



## **Annex 6**

# **Combined Air Terminal Operations** **(CATO)**

**Statement of Work (SOW)**

**for**

**INTEGRATED LOGISTIC SUPPORT (ILS)**

**KANDAHAR AIRFIELD (KAF)**  
**AIRFIELD OF DEBARKATION (APOD)**



**AMENDMENT RECORD**

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RFP Version

**APPROVAL RECORD**

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RFP Version

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**1. Scope**

- 1.1. This Annex defines the services to be provided by the Contractor for the functions and activities of Combined Air Terminal Operations (CATO).
- 1.2. This Annex is applicable to all NATO owned / operated and NATO-funded and contractor-provided / operated activities and services required to support CATO operations at KAF.
- 1.3. These CATO services are required to cover the current and future configuration of KAF. The Contractor shall provide and sustain such specific services as prescribed within this schedule of requirements in order to maintain, to an acceptable standard, such services to all NATO and International Partner Forces operating at KAF.

**2. Applicable Documents**

- 2.1. In addition to guidance in the SOW Main Body the Contractor shall provide services in accordance with applicable and relevant direction found in:
  - 2.1.1. International Civil Aviation Organisation (ICAO) standards to include, but not limited to:
    - 2.1.1.1. Airport Services Manual (Group 174 Doc 9137).
    - 2.1.1.2. Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods (Group 193 Doc 9481).
  - 2.1.2. IATA-DGR: International Air Transport Association - Dangerous Goods Regulations.
  - 2.1.3. STANAG 2828: Military Pallets, Packages and Containers -- Transport Operations.
  - 2.1.4. STANAG 3345: Data/Forms for Planning Air Movements.
  - 2.1.5. STANAG 3400: Restraint of Cargo in Fixed Wing Aircraft.
  - 2.1.6. STANAG 3465: Safety, Emergency and Signaling Procedures for Military Air Movement - Fixed Wing Aircraft.
  - 2.1.7. STANAG 3466: Responsibilities of Air Transport Units and User Units in the Loading and Unloading of Transport Aircraft.
  - 2.1.8. STANAG 3467: Characteristics of Air Transport (air landed) Pallets for Carriage Internally.
  - 2.1.9. STANAG 3548: Tie-down Fittings on Air Transported and Airdropped Equipment and Cargo Carried Internally by Fixed Wing Aircraft.

- 2.1.10. STANAG 3739: Combined Air Terminal Operations (CATO).
  - 2.1.11. STANAG 3774: Control Procedures for Pallets and Associated Restraint Equipment used in Combined Air Transport Operations.
  - 2.1.12. STANAG 3854: Policies and Procedures Governing the Air Transport of Dangerous Goods.
  - 2.1.13. STANAG 3998: NATO Air Transport Policies and Procedures.
  - 2.1.14. ATP 3.3.4.3: Tactics, Techniques and Procedures for NATO Air Transport Operations.
  - 2.1.15. AASTP-02: Manual of NATO Safety Principles For The Transport Of Military Ammunition And Explosives.
  - 2.1.16. ACO Motor Transport Management 55-1.
  - 2.1.17. Transport Management Instruction (TMI) Supplements to ACO 55-1.
  - 2.1.18. ACE Directive 60-80: Property Accounting and Control.
  - 2.1.19. As applicable other HQ ISAF SOPs, RC(S) SOPs and COMKAF SOPs.
  - 2.1.20. Applicable COMKAF Terms of Reference (TORs), and Work Instructions (WIs) developed locally to define daily CATO operational organization, structure, duties, and responsibilities.
- 2.2. IATA / ICAO standards have primacy where they exist, for military aircraft NATO STANAGS and National military standards shall have primacy. Where there is no readily identifiable general standard of competency for a specific task a standard will be established with local SOPs.
- 2.3. Contracted support shall conform to guidance in the above standards but is not limited to these directives.

### **3. Command and Control**

- 3.1. As detailed in the SOW Main Body and, additionally, as identified within this Annex.
- 3.2. Overall Control Authority is delegated to the Military Commander of Kandahar Airfield (COMKAF).
- 3.3. NAMSA is the contracting authority and shall provide contract oversight and execution responsibility.

- 3.4. The Contractor is responsible to COMKAF, through NAMSA, for all operational aspects whilst providing services at KAF.
- 3.5. Daily operational control authority for execution of services resides with COMKAF CJ4 Chief CATO reporting to the COMKAF Deputy Commander for Support (DCOMSPT).
- 3.6. The Contractor shall be integrated into a mixed military / civilian multi-national CATO organisation. Contractor personnel will have supervisory and non-supervisory positions within this organization. All decisions pertaining to operational control will reside with the military.
- 3.7. Established COMKAF SOPs and Terms of Reference (TOR) define the organisation, integration and lines of authority.

#### **4. Planning Factors, Constraints**

- 4.1. Kandahar Airfield is a multi-national operation with a NATO support staff. Airfield infrastructure and daily operational support is largely a NATO function. This contract supports the NATO element with capability to assist Troop Contributing Nations through troop movement and equipment support.
- 4.2. CATO is a multi-national, military led organisation, comprising mainly of contractor personnel.
- 4.3. CATO provides passenger and cargo air transport handling services to inter-theatre airlift and connecting intra-theatre airlift support to strategic and tactical aircraft types.
- 4.4. CATO is comprised of three operational sections:
  - 4.4.1. Cargo Handling.
  - 4.4.2. Ramp / Traffic Services.
  - 4.4.3. Passenger Services.
- 4.5. Support requirements include a wide variety of military, NGO, and civilian fixed wing transport aircraft carrying cargo and passengers.
- 4.6. CATO operational support requirement focus on two geographical zones:
  - 4.6.1. North Side of Runway – aircraft parking ramps of mixed aircraft type, industrial activities, hot pit refuelling, Forward Arming and Refuelling Point (FARP), Dangerous Cargo Area, and Helicopter Sling Load Area.
  - 4.6.2. South Side of Runway – aircraft parking ramps of mixed aircraft type, industrial activities, residential blocks and some administrative areas.

4.6.3. Transit distance between the far end of each of these zones can exceed five kilometres and consume over thirty minutes in transit time.

4.7. Services are measured by a Maximum (number of aircraft) of the Ground (MoG) that the Contractor shall be capable of simultaneously supporting. Although actual MOG numbers may differ, the resource requirements (manpower, equipment, infrastructure and CIS) are to be based upon the current MOG supported as listed in the table below. Actual MoG, shift-schedules and handling activities can differ from the table and shall be tailored to meet operational requirements.

4.7.1. Support Tier Table:

KAF CATO Support Tiers <sup>1</sup>			
Tier	Maximum Number of Aircraft Requiring Support in Each 24 Hour Period	MoG for Cargo Support	MoG for Passenger Support <sup>2</sup>
1	20	2 x Strategic and 2 x Tactical	1 x Strategic and 2 x Small Fixed Wing
2	35	3 x Strategic and 3 x Tactical	2 x Strategic and 3 x Small Fixed Wing
3	45	4 x Strategic and 5 x Tactical	2 x Strategic and 3 x Small Fixed Wing
4	55	4 x Strategic and 6 x Tactical	3 x Strategic and 5 x Small Fixed Wing
5	65	5 x Strategic and 7 x Tactical	3 x Strategic and 5 x Small Fixed Wing

Note 1: Tier 3 is expected initial contract start point.

Note 2: Support of small fixed wing aircraft should not be calculated into personnel or equipment requirements.

Note 3: Support of Passenger Aircraft is not supplemental to Cargo Aircraft Support requirements. Combined Cargo and Passenger Aircraft support level requirements do not exceed defined Cargo Aircraft MoG. Example: Support Tier 4 MoG requirement of supporting 4 x Strategic and 6 x Tactical aircraft could be altered by passenger aircraft support to reflect 2 x Strategic Cargo, 2 x Strategic Passenger, 6 x Tactical Cargo and 3 x Small Fixed Wing aircraft.

4.7.2. Nominal Aircraft Handling Times Table:

Aircraft Category	Tactical	Tactical Plus	Strategic	Super Strategic
Nominal	2 hours	3 hours	4 hours	6 hours



Turnaround Time				
Note	Aircraft types are not defined into aircraft category through mission role or typical definition. They are defined through parking locations at KAF, type of freight and working practices.			

- 4.8. Aircraft type is loosely grouped into categories of tactical and strategic for defining support timing and requirements. For the purposes of this work statement aircraft are defined as follows:
- 4.8.1. Tactical – aircraft type such as C-160, C-130, AN-12, Dash aircraft or equivalent.
  - 4.8.2. Tactical Plus – aircraft type such as DC8, A310, IL76, L-1011, B-737, A300 or equivalent.
  - 4.8.3. Strategic – aircraft type such as C-17 or equivalent.
  - 4.8.4. Super strategic – aircraft type such as B-747, AN124, C-5 or equivalent aircraft.
  - 4.8.5. Small fixed wing aircraft normally hold about 10 passengers.
  - 4.8.6. The Contractor shall possess a capability to access and offload cargo from all aircraft holds regardless of aircraft variants.
- 4.9. The airfield may contain a total mix of aircraft exceeding 400 aircraft.
- 4.10. An example list of required MHE / ACHE is provided in an attachment to this Annex.
- 4.11. The Contractor shall be required to support surge operations to support emergency or operational necessity.
- 4.11.1. Surge support is defined as an airfield throughput exceeding paragraph 4.7. requirements.
  - 4.11.2. Surges shall not be required for any more than 14 peak days within 30 days without additional resources.
  - 4.11.3. The contractor shall identify surge support capabilities within formal plans. Planning shall include organic capability and identify thresholds for surge support requiring additional resources (equipment and personnel). Surge support plans shall define capabilities in regard to throughput, duration, limitations and considerations required.
  - 4.11.4. Surge support plans shall consider use of resources from other contracted operations. Effectively cross train personnel and identify personnel and resources available to support surge operations.

- 4.11.5. Surge support operations shall only be activated with the explicit approval of NAMSA as coordinated with COMKAF.
- 4.11.6. COMKAF and NAMSA shall coordinate surge requirements with the Contractor as far in advance as possible.
- 4.11.7. The Contractor shall not increase personnel or equipment levels for the purpose of providing surge capability.
- 4.11.8. Surge planning and support shall not replace or supplement transition to a higher tier level due to increased long term support requirements.
- 4.12. Establish a recall capability to recall personnel within 30 minutes to support exceptional circumstances.
- 4.13. The airfield support host nation commercial activities to include annual support for the Hajj Muslim Pilgrimage and other such events as requested.
- 4.14. Provide plans to support current operations and facilities with capability to expand into new facilities or support airfield activity growth.
- 4.15. Planning factors must also be considered and presented for eventual troop draw down and / or transfer to local nation.
- 4.16. The contractor shall not be required to leave the airfield physical compound as defined by fences, gates, and lines of demarcation.

## **5. Description of the Services Required**

- 5.1. As detailed in the SOW Main Body and additionally as identified within this Annex.
- 5.2. The Contractor shall be integrated within the CATO organization and establish supervisors and support teams to perform required operations in accordance with direction from the COMKAF Chief CATO and applicable COMKAF SOPs, TORs and WIs.
- 5.3. The Contractor shall:
  - 5.3.1. Be able to operate concurrently on multiple ramps across the airfield within defined MoG capabilities.
  - 5.3.2. Provide adequate personnel to staff the duties positions outlined in Attachments to this Annex at all times, providing adequate consideration for rest and recuperation cycles, personnel illness and other overhead staff positions required. The Contractor shall immediately notify NAMSA and the Chief CATO should unforeseen personnel shortfalls occur. These shortfalls shall be documented in a coordinated get well plan with established timelines for correction and mitigating actions.

- 5.3.3. Ensure that NATO provided facilities and equipment are properly operated and maintained. This includes assisting military members in accomplishing routine general grounds and facilities house keeping chores. These areas include but are not limited to offices provided to the Contractor and common areas used in support of CATO operations such as the Passenger Reception Centre, Kilo Hanger, and the various cargo yards.
  - 5.3.3.1. The Contractor shall maintain a clean and safe work environment.
  - 5.3.3.2. The Contractor shall include daily maintenance and upkeep schedule in workflow scheduling and provide this plan to the Chief CATO.
  - 5.3.3.3. The Contractor shall participate in flightline foreign object policing (FOD Walks) as directed by Air Field management and Chief CATO.
- 5.3.4. Operate and perform user maintenance on Material Handling Equipment (MHE) and Air Cargo Handling Equipment (ACHE).
- 5.3.5. Report MHE and ACHE problems to the Airfield Equipment and Vehicles Maintenance service provider in a timely manner.
- 5.3.6. Follow all reported MHE and ACHE maintenance issues to resolution providing Chief CATO with daily status on progress of repairs.
- 5.3.7. Coordinate activities with appropriate airfield agencies.
  - 5.3.7.1. Air Operations Centre / Base Operations Centre.
  - 5.3.7.2. Air Traffic Management.
  - 5.3.7.3. Fleet Manager.
  - 5.3.7.4. Fire crash Rescue Services.
  - 5.3.7.5. Fuels.
  - 5.3.7.6. Transient Aircraft Servicing.
- 5.4. Provide technical guidance and expert knowledge to support Kandahar Airfield cargo and passenger activities and capabilities.
- 5.5. Cargo Handling requirements are:
  - 5.5.1. Receiving and preparing cargo for air transport to include palletizing, storing, accounting, labelling and manifesting the cargo.

- 5.5.2. Offloading aircraft, breakdown cargo, storing cargo in the CATO storage yards, and assisting Troop Contributing Nations in loading cargo on ground transport for onward movement to National Elements.
- 5.5.3. Preparing air cargo pallets for aircraft.
- 5.5.4. Weighing and labelling all baggage and cargo offered for airlift. All labels and forms shall be completed in accordance with STANAGs or national regulations. The weight of the cargo shall be marked on the cargo preparation manifest and on the pallet / piece of cargo in kilograms (kg) and pounds (lbs).
- 5.5.5. Operating NATO Consignment Tracking system to track and trace equipment for cargo and baggage, if applicable.
- 5.5.6. Archiving all manifest as directed by Chief CATO.
- 5.5.7. Maintaining daily log detailing all activities undertaken.
- 5.6. Ramp / Traffic Section requirements are:
  - 5.6.1. On loading and offloading cargo from aircraft.
  - 5.6.2. On / offloading, securing / un-securing and tying down cargo and baggage under the supervision of the aircraft loadmaster.
  - 5.6.3. Handling bulk load, palletized cargo, containers, rolling stock, live animals, explosives and other hazardous cargo in accordance with IATA Dangerous Goods Regulations, NATO STANAGs or national regulations.
  - 5.6.4. Handling passenger and cargo, as required, on all (military and civilian) aircraft.
  - 5.6.5. Breaking down incoming and building up outgoing baggage and air cargo for onward movement.
  - 5.6.6. Archiving all handled aircraft manifest as directed by Chief CATO.
  - 5.6.7. Maintaining daily log detailing activities undertaken.
- 5.7. Passenger Services requirements are:
  - 5.7.1. On loading and offloading passengers from aircraft.
  - 5.7.2. Operating check-in counters and providing customer service to passengers.
  - 5.7.3. Providing, maintaining and updating Passenger Information Boards.
  - 5.7.4. Transporting passengers to and from aircraft.

- 5.7.5. Providing passenger arrival and departure briefs.
  - 5.7.6. Weighing outbound baggage and providing baggage tags.
  - 5.7.7. Providing passenger information to aircraft crews.
  - 5.7.8. Archiving all manifests.
  - 5.7.9. Assisting with passenger processing through security checks, as required.
  - 5.7.10. Maintaining passenger manifests, which captures passenger data to include information of originating location, category of transport (ITAS, Air bridge, etc.) on arrival, on-ward destination and category of transport (ITAS, Air bridge, etc.) of personnel by nationality processed through the terminal(s).
- 5.8. The Contractor shall provide on-site equipment and CATO procedure training to all assigned personnel. The Contractor may assign a training manager for this purpose. The use of a Training Manager does not replace the requirement to hire properly trained, qualified and experienced personnel.

## **6. Schedules, Milestones and Operating Hours**

- 6.1. As detailed in the SOW Main Body and additionally as identified within this Annex.
- 6.2. The Contractor shall:
  - 6.2.1. Provide services 24 / 7.
  - 6.2.2. Not schedule individuals for standard duty schedules in excess of an average of 56 hours per week or in excess of 84 hours per week during surge support.
  - 6.2.3. Maintain capability to recall management in exceptional circumstances.
- 6.3. Provide flexibility to meet mission changes.

## **7. Contractor Human Resources Required and Qualifications, Language Skills**

- 7.1. As detailed in the SOW Main Body and additionally as identified within this Annex.
- 7.2. Provide an adequate number of personnel trained, qualified, licensed and / or certified to safely perform required task in accordance with referenced standards in paragraph 2 of the SOW Main Body and this Annex.

- 7.3. Personnel operating all vehicles (general and special purpose) and equipment shall be trained, qualified and deemed medically fit to perform required task in accordance with standards referenced in paragraph 2 of the SOW Main Body and this Annex.
- 7.4. Personnel operating vehicles on aerodrome surfaces within restricted areas shall be qualified by COMKAF authorities in accordance with current standards.
- 7.5. Personnel operating equipment shall do such in accordance with standards referenced in paragraph 2 of the SOW Main Body and this Annex.
- 7.6. Personnel operating equipment to handle dangerous and hazardous cargo (including explosives and ammunition) shall do such in accordance with air, sea, and surface regulations and standards listed in Chapter 2 of the SOW Main Body and this Annex.
- 7.7. Provide a CATO Manager holding a valid NATO Secret Security Clearance to liaise directly with the CATO military staff. This Manager shall be experienced in military air cargo operations and personnel supervision to a level commensurate to the task required in this work statement.
- 7.8. A copy of all Managers and Team Leaders CVs and qualifications shall be provided for NAMSA review prior to personnel deployment.
- 7.9. Training records of all personnel shall be maintained on site, updated as changes occur and available for review upon request by NAMSA or NAMSA appointed QMS auditors.
- 7.10. The Contractor shall obtain all needed security clearances and validate individual clearance status with NAMSA prior to personnel mobilization. Contractor personnel requiring NATO Secret Security Clearances shall have a clearance issued by their National Security Authorities based on duty position. No waiver to this requirement shall be granted.
- 7.11. The Contractor shall provide advance written proof of the ability to assign fully cleared personnel prior to deployment to KAF. Failure to provide such a clearance for contracted personnel will result in non-allowance to commence work until that time when they can provide an appropriate security clearance. At no time is NATO to be held responsible for the provision of such a Personnel Security clearance for contractor personnel.
- 7.12. All Cargo Handling and Ramp / Traffic Team Leaders shall be IATA / ICAO Dangerous Goods (DG) qualified.
- 7.13. Cargo Handling, Ramp / Traffic Team Leaders and Passenger Section Supervisors shall hold a valid NATO Secret Security Clearance.
- 7.14. The Training Manager shall hold appropriate skills and certifications commensurate to the training task.

- 7.15. Train all personnel working on or around aircraft to take appropriate first response action and make notifications as required to aircraft operational emergencies, such as fuel spills, fires, hydrazine spills, etc.
- 7.16. All staff shall be fluent in English to a minimum level of 2210 in accordance with STANAG 6001.
- 7.17. Key supervisors must be fluent in English to a minimum level of 3333 in accordance with STANAG 6001.
- 7.18. Personnel using radio communications or coordinating activities with airfield agencies must be fluent in English to a minimum level of 3321 in accordance with STANAG 6001.

#### **8. NATO/NAMSA Furnished Infrastructure and Equipment, Tools and Provisioning of Supplies**

- 8.1. As detailed in the SOW Main Body and additionally as identified within this Annex.
- 8.2. The Contractor shall assume the existing NATO Furnished infrastructure, equipment and vehicles listed in Attachments to this Annex. Comply with procedures listed in the SOW Main Body.

#### **9. Contractor Furnished Infrastructure and Equipment, Tools and Provisioning of Supplies**

- 9.1. As detailed in the SOW Main Body and additionally as identified within this Annex.
- 9.2. Supplement NFE and Infrastructure with CFE as required to meet contracted capability requirements.
- 9.3. Provide additional infrastructure (permanent or non-permanent) to protect personnel and MHE / ACHE from the elements at dispersed ramp locations or in support of surge operations and or rotations in personnel.
- 9.4. The Contractor shall review the list of NFE and suggested CFE attached to this Annex and submit any suggestions for modification to NAMSA with the contract technical Proposal. This suggestion will be reviewed by NATO and NAMSA for negotiation prior to final contract agreement. Once agreed upon, the equipment within the list shall be provided and maintained in such a serviceable state as to maintain full operational capability throughout the term of contract.
- 9.5. The Contractor shall furnish all required spare parts, direct and indirect material necessary for the performance of the service required.
- 9.6. The Contractor shall be a Memorandum Receipt Account Holder (MRAH) for all NFE.

**10. CIS Requirements**

- 10.1. As detailed in the SOW Main Body and, additionally, as identified within this Annex.
- 10.2. The Contractor's CATO Manager and on duty Team Leaders shall be readily accessible through a cell phone or hand held radio.
- 10.3. The Contractor shall maintain contact with dispatched teams through either radio or cells phones.

**11. Security and Safety Requirements**

- 11.1. As detailed in the SOW Main Body and, additionally, as identified within this Annex.
- 11.2. All Contractor personnel granted access to sensitive or classified flight scheduling or manifest information shall possess the appropriate level of Security Clearance.
- 11.3. The Contractor shall comply with safety procedures commensurate to the work environment requirements as per the guidance listed in paragraph 2 of the SOW Main Body and this Annex. Ensure all personnel are provided with suitable personnel protective equipment.

**12. Environmental Requirements**

- 12.1. As detailed in the SOW Main Body.

**13. Data and Reports**

- 13.1. As detailed in the SOW Main Body and additionally as identified within this Annex.
- 13.2. Provide weekly performance reports. The reports shall include description of:
  - 13.2.1. Work activities performed by quantity and type.
  - 13.2.2. Personnel strength.
  - 13.2.3. Problems and / or issues requiring resolution or outside support.
  - 13.2.4. Previously identified problems and / or issues resolved.
  - 13.2.5. Any accidents or incidents occurring.
- 13.3. Statistics and reports required by COMKAF Staff to track CATO activities.



**14. Quality Assurance and Performance Measurement**

14.1. As detailed in the SOW Main Body.

**15. Mobilisation / Demobilisation**

15.1. As detailed in the SOW Main Body and additionally as identified within this Annex.

15.2. The Contractor shall leave all software and tracking systems behind for next system operator.

**16. Templates and Forms**

16.1. As detailed in the SOW Main Body and, additionally, as identified within this Annex.

16.2. Customer Service Request.

16.3. Dispatch Logs.

## Attachment A

## Suggested MHE / ACHE Requirements per Tier

Item	Tier 1		
	MoG 2/2		
	Number Required	MEL/Critical Level <sup>1</sup>	Notes
Split Loaders	3	2	Must be capable of accessing all holds to include rear holds of L-1011/A300/B-747 (Commander 15 or equivalent).
40K Loader	3	3	
Prime Mover	1		
7 ton Forklift	5	3	Forklifts must be equipped with side shift capability and extended roller tines capable of carrying aircraft pallets. Forklifts must be capable of operating under the tail of a C-130 or equivalent aircraft.
3 ton Forklift (Ramp)	7	5	
3 ton Forklift (Warehouse / Cargo)	-	-	
Passenger Steps	4	3	Must be self power/motorized.
Warehouse Tractor (Ramp)	5	3	
Warehouse Tractor (Cargo)	-	-	
Pallet Dollies	40	35	Must be of universal design able to handle military 463L/AML aircraft pallets and commercial

			containers/pallets (Unit Loading Devices (ULD)). Dollies must have capability to rotate pallets/ULDs.
Weighing Scales	2	1	Must be capable of weighing up to 5 tons.
Pallet Dock External	2	1	
Baggage Belts	3	2	
Baggage Trolleys (Ramp)	12	10	
Van (9 passenger)	1	1	
Flightline Bus (20 passenger)	-	-	
Flightline Bus (50 passengers)	1	1	
Crew Cab Pick-up Truck	8	6	To be use for flightline transport. Management vehicles shall not count in this number.
Vehicle Loading Ramp	1		
Utility Vehicle	1		
MRT Vehicle	1		
Rough Terrain Cargo Handling	1	1	May be provided as on call through MTTs service provider, but must be coordinated and secured.

Item	Tier 2		
	MoG 3/3		
	Number Required	MEL/Critical Level <sup>1</sup>	Notes

Split Loaders	4	3	Must be capable of accessing all holds to include rear holds of L-1011/A300/B-747 (Commander 15 or equivalent).
40K Loader	4	4	
Prime Mover	1		
7 ton Forklift	6	5	Forklifts must be equipped with side shift capability and extended roller tines capable of carrying aircraft pallets. Forklifts must be capable of operating under the tail of a C-130 or equivalent aircraft.
3 ton Forklift (Ramp)	8	6	
3 ton Forklift (Warehouse / Cargo)	-	-	
Passenger Steps	5	4	Must be self power/motorized.
Warehouse Tractor (Ramp)	7	5	
Warehouse Tractor (Cargo)	-	-	
Pallet Dollies	50	44	Must be of universal design able to handle military 463L/AML aircraft pallets and commercial containers/pallets (Unit Loading Devices (ULD)). Dollies must have capability to rotate pallets/ULDs.
Weighing Scales	2	1	Must be capable of weighing up to 5 tons.
Pallet Dock External	2	1	

Baggage Belts	3	2	
Baggage Trolleys (Ramp)	12	10	
Van (9 passenger)	1	1	
Flightline Bus (20 passenger)	-	-	
Flightline Bus (50 passengers)	2	1	
Crew Cab Pick-up Truck	10	8	To be use for flightline transport. Management vehicles shall not count in this number.
Vehicle Loading Ramp	1		
Utility Vehicle	1		
MRT Vehicle	1		
Rough Terrain Cargo Handling	1	1	May be provided as on call through MTTs service provider, but must be coordinated and secured.

Item	Tier 3		
	MoG 3/5		
	Number Required	MEL/Critical Level <sup>1</sup>	Notes
Split Loaders	6	4	Must be capable of accessing all holds to include rear holds of L-1011/A300/B-747 (Commander 15 or equivalent).
40K Loader	7	6	
Prime Mover	2	1	
7 ton Forklift	10	8	Forklifts must be equipped with side shift capability and extended

			roller tines capable of carrying aircraft pallets. Forklifts must be capable of operating under the tail of a C-130 or equivalent aircraft.
3 ton Forklift (Ramp)	13	11	
3 ton Forklift (Warehouse / Cargo)	-	-	
Passenger Steps	9	8	Must be self power/motorized.
Warehouse Tractor (Ramp)	13	10	
Warehouse Tractor (Cargo)	-	-	
Pallet Dollies	50	44	Must be of universal design able to handle military 463L/AML aircraft pallets and commercial containers/pallets (Unit Loading Devices (ULD)). Dollies must have capability to rotate pallets/ULDs.
Weighing Scales	3	2	Must be capable of weighing up to 5 tons.
Pallet Dock External	2	1	
Baggage Belts	3	2	
Baggage Trolleys (Ramp)	12	10	
Van (9 passenger)	1	1	
Flightline Bus (20 passenger)	1	1	
Flightline Bus (50 passengers)	4	3	
Crew Cab Pick-up Truck	11	10	To be use for flightline transport. Management

			vehicles shall not count in this number.
Vehicle Loading Ramp	1	1	
Utility Vehicle	1	1	
MRT Vehicle	1	1	
Rough Terrain Cargo Handling	1	1	May be provided as on call through MTTS service provider, but must be coordinated and secured.

Item	Tier 4 MoG 4/6		
	Number Required	MEL/Critical Level <sup>1</sup>	Notes
Split Loaders	7	5	Must be capable of accessing all holds to include rear holds of L-1011/A300/B-747 (Commander 15 or equivalent).
40K Loader	7	6	
Prime Mover	3	2	
7 ton Forklift	10	8	Forklifts must be equipped with side shift capability and extended roller tines capable of carrying aircraft pallets. Forklifts must be capable of operating under the tail of a C-130 or equivalent aircraft.
3 ton Forklift (Ramp)	13	11	
3 ton Forklift (Warehouse / Cargo)	3	2	

Passenger Steps	9	8	Must be self power/motorized.
Warehouse Tractor (Ramp)	13	10	
Warehouse Tractor (Cargo)	2	1	
Pallet Dollies	60	54	Must be of universal design able to handle military 463L/AML aircraft pallets and commercial containers/pallets (Unit Loading Devices (ULD)). Dollies must have capability to rotate pallets/ULDs.
Weighing Scales	3	2	Must be capable of weighing up to 5 tons.
Pallet Dock External	2	1	
Baggage Belts	3	2	
Baggage Trolleys (Ramp)	12	10	
Van (9 passenger)	2	1	
Flightline Bus (20 passenger)	1	1	
Flightline Bus (50 passengers)	5	4	
Crew Cab Pick-up Truck	12	11	To be use for flightline transport. Management vehicles shall not count in this number.
Vehicle Loading Ramp	1	1	
Utility Vehicle	1	1	
MRT Vehicle	1	1	
Rough Terrain Cargo Handling	1	1	May be provided as on call through MTTs service provider, but

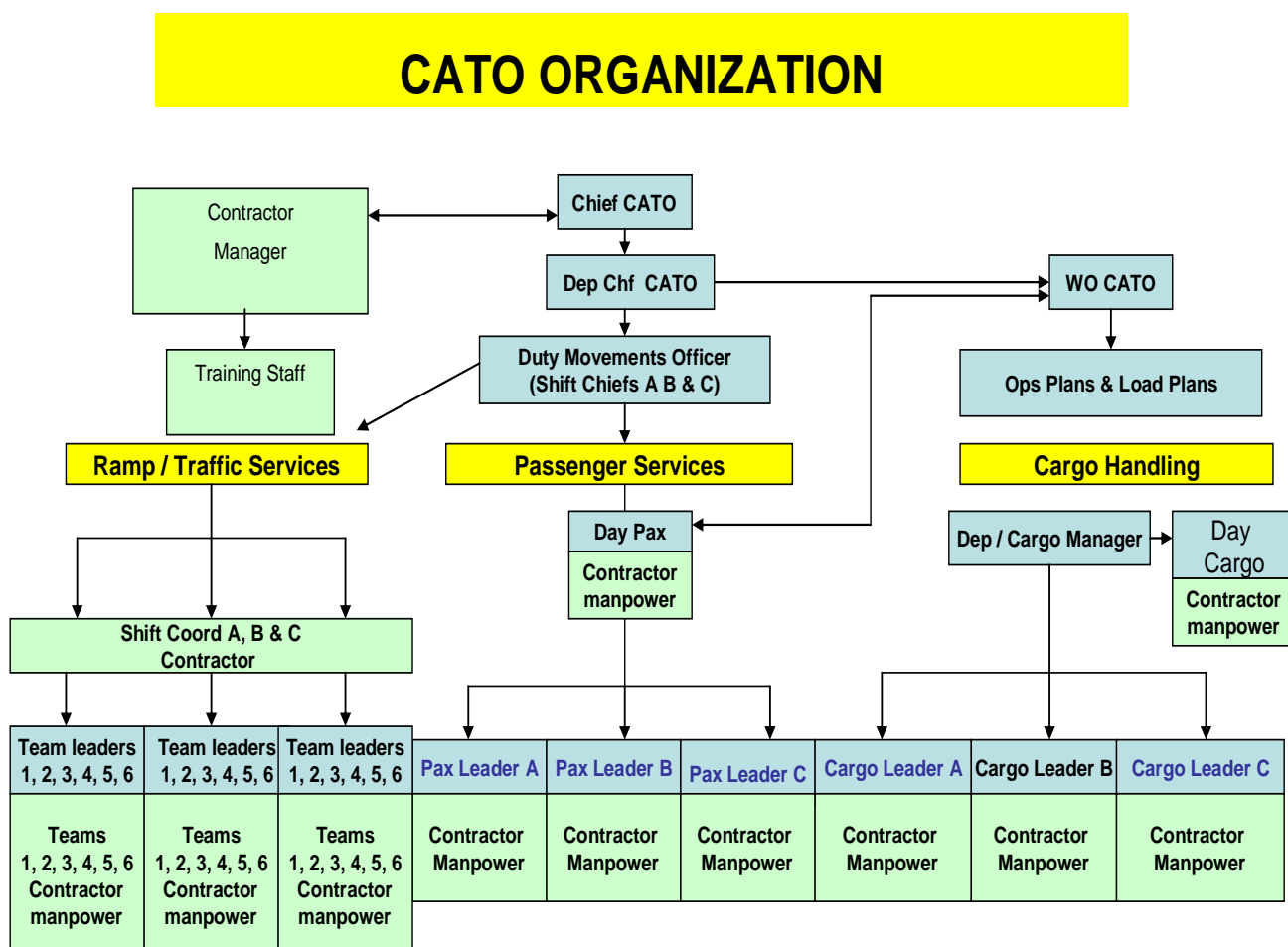


			must be coordinated and secured.
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Note 1: MEL = Mission Essential List . This is the listing of CATO equipment and vehicles items that are required to support daily operational activities. The Critical Level of MEL items represent the minimum number of each item that must be serviceable and in place for CATO use to prevent degradation of operational activities. Critical Level of MEL shall be maintained at all times.

## Attachment B

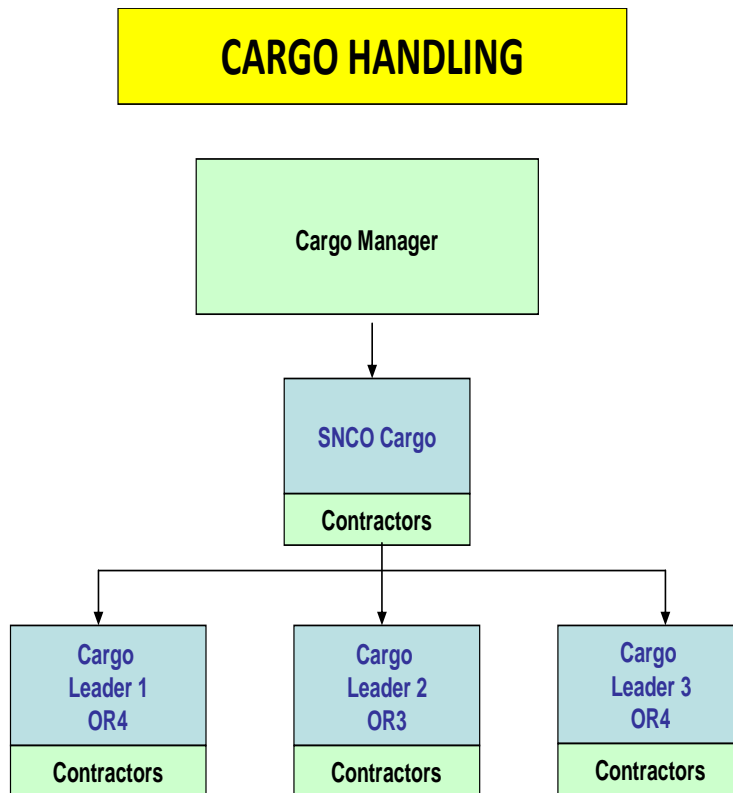
## CATO Organization Charts



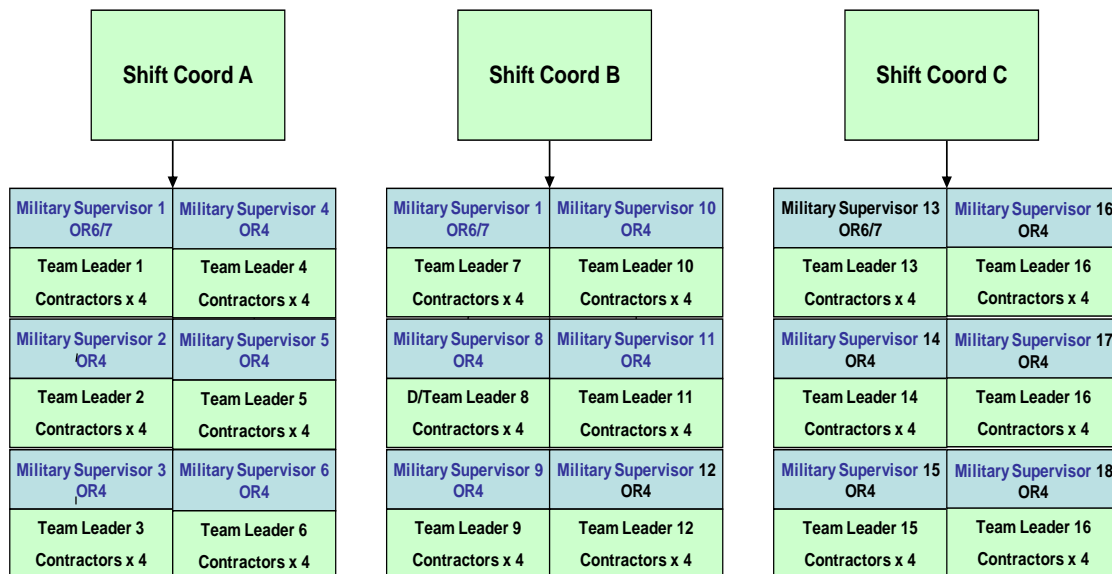
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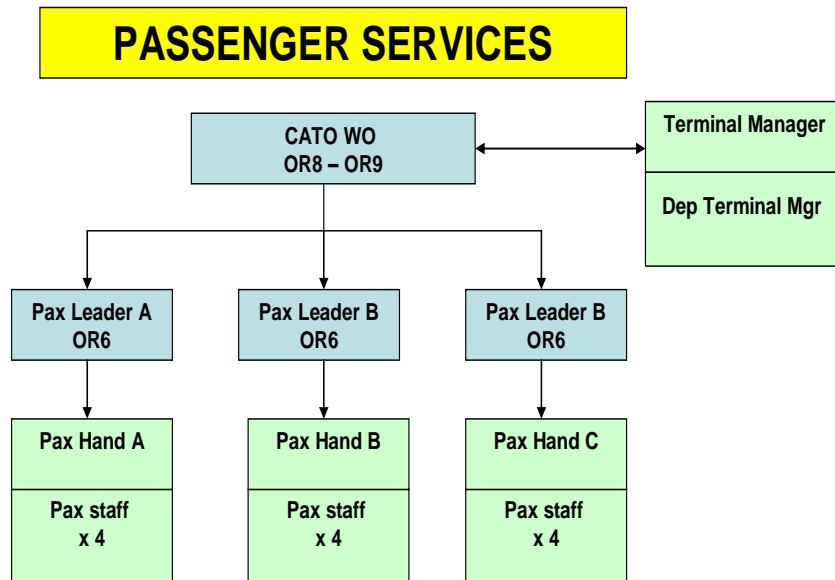
Military Post

Contractor Post



# RAMP / TRAFFIC SERVICES





Attachment C

NATO Provided Infrastructure, Equipment, and Vehicle List

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