vendors, will be deployed at separate checkpoint locations (one system per checkpoint and three systems per airport, for a total of nine systems deployed)) as part of the IOT&E test bed. Field evaluations for each site are scheduled to last 45 days each, exclusive of site surveys, site preparation, system installation and restoration activities. Task Order required data collection will occur during the OT&E period unless the evaluation is terminated early. Depending on system performance and other factors contractor personnel may not be required on-site during the entire OT&E period as such some or all data collection may be performed from the contractors facilities

##### **4.1.1.5.1 AWT SCOPE**

This scope encompasses the actual sites where TSA plans on testing the AWT systems, as well as the wireless security requirements that will be used where the site requires a wireless configuration.

#### 4.1.1.5.2 AWT GENERAL REQUIREMENTS

The general requirements given below are the AWT testing locations, and the additional requirements related to wireless security.

#### 4.1.1.5.3 AWT DESIGN

TSA will provide completed construction drawings and specifications for checkpoints in the airports referenced above that will be finalized at a later date.

#### 4.1.1.5.4 INSTALLATION OF AWT 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 related to wireless security include, but are not limited to, the following:

- 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)

#### 4.1.1.5.5 EQUIPMENT MOVES

As part of the move, 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 in Section 4.1.1.5.4.

#### 4.1.1.6 Explosives Trace Detection Qualified Product List (QPL) Initial Operational Test and Evaluation (IOT&E).

The Contractor shall provide systems integration support (including, but not limited to preparing site survey reports, preliminary and final design work, architectural drawings, permitting, site improvements – including electrical work and developing temporary remote viewing locations, logistical support (including securing consumables, vendor maintenance, and operator training, as directed by the COTR), rigging, schedule coordination, system acceptance testing, and test bed status monitoring and reporting over the operational

period), engineering analyses (including deployment analyses and reports, RM&A, and ILS assessments over the test period), test data collection support and analysis, and site restoration for Explosives Trace Detection passenger screening systems at six separate CAT X/I airports. Each Vendor will provide 5 machines for test resulting in the installation of 15 systems, across 6 airports, in appropriate locations at either checkpoint and/or checked baggage security locations.. Task order required data collection will occur during the OT&E period unless the evaluation is terminated early. Due to the simplicity of the technology it is not anticipated contractor personnel will be required on-site during the entire OT&E period and that data collection will be performed from the contractors facilities.

**4.1.1.7 Automated Explosives Detection Systems (AutoEDS) Dual Use Concept Demonstration Limited User Test (LUT).** The Contractor shall provide systems integration support (including, but not limited to preparing site survey reports, preliminary and final design work, architectural drawings, permitting, site improvements – including electrical work and developing temporary remote viewing locations, logistical support (including securing consumables, vendor maintenance, and operator training, as directed by the COTR), rigging, schedule coordination, system acceptance testing, and test bed status monitoring and reporting during the operational period), engineering analyses (including deployment analyses and reports, RM&A, and ILS assessments over the test period), test data collection support and analysis, and site restoration for AutoEDS passenger screening systems at two separate CAT III/IV airport security checkpoint sites. Each airport will have a single vendor screening system deployed. As part of the OT&E test bed. Field evaluations for each site are scheduled to last 30days each, exclusive of site surveys, site preparation, system installation and restoration activities. Task Order required data collection will extend 30 days beyond the 30 day OT&E period unless the evaluation is terminated early. It is not anticipated contractor personnel will be required on-site following the OT&E period and that data collection will be performed from the contractors facilities.

**4.1.1.8 Enhanced Metal Detection (EMD) II Initial Operational Test and Evaluation (IOT&E).** The Contractor shall provide systems integration support (including, but not limited to preparing site survey reports, preliminary and final design work, architectural drawings, permitting, site improvements – including electrical work and developing temporary remote viewing locations, logistical support (including securing consumables, vendor maintenance, and operator training, as directed by the COTR), rigging, schedule coordination, system acceptance testing, and test bed status monitoring and reporting during the operational period), engineering analyses (including deployment analyses and reports, RM&A, and ILS assessments over the test period), test data collection support and analysis, and site restoration for EMD II passenger screening systems at three separate CAT X/I aviation security checkpoint sites. Up to three separate security technology systems, each from different vendors, may be deployed at separate checkpoint locations (one unit per checkpoint) as part of the IOT&E test bed. Field experiments at each site are scheduled to last 60 days each, exclusive of site surveys, site preparation, system installation and restoration activities. Task Order required data collection will occur during the OT&E period unless the evaluation is terminated early. Depending on system performance and other factors contractor personnel may not be required on-site during the entire OT&E period as such some or all data collection may be performed from the contractors facilities

**4.1.1.9 Checked Baggage Inspection Systems (CBIS) Initial Operational Test and Evaluation (IOT&E).** The Contractor shall provide systems integration support (including, but not limited to preparing site survey reports, preliminary and final design work, architectural drawings, permitting, site improvements – including electrical work, cabling and other interoperability / telecommunications requirements, and improvements necessary for Baggage Handling System integration, logistical support (including securing consumables, vendor maintenance, and operator training, as directed by the COTR), rigging, schedule coordination, system acceptance testing, and test bed status monitoring and reporting during the operational period), engineering analyses (including deployment analyses and reports, RM&A, and ILS assessments over the test period), test data collection support and analysis, and site restoration for Checked Baggage Inspection Systems at seven separate airports (BOI, TPA, ATL, DFW, DEN, MDT, SFO). Up to eleven separate security technology

systems (EDS), from different vendors, may be deployed in one or two separate baggage handling facility locations (one EDS system per BHS) for a total of eleven systems, as part of the IOT&E test bed. EDS will be integrated into the BHS in an operational mode although not fully multiplexed EDS systems due to incompatible MUX interfaces. Major BHS mechanical modifications are anticipated for the comparison of automatic alarm data between test units and certified units. At a minimum, a multiple remote BVS will be required for On Screen Alarm Resolution simulation and level three baggage resolution. Field experiments are scheduled to last up to 45 days each, exclusive of site surveys, site preparation, system installation and restoration activities. Task Order required data collection will occur during the OT&E period unless the evaluation is terminated early. Depending on system performance and other factors contractor personnel may not be required on-site during the entire OT&E period as such some or all data collection may be performed from the contractors facilities

**4.1.1.10 Analogic SX Initial Operational Test and Evaluation (IOT&E).** The Contractor shall provide systems integration support (including, but not limited to preparing site survey reports, preliminary and final design work, architectural drawings, permitting, site improvements – including electrical work, cabling and other interoperability / telecommunications requirements, and improvements necessary for Baggage Handling System / airport lobby integration, logistical support (including securing consumables, vendor maintenance, and operator training, as directed by the COTR), rigging, schedule coordination, system acceptance testing, and test bed status monitoring and reporting during the operational period), engineering analyses (including deployment analyses and reports, RM&A, and ILS assessments over the test period), test data collection support and analysis, and site restoration for integration and test of two Analogic SX EDS units, one each in a standalone and fully integrated mode, at DCA and LAS respectively (or similar CAT X/I locations), for a total of two units deployed. Field experiments are scheduled to last 60 days each, exclusive of site surveys, site preparation, system installation and restoration activities. Task Order required data collection will occur during the OT&E period unless the evaluation is terminated early. Depending on system performance and other factors contractor personnel may not be required on-site during the entire OT&E period as such some or all data collection may be performed from the contractors facilities

**4.1.1.11 Reveal CT-80 Dual Row Initial Multiplexed Operational Test and Evaluation (IOT&E).** The Contractor shall provide systems integration support (including, but not limited to preparing site survey reports, preliminary and final design work, architectural drawings, permitting, site improvements – including electrical work, cabling and other interoperability / telecommunications requirements, and improvements necessary for Baggage Handling System integration, logistical support (including securing consumables, vendor maintenance, and operator training, as directed by the COTR), rigging, schedule coordination, system acceptance testing, and test bed status monitoring and reporting during the operational period), engineering analyses (including deployment analyses and reports, RM&A, and ILS assessments over the test period), test data collection support and analysis, and site restoration for integration and test of one Reveal CT-80 Dual Row system, fully integrated and networked, at ROC (or similar airport). Field experiments are scheduled to last up to 60 days each, exclusive of site surveys, site preparation, system installation and restoration activities. Task Order required data collection will occur during the OT&E period unless the evaluation is terminated early. Depending on system performance and other factors contractor personnel may not be required on-site during the entire OT&E period as such some or all data collection may be performed from the contractors facilities

**4.1.1.12 Checkpoint Improvements.** The contractor shall provide systems integration and engineering data collection and analysis support including site surveys for up to four screening technologies and installations at three CAT X/I aviation security checkpoint sites. Field experiments are scheduled to last up to 60 days each, exclusive of site surveys, system installation and site preparations. Task Order required data collection will occur during the OT&E period unless the evaluation is terminated early. Depending on system performance and other factors contractor personnel may not be required on-site during the entire OT&E period as such some or all data collection may be performed from the contractors facilities

**4.1.1.13 Check Baggage Systems Improvements.** The contractor shall provide systems integration and engineering data collection and analysis support including site surveys for up to four screening technologies and installations at three CAT X/I aviation security checked baggage inspection system sites. Field experiments are scheduled to last up to 60 days each, exclusive of site surveys, system installation and site preparations. Task Order required data collection will occur during the OT&E period unless the evaluation is terminated early. Depending on system performance and other factors contractor personnel may not be required on-site during the entire OT&E period as such some or all data collection may be performed from the contractors facilities

**4.1.1.14 Credential Authentication Technology / Boarding Pass Scanning System (CAT/BPSS) Operational Test and Evaluation (IOT&E).** The Contractor shall provide systems integration support (including, but not limited to preparing site survey reports, preliminary and final design work, architectural drawings, permitting, site improvements – including electrical work, cabling and other interoperability / telecommunications requirements, and improvements necessary for CAT/BPSS, logistical support (including securing consumables, vendor maintenance, and operator training, as directed by the COTR), rigging, schedule coordination, system acceptance testing, and test bed status monitoring and reporting during the operational period), engineering analyses (including deployment analyses and reports, RM&A, and ILS assessments over the test period), test data collection support and analysis, and site restoration for integration and test of between 24 & 36 systems fully integrated, at between 8 and 12, yet to be determined, separate Airport security checkpoint sites (three separate systems per airport). Field experiments are scheduled to last up to 60 days each, exclusive of site surveys, site preparation, system installation and restoration activities. Task Order required data collection will occur during the OT&E period unless the evaluation is terminated early. Depending on system performance and other factors contractor personnel may not be required on-site during the entire OT&E period as such some or all data collection may be performed from the contractors facilities

**4.1.1.14.1 Installation of CAT/BPSS Equipment**

Contractor shall manage and perform shipping from the TSIF to the test sites, installation and integration of all security equipment. For each 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.

Activities related to the CAT/BPSS installation include, but are not limited to, the following:

- Standalone or Handheld Reader (*max weight 300 lbs per machine. Max Dimensions 50" height x 20" depth x 28" width per machine*). Systems have not been selected so dimensions and weights are subject to change. This equipment should require only standard 110VAC power and no special installation requirements.
- Spare Batteries and charger (*24 to 36 battery chargers - one per system- at about 10 lbs per unit with possible dimensions 6" x 5" x 6" per unit*). Systems have not been selected so dimensions and weights are subject to change.
- 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.

#### **4.1.1.14.2 EQUIPMENT MOVES**

As part of the move, the Contractor shall perform a security evaluation on the new installation to verify that the new installation and configuration is compliant with applicable security requirements.

#### **4.1.1.15 CTX 9000/9400 Multiplex Server V2 (MUX V2) Upgrade Operational Test and Evaluation (IOT&E).**

The Contractor shall provide systems integration support (including, but not limited to preparing site survey reports, preliminary and final design work, architectural drawings, permitting, site improvements – including electrical work, cabling and other interoperability / telecommunications requirements, and improvements necessary for MUX V2, logistical support ( may include securing consumables, vendor maintenance, and operator training, as directed by the COTR), rigging, schedule coordination, system acceptance testing, and test bed status monitoring and reporting during the operational period), engineering analyses (including deployment analyses and reports, RM&A, and ILS assessments over the test period), test data collection support and analysis, and site restoration for integration and test of one MUX V2 rack, related equipment and associated upgrades at Metropolitan Oakland International Airport (OAK). Field experiments at this site will likely last from 30 to 90 days, exclusive of site surveys, site preparation, system installation and restoration activities. Task Order required data collection will occur during the OT&E period unless the evaluation is terminated early. Due to the nature of the system it is not anticipated that contractor personnel will be required on-site during OT&E as such all data collection should be performed from the contractors facilities unless directed to do otherwise by the COTR.

##### **4.1.1.15.1 Installation of MUX V2 Equipment & Software**

Contractor shall manage and perform installation and integration of MUX V2 equipment upgrade. This upgrade includes installation of one computer equipment rack intended to upgrade existing CTX 9000/9400 EDS system's primary Terminal Resolution Interface (PTRI) to the capability of the CTX 9800 system. The Contractor shall obtain, as required, all necessary approvals, permits, authorizations, etc. required for providing utilities (power, data cables) and space for equipment installation. Installation and integration of equipment and software upgrades 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. These upgrades are intended to be permanent as such removal and site restoration are considered unlikely. Existing power, cabling and HVAC may be suitable and installation of additional capacity may not be required.

Activities related to the MUX-V2 upgrade include, but are not limited to, the following:

1. Installing the MUX equipment, software and server rack (just one)
2. Power – standard 110VAC service is anticipated and existing capacity may be adequate.
3. HVAC– existing capacity may be adequate.
4. Primary Terminal Resolution Interface (PTRI) for 8 stations

Equipment and dimensions are as follows:

1. Rack enclosure: 83” tall x 24” wide x 40” deep
2. Battery + UPS (combined): 10.5” tall x 19” wide
3. 3 rain servers (combined): 5.25” tall x 19 “ wide

4. 1 keyboard: 2" tall x 19" wide
5. 4 switches (combined): 7" tall x 19" wide

#### 4.1.1.15.2 EQUIPMENT MOVES

As part of the move, the Contractor shall perform a security evaluation on the new installation to verify that the new installation and configuration is compliant with applicable security requirements.

### 5.0 Travel

The Contractor shall travel as tasked in accordance with Solicitation HSTS02-08-R-CT1157 and related individual awarded contracts. All travel must be approved by the Task Lead no later than three business days prior to scheduled departure from originating designation. Any unplanned or emergency travel must be approved by the Task Lead and or COTR at the earliest possible time however the Task Lead or COTR may disapprove such travel if it deemed unnecessary or not a true emergency.

### 6.0 Performance Requirements

The Contractor shall be responsible for providing all products and/or services in accordance with Solicitation HSTS02-08-R-CT1157 and related individual awarded contracts.

The Contractor shall obtain approval from the SEIS COTR for all accumulative, across all SEIS task orders, Prime and Sub-contractor employee overtime greater than 45 hours per week no later than 7 business days prior to scheduled work. Any airport related unplanned or emergency overtime, at or under 4 hours per individual per day and less than 60 hours per week, required to meet test site schedules or objectives must be reported to the Task Lead and COTR in the Weekly Status Report. All site specific unplanned or emergency overtime greater than 4 hours per person per day shall be reported to the Task Lead the following day unless otherwise directed.

### 7.0 Deliverables

The Contractor shall submit all deliverable products in accordance with Solicitation HSTS02-08-R-CT1157 and related individual awarded contracts.

### Section E - Inspection and Acceptance

Supplies/services will be inspected/accepted at:

CLIN	INSPECT AT	INSPECT BY	ACCEPT AT	ACCEPT BY
0001	N/A	N/A	N/A	Government
0002	N/A	N/A	N/A	Government
0003	N/A	N/A	N/A	Government
0004	N/A	N/A	N/A	Government

### Section F – Deliveries or Performance

The Period of Performance for this Task Order shall be twelve (12) months from the date of award.

**Section G – Contract Administration Data**

a. Government Points of Contact:

<b>Contracting Officer</b>	<b>Robyn Towles</b>	<b>(b) (6)</b>	<b>(b) (6)</b>
<b>Contracting Officer's Technical Representative</b>	<b>(b) (6)</b>		

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](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:

PR: 2110200CT8501

Accounting Code: 5AV090A000D2010SWE030GE000423006200622CTO-62020000  
00000000-2510-TSA DIRECT-DEF. TASK-D (b) (4)

PR: 2110200CT8501

Accounting Code: 5AV090A000D2010SWE030GE000423006200622CTO-62020000  
00000000-2100-TSA DIRECT-DEF. TASK-D (b) (4)

(2) The total value of this task order at the completion of the Period of Performance is expected to be \$7,413,106. The task order is Fully Funded.

**Section H – Contract Special Terms and Conditions**

In accordance with FAR 32.705-2(a), Clauses for limitation of cost or funds, the following clause is hereby incorporated, by reference:

**52.232-20 Limitation of Cost**

This Task Order, HSTS04-10-J-CT8501 (TO 3) shall be governed by the terms and conditions of IDIQ Contract Number HSTS04-09-D-ST2234.

**END OF TASK ORDER**