

2. Amendment/Modification No. 0002	3. Effective Date	4. Requisition/Purchase Req No. SEE SCHEDULE	5. Project No. (If applicable)
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6. Issued By Code W58RGZ US ARMY AVIATION & MISSILE COMMAND AMSAM-AC-LM-L CASSANDRA BOYD (256)876-3184 REDSTONE ARSENAL AL 35898-5280 EMAIL: CASSANDRA.BOYD@REDSTONE.ARMY.MIL	7. Administered By (If other than Item 6) Code
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8. Name And Address Of Contractor (No., Street, City, County, State and Zip Code)	<input checked="" type="checkbox"/>	9A. Amendment Of Solicitation No. DAAH23-03-R-0211
	<input type="checkbox"/>	9B. Dated (See Item 11) 2003MAR27
	<input type="checkbox"/>	10A. Modification Of Contract/Order No.
	<input type="checkbox"/>	10B. Dated (See Item 13)

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

The above numbered solicitation is amended as set forth in item 14. The hour and date specified for receipt of Offers is extended, is not extended.

Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing items 8 and 15, and returning 2 signed copies of the amendments; (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 ONLY APPLIES TO MODIFICATIONS OF CONTRACTS/ORDERS
It Modifies The Contract/Order No. As Described In Item 14.

<input type="checkbox"/>	A. This Change Order is Issued Pursuant To: The Contract/Order No. In Item 10A.	The Changes Set Forth In Item 14 Are Made In
<input type="checkbox"/>	B. The Above Numbered Contract/Order Is Modified To Reflect The Administrative Changes (such as changes in paying office, appropriation data, etc.) Set Forth In Item 14, Pursuant To The Authority of FAR 43.103(b).	
<input type="checkbox"/>	C. This Supplemental Agreement Is Entered Into Pursuant To Authority Of:	
<input type="checkbox"/>	D. Other (Specify type of modification and authority)	

E. IMPORTANT: Contractor 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.)

SEE SECOND PAGE FOR DESCRIPTION

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 And Title Of Contracting Officer (Type or print)
15B. Contractor/Offeror _____ (Signature of person authorized to sign)	15C. Date Signed
	16B. United States Of America By _____ (Signature of Contracting Officer)
	16C. Date Signed

CONTINUATION SHEET**Reference No. of Document Being Continued****Page 2 of 6****PIIN/SIIN** DAAH23-03-R-0211**MOD/AMD** 0002**Name of Offeror or Contractor:**

SECTION A - SUPPLEMENTAL INFORMATION

1. Reference Sections A.4, K-7, L.23, paragraph 7.iii and M-7, Past Performance Area. Due to the multiple taskings required by the Performance Work Statement (PWS), it has been determined that no one North American Industry Classification System (NAICS) code can adequately describe the requirement. Therefore, additional codes have been included to reflect the realm of services required by the PWS. The following NAICS codes have been added:

NAICS Code	Size Standard
541330 Engineering Services (Military and Aerospace Equipment and Military Weapons)	\$23.0M
541512 Computer Systems Design Services	\$21.0M
541614 Process, Physical Distribution, and Logistics Consulting Services	\$6.0M
The size standard for NAICS Code 488190 is corrected to read	\$6.0M

2. Reference I-20, FAR 52.216-7 Allowable Cost and Payment has been deleted and replaced as shown.
3. Attachment 02, "Required Aircraft Table", has been revised as shown.
4. Attachment 08, "Incentive Fee Determination Criteria", has been revised as shown.
5. Estimate Travel Cost for CLIN 0004AB and Option Years are hereby incorporated.

*** END OF NARRATIVE A 003 ***

CONTINUATION SHEET

Reference No. of Document Being Continued
 PIIN/SIIN DAAH23-03-R-0211 MOD/AMD 0002

Name of Offeror or Contractor:

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0004AB	<p>SECTION B - SUPPLIES OR SERVICES AND PRICES/COSTS</p> <p><u>SERVICES LINE ITEM</u></p> <p>NOUN: TRAVEL (NO FEE)</p> <p>The proposed travel costs are in support of the ATTC requirement only.</p> <p><u>Estimated Travel</u></p> <p>\$550,000.00</p> <p>(End of narrative B001)</p>		LO		\$ _____
1004AB	<p><u>1ST YEAR OPTION (BASE 0004AB)</u></p> <p>NOUN: TRAVEL (NO FEE)</p> <p>The proposed travel costs are in support of the ATTC requirement only.</p> <p><u>ESTIMATED TRAVEL</u></p> <p>\$550,000.00</p> <p>(End of narrative B001)</p>		LO		\$ _____
2004AB	<p><u>2ND YEAR OPTION (BASE 0004AB)</u></p> <p>NOUN: TRAVEL (NO FEE)</p> <p>The proposed travel costs are in support of the ATTC requirement only.</p> <p><u>ESTIMATED TRAVEL</u></p> <p>\$570,000.00</p> <p>(End of narrative B001)</p>		LO		\$ _____
3004AB	<p><u>3RD YEAR OPTION</u></p> <p>NOUN: TRAVEL (NO FEE)</p>		LO		\$ _____

CONTINUATION SHEET

Reference No. of Document Being Continued
 PIIN/SIIN DAAH23-03-R-0211 MOD/AMD 0002

Name of Offeror or Contractor:

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
	<p>The proposed travel costs are in support of the ATTC requirement only.</p> <p><u>ESTIMATED TRAVEL</u></p> <p>\$580,000.00</p> <p>(End of narrative B001)</p>				
4004AB	<p><u>4TH YEAR OPTION</u></p> <p>NOUN: TRAVEL (NO FEE)</p> <p>The proposed travel costs are in support of the ATTC requirement only.</p> <p><u>ESTIMATED TRAVEL</u></p> <p>\$590,000.00</p> <p>(End of narrative B001)</p>		LO		\$ _____
5004AB	<p><u>5TH YEAR OPTION</u></p> <p>NOUN: TRAVEL (NO FEE)</p> <p>The proposed travel costs are in support of the ATTC requirement only.</p> <p><u>ESTIMATED TRAVEL</u></p> <p>\$600,000.00</p> <p>(End of narrative B001)</p>		LO		\$ _____
6004AB	<p><u>6TH YEAR OPTION</u></p> <p>NOUN: TRAVEL (NO FEE)</p> <p>The proposed travel costs are in support of the ATTC requirement only.</p> <p><u>ESTIMATED TRAVEL</u></p> <p>\$615,000.00</p>		LO		\$ _____

CONTINUATION SHEET

Reference No. of Document Being Continued
 PIIN/SIIN DAAH23-03-R-0211 MOD/AMD 0002

Name of Offeror or Contractor:

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
7004AB	<p>(End of narrative B001)</p> <p><u>7TH YEAR OPTION</u></p> <p>NOUN: TRAVEL (NO FEE)</p> <p>The proposed travel costs are in support of the ATTC requirement only.</p> <p><u>ESTIMATED TRAVEL</u></p> <p>\$625,000.00</p> <p>(End of narrative B001)</p>		LO		\$ _____
8004AB	<p>(End of narrative B001)</p> <p><u>8TH YEAR OPTION</u></p> <p>NOUN: TRAVEL (NO FEE)</p> <p>The proposed travel costs are in support of the ATTC requirement only.</p> <p><u>ESTIMATED TRAVEL</u></p> <p>\$640,000.00</p> <p>(End of narrative B001)</p>		LO		\$ _____
9004AB	<p>(End of narrative B001)</p> <p><u>9TH YEAR OPTION</u></p> <p>NOUN: TRAVEL (NO FEE)</p> <p>The proposed travel costs are in support of the ATTC requirement only.</p> <p><u>ESTIMATED TRAVEL</u></p> <p>\$650,000.00</p> <p>(End of narrative B001)</p>		LO		\$ _____

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MOD/AMD 0002

Name of Offeror or Contractor:

SECTION I - CONTRACT CLAUSES

<u>Status</u>	<u>Regulatory Cite</u>	<u>Title</u>	<u>Date</u>
I-1 DELETED	52.216- 7	ALLOWABLE COST AND PAYMENT (The words ["Subpart 31.2[" are deleted from paragraph (a) and replaced with the words ["Subpart 31.3["].)	DEC/2002
I-2 ADDED	52.216- 7	ALLOWABLE COST AND PAYMENT	DEC/2002

PIIN/SIIN DAAH23-03-R-0211

MOD/AMD 0002

SECTION I - CONTRACT CLAUSES

DELETED	IF0141	52.216- 7	01-DEC-2002	ALLOWABLE COST AND PAYMENT (The words ["Subpart 31.2["] are deleted from paragraph (a) and replaced with the words ["Subpart 31.3["].)
AUTO	IF0143	52.216- 7	01-DEC-2002	ALLOWABLE COST AND PAYMENT

1. The Contractor shall provide aircraft in accordance with Tables 1-1 and 1-2 below.
2. Contractor shall have aircraft available in a flyable condition to meet both the required AM Mission Availability percentage and the Daily Mission Launch requirements established in the Tables 1-1 and 1-2. Configuration of aircraft required shall be provided to the contractor on a daily basis as established in paragraph C.1.2 of the Performance Work Statement. This daily process is referred to the squaring process. The Contractor shall meet the identified number of aircraft with proper configurations as determined through the squaring session as long as the number does not exceed the maximums established herein.
3. Contractor will issue aircraft IAW percent available per launch and up to the max launch requirement per day.
4. The asterisks denote two (2) launch periods per day. All others are three (3) launch periods per day.
5. Beginning in Fiscal Year 2005 (FY 05), UH-1 and AH-64A are no longer required.

Table 1-1 FY 04 AIRCRAFT MAXIMUM AVAILABLE, MC RATE, AND NMCS ADJUSTMENT CHART

AIRCRAFT TYPE	DAILY MISSION LAUNCH REQUIREMENT PERCENT AVAILABILITY LAUNCH/DAY/MAX	NON-MISSION CAPABLE SUPPLY (NMCS) PERCENTAGE	AM MISSION AVAILABILITY PERCENTAGE
OH-58 A/C	50/150	10	60
OH-58D (UNARMED)	60/125*	15	60
OH-58D (ARMED)	50/125	15	50
UH-1	50/150	15	50
UH-60	50/125	15	50
CH-47D	45/125	15	45
TH-67I	60/150*	10	65
TH-67C	65/150*	10	75
AH-64A	50/125	20	50
AH-64D with FCR	50/125	20	50
AH-64D without FCR	50/125	20	50

Table 1-2 FY 05 AND FUTURE AIRCRAFT MAXIMUM AVAILABLE, MC RATE, AND NMCS ADJUSTMENT CHART

AIRCRAFT TYPE	DAILY MISSION LAUNCH REQUIREMENT PERCENT AVAILABILITY LAUNCH/DAY/MAX	NON-MISSION CAPABLE SUPPLY (NMCS) PERCENTAGE	AM MISSION AVAILABILITY PERCENTAGE
OH-58 A/C	50/150	10	60
OH-58D (UNARMED)	60/125*	15	60
OH-58D (ARMED)	50/125	15	50
UH-60/EH-60	50/125	15	50
CH-47D	45/125	15	45
TH-67I	60/150*	10	65
TH-67C	65/150*	10	75
AH-64D with FCR	50/125	20	50
AH-64D without FCR	50/125	20	50
UH-60M	50/125	15	50
AH-64DR	50/125	20	50
CH-47F	50/125	15	50

**INCENTIVE FEE
DETERMINATION CRITERIA**

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**INCENTIVE FEE
DETERMINATION CRITERIA**

8 INCENTIVE FEE DETERMINATION CRITERIA

8.1 Scope

The Government considers the quality of aircraft maintenance services as critical. Acceptance/technical inspections will consist of pre-flight inspections of issued aircraft using the pilot’s pre-flight inspection checklist and technical manuals IAW paragraph C.11.1.7.

8.1.1 Pre-Flight/Technical Acceptance Inspection

The AMCOM Field Office, the flight crew or other Government personnel may perform a pre-flight/technical acceptance inspection of all aircraft issued to meet the contract requirements. If the Government does not inspect an aircraft within two hours of issue, the aircraft will be deemed accepted. Aircraft failing the acceptance inspection will be rejected unless the Contractor corrects all problems within 30 minutes. If an aircraft is rejected, the aircraft may be reissued after correction of all problems if needed to meet Government requirements.

8.1.2 Reject Rate

The REJECT RATE for the Daily Mission Launch Requirement is the number of aircraft rejected IAW paragraph C.11.1.10 divided by the CONTRACT Launch requirement IAW paragraph 8.2.4.

8.1.3 Allowable Shortcomings and Maximum Reject Rate

The following chart shows allowable shortcomings and maximum reject rate for each type of aircraft. If the sum of faults first discovered during an inspection and previously discovered faults that are over 72 hours old without corrective action exceed the maximum allowable shortcomings for the aircraft type, the aircraft will be rejected. Aircraft rejected in excess of the allowable maximum reject rate shall be subtracted from the number of aircraft issued for purposes of determining mission availability rates.

AIRCRAFT	MAXIMUM ALLOWABLE SHORTCOMINGS	MAXIMUM REJECT RATE
OH-58C	10	3.5 %
UH-1	8	5.0 %
UH-60	10	7.5 %
CH-47	9	6.5 %
AH-64A/D w/o FCR	14	8.5 %
OH-58D (UNARMED)	8	3.0 %
OH-58D (ARMED)	9	3.5 %
TH-67 CONTACT	8	2.5 %
TH-67 INSTR	8	3.0 %
AH-64 D w FCR	16	10.0 %

8.2 Incentive Fee

The Government has determined that 50 percent of the incentive pool dollars that can be earned will apply to mission performance and 50 percent applies to cost management. Mission performance shall be measured monthly and cost management shall be measured annually.

**INCENTIVE FEE
DETERMINATION CRITERIA**

Mission Performance Monthly Incentive Pool \$375,000

Cost Management Annual Incentive Pool \$4,500,000

8.2.1 Mission Performance Measurement

There are two (2) sequential measurements that determine the amount of incentive fee paid under mission performance. Measurement 1 establishes the overall pool of dollars that can be earned provided the Contractor achieves the daily mission launch requirements above the 96 percent level required in measurement 2.

8.2.2 Measurement 1

The Government requires the Contractor to have aircraft available as established in the AM Mission Availability Requirement (Attachment 2). The AM Mission Availability percentage will be reported by the Contractor and verified by the Government each day prior to the AM launch period. This verification is accomplished by daily status report, random inspections, and review of aircraft records. The availability will be assessed for each fleet. The mission performance incentive pool will be reduced by 0.50 percent (one-half of one percent) per fleet for each day having flight operations that availability is not obtained. This measurement shall not apply during the transition period.

8.2.3 Measurement 2

(a) The Contractor shall meet the contract launch requirements determined IAW paragraph 8.2.4.

(b) Contractor performance will be recorded for each aircraft type, location, period, and day. Mission availability of 98 percent to 100 percent for each month for all fleets is required to successfully meet all Fort Rucker training requirements. Mission availability of 96 percent to 97.9 percent is minimally meeting training requirements. Anything below 96 percent mission availability is unacceptable and will have a negative impact on aviator training.

(c) Aircraft Availability shall be rounded down to the nearest tenth of a percent. For each tenth of a percent above the minimum requirement of 96 percent, the contractor shall receive 2.5 percent of incentive Fee after measurement adjustment. The following examples are:

(1) If the Contractor achieves 100 percent availability of the daily launch requirements, then 100 percent of the monthly incentive pool dollars remaining after deductions for measurement 1 have been taken are earned.

(2) If the Contractor achieves 99 percent availability of the daily launch requirements, then 75 percent of the monthly incentive pool dollars remaining after deductions for measurement 1 have been taken are earned.

(3) If the Contractor achieves 98 percent availability of the daily launch requirements, then 50 percent of the monthly incentive pool dollars remaining after deductions for measurement 1 have been taken are earned.

(4) If the Contractor achieves 97 percent availability of the daily launch requirements, then 25 percent of the monthly incentive pool dollars remaining after deductions for measurement 1 have been taken are earned.

(d) If aircraft availability drops below 96 percent for any fleet no incentive fee will be paid for mission performance for that monthly cycle.

8.2.4 Estimated Flying Hour Program

Contractor will be provided an estimated flying hour program prior to the start of the fiscal year estimating fleet quarterly flying hour requirements. For each month, the Contractor will be provided aircraft requirements. Not later than 3:00 PM the day prior to launch requirements, the Contractor will receive launch requirements broken out by aircraft type, number of aircraft, location, configuration, day and period of day. The number of aircraft required shall not exceed the maximum requirements established in Attachment 2. Each day is subdivided into three periods. These are the SQUARED requirements. Any changes to the requirements after 3:00 PM the day prior will be REQUESTED requirements. Request times are defined in C.11.1.63. The CONTRACT Launch Requirements is the smallest of the squared or requested, or maximum availability established in Attachment 2. Period one is the first day period (AM), period two is the second period of the day (PM) and period three is the night period (N1). The total number of aircraft issued to pilots, including replacement aircraft is the number ISSUED.

**INCENTIVE FEE
DETERMINATION CRITERIA**

8.2.5 Credits

Issue credits will be given as follows: Period one, two and three equal one issue credit. Period five and six equal two issue credits. Period eight equals three issue credits. Period nine is given one issue credit for each period the aircraft is off station. If aircraft does not fly because of a reject the Contractor gets one issue credit and reject will count regardless of issue period. Aircraft that is rejected and reissued during the same launch window will be given the appropriate credits based on the new flight period requested.

Period 1 is first day period (AM)
Period 2 is second period of day (PM)
Period 3 is night period (N1)
Period 5 is a period 1 and 2
Period 6 is a period 2 and 3
Period 8 is a period 1, 2, and 3
Period 9 is an overnight

8.2.6 Mission Availability Percent

To obtain the MISSION AVAILABILITY PERCENT for each month the following formula will be used.

$$\frac{(\text{number of aircraft issued} + \text{NMCS/NMCB adjustment}) - (\text{NMCM adjustment} + \text{Excess Rejects})}{\text{Contract Launch Requirement}} * 100$$

The KO or COR may allow OTHER ADJUSTMENTS for unforeseen problems that affected the Contractor's ability to meet the CONTRACT requirements and were beyond the control of the Contractor.

8.2.7 Aircraft Nonavailability

Aircraft nonavailable because NMCS/NMCB rates in excess of the Aircraft Availability and Downtime Chart **Attachment 2** shall be counted as aircraft available in AM and as aircraft launched once per day if the average daily contract requirement for the month is less than 100% of the fleet and as aircraft launched for each launch period if the average daily contract requirement for the month is 100% or above of the fleet. This measurement is solely for purposes of determining the Mission Incentive, provided all of the following conditions exist:

8.2.7.1 NMCS Aircrafts

The number of aircraft that are NMCS/NMCB (IAW Section C.11.1.44 and 46) for a particular fleet must be higher than NMCS percentage listed on the Aircraft Maximum Availability and NMCS Adjustment Chart (Attachment 2) for any adjustment to apply.

8.2.7.2 Aircraft IAW NMCS/NMCB

The aircraft involved must meet the definition of NMCS/NMCB as stated in Section C.11.1.44 and 46 and AR 700-138.

8.2.7.3 Supply System

The Government supply system must have had the required time to provide the part(s) as defined in AR 725-50.

8.2.7.4 Excessive NMCS/NCMB

Excessive NMCS/NCMB aircraft are aircraft above the acceptable number of NMCS/NCMB aircraft as determined by the rate in Attachment 2. For purposes of this calculation, the number of acceptable NMCS/NCMB aircraft shall be the product of the acceptable NMCS/NCMB rate times fleet size rounded upward to the nearest whole number.

**INCENTIVE FEE
DETERMINATION CRITERIA**

8.2.7.5 Non Mission Capable Maintenance (NMCM) Adjustment

An over 60 day NMCM adjustment will be assessed per flight period aircraft is not available for issue. The number of aircraft that have been NMCM for over 60 days shall be subtracted from the number of aircraft issued for the flight period. The NMCM aircraft will be based on monthly 1352 report.

8.3 Cost Incentive

The cost incentive is based upon the contractor's overall ability to manage costs and resources efficiently and effectively.

8.3.1 Cost Management

The Contractor is required to manage costs to total contract target cost established in the contract. The Government requires efficiencies in cost management and desires cost reductions for the program with no degradation to performance.

8.3.1.1 Cost Incentive Pool Within Target Cost

The Contractor shall earn 100 percent of the cost incentive pool dollars if the cost of the contract is accomplished within target cost, provided a minimum level of performance of 96 percent is met under measurement 2 of mission performance.

8.3.1.2 Cost Incentive Pool Below Target Cost

The Contractor shall earn 100 percent of the cost incentive pool dollars and share in 50 percent of the savings if the cost of the contract is accomplished below target cost, provided a minimum level of performance under measurement 2 of mission performance of 96 percent is met.

8.3.1.3 Cost Incentive Pool within an Acceptable Range Above Target Cost

The Contractor shall earn 50 percent of the cost incentive pool if the cost of the contract is 101 to 109 percent of target cost, provided a minimum level of performance of 96 percent is met under measurement 2 of mission performance.

8.3.1.4 No Fee for Unacceptable Performance

The contractor will receive none of the cost incentive fee if the minimum level of performance of 96 percent is not met under measurement 2 of mission performance.

8.3.1.5 Changes to Target Cost

Reasons for changes to target cost include increases or decreases to flying hour program by more than 10 percent, changes in fleet composition of more than 10 percent, changes in government requirements that significantly impact cost, and changes in requirement resulting from Safety of Flight message.

8.3.1.6 Exclusions to Target Cost

Exclusions to target cost are local purchases when the DOD Supply System approved upgrades and/or cannot support replacement of capital equipment, over and above costs, crash damage costs above the historical cost estimate established in the PWS, travel costs, and costs incurred as a result of any conditions established in FAR 52.249-14.

1. The Contractor shall provide aircraft in accordance with Tables 1-1 and 1-2 below.
2. Contractor shall have aircraft available in a flyable condition to meet both the required AM Mission Availability percentage and the Daily Mission Launch requirements established in the Tables 1-1 and 1-2. Configuration of aircraft required shall be provided to the contractor on a daily basis as established in paragraph C.1.2 of the Performance Work Statement. This daily process is referred to the squaring process. The Contractor shall meet the identified number of aircraft with proper configurations as determined through the squaring session as long as the number does not exceed the maximums established herein.
3. Contractor will issue aircraft IAW percent available per launch and up to the max launch requirement per day.
4. The asterisks denote two (2) launch periods per day. All others are three (3) launch periods per day.
5. Beginning in Fiscal Year 2005 (FY 05), UH-1 and AH-64A are no longer required.

Table 1-1 FY 04 AIRCRAFT MAXIMUM AVAILABLE, MC RATE, AND NMCS ADJUSTMENT CHART

AIRCRAFT TYPE	DAILY MISSION LAUNCH REQUIREMENT PERCENT AVAILABILITY LAUNCH/DAY/MAX	NON-MISSION CAPABLE SUPPLY (NMCS) PERCENTAGE	AM MISSION AVAILABILITY PERCENTAGE
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OH-58D (UNARMED)	60/125*	15	60
OH-58D (ARMED)	50/125	15	50
UH-1	50/150	15	50
UH-60	50/125	15	50
CH-47D	45/125	15	45
TH-67I	60/150*	10	65
TH-67C	65/150*	10	75
AH-64A	50/125	20	50
AH-64D with FCR	50/125	20	50
AH-64D without FCR	50/125	20	50

Table 1-2 FY 05 AND FUTURE AIRCRAFT MAXIMUM AVAILABLE, MC RATE, AND NMCS ADJUSTMENT CHART

AIRCRAFT TYPE	DAILY MISSION LAUNCH REQUIREMENT PERCENT AVAILABILITY LAUNCH/DAY/MAX	NON-MISSION CAPABLE SUPPLY (NMCS) PERCENTAGE	AM MISSION AVAILABILITY PERCENTAGE
OH-58 A/C	50/150	10	60
OH-58D (UNARMED)	60/125*	15	60
OH-58D (ARMED)	50/125	15	50
UH-60/EH-60	50/125	15	50
CH-47D	45/125	15	45
TH-67I	60/150*	10	65
TH-67C	65/150*	10	75
AH-64D with FCR	50/125	20	50
AH-64D without FCR	50/125	20	50
UH-60M	50/125	15	50
AH-64DR	50/125	20	50
CH-47F	50/125	15	50