AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT	1. CONTRACT ID CODE J	PAGE 1 of 6 & Summary of Changes

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. *(If applicable)*
0003	April 30, 2004		DFSP Norfolk, VA

6. ISSUED BY CODE SCO600	7. ADMINISTERED BY (*If other than Item 6*) CODE SCO600
DEFENSE ENERGY SUPPORT CENTER 8725 JOHN J. KINGMAN RD., SUITE 4950 FT. BELVOIR, VA 22060-6222 BUYER/SYMBOL – LMcCANTS/DESC-FPA PHONE - (703) 767-9335 FAX - (703) 767- 9338 Email – Laura.McCants@dla.mil 6.1	

8. NAME AND ADDRESS OF CONTRACTOR (*NO., street,city,county,State,and ZIP Code*)		9a. AMENDMENT OF SOLICITATION NO. **SP0600-04-R-0032**
		9b. DATED *(SEE ITEM 11)* March 1, 2004
	X	10a. MODIFICATION OF CONTRACT/ORDER NO.
		10b. DATED *(SEE ITEM 13)*

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

[X] The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers [ ] is extended, [X] 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 ____1___ 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 ACKNOWLEDGMENT 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)*

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

	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)
	C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF: MUTUAL AGREEMENT OF THE PARTIES
	D. OTHER *(Specify type of modification and authority)*

E. **IMPORTANT:** Contractor [X] is not, [ ] is required to sign this document and return _____ copies to the issuing office.

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

a. Unanswered questions in Amendment 0002:

Question 5: Line Item 0018 Augmentation of OSP indicates that Fringe Benefits are allowed in Straight Time Augmentation Rates but not in Overtime Augmentation Rates. Page 6 of the Wage Determination (WD) supplied with the solicitation requires $2.56 per hour be paid for all hours worked. This would include overtime hours. Please clarify.

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (*Type or print*)		16A. NAME OF CONTRACTING OFFICER **AMY V. LOAR**	
15B. NAME OF CONTRACTOR/OFFEROR BY _____ *(Signature of person authorized to sign)*	15C.DATE SIGNED	16B. UNITED STATES OF AMERICA BY _____ *(Signature of Contracting Officer)*	16C.DATE SIGNED

SF30

Answer: Fringe benefits, FUTA, SUTA, workmen compensation are included in the base rate and therefore should not be included in the overtime rate.

Question 10: Paragraphs A. Offeror Submission Package B., Operational Capability, C. Past Performance, and D. Socioeconomic Plan. The Government is requesting that these four submissions be submitted in separately bound binders. Due to the relative size of paragraphs C and D requirements, can they be included in the Technical Capability (B.) binder under separately tabbed sections.

Answer: The plans do not have to be in separate binders, but must be clearly labeled.

b. Clause B33.01.100 SERVICES TO BE FURNISHED AND PRICES (MULTIYEAR) (GOCO) (DESC FEB 2004), page 1, paragraphs a. and b. have been revised to read:

SECTION B – SUPPLIES OR SERVICES AND PRICES/COSTS

B33.01.100 SERVICES TO BE FURNISHED AND PRICES (MULTIYEAR) (GOCO) (DESC FEB 2004)

(a) The services to be furnished during the period specified herein and the unit prices are as follows:

LINE ITEM 0001: NONPERSONAL SERVICES: (FIRM-FIXED PRICE)
The Contractor shall operate, maintain, and protect the Government-owned bulk petroleum terminal at DFSP Norfolk, VA (Craney Island, Sewell's Point and Yorktown) in accordance with Section C, and all other terms and conditions set forth herein for the period: February 1, 2005 through January 31, 2010, with option periods of February 1, 2010 through January 31, 2012 and February 1, 2012 through January 31, 2015 as follows:

BASE PERIOD
Years 1 through 5 Price per month $_____

OPTION PERIOD
6 through 10 Price per month $_____

(b) The following line items are cost reimbursable line items under which the Contractor shall furnish nonpersonal services and/or supplies and materials in accordance with Section CG.3.0 LOGISTICS SUPPORT. The Contractor will be reimbursed under these line items for services actually performed as approved by the Contracting Officer or COR. The "NOT TO EXCEED" amounts shown below are for Government administrative fund obligation and represent the Government best estimate of the cost reimbursable supplies, services, and overtime for each contract year. Reimbursements for the CLINs below shall be for the prime Contractor's allowable, allocable and reasonable direct cost of any subcontracts for furnishing supplies, equipment, material and services specified in Section CG-3.0. No additional indirect/overhead cost or fee will be reimbursed. Unless otherwise specified within Section CG-2.0 SPECIFIC TASKS, all functions described therein shall be included in the firm fixed price of CLIN 0001.

LINE ITEM 0002:	MAINTENANCE AND REPAIR	NOT TO EXCEED $850,000.00
LINE ITEM 0003:	EMERGENCY SERVICES	NOT TO EXCEED $500,000.00
LINE ITEM 0004:	OVERTIME	NOT TO EXCEED $100,000.00
LINE ITEM 0005:	ENVIRONMENTAL SERVICES	NOT TO EXCEED $500,000.00
		(DESC 52.207-9F90)

c. Clause L201.100, the first paragraph is revised to read:

L201.100. INSTRUCTIONS TO OFERORS (GOCO SERVICES-SOURCE SELECTION)

Offerors shall submit an original and one copy of their Offeror Submission Package (OSP) and an original and two copies of their technical proposals divided into the following parts: In addition, a copy of the technical proposal only (no cost or past performance information) will also be submitted on a compact disk (CD) in Adobe Acrobat PDF format.

d. Amendment 0002, answer to question 7, is corrected to read: H51.01 has been deleted in its entirety and H51.03 applies.

e. The current monthly use charge for contract SP0600-99-D-5932, DFSP Norfolk, is $322,329.39.

f. The current monthly use charge for contract SP0600-00-D-5010, Aircraft Refueling is $165,642.00.

g. The closing date is May 13, 2004, 3:00 PM Fort Belvoir Time.

h. Answers/Clarification to the PWS:

(1) Question. LA7 (lube oil for the aircraft carrier catapult systems). We currently have 2 LA7 tanks at NS Norfolk, each holding 12,000 gallons for a total of 24,000 gallons. We receive LA7 by truck. We have been required to perform preventive maintenance on the pump, valves, and hoses to the LA7 fill stand. We issue LA7 to aircraft carriers via Oil Transport (a trucking company out of Chesapeake, VA), which we coordinate on demand through Craney Island with the carriers requiring service. The Oil Transport truck(s) come to our storage tanks at NS Norfolk, fill up with LA7, and then deliver the product to the carrier(s) at the aircraft carrier pier at NS Norfolk. If the ship doesn't take all the LA7 ordered (which is 95% of the time), then we have to take the product back from Oil Transport. However, Oil Transport has no requirement to deliver that product back to us by any certain time, and we have experienced as much as three week intervals between pick and return of unused product. Since this is an item we carry in the inventory, and for which we have accounting responsibility on a daily, weekly and monthly basis through the Fuels Accounting System (FAS) Enterprise System (FES), this becomes an accounting and management challenge. WE CANNOT FIND ANY REFERENCE TO THE LA7 MISSION REQUIREMENT IN THE NEW SOLICITATION. HAS THIS REQUIREMENT BEEN REMOVED FROM THE CR SECTION OF THE PWS?

Answer. We, DESC and NOLSC Petroleum, have never been made aware that workload as described was an issue. The issue has never been raised with the KO nor has the base indicated there is a problem or potential additive cost to the LA7 mission. The handling of LA7 is covered in the current NB Norfolk contact. The only mention of LA7 in the new solicitation is in Section CR-1.6.3, Outlook. It simply indicates the LA7 mission will be moved to Sewell's Point as part of the MILCON to centralize the oil mission there, and, based on our conversations with FISC Norfolk, that is the intent. Timing may be the only issue. By whatever measure, the same contractor will oversee this low impact operation at either site.

(2) Question. Hot Pit Duties and Hours of Operation. There seems to be a discrepancy about what hot pit duties certain positions can perform. Under our current PWS (as modified for hot pit refueling), we provide a Driver, Nozzle Operator, and Fire Watch at the C2/E2 Direct Refueling Site (hot pit) from 1230 - 2030 hours. The current PWS allows for all of those positions to be manned by appropriately trained Driver/System Operators (D/SOs), and indeed on page 7, Table 1, under the Aircraft Fuel Servicing Operations heading, Direct Refueling Site C2/E2 Site subheading, the D/SO is specified for that mission. [As a side note, the hours of operation have changed to 1300 - 2100, and we know this to be an issue to the customer.] But back to the D/SO hot pit duties, if you go to page 11, Section CR-1.9.2.4 (D/SO Duties), there is no mention that D/SOs, after receiving appropriate training, can perform Fire Watch and Nozzle Operator duties. Moreover, Section CR-1.9.2.4.1 clearly implies that it will take an Aircraft Servicer (ACS) to perform those duties. If ACSs must be employed for all hot pit operations other than the refueler operator, this will have job classification, training, and pricing issues, as well as potential issues with the Union. REQUEST CLARIFICATION OF D/SO DUTIES IN HOT PIT OPERATIONS WHEN THEY ARE PACIFISTICALLY TRAINED IN FIRE WATCH AND NOZZLE OPERATOR SKILLS.

ANSWER. The question points to the current as apposed to the forthcoming contract; however, some changes to the service personnel requirements have been made. Section Cr-1.9.2.4, Driver/System Operator (D/SO) has been changed to show it may include deadman control within a fixed facility, nozzle operator, and fire watch duties. Section CR-1.9.2.3.5, Aircraft Servicer (ACS) has been changed to show the position will service as the "Aircraft Coordinator/Director." Furthermore, Section CR-2.2.2.2.1.1, Hot Refueling Sites, has been added and manning outlined.

(3) Question: E2 Aircraft Note. Prior to refueling the newer version of the E2 aircraft, it is required that the starboard engine be purged with nitrogen before entering the hot pit. The new PWS will require that we provide Plane Captains (now provided by the Navy) in the hot pit. The Plane Captains, due to the highly specialized training they must posses, will have to be Aircraft Servicers. We understand that. Currently, Navy Plane Captains are directingthe purge function on the newer E2s to a uniformed (Navy) Aircraft Mechanic. We currently do not employ aircraft mechanics, nor do we stock the required nitrogen to perform the purging. Neither the purge requirement, nor the new job classification (Aircraft Mechanic) to performit is to be found in the new Solicitation. RECOMMEND THAT THIS ISSUE BE CLARIFIED IN THE NEW CR PWS.

Answer. A new requirement; however, see Section CR-2.2.2.2.1.1, Hot Refueling Sites and note that the engine purge will be performed by Government.

(4) Question. Helo Hot Pit Manning. Notwithstanding the above issue of who can perform what duties in the hot pits, Section CR-1.9.2.5, page 11, states that the Plane Captain and the Nozzle Operator may be one in the same. That may be true for some hot pit configurations. However, the hot pits at NS Norfolk, Chambers Field will not allow for this. IAW NAVAIR 00-80T-109, page 12-18 (which we are obligated to use as our refueling operations policy guide per PWS Section 2.2.2.1, page 15), “If the station is configured such that the deadman control operator does not have a direct line-of-sight of both the aircraft pilot and the nozzle operator, a fourth person (refueling coordinator) is mandatory.” That’s the case at Chambers Field. RECOMMEND CLARIFICATION OF THIS SITUATION, AS IT MAY LEAD BIDDERS TO UNDER MANTHE HOT PITS, THUS REDUCING THEIR COSTS. HOWEVER THEY WOULD AUTOMATICALLY BE FACED WITH A SAFETY ISSUE IF THEY DID NOT BID A FULL FOUR MAN CREW PER HOT PIT.

Answer. Aircraft Servicer Training. The Aircraft Servicer position requires that our employees be qualified and certified IAW OPNAVINST 4790.2, Chapter 15 and NAVEDTRA 43288-B. This is some very specialized training, and to our knowledge, not available to Contractor personnel.

(5) Question. WILL CONTRACTOR PERSONNEL BE AUTHORIZED TO ATTEND SPECIALIZED AIRCRAFT SERVICER TRAINING, AND WHO WILL PAY FOR THE COST OF THAT TRAINING? IF THIS IS A CONTRACTOR COST, IT SHOULD BE CLEARLY STATED.

Answer. Note the inclusion of Section CR-2.2.2.2.1.1, Hot Refueling Sites, and changes to Section CR-1.9.2.3.5, Aircraft Servicer (ACS).

(6) Question. Pantograph Operation. Section CR-2.2.2.3.2, page 17, states that the Contractor will operate the pantographs. Does this mean that ONLY the Contractor is authorized to operate the pantographs? We currently operator the pantographs during the PWS specified hours of operation. We have not heretofore (except on rare occasions) been authorized augmentation to provide a hot pit crew outside the PWS hours, unless the flying and refueling schedule authorizes after hour refueling operations, and that it was approved in advance. Even though aircraft refueling schedules are required and should be provided to us IAW the PWS, the customer doesn’t always provide schedules, and when they are provided, they are not always accurate. Yet, they still require the refueling. So, in an on-the-ground compromise arrangement to accommodate the customer for non-scheduled after hour hot pit refueling, we dispatch a D/SO to the hot pit, and military personnel operate the pantograph with their own crews. WE HIGHLY RECOMMEND THAT THIS ISSUE BE ADDRESSED IN THE NEW CR PWS. THE USE OF APPROVED-IN-ADVANCE SCHEDULES SHOULD BE EMPHASIZED, AND THERE NEEDS TO BE A CLARIFICATION AS TO WHETHER OR NOT THE CONTRACTOR-ONLY CAN OPERATE THE PANTOGRAPHS IN THE HOT PIT. IF THAT IS TO BE THE CASE, MANNING REQUIREMENTS COULD INCREASE SIGNIFICANTLY.

Answer. Concur that Section CR-2.2.2.3.2 states that the pantographs shall be operated"by the contractor." In that Table 1, Hours of Operation, Note (4) specifically tells the receiver and provider of service that; "Except for "in progress" direct refueling operation or as specifically scheduled by a squadron, direct refueling operations by Contractor provided servicing crews will cease at the designated hour." Should the service provider be so tasked outside the hour indicated, they will be afforded augmentation. Beyond that, the pantographsare in fact Government property and can be and have been used by Government personnel outside the hours specified in Table 1. If the service provider is concerned regarding the liability or claims of damage resulting from dual organizational use of the equipment, recommend the contractor perform and documented a pre and post use inspection of the equipment.

(7) Question. PPE and Safety Equipment. Contractor is required to provide certain personal protective equipment and safety equipment to our personnel. No problem with that. However, we cannot purchase the type of cranials and night wands required as they are controlled National Stock Numbered (NSN) items that, to our knowledge, can only be purchased by the Government. REQUEST THAT THE GOVERNMENT PURCHASE AND PROVIDE CONTROLLED-ISSUE PPE AND SAFETY ITEMS TO THE CONTRACTOR. THIS WILL KEEP OVERALL CONTRACT COSTS DOWN, AS IT WILL BE VERY EXPENSIVE TO BID SUCH ITEMS INTO OUR PROPOSAL AS OTHER DIRECT COSTS (ODCs), NOT TO MENTION THAT SUPPLY SOURCES ARE QUESTIONABLE.

Answer. The cranials in question can be purchased be anyone the same way the Navy buys them, in 5 or 6 parts. One then puts them together in the fashion desired. However, we agreed that it was easier for the Government to provide these and the signal wands and the provisioning of both items in question
is already outline in Appendix B.

(8) Question. Will the government provide fuel for ground maintenance equipment?

Answer. Negative, a check with the various sites indicates they never have nor will they begin to supply
fuel for grounds maintenance equipment.

(9) Question. The government's answer to Question 46 of Amendment 0002 indicates that the contractor must provide base stations radios and antennas at all locations and that the PWS had changed in regards to this requirement. We noted that Page 64 of the change pages addressed radios; however, no changes occurred. Please confirm the government's position regarding base stations and antennas.

Answer. The response to question 46, "The Sewell's Point base station cannot be relocated. The contractor will provide a base station and antenna at all locations. The Contractor will provide radios. Note changes to the PWS." is in error. The second sentence should read, "The **Government** will provide a base station and antenna at all locations.

(10) Question. The government response to Question 7 indicates an Environmental Compliance Plan is required for the Alongside PWS. CR-1.4.4 requires this plan to be submitted within 60 days of contract award. Is it correct to assume that this plan is not part of the submittal package?

Answer. Believe the offeror is referring to the wrong question/response and may have a different question. However, a review of Amendment 0002 indicates the appropriate change was made. The last sentence to Section CR-1.4.4 reads, "***The Environmental Protection Plan shall besubmitted to the contracted activity within 60 days of the contract start date***."

(11) Question. The answer to Question #45 states that there is no GFE. However, per Amendment #2, a GFE list was provided via Appendix A. It appears that forklifts will not be provided. We came to this conclusion based on the response to Question #45, which stated that there is no GFE and that forklifts were not listed in Appendix "A", page 64.

Answer. Appendix "A" for all sites lists various fixed facilities, Government Property, that will be provided and cared for by the Contractor. To clarify, Appendix "B" for the Craney Island, Yorktown, and Sewell's Point PWS does in fact show that the government provides barges, boats, and vacuum trucks provided under an environmental program. Appendix "B" for the NS Norfolk PWS show that property in the form of FAS computers, some laboratory

equipment, and some Navy unique cranials and signal wands are provided. The conclusion is correct, forklifts will not be provided.

(12) Question. Question #23 states that the barges at Craney Island are NOT equipped with winches. This note is being sent to verify that the Craney Island barges are not equipped with winches. It was a strong belief that these barges were equipped with winches.

Answer. They are NOT.

SUMMARY OF CHANGES

CR-1.6.1, Workload, Page 5: Historical workload and planning data has been updated.

Table 1, Hours of Operation, Page 7: The hours of operation for the C2/E2 hot pit area have been changed to read 1230-2030 Monday through Friday.

CR-1.9.2.4, Driver/System Operator (DSO), Page 11: The DSO duty description has been update to show that he/she may service as the pit operator (deadman control), nozzle operator, or fire watch within a fixed pit operation.

CR-1.9.2.5, Aircraft Servicer (ACS), Page 11: The section has been changed to show that the ASC will act as the Aircraft Coordinator/Director trained at no cost to the contractor by the Navy.

CR-2.2.2.2, Response, CR-2.2.2.2.1, NS Norfolk, Page 15: The section has been change to more accurately define when drivers and pit operator are dispatched to service aircraft.

CR-2.2.2.2.1.1, Hot Refueling Sites, Page 16 has been added to provide manning, crew composition information, and to differentiate the helicopter and E2/C2 sites.

Sections CR-2.3.2.2.1 and CR-2.3.2.2.2 section numbering have been corrected.

CR-1.5 Contract Turnover

CR-1.5.1 **Assistance**: In the event of a Contractor change and contract turnover, the successor Contractor shall, during the last 72 hours of the expiring contract, be provided assistance by the outgoing Contractor and the COR in accomplishing a joint facilities turnover inspection. The inspection shall provide for a facilities walk-through and property inventory (validation/update of Appendixes A, Government Furnished Facilities and Appendix B, Government Furnished Equipment, Supplies, and Services), product sampling and testing, and a complete product inventory.

CR-1.5.2 **Access**: On contract award, the successor contractor shall be granted access to the base and all contracted facilities to survey those facilities and observe operations necessary to the drafting of the detailed plans required under Section CR-1.4, Detailed Plans, above. During the last two weeks of the expiring contract, the outgoing Contractor shall permit personnel of the successor Contractor access to all contracted facilities to observe operations.

CR-1.6 Planning Information

CR-1.6.1 **Workload**: Based on the workload data reflected by the various tables and exhibits of this PWS, the Contractor should plan to issue approximately ***1,785,000*** gallons of jet fuel to some ***1500/250*** aircraft per month (cold/hot refueling respectively) at NS Norfolk; however, workload surges of ***2,800,000*** gallons (Mar 03) to as many as ***2,246 (1816 cold and 430 hot)*** aircraft per month occurred in October 2003. The workload for NAB Little Creek is best described as issues of various products to a number of small craft, ships, trucks at various locations, see the NAB Little Creek Exhibit of Products Issued. The Contractor should also plan to undertake, as outlined herein, ground fuel delivery (both locations) and used oil collection/disposal operations (NS Norfolk Only) as defined by and within the time frames established by Table 1, Hours of Operation. With regard to the ground services tasks, the Government reserves the right to reprioritize/redirect such operations, change established schedules, and to add/delete delivery/collection points as may be required by the Government and directed by the COR without change to the contract or cost to the Government.

CR-1.6.2 **Information**: Workload information for specific fuel services, i.e., the receipt, movement, and issue of products, quality surveillance, accounting, and other workload factors, are quantified to some extent in the various sub-sections of Section CR-2.0, Specific Tasks. The various exhibits to this PWS provide a more detailed view of product receipts and issues, and fuel services by truck and direct refueling systems, as may be applicable, in terms of total services by day and month, and average daily workload in four (4) hour increments. However, unforeseen workloads such as the testing of fuels after normal laboratory duty hours or contingency support of any type are not quantified. The data outlined herein is historic information provided to serve as the planning baseline for the fuel services functions. Based on this historic information coupled with real time flight operations schedules, aircraft/squadron deployments, exercise and training schedules, and air show/public exhibit schedules provided by the base, the Contractor shall be fully responsible for adjusting levels of and providing personnel and equipment to meet workload demands for day-to-day flight operations, exercises, air show/public exhibits, and other real time workload variances that may affect fuel services operations. As an aid to the Contractor, the contracted activity will, to the extent possible and practical, provide daily flight schedules, exercise/deployment schedules, identify all known and scheduled events the contractor will be responsible for supporting, and provide the Contractor schedules, correspondence, and message traffic regarding all such events.

CR-1.6.2.1 **Air Show AVGAS Services**: NS Norfolk no longer sponsors Air Shows.

CR-1.6.3 **Outlook**. Discussions with Supply, and Fuels Management regarding the current and future mission of NS Norfolk and NAB Little Creek indicate there will be changes in assigned units, flight operations, and fuel system configuration. Over the course of the contract, H-60 type helicopters will replace the CH-46 helicopters assigned to NS Norfolk. The impact on total fuel consumption is not known but it may result in increased direct refueling requirements within the hours outlined in Table 1, Hours of Operation. No other operational changes are anticipated. With regard to fuel system configuration, Lubricating Oil, LA7, is scheduled to be moved from NS Norfolk to Sewell's Point. The reduced workload resulting from this relocation is expected to be minimal. Other MR&E projects at NS Norfolk, i.e., the relining of Tank 39, will have little impact of the contract. MR&E projects at NAB Little Creek, the upgrade of the service station and the replacement of piping at the Desert Cove and the repair of pumphouse 1551 at the West Annex, should have minimal impact on performance requirements. These changes and outlook do not however preclude future fundamental changes in mission, flight-training schedules, and assignment of units as may be undertaken by the Department of Defense, the Navy, or other agencies that may be tasked to operated from NS Norfolk. The Contractor will be notified as the requirement for long-term changes are made known and contract adjustments are deemed necessary and appropriate.

Table 1 Hours of Operation

Hours of Operation (by function)			
Function [1]	**Monday-Friday**	**Saturday**	**Sunday/Holidays**
NS Norfolk			
Site Manager (SM)	Duties as Required		
Assistant Site Manager (ASM)	Duties as Required		
Inventory and Accounting (ACF) [2]	0800-1630		
Fuel Dispatch Center (DCO)	0000-2400	0000-2400	0000-2400
Aircraft Fuel Servicing Operations [3] (DSO/ACSC)	0000-2400	0000-2400	0000-2400
Direct Refueling Site, Helo Port [4] (DSO/ACSC)	1000-2300		
Direct Refueling Site, C2/E2 Site [4] (DSO)	1230-2030		
Vehicle Maintenance (MVM)	0700-1530		
Ground Fuel Delivery [5] (DSO)	0700-1530		
Used Oil Handling [5] (DSO)	0700-1530		
Bulk Storage Operations [6] (FDSO/FDSM)	0700-1530		
Quality Surveillance (FLT) [8]	0700-1530		
NAB Little Creek			
Site Manager (SM)	Duties as Required		
Fuel Servicing Operations [4] (DSO)	0800-1630		
Ships/Small Craft (Facility/Mobile Refueler) (DSO)	0800-1630		
Landing Craft, Air Cushion (LCAC) (FDSO/DSO)	0800-1630		
Ground Fuel Delivery [5] (DSO)	0730-1600		
Bulk Storage Operations [6] (FDSO/FDSM)	0800-1630	0800-1200	0800-1200
Service Station Operations [7] (FDSO)	Manned as Required		

(1) The entry following the functional description is the code for the employee/worker that would normally fill the position applicable to that function. See Section CR-1.9.1, Essential Personnel, and Section CR-1.9.2, Service Personnel. An indented line of activity indicates it is or may be a collateral duty of the preceding line. The specific time segments, i.e., Ground Fuel Delivery, Monday-Friday, 0700-1600, are provided for basic planning purposes. These specific time spans should not be construed to mean or imply that the function is undertaken only for the specified time indicated. As noted in Section CR-1.7.1, Contract Coverage, "the Contractor shall be fully capable of responding to demands for "all" fuel support and services anytime, 24 hours per day, year-round."

(2) To include the manning as may be required to perform all accounting, inventory reconciliation, and associated administrative tasks relevant to end-of-month/fiscal-year inventories that fall on a Saturday, Sunday, or a holiday. See Section CR-2.16, Security, regarding security clearances and access to Government computer systems.

(3) Includes any and all mobile (truck) hot refueling via pantograph and hose set, and cold refueling/defueling of aircraft assigned to and as may transit, deploy to, or exercise from the contracted activity. Also includes the servicing of facilities and equipment as may be requested by authorized customers. Personnel assigned may include drivers, system operators, a mechanic, and other skilled personnel required and necessary to satisfy aircraft fuel servicing demands and other collateral duties identified herein.

(4) Except for "in progress" direct refueling operation or as specifically scheduled by a squadron, direct refueling operations by Contractor provided servicing crews will cease at the designated hour. See CLIN 1d regarding cost factors for off hour direct refueling.

(5) Ground fuel delivery, to include all grades of automotive gasoline, diesel fuel, heating oil, and jet fuel used in lieu of diesel, as well as Used Oil collection and disposal operations, may be a collateral duty to the driver/operators that provide aircraft fuel-servicing support. Ground fuel operations may include scheduled deliveries to outlying equipment sites and fields. Also see Section CR-2.4.3, Alternate Issues, Method, and Manning, regarding alternate ground fuel (service station) support operations.

(6) To include the manning as may be required to conduct end-of-month/fiscal-year inventories that fall on a Saturday, Sunday, or a holiday. If applicable, also includes manning for extended pipeline receipt operations. See the Exhibit of Product Receipts to determine the number of pipeline receipt operation per year.

(7) An automated 24/7 service station manned only to the extent necessary to undertake system inspections, perform PM and inventories, and to receive products; however, see Section CR-2.4.3, Alternate Issues, Method, and Manning regarding alternate ground fuel (service station) support operations.

(8) Qualified persons assigned to the Bulk Fuel Storage operation may perform fuel laboratory duties. The hours indicated allow for sampling/testing of equipment at/during equipment/facility inspections and the release of equipment for use during normal weekday duty hours. The Contractor shall also, to the extent required and requested, sample equipment, facilities, and aircraft defuels and perform quality testing necessary to satisfy weekend/holiday quality surveillance workload.

CR-1.9.2.4 Driver/System Operator (DSO): Driver/system operators (also implies the duties of direct refueling pit operator (deadman control), nozzle operator, or fire watch within a pit operation) shall be qualified to perform fuel servicing operations (refuel/defuel operations) by mobile fuel servicing equipment/trucks, truck supplied pantograph and hoses sets, and fixed direct fuel servicing systems (hydrants). Driver/system operators shall pass a Contractor administered base and flightline familiarization test, practical equipment/facility competency tests, and shall be certified, by the Contractor, as qualified and the individuals training records updated prior to the unsupervised operation of any fuel servicing equipment. The Contractor shall re-certify personnel annually or as requested by the COR. Operators shall be familiar with safety regulations applicable to aviation and ground fuel servicing operations on and around the airfield and supported activities and shall demonstrate a practical knowledge of and ability to inspection and maintain fuel servicing equipment and systems. Drivers/system operators may be required to make basic input to the Fuels Automated System (FAS) or maintain dispatch logs.

CR-1.9.2.4.1 Limits of Duties: The term "system or pit operator" refers to a qualified fuel truck/system operator, a person who has been specifically trained to operate and control the equipment that make up the direct refueling system or the refueler and pantograph in the case of a truck/pantograph system, and the person designated to operate the deadman controls during fueling evolutions. However, as specifically tasked herein, the contractor shall be responsible for the manning the fire watch, nozzle operator, or refueling coordinator (plane captain) positions as outlined in Section CR-1.9.2.5, Aircraft Servicer.

CR-1.9.2.4.2 Licensing. All drivers shall be licensed in accordance with the vehicle operating laws, regulations, and code for the state in which they will operate equipment and shall be/remain in compliance with all such requirements for the duration of their employment under this contract. The Contractor shall ensure that drivers required to operate vehicles and equipment on public roads are licensed for the class of vehicle to be operated on such public roads. To that end, NS Norfolk has mandated that all contract personnel who will operate fuel-servicing vehicles on or off station shall hold a current and valid Commercial Drivers License (CDL) issued by the State of Virginia. Driver records appropriate to the class of license an employee holds, i.e., individual Department of Motor Vehicle (DMV) driving record, and a current record of physical examination or certification shall be maintained by the Contractor and made available for review by the COR on request. The Contractor shall ensure that all drivers' records are kept current for the term of the contract.

CR-1.9.2.4.3 Hours of Service of Drivers: The Contractor shall not schedule drivers to work in excess of the rules established by *49 CFR Part 395, Hours of Service of Drivers*.

CR-1.9.2.5 Aircraft Servicer (ACS): The direct refueling system "hot pit" crewmember, other than the nozzle operator, fire watch and the truck operator (Driver/System Operator (DSO) if a mobile fuel servicing unit is used as the source of product. An Aircraft Servicer, the Aircraft Coordinator/Director, shall have at least two (2) years experience in flight-line operations and be qualified to direct the movement of the aircraft for direct refueling operations. Each individual shall be qualified to taxi and position aircraft using hand signals to communicate with pilots and other direct refueling crewmembers. Each shall be qualified to check for hot brakes, be knowledgeable and capable of ensuring that all dummy/practice ordnance is safe, be qualified to determine/signal out-of-pit engine shut-down and restart procedures relevant to direct refueling operations, be qualified to connect, test, and operate the refueling nozzle and perform primary and secondary shut-off valve tests, and be qualified and capable of operating the fire extinguishing equipment at the direct refueling site. Each ACS shall complete Watchstation 305 of Personnel Qualification Standard (PQS) for Aviation Fuel Operations Ashore (NAVEDTRA 43288-B). Individuals assigned, as an Aircraft Coordinator/Director shall also complete local no cost training relevant to hot pit coordinator/director duties.

CR-1.9.2.6 Motor Vehicle Mechanic (MVM): A Motor Vehicle Mechanic shall be qualified and capable of performing truck chassis and drivetrain, cargo tank, fuel pump/filter system, and component diagnostics, adjustments, maintenance, and repair of contractor owned and operated fuel servicing equipment. He/she shall be skilled and fully capable of performing tasks ranging from major component removal, repair, and replacement to systems diagnostics using state-of-the-art tools and measuring devices, or capable of accurately communicating maintenance requirement to third party persons who may be tasked to perform such work. He/she and shall be computer literate to the extent that he/she are capable of understanding, making input to, and extracting information from automated diagnostic equipment and shop maintenance and status systems such as FAS.

- **Requirement**. The focal point of the Fuel Management that receives and records requests for fuel services using the Fuels Automated System (FAS) to capture data relevant to the Fuel Division workload. Dispatches and maintains control of personnel and equipment to meet the demand for fuel services within the established response times. Performs basic accounting and reviews documentation for legibility and accuracy, maintains control of documentation, prepare reports and FAS summaries relevant to the Fuel Management workload, and submits a complete documentation package to the fuel accounting office. Advises the Government of any circumstance that may result in the inability to perform the required services in a timely manner.

- **Performance Standards**
  - ✓ Qualified dispatch personnel on duty for the days/hours specified in Table 1, Hours of Operation
  - ✓ Dispatcher(s) one hundred per cent accurate in processing and recording requests for fuel services (aviation, ground, recycled jet fuel, and used oil) using the Fuels Automated System (FAS)
  - ✓ For each request for services, fully qualified personnel dispatched to arrive at the requesting location with the established response time
  - ✓ Dispatcher maintains full control of fuel servicing equipment and duty personnel
  - ✓ No support/operational delays in excess of standard response time the result of contractor negligence or misconduct
  - ✓ The Contractor fully maintains all FAS modules relevant to equipment and personnel
  - ✓ Dispatch pass down logs and management reports prepared at submitted
  - ✓ FAS reports and transaction documentation submitted to the Fuel Division office by 0800 hour daily, Monday through Friday
  - ✓ FAS historical records and backup files maintained

CR-2.2.2 Fuel Servicing Operations

CR-2.2.2.1 General. Fuel servicing operations are defined as the delivery, or receipt by defuel, of fuel products to aircraft, landing craft, ships and small craft, container systems as may be used in support of exercise and real time operations, and support equipment by mobile fuel servicing equipment, mobile pantographs or hose sets supplied with the fuel servicing vehicle, and fixed facilities for landing craft. Guidance, policy, and procedures regarding the performance of aviation fuel servicing operations at NS Norfolk are outlined in *NAVAIR 00-80T-109, Aircraft Refueling NATOPS Manual*. LCAC services at NAB Little Creek are outlined under *ACU4INST 9540.1*, Refueling of Landing Craft, Air Cushion (LCAC)*. The Contractor shall be responsible for performing all fuel-servicing operations and safeguarding facilities, equipment, and fuel products under its control during normal and adverse conditions.

CR-2.2.2.2 Response.

CR-2.2.2.2.1 NS Norfolk: As outlined in Section C-1.7, Operating Hours, the Contractor shall be capable of providing fuel services to station and transient aircraft 24 hours a day, year around, including holidays. During the hours specified in Table 1, Hours of Operation, each request for mobile fuel services shall result in the dispatch of a fuel servicing truck/operator to the aircraft identified by the requester so that each truck/operator operator dispatched arrives at the aircraft specified by the work request, within **20 minutes** as measured from the time the request for service is received by the dispatch center to the time the truck/operator physically arrives at the aircraft to be serviced. If a request for services is for multiple aircraft, the Contractor shall respond to service the first aircraft identified within the **20 minute** response time and continue to service all subsequent aircraft in the order prioritized by the requestor until all fuel servicing requirements for the specified request are meet; however, this multiple aircraft response rule does not preclude the requestor from requesting more than one fuel service truck/operator. As applicable, response to or scheduling or "hot pit" servicing operations shall be such that the operator/crewmembers are physically present at the hot pit site at the time the aircraft to be serviced arrives at the designated refueling pit/lane. Operators shall not interrupt the flow of work, i.e., service aircraft to which they are not directed, without approval by the dispatch center, nor shall drivers/operators interrupt servicing operations for rest or meal breaks without proper relief or explicit approval of the fuel dispatch center. On arriving at an aircraft, operators shall take all steps and precautions necessary to service the aircraft in accordance with *NAVAIR 00-80T-109, Aircraft Refueling NATOPS Manual*, USN regulations, and station instructions applicable to fuel servicing operations. Service response times in excess of 20 minutes shall be fully and accurately recorded and explained in the dispatch pass down log and management reports reflected in Section C-2.2.1.4, Documentation.

CR-2.2.2.2.1.1 Hot Refueling Sites: Two hot refueling sites, the Helicopter and the E2/C2 sites, shall be manned and operated to varying degree for the hours outline in Table 1, Hours of Operation, by the Contractor. The helicopter hot site shall be continuously manning and equipped to provide hot refueling services. The Contractor provided helicopter hot site crew shall consist of the Aircraft Coordinator/Director, a Nozzle Operator, a Driver/Systems Operator (deadman control), and a Fire Watch. In the case of the E2/C2 hot refueling site, the refueler and servicing crew shall, on notice of an inbound aircraft, be dispatched to receive the arriving aircraft for on demand hot refueling services. The Contractor provided E2/C2 hot site crew shall consist of a Driver/Systems Operator (deadman control), a Nozzle Operator, and the Fire Watch. The Navy will provide the Aircraft Coordinator/Director at the E2/C2 hot site, as well as the individual to perform the nitrogen purge of the starboard engine shutdown prior to entering the pit area. All qualified crewmembers in the numbers required to support both hot sites shall be on board at the start (day one) of the contract.

CR-2.2.2.2.2 NAB Little Creek: As outlined in Section CR-1.7, Operating Hours, the Contractor shall be capable of providing fuel services to landing craft, ships, and small craft 24 hours a day, 365 day per year, including holidays. During the hours reflected in Table 1, Hours of Operation, and as outlined by local directives, a request for fuel service shall result in the dispatch of fuel servicing truck(s) and/or fuel servicing system or barge operator(s) to the number of landing craft (fuel cabinets), ships, or small craft identified. Requests for service by small craft at the Quay Wall and bulk ground fuel issues at the fillstand shall be meet immediately. In that the servicing of ships and landing craft are scheduled evolutions, requests for truck or barge services to ships and JP5 at the LCAC cabinet system shall result in the dispatch of trucks, barge operators, or cabinet system operators so that they arrive at the requested location for service within the time line mutually agreed to and prioritized by the requester and fuels management. The Contractor shall continue to service subsequent vessels in an orderly and timely manner until all fuel servicing requirements are meet.

Note

Requests for any/all services outside of the operating hours specified in Table 1, Hours of Operation, shall be meet within two hours as measured from the time the Contractor is contacted to the time the contract operator is in position to perform the service required.

CR-2.2.2.3 Equipment: Contractor and Government furnished fuel servicing equipment as described below shall be maintained and operated by the Contractor.

CR-2.2.2.3.1 Mobile Fuel Servicing Equipment: The Contractor shall provide the fuel servicing equipment as specified in Sections CR-3.1.1, Vehicles, in sufficient numbers to undertake the workload outlined in the Exhibit of Products Issued and the Exhibit and Defuel Activities as applicable to NS Norfolk and NAB Little Creek. The Contractor shall fully maintain all furnished trucks, tractors, equipment cargo tanks, refueling/defueling systems, and components thereof in a safe, serviceable, ready for dispatch condition. Equipment inspections and product sampling/testing, i.e., periodic Type "C" product analysis, shall be completed and documented on the vehicle inspection form prior to the initial dispatch of the equipment for the duty day. The Contractor shall also maintain and operate the Government furnished Used Oil trucks at NS Norfolk.

CR-2.2.2.3.1.1 Off Station Operations: Should they be required, aviation fuel deliveries over public roads to off station locations shall be accomplished using equipment that is configured and licensed/permitted for use on public roads. All Federal, state, and local inspections, licensing or permits, and insurance requirements for the equipment used, shall be a responsibility of the Contractor. Operators shall be licensed as set forth in Section CR-1.9.2.4.1, Licensing.

CR-2.2.2.3.2 Direct Fuel Servicing Equipment: Government furnished equipment consisting of portable pantographs at the E2/C2 and helicopter direct refueling sites and described in Appendix A, Government Furnished Facilities, shall be inspect, maintained to the extent outlined in Section CR-2.11, Property Management and Maintenance, and operated by the Contractor. Equipment/system inspections and product sampling/testing, i.e., periodic Type "C" product analysis, shall be completed and documented on the system inspection forms prior to the initial use of the equipment for the duty day.

CR-2.2.2.3.3 Jet Fuel Services Data: The data reflected by Exhibit of Products Issued, is historical information. It provides detailed information in terms of months and years of fuel services. Other workload exhibits provide average workload data in terms of truck movements, hot refueling services applicable, gallons issued as applicable to NS Norfolk and NAB Little Creek. Table 2, Squadrons and Aircraft Assigned, is a breakdown of squadrons/aircraft currently assigned to NS Norfolk as well as ship, small craft units, and landing craft assigned to NAB Little Creek, and provides a local picture of the services required on a day-to-day basis. The Contractor shall keep this table, as well as the home station aircraft database in FAS, current.

Table 2 Squadrons and Aircraft Assigned (1)

Squadron/Unit (1)	Type Aircraft (1)	Number Assigned (1)	Max. Fuel Load (2)	Average Refuel (3)
C12 *	Air Ops	6	549	191
H-46 *	MAG-42	12	930	347
H-46 *	HC-6	13	930	223
H-46 *	HC_8	13	930	227
H-46 *	HCS-4	9	935	115
E-2C *	VAW-78	7	1,824	668
E-2C *	VAW-121	3	1,824	677
E-2C *	VAW-123	5	1,824	847
E-2C *	VAW-124	4	1,824	852
E-2C *	VAW-125	4	1,824	800
E-2C *	VAW-126	7	1,824	741
E-2C *	VAW-78	13	1,824	806
C-2 *	VAW-78	5	1,824	774
C-2 *	VRC-40	16	1,824	607
C-9 *	VR-56	5	5,294	1561
H-53 *	HM-14	13	2,277	1,238
H-3 *	HC-2	17	685	265
HM-14 *	Sled	11	50	39
NAB Little Creek				
Unit (5)	**Type Craft**	**Number Assigned**	**Max. Fuel Load (2)**	**Average Refuel (3)**
Assault Craft Unit Four (ACU4) *	LCAC	41	4,500	2,000
Assault Craft Unit Two (ACU2) *	LCU	17	3,200	2,500
Special Boat Unit 20 (SBU20) *	Mark V	8	2,500	1,500
Special Boat Unit 20 (SBU20) *	RIB	30	200	100
Special Boat Squadron Two (SBS2) *	PC	9	20,000	15,000
Special Boat Squadron Two (SBS2) *	LST	1	1,000,000	300,000
Special Boat Squadron Two (SBS2) *	T-AGOS	6	200,000	100,000
Special Boat Squadron Two (SBS2) *	LSD	8	800,000	200,000
Special Boat Squadron Two (SBS2) *	T-AFT	3	200,000	80,000
Special Boat Squadron Two (SBS2) *	ARS	2	100,000	50,000

(1) Data extracted from FAS Home Station Aircraft Database
(2) See Military Handbook 844 (AS) or airframe specific NATOPS manuals
(3) Based on historical data, the average quantity of product issued in a single refueling on a day-to-day basis
(*) An asterisk following any squadron/unit designation indicates an independent maintenance activity authorized to request services from the Fuel Dispatch Center. Any or all of these units may be deployed at any given time; however, see Section CR-2.2.2, Response, regarding the response time applicable to a request for fuel services. The Contract may be responsible for the simultaneous responds to any/all of the squadrons/units designated within the response parameters established.
(5) Services of ships and LCAC vessels assigned to NAB Little Creek are scheduled evolution.

- **Requirement**: Respond to requests for aircraft, equipment, and facility fuel services so as to provide quality product in a timely manner to authorized customers. Tasked personnel and equipment meet the demand for services within the established response times. Receive and review documentation for legibility and accuracy, maintains control of all documentation, prepare reports and FAS summaries relevant to the Fuel Management workload, and submits a complete documentation package to the fuel accounting office in a timely manner. The Contractor shall notify the Government of any circumstance that may result in the inability to perform the required services in a timely manner.

- **Performance Standards**
  - ✓ Mobile/fixed equipment inspected and sampled by prior to first use of the duty day. Inspection and applicable laboratory documents available
  - ✓ Response to requests for fuel services within the established perimeters. No servicing delays the result of Contractor negligence or misconduct
  - ✓ Driver's knowledgeable of and use appropriate radio etiquette
  - ✓ Operators adhere to operational safety rules, i.e., flightline vehicle operations, grounding and bonding, safety distance criteria, fire watch, and other safety guidelines
  - ✓ Issues/defuel/truck fill documents one hundred percent accurate. Documents complete and legible
  - ✓ No fuel spills due to Contractor negligence or misconduct

CR-2.3 Bulk Storage Operations

CR-2.3.1 **General**: Bulk storage operations are defined as the receipt, storage and handling, and issue of fuel products at the primary fuel storage facility. It also provides for of quality surveillance, system maintenance, and product accounting functions, the details of which are covered under other sections of this PWS. The Contractor shall be responsible for performing bulk fuel operations, i.e., gauging, system inspections and preventive maintenance, sampling, system alignment, documentation of tasks and actions taken, and system monitoring required and necessary to conduct all storage related actions and safeguarding fuel supplies under its control during normal and adverse conditions.

CR-2.3.2 Product Storage

CR-2.3.2.1 **Facilities**: The facilities identified within this section are those that comprise the main storage system generally referred to as bulk storage, the fuel farm, or the tank farm. Tankage and components outside this area, the service station at NAB Little Creek for instance, are covered in their respective sections.

CR-2.3.2.1.1 **NS Norfolk**: NS Norfolk bulk storage facilities are contained within the single walled and fenced fuels complex. Bulk jet fuel storage consists of a recently built 300,000-gallon above ground welded steel tank, four 1930s era cut and cover tanks, two (2) at 235,000-gallons and two (2) at 550,000-gallons, and two (2) vaulted 12,000-gallon defuel tanks through which recoverable product is reintroduced into the system. Other product storage consists of two (2) vaulted 12,000-gallon aboveground LS2 tanks, and a (1) vaulted 12,000-gallon aboveground MMR tank. Other system components, pump rooms, receipt headers, fillstands, and filter systems are located within the relatively small fuel complex. See Appendix A, Government Furnished Facilities, for a detailed breakdown of these facilities.

CR-2.3.2.1.2 **NAB Little Creek**: NAB Little Creek consists of two (2) widely dispersed storage facilities.

CR-2.3.2.2.1 Desert Cove: The Desert Cove JP5 bulk storage facilities consist of two relatively new 250,000-gallon and a somewhat older 75,000-gallon aboveground welded steel tanks. Pier 35, a pumping system dedicated to the support of the LCAC hydrant like cabinets, and a JP5 truck receipt header/fillstand use to receive JP5 by truck and to fill ACU4 refuelers make up the remainder of the JP5 system. Reformulated mid-grade gasoline (MMR) and low sulfur diesel (LS2) for the automated service station are stored in two 10,000 vaulted tanks. Two additional 10,000 vaulted tanks are used to store bulk MMR and LS2. MMR is be delivered directly to a small craft issue point at the quay wall or to ground fuel trucks at the fillstand. LS2 is provided to trucks at the fillstand system only. Two recently refurbished 50,000-gallon aboveground welded steel tanks provide bulk F76 storage. F76 is delivered directly to four small craft issue points at the quay wall and "top loaded" using pipe extension and splash deflector to M49 tank trucks at the ground fuel fillstand. The Contractor's administrative space, dispatch area, site manger's office, operator's ready room, and maintenance functions are located in building 3860. All Contractor owned and operated fuel-servicing trucks, a bulk F76 transport truck and the dual product (MMR/LS2) ground fuel delivery truck, are parked/kept at the Desert Cove facility.

CR-2.3.2.2.2 West Annex: The West Annex, a facility primarily used for barge operations and ships services, consists of a single 600,000-gallon cut and cover F76 tank, receipt/issue facilities, and a connecting pipeline to pier 19. Pier 19, the only pier on which fuel lines are installed, is generally used to load or receive F76 barges; however, smaller ships, PCs, do occasionally service at the pier. Two barges, YON 282 and YON 295 are used to deliver F76 to ships requiring greater than 10,000 gallons of product. The barges, generally kept full, are moved to and from the ships to be serviced by Port Services but are operated by the fuel Contractor.

CR-2.3.2.2 Staffing: The Contractor shall provide the necessary staffing to undertake and document daily and cyclical inspections, to manipulate components to receive, transfer, and issue product, to continually monitor systems, and to perform preventive and operator maintenance on all bulk storage facilities. In addition, the Contractor shall be capable of performing all other functions relative to an active storage operation, i.e., inventory, quality, housekeeping, security, and environmental protection as outlined here and elsewhere within this PWS.

CR-2.3.3 Bulk Product Receipts

CR-2.3.3.1 General. Products are delivered to NS Norfolk and NAB Little Creek by various means ranging from tank wagon to pipeline and barge. The Contractor shall be responsible for all receipt operation, to include the operation of the barge used to move bulk F76 from the West Annex to the tankage at Desert Cove.

CR-2.3.3.1.1 NS Norfolk: JP5 jet fuel is received via an eight-inch Craney Island to NS Norfolk pipeline that transverses Sewell's Point at Valve Pit #7 at the intersect of 2nd Street and A Avenue. The NS Norfolk Contractor shall be responsible for the manipulation and monitoring of Valve Pit #7 and interface valve located at the tank farm/flightline boundary next to tank LP-42. Incoming product is filtered and shuttled to any one of the five (5) bulk tanks at approximately 1,430 GPM. Ground products, MMR and LS2 are delivered by commercial tank truck in 8,500 and 7,500-gallon increments respectively. Receipts are random, dependent on consumption, and limited by capacity.

CR-2.3.3.1.2 NAB Little Creek: Product delivery to the two separate storage areas of NA Little Creek are diverse.

CR-2.3.3.1.2.1 West Annex: F76 fuel is supplied by barge via Pier 19 to the West Annex at approximately 1000 to 1200 GPM.

CR-2.3.3.1.2.2 Desert Cove: JP5 for the Desert Cove facility is received by barge at Pier 35 at approximately 1000 to 1200 GPM.. Alternatively, two tank trucks can be offloaded simultaneously at the JP5 fillstand/receipt header pad. As required and at the Contractor's discretion to move product, F76 is transferred from the West Annex and received by barge at the quay wall at approximately 600 GPM.. MMR, and LS2 are received by tank truck in 7,800-gallon increments. Receipts are limited only by capacity. The 100,000 gallons of F76 capacity provides for considerable leeway regarding the decision to move product and receipts. The 10,000 gallons of MMR and LS2 capacity dictate that receipts of these products will most likely be split between bulk and the collocated service station tankage.