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Acquisition

**CONTRACT SUPPORT FOR SYSTEMS AND
EQUIPMENT**

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This Air Force Instruction (AFI) implements Air Force Policy Directive (AFPD) 63-1, *Acquisition System*. It provides policies and guidance on Contract Support (CS) for new systems, modification and upgrade of existing systems, equipment, and items. This instruction applies to all Air Force (AF) personnel (including those in Air Force Reserve Command and Air National Guard components) who plan and implement logistics support activities. Attachment 1 provides a list of abbreviations and terms used in this instruction.

1. Purpose. This instruction provides policies and procedures for funding, implementing, and managing Contract Support (CS) for all aspects of product support throughout the life cycle of all systems, equipment, and end items.

2. Contract Support (CS). CS is a term for pre-planned methods used to provide all or part of the logistics support for a system, subsystem, equipment, or end-item for a temporary period of time or for its life. CS includes innovative CS concepts such as Total System Performance Responsibility (TSPR), Total System Support Responsibility (TSSR), etc. For further information on these concepts see AFI 63-107, *Integrated Weapon System Management Program Planning and Assessment*.

2.1. CS Methods and Applications .

2.1.1. Pre-Operational Support (POS) is a planned, temporary CS method for supporting Research and Development Testing and Evaluation (RDT&E) efforts including Developmental Testing and Evaluation (DT&E) and Operational Testing and Evaluation (OT&E) (reference AFI 99-102, *Operational Test and Evaluation*, paragraph 2.2). Its purpose is to provide all or part of the logistics support required for the period of the RDT&E effort. It is also used to provide support during System Risk Reduction and Demonstration, and Production Readiness, Production or Procurement and Deployment efforts and other temporary periods during the acquisition or modification of a system, equipment, or item.

2.1.2. Interim-Contract Support (ICS) is a planned, temporary CS method to provide all or part of the logistics support for a system, equipment, or item during the time period from first production

article delivery until a Depot Maintenance Activity Group (DMAG) organic/contract capability or a Contract Logistics Support (CLS) capability is achieved.

2.1.3. Contract Logistics Support (CLS) is a planned cost effective CS method used to provide all or part of the logistics support required to support a system, equipment, or item, generally for the life-cycle.

2.1.4. Total Contract Training (TCT is used for this publication only) is a planned CS method to acquire a contractor-operated performance-based training system.

2.1.5. Contract Depot Maintenance Activity Group (DMAG) is a planned CS method that is used to provide contract depot maintenance support.

2.2. Decision Support. Decisions to use CS should be approved as part of the Acquisition Strategy Panel and supported by appropriate documentation in the logistics support concept outlined in the Product Support Management Plan. For further information see AFI 63-107.

2.3. General Policies. These policies apply to all CS methods and applications.

2.3.1. The Single Manager (SM) shall coordinate all CS activities (planning, managing, executing, training, etc.) with the lead command (see AFPD 10-9, *Lead Operating Command Weapon Systems*, and AFI 10-901, *Lead Operating Command--Command, Control, Communications, Computers, Intelligence C4I System Management*), and user command(s), including AETC (see AFPD 36-22, *Military Training*, and AFI 36-2201, *Developing, Managing, and Conducting Training*), assigned air logistics center (ALC), and contractor(s).

2.3.2. The SM shall ensure logistics support IAW all applicable elements identified in AFI 10-602, *Determining Logistics Support and Readiness Requirements* and documented in the Single Acquisition Management Plan (SAMP), Acquisition Plan or other program planning documents, as applicable based on program threshold. For further information see AFI 63-107 and AFI 99-102, paragraph 2.2.

2.3.3. The AF may require the CS contractor to use AF-owned Government Furnished Material and Equipment (GFM/GFE) as provided in Federal Acquisition Regulation (FAR) Part 45. The AF shall not provide general office equipment and other materiel and equipment that the contractor would ordinarily have in performing work as a non-governmental entity unless the work is being performed in a government facility and will reduce the Total Ownership Cost (TOC).

2.3.4. CS personnel may use existing base (installation) level support as designated by the procurement contract officer (PCO). The SM shall obtain agreement with the base (installation) commander IAW AFI 25-201, *Support Agreements Procedures* and specify the agreed-to support in the CS contract. If the contractor is operating a support site of any type at a base (installation) location, the contract shall identify all support elements associated with the support site (facility maintenance, data, utility, security, etc.) for which the AF is responsible. If the base (installation) maintains the Government Furnished Property (GFP), clearly identify the procedures to the contractor to obtain maintenance and obtain Government Furnished Information (GFI) necessary for proper equipment operation. All instances of arbitration shall be between the SM and base (installation) commander, not the contractor and base (installation) commander. The CS contractor shall maintain the equipment and return in serviceable condition unless otherwise specified by the PCO. The PCO in accordance with FAR Part 45 and applicable guidance will specify procedures for return.

2.3.5. For all CS methods and applications, the SM shall conduct periodic reviews (minimum three per year in conjunction with tri-annual reviews) of Unliquidated Obligations (ULO) balances to ensure deobligation of funds without a valid requirement. The SM shall provide the results of the ULO analysis to the lead command and user command(s) (including AETC) as appropriate. The analysis shall include as a minimum the ULO balances, the reason each ULO exists, estimated date of liquidating the ULO balances, and any amount to be deobligated.

2.4. CS Funding. The lead command and user command(s), in conjunction with SMs, is responsible for planning, programming, and budgeting for the appropriate funding to be used for each CS activity. In some cases, more than one funding type may be required, depending on the type of contract or services and items provided under the contract. AFI 65-601, *Budget Guidance and Procedures* Volume 1 provides funding guidance, procedures, and guidance responsibilities. In addition, Figure 2.1 shows a funding decision table.

2.4.1. Normal funding for:

2.4.1.1. Pre-Operational Support (POS) is typically through RDT&E appropriation or procurement appropriations.

2.4.1.2. ICS is through procurement appropriations.

2.4.1.3. CLS, TCT, and Depot Purchased Equipment Maintenance (DPEM) are typically through Operations and Maintenance (O&M) appropriations using the appropriate Element of Expense Investment Codes (EEIC).

2.4.2. CS programmed and budgeted funding:

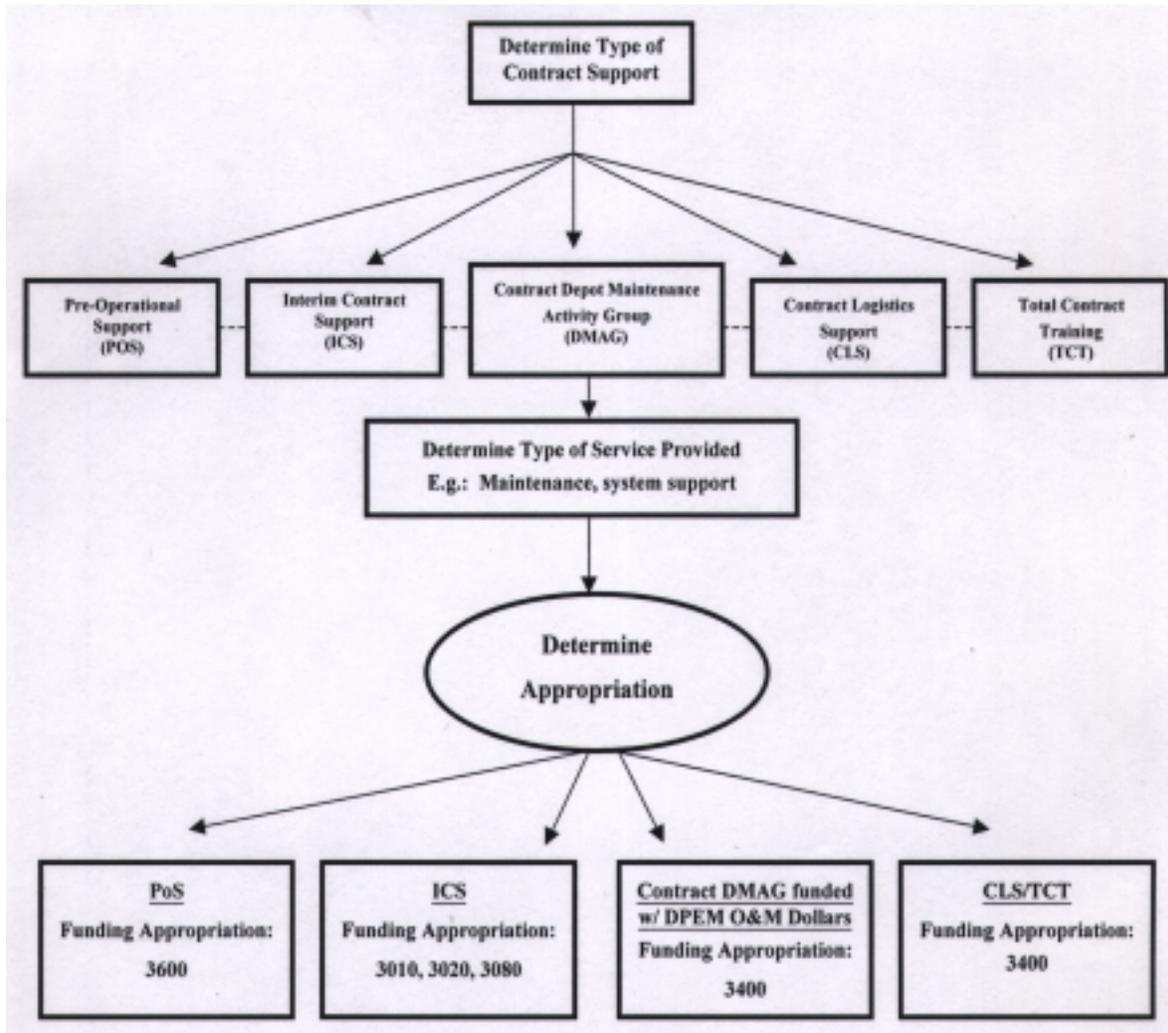
2.4.2.1. Shall generally not be used to directly procure investment items such as investment spares, support equipment, etc. Investment items shall generally be acquired through the normal procurement process using procurement funds and provided to the contractor as GFM, GFE, and GFI. However, the contractor may procure investment items to support a CS contract if the cost is amortized over the charges for accomplishing the CS actions and is not a direct charge to the CS contract for the investment items. Investment items procured by the contractor and amortized are the property of the government IAW FAR Part 45.

2.4.2.2. Shall not be used to provide initial contractor personnel training required to support the CS actions. The contractor is responsible for providing qualified trained personnel to perform the actions described in the CS contract IAW AFI 36-2201. A contractor can amortize any required specialized training cost over the charges for accomplishing the CS actions. This will not preclude the AF from providing orientation training to the contractor on AF procedures, processes, and practices.

2.5. Procurement of Commercial Derivative/Hybrid Aircraft Support. CS aircraft support contracts shall adhere to FAA maintenance standards, directives, and bulletins to the maximum practical extent for commercial derivative aircraft, in accordance with their respective manufacturer's maintenance manuals, military technical manuals, approved maintenance concept, and the maintenance contract. For further information, see AFI 21-107, *Maintaining Commercial Derivative Aircraft*; AFD 10-9; AFD 62-5, *Standards of Airworthiness for Commercial Derivative Hybrid Aircraft*; and AFD 62-4, *Civil Airworthiness Standards for U.S. Transport Aircraft*. Operational Safety, Suitability and Effectiveness (OSS&E) product baseline shall be preserved in accordance with AFD 63-12, *Assurance of Operational Safety, Suitability and Effectiveness*; AFI 63-1201, *Assurance of Operational*

Safety, Suitability, and Effectiveness; and AFMCI 63-1201, Assurance of Operational Safety, Suitability, and Effectiveness.

Figure 1. Funding Decision Table.



2.6. Training Devices and Concepts. Life of system CS is mandatory for all training devices unless a waiver has been approved by HQ USAF/ILM. For further information see AFPAM 36-2211, *Guide for Management of Air Force Training Systems*. (e.g., aircrew training systems, maintenance training systems, ground-based training systems, training devices for mission command and control, training equipment, range/scoring systems, maintenance trainers, physiological/aeromedical and treatment devices, space and missile training devices/systems, which provide individual training for personnel assigned as pilots, navigators, radar operators, flight engineering, maintenance personnel, boom operators, load masters, gunners, and/or crew training in aspects of the operational mission) Training to be provided by the contractor to AF participants in the RDT&E, DEM/VAL, or Engineering Manufacturing effort and vice versa. SM is responsible to ensure the CS maintains the configuration for training devices functionally equivalent to the weapon system/program they serve.

2.7. Quality Assurance. Quality Assurance (QA) personnel provide technical oversight of contractor performance for the MAJCOM and Contracting Officer. Quality representatives assure the contractor maintains product support IAW the contract requirements. The Functional Director (FD) or Functional Commander (FC) shall designate the number of Quality representatives assigned to a unit and determine the level of surveillance required for the contract. Quality Representatives include Technical Representative to the Contracting Officer (TRCO), or Contracting Officer Technical Representative (COTR). Policy guidance for QA personnel is located in AFI 63-501, *Air Force Acquisition Quality Program*; AFI 63-124, *Performance-Based Service Contracts*; and AFPD 63-5, *Quality Assurance*. Additional quality assurance guidance for Maintenance Management of Aircraft is located in AFI 21-101, *Maintenance Management of Aircraft* and AFI 21-127, *Quality Assurance for Aerospace Equipment Maintenance* (currently in draft version).

3. Pre-Operational Support (POS). The SM, testing organization, lead command, and user command(s) (including AETC) shall jointly identify all POS requirements, and where possible, incorporate them into the acquisition, modification, or sustainment contract(s).

4. Interim Contract Support (ICS). The SM, testing organization, lead command, and user command(s) (including AETC) shall jointly identify all ICS requirements, and where possible, incorporate them into the acquisition, modification, or sustainment contract(s).

4.1. General Policies.

4.1.1. ICS is a temporary support method for an initial period of the operation of the system, equipment, or item and the beginning and ending dates of the support shall be specifically identified in the SAMP (see paragraph 2.3.2). ICS shall not negate the SM's responsibility in achieving an organic support or a CLS capability as early as practicable.

4.1.2. ICS is a method for controlling capital investment costs while design stability is being achieved and complex logistics support elements are being developed. Uncertainty in the type and level of support required due to system, equipment, or item design instability will put the logistics support elements at risk of becoming obsolete if procured too early. ICS strategy usually falls into one of the following areas:

4.1.2.1. If the system, equipment, or item design is unstable but the Support Equipment (SE) is stable, the strategy may be to defer provisioning actions for the system, equipment, or item and require the contractor to provide the spares support until the design stabilizes.

4.1.2.2. If the system, equipment, or item design is stable but the SE is unstable, the strategy may be to accomplish provisioning actions as scheduled for the system, equipment, or item and require the contractor to provide repair support until SE design is stable.

4.1.2.3. If uncertainties exist in the type and level of support required due to unstable system, equipment, item, and SE, the strategy may be to delay all or part of the logistics support elements and require the contractor to provide support until an organic support or a competitive CS capability is achieved.

4.1.3. ICS shall not negate the requirement for testing or full demonstration of the adequacy of a system, equipment, or item. For further information see AFI 99-101, *Developmental Test and Evaluation*, paragraph 2.2.2 and AFI 99-102, paragraph 2.2.2.

4.1.4. ICS for depot level maintenance shall have a 10 U.S.C. § 2466 certification from HQ AFMC/LG.

4.2. ICS Planning. The SM is responsible for all ICS planning IAW paragraph 2.3.1.

4.2.1. If the prime contractor shall accomplish ICS on all or part of the system, equipment, or items being acquired the SM shall incorporate the ICS requirements into the acquisition or sustainment contract.

4.2.2. The SM shall perform an ICS needs analysis before the award of the first program contract of any acquisition or modification program to determine if the program may generate an ICS requirement. As the acquisition or sustainment action proceeds, the plan shall be updated to reflect the actual ICS strategy including cost reduction strategy, and incorporate an ICS-to-organic/CLS transition strategy. The SM shall document analysis results in the SAMP, Acquisition Plan or other program planning documents, as applicable based on program threshold.

5. Contract Logistics Support (CLS). The SM, testing organization, lead command, and user command(s) (including AETC) shall jointly identify all CLS requirements, and, where possible, incorporate them into the acquisition, modification, or sustainment contract(s).

5.1. General Policies. CLS can be used for item management, configuration management, data management, supply, distribution, repair, depot maintenance, operating command organizational maintenance (and other levels as negotiated), and many other operations and maintenance tasks normally performed by an organic support activity. CLS applications include the support of government-owned Commercial Off The Shelf (COTS) aircraft, missiles, and equipment, R&D prototypes converted to operational use, contract DPEM (the contracting out of depot-reparable items by an Air Force depot), and other instances where AFMC organic life-cycle logistics support is not planned for various reasons.

5.2. CLS Identification and Planning. All CLS decisions must be based on thorough analyses and be in the best interest of the Air Force. For further information see AFI 63-107.

5.2.1. CLS Requirements Process. The lead command, user command(s) (including AETC), and the SM are responsible for determining and implementing CLS requirements. The lead command and user command(s) will program and budget for their portion of the costs. The SM shall define the specific CLS support requirements and develop a document listing the requirements. The requirements document shall include the actual and forecasted CLS requirements over a nine-year period (i.e., current year, planning year, plus seven projected years). As a minimum the document shall contain the fixed and variable costs of the contract and the maintenance labor, engineering, technical data, support equipment, facilities, training, spares replenishment/repairable and projected depot maintenance content to support 10 U.S.C. § 2466, the "50/50" reporting requirements. All items that make up the requirements document will be listed as individual line items. Additional requirements may be listed as determined by the SM and the operating MAJCOM(s). Requirement documents shall be published at least once a year. The SM is responsible for providing the final requirements document to the operating MAJCOM(s) and HQ USAF/ILS.

5.2.2. CLS Requirements Review. The SM, in conjunction with the lead command and user command(s) (including AETC), shall as a minimum hold a requirements review once a year. More reviews may be held at the discretion of the SM and the operating MAJCOM(s). The objective of the review is to validate, clarify, and resolve all issues before the SM publishes the final require-

ments document. This review will be held in sufficient time to allow the MAJCOM to program for funding in the Program Objective Memorandum (POM).

5.2.3. CLS Execution. The SM, lead command, and user command(s) (including AETC) execute CLS requirements based on the funding level provided by the operating command(s). The SM shall provide the lead command and user command(s) (including AETC) with copies of obligation documents as funds are executed. The SM shall provide program estimates in December and May of each fiscal year in conjunction with the budget execution review. Every effort must be made to execute CLS dollars in AF EEIC 578.

5.2.4. Operational Level Support. The lead command, user command(s) (including AETC), and the SM shall provide the analysis for the determination to use CLS or organic support for all or part of the required support of a system, equipment, or item. This analysis shall be submitted to HQ USAF/IL and HQ AFMC/DR.

5.2.5. Depot-Level Support. During an acquisition or modification, all systems, equipment, and/or items identified through the maintenance planning process requiring depot support are candidates for CLS support. The SM follows the Source of Repair Assignment Process (SORAP) as described in AFI 63-107 for each depot CLS candidate and submits the results to HQ AFMC/LG for concurrence/non-concurrence and 10 U.S.C. § 2466 certification. After the SORAP decision, the SM shall support the CLS effort by tasking the acquisition or modification contractor to define the specified CLS support requirements. The SM shall obtain 10 U.S.C. § 2466 certification from HQ AFMC/LG for established depot maintenance workloads that do not require a SORAP, but will result in a change in the value of the workload to be performed or a change in Source of Repair performance.

5.2.6. Existing Systems. The SM may determine that an SOR change (organic-to-CS or CS-to-organic) would lower cost or increase readiness for existing systems, equipment, or items. All existing system changes shall be within current legislative (e.g., Title 10) and regulatory (e.g., OMB circular A-76) constraints. The SM shall use the SORAP to modify depot level maintenance support.

6. Total Contract Training (TCT). TCT is when the lead command, after coordination with the SM and validation by the user command(s) (including AETC), specifies the desired level of training objectives, to include metrics for assessing the accomplishment of those objectives. The contractor will define and provide the required training system, devices and logistics support to meet training objectives.

6.1. TCT Requirements Identification for New Acquisitions and Modifications. The lead command, user command(s) (including AETC), and the SM shall provide the analysis for the determination to use TCT or organic support for all or part of the required support of a system, equipment, or item. This analysis shall be submitted to HQ USAF/IL and HQ AFMC/DR. The operational requirements shall document the numbers of persons or crews to train and the required skill level or qualifications of the students at training completion (see AFI 10-601, *Mission Needs and Operational Requirements Guidance and Procedures*). The acquiring organization shall implement the Program Management Directive (PMD) by specifying the user command(s) defined level of training and the desired learning outcome(s). The TCT contractor shall provide the management, instructors, curriculum, courseware, facilities, trainers, and the logistics support required to meet these requirements.

6.2. TCT Requirements Identification for Existing Systems, Equipment, or Items. The lead command, user command(s) (including AETC), and the SM shall define the specified level of training and the desired learning outcome(s) and identify the existing training system, devices, and training support resources. The AF shall provide the training support resources to the TCT contractor as GFM/GFE/GFI. The TCT contractor is responsible for making all government approved changes (e.g., engineering change proposals, software updates to simulators) to the GFM/GFE and for providing all other training resources necessary to meet the specified requirements.

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Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

Title 10, United States Code § 2466, *Limitations on the performance of depot-level maintenance of materiel*

Federal Acquisition Regulation Part 45 Government Property

Air Force Policy Directive 10-9, *Lead Operating Command Weapons System Management*

Air Force Policy Directive 62-4, *Standards of Airworthiness for Passenger Carrying Commercial Derivative Transport Aircraft*

Air Force Policy Directive 62-5, *Standards of Airworthiness for Commercial Derivative Hybrid Aircraft*

Air Force Policy Directive 63-5, *Quality Assurance*

Air Force Policy Directive 63-12, *Assurance of Operational Safety, Suitability and Effectiveness*

Air Force Instruction 10-601, *Mission Needs and Operational Requirements Guidance and Procedures*

Air Force Instruction 10-602, *Determining Logistics Support and Readiness Requirements*

Air Force Instruction 10-901, *Lead Operating Command--Communications and Information Systems Management*

Air Force Instruction 21-101, *Maintenance Management of Aircraft*

Air Force Instruction 21-107, *Maintaining Commercial Derivative Aircraft*

Air Force Instruction 21-127, *Quality Assurance for Aerospace Equipment Maintenance* (draft)

Air Force Instruction 25-201, *Support Agreements Procedures*

Air Force Instruction 36-2002, *Regular Air Force and Special Category Accessions*

Air Force Instruction 63-107, *Integrated Weapon System Management Program Planning and Assessment*

Air Force Instruction 63-124, *Performance-Based Service Contracts*

Air Force Instruction 63-501, *Air Force Acquisition Quality Program*

Air Force Instruction 63-1201, *Assurance of Operational Safety, Suitability, and Effectiveness*

Air Force Instruction 65-601V1, *Budget Guidance and Procedures*

Air Force Instruction 99-101, *Developmental Test and Evaluation*

Air Force Instruction 99-102, *Operational Test and Evaluation*

Air Force Pamphlet 36-2211, *Guide for Management of Air Force Training Systems*

Air Force Material Command Instruction 63-1201, *Assurance of Operational Safety, Suitability, and Effectiveness*

Abbreviations and Acronyms

AETC—Air Education and Training Command

AF—Air Force

AFI—Air Force Instruction

AFMC—Air Force Materiel Command

AFMCI—Air Force Materiel Command Instruction

AFMAN—Air Force Manual

AFPAM—Air Force Pamphlet

AFPD—Air Force Policy Directive

BP—Budget Project/Program

CLS—Contract Logistics Support

COTS—Commercial Off-The-Shelf

CS—Contract Support

DEM/VAL—Demonstration/Validation

DPEM—Depot Purchased Equipment Maintenance

DT&E—Development Test and Evaluation

EEIC—Element of Expense/Investment Code

FAA —Federal Aviation Administration

FAR—Federal Acquisition Regulation

GFE—Government Furnished Equipment

GFI—Government Furnished Information

GFM—Government Furnished Material

IAW—In Accordance With

ICS—Interim Contract Support

MNS—Mission Needs Statement

PMD—Program Management Directive

POS—Pre-Operational Support

OT&E—Operational Test and Evaluation

RDT&E—Research Development Test and Evaluation

SAMP—Single Acquisition Management Plan

SOR—Source of Repair

SORAP—Source of Repair Assignment Process

TCT—Total Contract Training

Terms

Appropriation—Funding appropriated by an Act of Congress that permits a department or agency to obligate the US Government to pay money for goods or services to support a specific task.

Budget Project (BP)/Budget Program —A four-digit code subdividing the appropriation indicating major budget areas.

Contract Logistics Support (CLS) —A planned cost effective CS method used to provide all or part of the logistics support elements for a system, equipment, or item for extended periods of time or for the life of the system or equipment.

Contract Support (CS) —A generic term for a group of planned contract support methods that provide all or part of the integrated logistics support elements for a system, equipment, or item for a temporary period of time or for the life of the system or equipment. The CS methods are pre-operational support (POS), interim contract support (ICS), contract logistics support (CLS), and total contract training (TCT).

Cost Analysis —An analytical process for developing or assessing resource requirements in terms of cost. The process includes a report of the assessment and related conclusions.

Element of Expense Investment Code (EEIC) —A five character code consisting of two segments. First segment is a three-digit numeric account code. Second segment is a two-digit alphanumeric sub-account code to provide a further shredout.

Government Furnished Material and Equipment (GFM/GFE) —Items in the possession of, or acquired directly by, the government and later delivered to or otherwise made available to the contractor for use.

Interim Contract Support (ICS) —A planned, temporary CS method to provide all or part of the logistics support elements for a system, equipment, or item during the time period from first production article delivery until an organic support or a competitive CLS capability is achieved.

Lead Command —The lead command is the single advocate for all requirements for that weapon system possessed by the lead command and other MAJCOMs and agencies. (The Air Force shall designate a lead command or agency when more than one MAJCOM or agency possesses the same type of weapon system(s).) Lead commands have been assigned to each weapon/non-weapon system, product, or material group (see AFD 10-9, *Lead Operating Command Weapon Systems*, and AFI 10-901, *Lead Operating Command--Command, Control, Communications, Computers, Intelligence C4 System Management*).

Logistics Support Elements —The principal logistics elements that must be properly integrated to achieve economical and effective support of a system, equipment, or item throughout its life cycle. The elements are: (1) Maintenance Planning; (2) Manpower and Personnel; (3) Supply Support; (4) Support Equipment; (5) Computer Resources; (6) Technical Data; (7) Training and Training Support; (8) Facilities; (9) Packaging, Handling, Storage, and Transportation; and (10) Design Interface.

Mission Needs Statement (MNS) —A document prepared to identify a requirement for a materiel solution to satisfy a mission deficiency.

Modification —An alternative to a produced material item applicable to aircraft, missiles, support equipment, trainers, etc. The alternative changes, as a minimum, the fit or function of the item.

Operational Test and Evaluation (OT&E) —OT&E (divided into initial OT&E and follow-on OT&E, and generally associated with the first major production decision) is conducted in as realistic an operational environment as possible to estimate the prospective system's military utility, operational effectiveness, and operational suitability. In addition, OT&E provides information on organization, personnel requirements, doctrine, and tactics. Also, it may provide data to support or verify material in operating instructions, publications, and handbooks.

Pre-Operational Support (POS) —A CS method for supporting Test And Evaluation (T&E) efforts including Development Test And Evaluation (DT&E) and Operational Test And Evaluation (OT&E). Its purpose is to provide all or part of the logistics support elements required for the period of the T&E effort.

Program Management Directive (PMD) —The official Air Force document used to direct acquisition or modification responsibilities to appropriate Air Force MAJCOMs for the development, acquisition, or modification of a specific weapon system, subsystem, or piece of equipment. It is used throughout the acquisition cycle to terminate, initiate, or direct research, development, production, or modifications for which sufficient resources have been identified. The PMD states program unique requirements, goals, and objectives, especially those to be met at each acquisition milestone or program review.

Research Development Test and Evaluation (RDT&E) —That Testing and Evaluation used to measure progress, verify accomplishment of development objectives, and determine if theories, techniques, and materiel are practicable, and if systems or items under development are technically sound, reliable, safe, and satisfy specifications.

Safety —The criteria necessary to ensure freedom from conditions that can cause death, injury, occupation illness, damage to or loss of equipment or property, or damage to the environment.

Single Manager (SM) —That individual who is ultimately responsible and accountable for decisions and resources for overall acquisition and sustainment execution of a program and is the single face to the user. Typical single managers include: System Program Directors (SPD), Product Group Managers (PGM), and Materiel Group Managers (MGM).

Support Equipment (SE) —All equipment required to perform the support function except that which is an integral part of the system, equipment, or item. Does not include any equipment required to perform mission operation functions.

System Safety —The application of engineering and management principles, criteria, and techniques to optimize safety within the constraints of operational effectiveness, time, and cost throughout all phases of the system, equipment, and item life cycle. Design characteristics that affect the risk incurred by people and equipment during operations and maintenance actions.

Total Contract Training (TCT, —used for this publication only) A planned CS method to acquire a contractor-operated training system. The operating command specifies the level of training and the desired learning outcome(s), rather than defining the training system, devices, and support requirements. The contractor defines and provides the required training system, devices and logistics support elements without Air Force intervention with the objective to provide only a trained student meeting the desired learning outcomes.

Total System Performance Responsibility (TSPR) —A product support strategy for major weapon system platforms whereby one or a limited number of contractors are responsible for system modifications, integrating tasks and sustainment tasks to meet warfighter requirements. The Government remains accountable for program execution.

Training Devices —Training devices are aircrew training systems, maintenance training systems, ground based training systems, training devices for mission command and control, training equipment, range/scoring systems, maintenance trainers, physiological/aeromedical and treatment devices, space and missile training devices/systems, etc., which provide individual training for personnel assigned as pilots, navigators, radar operators, flight engineering, maintenance personnel, boom operators, load masters, gunners, and/or crew training in aspects of the operational mission.

User Command —Also known as the operating command, operator, or user. Typically, the ultimate operators of a system. There are some exceptions (i.e., Headquarters, Air Combat Command) which can be the user command for a reconnaissance satellite for which Air Force Space Command is the operating command.

Unstable Design —A design that has a potential for change and may require additional engineering and testing in order to meet the design specification requirements for operational performance, producibility, maintainability, or reliability.