

法規名稱：IMPLEMENTING ARRANGEMENT #2 (REVISED JULY 2004) PROVISIONS OF OPERATIONS, MAINTENANCE, AND RECONDITIONING SUPPORT FOR THE WSR-88D RADAR SYSTEM TO THE AGREEMENT FOR TECHNICAL COOPERATION IN SCIENTIFIC AND WEATHER TECHNOLOGY SYSTEMS SUPPORT BETWEEN THE TAIPEI ECONOMIC AND CULTURAL REPRESENTATIVE OFFICE IN THE UNITED STATES AND THE AMERICAN INSTITUTE IN TAIWAN

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IMPLEMENTING ARRANGEMENT #2 (REVISED JULY 2004) PROVISIONS OF OPERATIONS, MAINTENANCE, AND RECONDITIONING SUPPORT FOR THE WSR-88D RADAR SYSTEM TO THE AGREEMENT FOR TECHNICAL COOPERATION IN SCIENTIFIC AND WEATHER TECHNOLOGY SYSTEMS SUPPORT BETWEEN THE TAIPEI ECONOMIC AND CULTURAL REPRESENTATIVE OFFICE IN THE UNITED STATES AND THE AMERICAN INSTITUTE IN TAIWAN

#### ARTICLE I - SCOPE

This Implementing Arrangement describes the technical activities to be undertaken by the American Institute in Taiwan (AIT) and its representative, the Office of Operational Systems (OOS) of the National Weather Service (NWS) of the National Oceanic and Atmospheric Administration (NOAA). It provides for the provision of operations, maintenance, and reconditioning support for the Weather Surveillance Radar (WSR-88D) system between the Central Weather Bureau (CWB) of Taiwan, the designated representative of the Taipei Economic and Cultural Representative Office in the United States (TECRO), and NOAA/NWS/OOS. All services will be provided on a reimbursable basis.

#### ARTICLE II - AUTHORIZATION

The activities described in this Implementing Arrangement will be carried out under the general terms and conditions established by the Agreement between TECRO and AIT for technical cooperation in scientific and weather technology systems support. This Implementing Arrangement is hereby attached to that Agreement and becomes part of the Agreement.

### ARTICLE III - SERVICES

The operations, maintenance, and reconditioning support for the WSR-88D system is directed toward three general areas:

- Operations, maintenance, and engineering documentation;
- Hardware and software enhancements/replacements; and
- Reconditioning support.

These support activities will include the following tasks:

#### Task #1 - Provision of Operations, Maintenance, and Engineering Documentation to CWB

NOAA/NWS will provide CWB with applicable updates to operator handbooks and documentation related to the WSR-88D on a reimbursable basis. In addition, NOAA/NWS will provide CWB with applicable updates to technical manuals and engineering data required for on-site maintenance of the WSR-88D. Manuals, updates, and documentation will be in the English language.

#### Task #2 - Provision of Hardware and Software Enhancements/Replacements to CWB

NOAA/NWS will provide CWB, at cost, with applicable hardware and software enhancements developed and/or procured for the WSR-88D. NOAA/NWS will provide English language installation and modification instructions and notes. This includes adaptation data and maps, diagnostic software, and operating and applications software.

#### Task #3 - Provision of Reconditioning Support to CWB

On a reimbursable basis, NOAA/NWS shall provide CWB with replacement and depot repair of line replaceable units for WSR-88D hardware. To receive the same level of logistics and reconditioning support as is provided the NWS systems, the CWB must purchase

, as a minimum complement of on-site spares, the same parts contained in the NWS Initial Spares Support List. In addition, due to the time required to ship and return failed parts and the subsequent negative impact on the spares pipeline, the CWB shall, at a minimum, purchase a complete set of radio frequency dependent spare parts to be used by CWB as on-site spares. NOAA/NWS shall provide CWB with all consumables centrally stocked by NWS.

#### Conditions for Providing Service

In order for NOAA/NWS/OOS to provide the services listed, the following conditions must be met by the host of the radar being supported:

- A.all customs clearances must be coordinated and all taxes and costs for shipment of WSR-88D equipment, parts, and consumables to and from Taiwan must be paid;
- B.the systems(s) must be maintained in a standard configuration. Should the NEXRAD(s) configuration violate the NWS/DOD/FAA baseline, the NWS will not be required to support the non-configuration designated items. In addition, the NWS will be unable to guarantee that standard configuration LRUs, software, and modifications to the system will operate properly;
- C.NOAA standard, peculiar and common support equipment must be purchased;
- D.the same parts contained in the NWS Initial Spares Support List must be purchased as a minimum complement of on-site spares ; a complete set of radio frequency dependent spare parts must be purchased as on-site spares;
- E.prescribed and standard NWS maintenance practices, procedures, policies, and schedules must be followed; and
- F.a point of contact to establish map overlay requirements, in particular to determine what features will be included in the coverage area for Taiwan, must be provided.

#### ARTICLE IV - FINANCIAL PROVISIONS

In accordance with the Agreement, TECRO will reimburse AIT for all costs incurred by AIT and its designated representative NOAA, in association with this Implementing Arrangement, including applicable DOC/NOAA/NWS overhead costs and all taxes levied on WSR-88D equipment, parts, and consumables shipped to or from Taiwan.

The total costs for activities described in this Implementing Arrangement are dependent on variables such as frequency and extent of documentation updates; frequency and cost of hardware and software enhancements/replacements; and system failure rates. As such, it is impossible to project in advance the actual charges for the services provided. NOAA/NWS estimates that the average reconditioning costs for a WSR-88D are \$80,300 per year and that the average annual cost per system for consumables is \$15,000. The average cost for operations and applications software loads is estimated at \$7,400 per site; the average cost for a diagnostic software load is estimated at \$2,100 per site. Assuming the following map overlay requirements: country boundaries, rivers, highways, cities, and airports, there would be a per site cost of \$2,000 for the data license and \$9,500 for the initial map overlay development. Assuming no requirement for custom hybrid scan and occultation data files, the default files would cost \$200. Should additional specific map overlay requirements be established, an additional cost for data would be incurred plus \$8,500 per month of labor effort. The estimated cost of updates to technical documentation, including operations manuals, is \$6,000. The cost of hardware updates required to maintain a standard configuration varies from upgrade to upgrade as does their frequency; therefore, no average cost can be estimated. The costs of providing hardware and software enhancements must be paid prior to shipment, due to the variability in the expense and frequency of this support. AIT agrees to give TECRO at least a 90-day notification of upcoming hardware and software enhancements/replacements. All costs are estimated in U.S. dollars. Co-

sts for all operations support will be billed on a quarterly basis.

Any and all obligations of NOAA under this Implementing Arrangement are subject to the availability of appropriated funds. Nothing in this agreement will be construed by the parties to require the obligation, appropriation, or expenditure of any Federal funds. Before the beginning of every second fiscal year after this Implementing Arrangement is signed, AIT shall notify TECRO in writing whether sufficient appropriated funds are available to cover the estimated costs to NOAA of providing the stated goods and services hereunder for the next 2 fiscal years (excluding the cost of hardware and software enhancements). If NOAA's notification states that insufficient funds are available, NOAA shall be under no obligation to provide goods or services hereunder until sufficient appropriated funds are made available. Under no circumstances shall NOAA be liable to AIT or any other entity for any failure to provide goods or services under this Implementing Arrangement owing to the unavailability of appropriated funds.

#### ARTICLE V - EFFECTIVE DATE, AMENDMENT, AND TERMINATION

This Implementing Arrangement is effective on the date of the last signature hereafter. This Implementing Arrangement may be amended and/or terminated by either party in accordance with the terms of the Agreement. Because the support called for in this agreement is ongoing, no completion date can be estimated at this time.

FOR THE TAIPEI ECONOMIC AND  
CULTURAL REPRESENTATIVE TAIWAN  
OFFICE IN THE UNITED STATES

FOR THE AMERICAN INSTITUTE IN

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Jaw-Ling Joanne Chang

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Barbara Schrage,

Deputy Representative

Managing Director ad interim

Date: 10/21/2004

Date: 08/04/2004

## Procedures for Implementing Arrangement #2 (revised July 2004)

### ARTICLE I -SCOPE

This document describes the procedures necessary to carry out the technical activities to be undertaken by the Central Weather Bureau (CWB) and the National Weather Service (NWS) of the National Oceanic and Atmospheric Administration (NOAA) as described in Implementing Arrangement #2. It provides for operations, maintenance, and reconditioning support for the CWB's Weather Surveillance Radar (WSR-88D) System. All services will be provided on a reimbursable basis. The NWS account and task numbers for the billing of these reimbursable services is 20-06-0000-00-00-00-00 4RMIJTW-P00.

### ARTICLE II - Authorization

The activities described in this document will be carried out under the general terms and conditions established by Implementing Arrangement #2 between NOAA and the American Institute in Taiwan (AIT) on behalf of the CWB.

### ARTICLE III - Services

Payment for all services provided by the NWS will be in accordance with specific procedures to be established between the AIT and NWS. In essence, NWS will bill CWB on a quarterly basis for all reimbursable support provided for that quarter and will forward the bill via the AIT. Costs will include issue cost, shipping costs, and 15% surcharge. For repairable items as designated in EHB-1, a credit for the issue cost, but excluding the average repair cost, and an additional credit of two thirds of the surc-

harge will be granted upon receipt of the defective part.

The logistical support will be implemented as described in the following paragraphs.

#### 1.NWS Requisitions Processing

On a reimbursable basis the NWS will provide CWB with WSR-88D spare and repair parts. The NWS will provide CWB with two copies of NWS Engineering Handbook No.1 (EHB-1), and monthly updates as provided to NWS field maintenance personnel. NWS EHB-1 will be the source of parts ordering information for all CWB requisitions. All requisitions for parts will contain: Agency Stock Number (ASN), part number, National Stock Number (NSN), the part description, and the quantity of each item that is required. All parts that are identified as non-repairable, or throw-away items, will be in new condition. All parts that are repairable, or Line Replaceable Units (LRUs), will have been reconditioned to like new operating condition. Requisitions will be filled from NWS ready for issue warehouse stock.

Requisitioning Process - Orders for parts will be electronically transmitted by INTERNET requisition to the NWS, Logistics Management Section (LMS) OPS14, to e-mail address, [eric.parr@noaa.gov](mailto:eric.parr@noaa.gov). If INTERNET requisitions are unsuccessful, direct facsimile transmission to LMS will be used at the following number: 1-301-713-0876.

After the validation process of incoming requisitions is completed, requisition status will be transmitted from the LMS back to CWB, the requisitioner, via INTERNET. This will give the requisitioner notification of the stock availability, and the estimated shipping date, or that stock is not available and the requisition has been placed in back order status with an estimated date for shipment. Incoming requisitions will be forwarded to the National Logistics Support Center (NLSC) for

processing.

The NLSC will ship the requested parts or LRU(s) by the freight forwarder/carrier who may be designated by the CWB. NLSC will charge the issuing and shipping costs to the NWS account and task given in the first paragraph of this document. These costs will be billed CWB quarterly. CWB will be responsible to pay shipping costs of returning LRUs.

## 2. Return of Defective LRUs

Each defective WSR-88D LRU returned to the NRC for repair shall be accompanied by appropriate identification documentation. NWS form "H-14" may be used for this purpose and is available from NLSC. The information is important to insure proper credit is given to CWB. The following information is required:

- 1) Identification of the Organization returning the item
- 2) The agency stock number (ASN) from EHB-1
- 3) National Stock Number
- 4) Serial Number (if appropriate)
- 5) Document Number of the requisition shipping the item to CWB
- 6) Technician's assessment of the LRU's failure to perform

### Requisition Turnaround Time Goals:

- a. Duty - hour priority - Delivered to carrier same day as requisition receipt. The most expedient mode of transportation is selected to the specific requisitioning site. Historically average time for delivery to overseas sites from the time of shipment by the NLSC is 4 days.
- b. Duty - hour routine - shipped 2 working days after requisition receipt. Historically average time for delivery to overseas sites from the time of shipment by the NLSC is 4 days.

## 3. Processing of Received Defective Items

If an item is received in defective condition, CWB will notify OPS14 via internet message to [eric.parr@noaa.gov](mailto:eric.parr@noaa.gov), and a replacement item will be shipped. CWB will return the defective it-



em to the NRC. Items returned to the NRC as "received defective" will be examined to determine the cause of the failure. If CWB receives defective items, they will ensure that the NRC receives the defective item within 30 days of the receipt of a replacement item, together with the appropriate documentation. Full credit excluding shipping charges and a 5 percent surcharge will be given to CWB for all items that are returned as received defective.

#### 4. Logistics Management, NLSC, and NRC Addresses and Operating Hours

The Logistics Management address is 1325 East- West Highway, Room 17388, Silver Spring. Maryland 20910. The LMS normal hours of business are 6:30 AM to 4:30 PM (0630-1630 hours) U.S. Eastern Time, Monday through Friday.

The NLSC warehouse, where parts are ordered from, is located at: 1510 East Bannister Road, Bldg. #1, in Kansas City, Missouri 64131. The warehouse's normal hours of business are 6:30 AM to 4:30 PM (0630-1630 hours) U.S. Central Time, Monday through Friday.

The NRC facility, where parts needing repair are returned to, is located at the following address:

National Weather Service

National Reconditioning Center

1520 East Bannister Road, Bldg. #1

Kansas City, Missouri 64131

Reference Task Number: 4RMIJTW-P00

The NRC's normal hours of business are 6:30 AM to 4:30 PM (0630-1630 hours) U.S. Central Time, Monday through Friday.

#### 5. Points of Contact

OPS14 Logistics Management Section -Eric Parr

INTERNET address: [eric.parr@noaa.gov](mailto:eric.parr@noaa.gov)



facsimile phone number:1-301-713-0876

OPSx1 Coordinator - Alix Rolph

INTERNET address:alix.rolph@noaa.gov

Facsimile phone number: 1-301-713-9564

NRC Coordinator - Mike Terrell

INTERNET address:mike.terrell@noaa.gov

Facsimile phone number:1-816-926-3105

CWB Coordinator: Jason Hsu

INTERNET address: hsu@cwbc.gov.tw

facsimile phone number:011-886-2-2349-1049

voice phone number:011-886-2-2349-1043

FedEx account # is: 187995973

Address is: 5F, 64 Kung Yuan Road, 10039,  
Taipei, Taiwan R.O.C.

Wu-Fen-Shan Weather Radar Station (NEXRAD Site)

Facsimile number: 011-886-2-2495-8448

voice phone number: 011-886-2-2495-8445