AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE	PAGE OF PAGES
See Block #2	1 of 3

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ.NO.	5. PROJECT NO. *(If applicable)*
0001	22 JUN 2004		

6. ISSUED BY ESC/GAK CODE FA8730

ELECTRONIC SYSTEMS CENTER, GAK
AIR FORCE MATERIAL COMMAND, USAF
75 VANDENBERG DRIVE, BLDG 1630
HANSCOM AFB, MA 01731-2103
KATHLEEN N. DELGADO 781-377-7574

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7. ADMINISTERED BY *(If other than Item 6)* CODE

8. NAME AND ADDRESS OF CONTRACTOR *(No., street, county, State and ZIP Code)*

CODE FACILITY CODE

(X) X

9A. AMENDMENT OF SOLICITATION NO. FA8730-04-R-0005

9B. DATED *(SEE ITEM 11)*

10A. MODIFICATION OF CONTRACT/ORDER NO.

10B. DATED *(SEE ITEM 13)*

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

[X] The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers [X] 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 0 copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOW LEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA *(If required)*

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

(X)	
	A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: ( ) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. ITEM 10A.
	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).
	C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:
	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.)*

RFP for FMS case PL-D-DAP (POLAND) FIS is hereby extended to 9 July 2004. This amendment replaces the following attachments: 1, 2, 3 and 4.

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 SIGNER *(Type or print)* EDWIN J. JOHNSON	
15B. CONTRACTOR/OFFEROR *(Signature of person authorized to sign)*	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY Edwin J. Johnson *(Signature of Contracting Officer)*	16C. DATE SIGNED 6/22/04

RFP for FMS case PL-D-DAP (POLAND) FIS is hereby extended to 9 July 2004. Attachment 1, paragraph 4.1, "DMS" inspection capability is changed to read "DMS" (for Distance Measuring Equipment) and the Attachment 1 footer is changed from 5 pages in total to 4 pages total. Attachment 2, Overview and Basic Requirements paragraph, "DMS" inspection capability is changed to read "DMS" (for Distance Measuring Equipment). Attachment 3, paragraph 7, Proposal Submission Deadline. As a result this amendment replaces the following attachments: 1, 2, 3 and 4.

DOCUMENT	PGS	DATE	TITLE
ATTACHMENT 1	4	15 MAY 2004	STATEMENT OF OBJECTIVES (SOO)
ATTACHMENT 2	2	15 MAY 2004	SYSTEM REQUIREMENTS DOCUMENT (SRD)
ATTACHMENT 3	3	18 MAY 2004	SECTION L, INSTRUCTION FOR PROPOSAL PREPARATION (IFPP)
ATTACHMENT 4	2	18 MAY 2004	SECTION M, EVALUATION FACTORS FOR AWARD

Attachment 1

Statement of Objective

Flight Inspection Systems (FIS)

15 May 2004

1.0 OBJECTIVE

This effort will provide the Polish Air and Air Defense Forces (PAADF) with one (1) flight inspection system (FIS) and all associated services. The PAADF will install the FIS (with oversight from the contractor) into an AN-26 aircraft located at Poland Number 3 Aircraft Military Works Deblin or comparable facilities designated by Poland. Contractor should plan for delivery of all items on site in Poland NLT 12 months following receipt of order.

2.0 REFERENCE DOCUMENTS

- FIS System Requirements Document (attachment 2)
- ICAO Annex 10, Volume I, October 7, 1999 or current version with Attachment C
- STANAG 3374 AET P-1(B)-- Flight Inspection of NATO Radio/Radar Navigation and Approach Aids, 24 Sept 1996
- AFMAN 11-225, United States Standard Flight Inspection Manual, May 1996 with Changes 1, 2, and 3 July 2000 http://avnwww.jccbi.gov/icasc/docs/82001a.pdf
- ICAO, Manual on Testing of Radio Navigation Aids. (Doc 8071) Volume I — Testing of Ground-based Radio Navigation Systems
- ISO 9000, current version

3.0 SCOPE

This effort is to produce, test, and deliver to the PAADF the following: one (1) flight inspection system (FIS) to be installed in one AN-26 aircraft at Poland Number 3 Aircraft Military Works, Deblin, Poland or comparable facilities. The contractor shall conduct an aircraft survey to determine the optimum location for the FIS installation (including cable routing, antenna placement, weight and balance, etc.). The contractor shall perform Factory Acceptance Tests (FAT), Site Acceptance Test (SAT), support installation, and provide technical support for Commissioning Flight Tests. The FIS shall include ground reference systems, FIS simulation capability, and self test/report functions. The contractor shall provide operator and maintainer training, operator and maintenance manuals, a one-year supply of spare parts and consumables, and any special test equipment, tools, and instruments. The contractor shall prepare all items for shipment to the respective site in Poland. Actual shipping will be by a designated Freight Forwarder engaged by the PAADF. All equipment shall be warranted for one year.

4.0 TASK STATEMENT

4.1 PRIME MISSION EQUIPMENT. The contractor shall provide one (1) FIS providing the capability to inspect and calibrate en-route and terminal navigation, air traffic control, and landing systems to be used to certify Poland's navigational and landing aids. The FIS must meet or exceed applicable ICAO, NATO, and Standard Flight Inspection requirements. The FIS must provide the capability to perform flight inspection services on the following systems: ILS (Cat I, II, III); Marker Beacon; VOR; NDB; VHF Communications Systems; PSR/SSR/PAR; Visual Aids (VASI/PAPI); TACAN; **DME**; Collocated VOR/DME, and Non-precision GPS Approach (GPSNPA). The FIS will be acquired using the Total Package Approach under Foreign

Military Sales acquisition procedures. The FIS must include all necessary equipment to perform all tests and provide data output in standard format. Items and services will include: an easily installed and removed FIS primary system; all associated hardware (antennae, cables, etc.); software; ground reference systems; FIS simulator; and equipment test panels.

4.2 AIRCRAFT SURVEY. Within 60 days of contract award the contractor shall conduct a detailed aircraft survey of the designated AN-26 at the Poland Number 3 Aircraft Military Works Deblin or comparable facilities designated by Poland. The contractor shall collaborate with the PAADF to determine the optimum locations on the aircraft for locating the FIS system components and wiring. The contractor, working in conjunction with the PAADF, shall identify the exact locations for each FIS component, and provide documentation that details all aircraft preparation requirements, to include power, communications, cable runs, interference mitigation, etc. The contractor shall prepare an Interface Control Document (ICD) and drawings suitable for running system cables (as provided by the contractor) and establishing power sources, and shall document the findings in an aircraft survey report to be delivered within 90 days of contract award. The contractor shall be responsible for supplying accurate information and drawings to enable the PAADF gain appropriate certifications and to accomplish required installation of the FIS. Any specific, unique installation requirements shall be discussed during the aircraft survey informal outbriefing to the PAADF personnel at Deblin and detailed in the report.(DI-MISC-81381)

4.3 MAINTENANCE AND REPAIR. The PAADF will implement two levels of maintenance support for the FIS and: (1) organization, and (2) factory/depot

Organization-level maintenance will be performed, IAW applicable technical manuals, in Poland. PAADF personnel will perform limited organizational maintenance (i.e. minor repairs), or replace consumable items, failed modules and Line Replaceable Units (LRUs). Factory/depot-level maintenance support will provide for the repair/replacement of modules or LRUs. Failed modules or LRUs will be returned to a Contractor-designated facility for repair or replacement, as appropriate (such location being termed the depot).

Organization-level maintenance and operator equipment familiarization training will be provided to PAADF personnel and coordinated by ESC/GAF with the Air Force Security Assistance Training Command (AFSAT). Contractor shall provide information relative to warranty, warranty repair procedures, and procedures for obtaining repair and replacement of failed items that are outside the scope of the warranty.

4.3.1 SITE/OPERATING SPARES, SPARE MODULES AND REPAIR PARTS. The Contractor shall provide a quantity of site operating spares with the equipment sufficient to support/sustain on-site maintenance operations without replenishment for one year, under normal operating conditions. These spare parts are operational type (consumable) parts. The Contractor shall provide one (1) set of spare modules consisting of selected modules, circuit card assemblies and sub-assemblies that have been associated with most in-service failures and/or out-of-tolerance conditions. These modules shall be shipped with the equipment. One set of spare modules shall be adequate to sustain the equipment for one year without replenishment, under normal operating conditions. These components are necessary to allow maintenance of the complete system, consistent with organization-level repair and Built-In Test (BIT) equipment capabilities, to ensure the highest level of system availability. All organization-level maintenance will be performed IAW the applicable technical manuals. Required repair and maintenance activities beyond the capability of organization-level maintenance will be performed at the Contractor's factory or designated repair facility (depot).

4.3.2 TEST EQUIPMENT AND SPECIAL TOOLS. All test equipment of the type and quantity normally found in an avionics repair facility should be enumerated with manufacturer name and model numbers and described in terms of function (to support determination by PAADF personnel of the availability of equivalent items). The Contractor shall provide only FIS-unique test equipment and special tools consistent with the maintenance concept and level of repair anticipated. Equipment generally available in an avionics or electronics test and repair facility is not required.

4.3.3 TECHNICAL DATA. The Contractor shall deliver two (2) sets of technical manuals with the FIS equipment. These technical manuals shall be packed and shipped with the system. The manuals shall include, as a minimum, instructions on operations and maintenance, spare parts information, warranty and warranty repair procedures, and include a standard commercial Illustrated Parts Breakdown (IPB). The operation and maintenance manuals shall be suitable to support system operations and the performance of all on-site maintenance (including preventive maintenance). The manuals shall be of a type and technical quality that are normally supplied to a customer who intends to do organization-level repair and preventive maintenance. The manuals shall be in the English language. (DI-TMSS-80527A/T)

4.4 PACKAGING AND SHIPPING.

Upon successful completion of Factory Acceptance Tests, the contractor shall pack all items for shipment to the end location in Poland using best commercial practices and in close coordination with Poland's Freight Forwarder. A copy of the spare parts listing shall be packed with the spares and an additional copy shall be included with the shipping documents for inventory purposes. The spare parts and test equipment lists shall contain, at minimum, the following information for each item:

Quantity	Unit of measure
Part number	Description
Unit price	Extended price

The Contractor shall use best commercial practices to package and mark the equipment for shipment by sea. The Contractor shall coordinate with the designated Polish freight forwarder to pick up the equipment at source. The Contractor shall comply with any and all shipment and export procedures and licensing restrictions of the US Government. The Contractor shall notify the Contracting Officer and USAF Program Manager no later than three (3) business days prior to shipment, or intent to ship. The Contractor shall consolidate the shipments into the fewest practical number of containers and the fewest practical number of actual shipments, consistent with integrity of the end items. The Contractor shall include a copy of the items being shipped, e.g., listing of components, spare parts, documents, test equipment, etc., with the shipping documents for inventory purposes. The Contractor shall include the following information in a prominent manner on the container shipping labels and invoices:

Ship to address:

Ministry of Defense Articles
Contract F19628-04-C-00xx
FMS Requirement PL-D-DAP
LOA Line Item 001
Equipment Nomenclature (e.g. Flight Inspection System)

Mark for address: TBD

4.5 INSTALLATION. The Contractor shall provide installation oversight for the FIS system. It is estimated this support will require a total of three (3) working days to complete at the site. Installation of the FIS systems shall begin following notification by the Government Program Office that aircraft preparations are complete.

5.0 TESTING

5.1 FACTORY ACCEPTANCE TEST. The contractor shall test the FIS equipment at the factory using standard commercial Factory Acceptance Test (FAT) procedures. Defense Contract Management Agency (DCMA) office and Government Program Office shall be allowed to observe/participate, as appropriate, and shall be notified of the time and place of FAT at least 14 days prior to testing. The contractor shall notify the Government Contracting Officer (PCO) upon successful completion of FAT, and submit a FAT report, for all items, IAW CDRL requirement. (DI-NDTI-80809B)

5.2 INSTALLATION AND SITE ACEPTANCE TEST. The contractor shall perform Installation and Site Acceptance Test (SAT) in the intended FIS aircraft. Upon successful completion of Installation & SAT, the contractor shall certify the FIS readiness for Commissioning Flight Test. The contractor shall submit installation test procedures and final test report IAW CDRL requirements. (DI-QCIC-80511/T, DI-QCIC-80512/T)

6.0 TECHNICAL ASSISTANCE. The contractor shall provide technical assistance as required to support initial Commissioning Flight Test of the FIS. It is estimated that this will require five (5) workdays for the FIS. In coordination with the PAADF, the contractor shall make adjustments and alignments to the equipment as required. Upon completion of this, the FIS shall be capable of supporting all intended uses.

7.0 SCHEDULE REPORTING REQUIREMENTS. The contractor shall develop and maintain an integrated master program schedule showing the planned and actual start dates, duration, and completion dates of key activities. Key activities include, but are not limited to, aircraft survey, production, testing, and preparation for shipment to meet the contract delivery schedule. The contractor shall provide this schedule to the Government Program Office monthly. (DI-MISC-81183A/T)

8.0 CONFERENCES AND REVIEWS. The contractor shall host a post-award conference in the form of a program management review (PMR) at their facility within 30 days of contract award. A PMR will be conducted in Poland approximately no later than seven (7) months after the completion of the aircraft survey. The USAF Program Manager will coordinate and attempt to schedule this PMR in conjunction with other in-country activities. This PMR shall address issues such as, but not limited to, schedules, Aircraft Survey results, production status, export license status (as applicable), shipping and installation/checkout. The USAF Program Manager shall record and publish PMR minutes, to include: listing of attendees, summary of issues discussed, and action items developed. The USAF Program Manager and contractor shall jointly develop the agenda for these meetings.

9.0 SECURITY PROVISIONS. Information gained in the course of executing this contract shall be subject to the "Disclosure of Information Clause - Dec 1991."

10.0 SPECIAL PROVISIONS

11.0 WARRANTY. The contractor shall provide a one-year standard commercial warranty. The warranty shall commence six (6) months from date of delivery to the Freight Forwarder or upon successful completion of Site Acceptance Test (SAT), whichever occurs first. An optional second year warranty to commence at the end of the first year shall be offered. The terms and conditions shall be identical to the first year warranty.

Attachment 2

System Requirements

Flight Inspection System (FIS)

Poland FMS Case PL-D-DAP

15 May 2004

Overview and Basic Requirements

The Flight Inspection System (FIS) shall provide the capability to inspect and calibrate en-route and terminal navigation, air traffic control, and landing systems and will be used to certify Poland's navigational and landing aids. The FIS shall meet or exceed applicable ICAO, NATO, and industry standard Flight Inspection requirements. The FIS shall provide the capability to perform flight inspection services on the following systems: ILS (Cat I, II, III); Marker Beacon; VOR; NDB; VHF Communications Systems; PSR/SSR/PAR; Visual Aids (VASI/PAPI); TACAN; **DME**; Collocated VOR/DME, and Non-precision GPS Approach (GPSNPA). The FIS shall provide all required equipment to operate autonomously and automatically, and include a simulation capability. The FIS shall be capable of being easily installed and removed from the FIS aircraft (designated as an AN-26).

Specific Requirements

- System: The FIS shall use industry standard components (avionics components, processor, displays, user I/O devices, printer, power supplies, etc.) to the maximum extent possible. The system shall be capable of self diagnosis and reporting error conditions (reporting error status is preferred in real time).
- Cabling: All Cabling required to install and operate the FIS in the AN-26 shall be provided.
- Antennae: All required antennae for all systems shall be included for installation on the AN-26.
- Ground Reference System: The system shall be capable of automated operation with use of a DGPS reference (precluding the need for ground-based personnel to maintain a reference of the aircraft).
- Operation: The system shall support FAA, ICAO, NATO or user defined tolerances. The system shall be capable of providing automated and user defined reports. The system shall be capable of storing significant airfield and navigation aid related data internally (or on removable media) for use and re-use in subsequent inspections. The system shall store mission data internally and make it available on removable media for archival storage.

- Simulation: The system shall support training with imbedded or stand alone simulation of critical operational functions.
- Aircraft installation and removal: The operational console design shall allow easy installation and removal in the target aircraft and shall be capable of being installed in alternative aircraft, if so desired, without modifying significantly the physical form factor.
- Power: The FIS shall be capable of operating on power (voltage) available on the target aircraft. Any additional voltages required shall be provided by the FIS itself or ancillary equipment included with the FIS.
- Environmental conditions:
    - Temperature range (operating): 0 to +40 deg C
    - Service ceiling non pressurized: 10,000 ft

Attachment 3

Section L, Instruction for Proposal Preparation (IFPP)

15 May 2004

1. Offerors may provide one proposal for one (1) Flight Inspection System (FIS). There are three general categories of selection criteria for the Poland FMS Case PL-D-DAP Source Selection: (1) Past Performance; (2) Mission Capability; and (3) Price.

2. Instructions - Mission Capability:

Description of Equipment and Services. Offerors shall establish that the proposed equipment items and services are designed to meet all requirements of the solicitation; in this regard, the Offeror shall provide:

a. System Specification(s) of the equipment being proposed

b. Proposed strategies/approaches addressing:
   i. Reliability Assurance processes
   ii. Factory Acceptance Test (FAT) or similar Quality Control Document
   iii. Aircraft Survey Report
   iv. Technical Oversight for installation, check-out and flight certification

c. A preliminary list of consumables, spare parts, spare modules as well as specialized tools and test equipment to support the FIS for a period of 1 year without replenishment. The list shall include part descriptions, part numbers, quantity, and Unit Identification (U/I), and unit price. Selection of the types and quantities of spares to be provided shall be justified by operational experience and/or analysis.

d. A preliminary list of the necessary test equipment consistent with the maintenance concept and level of repair supported by equipment design.

e. The list shall include part descriptions, part numbers, quantity, and Unit Identification (U/I), and unit price.

f. Warranty and detailed warranty procedures

g. Copies of FIS equipment check out procedures

Program Schedule. Offerors shall propose a comprehensive Integrated Master Schedule (IMS) identifying/addressing all key activities supporting the solicitation's requirements. Key activities shall include, but not be limited to, the following: aircraft surveys; schedule of USG and/or Poland required actions; deliveries of prime mission equipment and/or services; licensing and export permits; site preparation; subcontractor involvement (as applicable); system installation, site acceptance testing, commissioning flight test(s) assistance; warranty coverage; CDRL submissions; and any other critical program elements, as appropriate.

3. Instructions - Price Proposal:

a. The Offeror may propose prices for the Flight Inspection System (CLINs 0001-0007)

b. Prices should be proposed at the CLIN levels. The Government reserves the right to request additional pricing information in accordance with FAR Part 12. In order for

the government to perform price analysis, the offeror should provide pricing information for sales of similar systems within the last three (3) years.

4. Instructions - Past Performance:

As part of the source selection, the Government will evaluate the offerors relevant past performance to establish a level of confidence in the offeror's ability to successfully perform the activities required under this contract. Offerors shall identify past performance that is relevant to the FIS equipment that is proposed to be delivered under this contract. Offerors may identify up to three (3) instances of relevant past performance. For each instance of relevant past performance that the offeror identifies, the offeror shall provide the following information:

a. a description of the products and/or services that the offeror has previously provided. Where possible, this description should address the proven field usage of the relevant equipment (e.g., the FIS)
b. the name, address, and phone number of the Government Contracting Officer (or if it was a commercial sale, the name, address, and phone number of the business point of contract of the Buying organization)
c. the name address, and phone number of the current Government Program Manager (or if was a commercial sale, the name, address, and phone number of the technical point of contact of the Buying organization)
d. the contract number
e. the period of performance of the contract
f. the name, address, and phone number of the Government Administrative Contracting Officer (ACO) who has cognizance over the offeror
g. whether the relevant past performance was based on the offeror's efforts as a prime contractor or as a subcontractor
h. if the relevant past performance was based on the offeror's efforts as a prime contractor, then identify and describe any major portions of the effort that were subcontracted
i. if the relevant past performance was based on the offeror's efforts as a subcontractor, then identify the business and technical points of contract for the prime contractor, and also identify the business (e.g., Government Contracting Officer) and technical (e.g., Government Program Manager) of the end user of the products and/or services.

In addition to the relevant Past Performance information that the offeror provides with his proposal, the Government may also obtain and evaluate past performance information obtained through Contractor Performance Assessment Reporting System (CPARS) documents, questionnaires, Defense Contract Management Agency, interviews with program managers and contracting officials, and/or other sources known to the Government.

5. Instructions - Additional Requirements for Proposal Submission: Offerors must submit the following as their proposal. Failure to submit the following will result in rejection of the proposal:

a. Technical Proposal (see above, includes schedule)
b. Past Performance (see above)
c. Price Proposal (see above).
d. Completed copy of Solicitation for Commercial Items, Standard Form 1449.
e. Completed Representations and Certifications (see provision section of solicitation).

6. Instructions for Completing the Model Contract:

a. Standard Form 1499, "Solicitation/Contract/Order For Commercial Items" (fill in Blocks 30a, 30b, and 30c.
b. In the "Supplies or Services" Section of the contract:
    (1) For each CLIN (Contract Line Item Number) that has a "QTY" (Quantity) of "1" (except as set forth in subparagraphs "c" and "d" below), the Offeror shall insert the price of that CLIN under both "Unit Price" and "Total Item Amount" of that CLIN (i.e., the Offeror shall insert the same number on both lines).
    (2) For each CLIN that has a "QTY" that is greater than 1, the Offeror shall insert the price of 1 unit on the line for "Unit Price", and the Offeror shall insert the total price for all units under that CLIN on the line for "Total Item Amount".
    (3) For each CLIN that is Not Separately Priced (i.e., the price of that CLIN is included within the price of another CLIN), the Offeror shall insert "NSP" on the line for "Unit Price" and also on the line for "Total Item Amount".
    (4) For each Option CLIN, under "Descriptive Data" the Offeror shall fill-in the requested information, such as the Unit Price.
c. Schedule Section G – Contract Administration Data
    (1) Offerors shall provide the name and contact information for their transportation officer.
    (2) Offerors shall provide the requested information on their remittance address.
    (3) Offerors shall provide their Taxpayer Identification Number.

d. The Offeror's proposal shall be in accordance with the Provision at FAR 52.212-1 entitled "Instructions to Offerors – Commercial Items (Jan 2004)" which is incorporated into this solicitation by reference. However, under Paragraph (g) "Contract Award", the first three sentences are deleted in their entirely and are replaced with: "As part of the process to evaluate offers and award a contract, the Government intends to conduct discussions with offerors who are in the competitive range."

e. The Provision at FAR 52.212-3 entitled "Offeror Representations and Certifications – Commercial Items (Jan 2004), with its Alternate I (dated April 2002), is included in this solicitation. Offerors shall complete and return these Representations and Certifications with their proposal.

f. The Offeror shall submit a Small Business Subcontracting Plan that is in accordance with the requirements of the clauses at FAR 52.219-8 entitled "Utilization of Small Business Concerns (Oct 2000)" and 52.219-9 entitled "Small Business Subcontracting Plan (Jan 2002)', both of these clauses are incorporated by reference into this solicitation and also into the resultant contract. Failure to submit an acceptable Small Business Subcontract Plan shall make the offeror ineligible for award. The Small Business Subcontracting Plan will be a material part of the contract that is awarded, and the approved Small Business Subcontracting Plan shall be cited in the Contract Section J List of Attachments.

7. Proposal Submission Deadline: Offerors shall submit three (3) hard copies and one (1) electronic copy of each proposal to the following address not later than 5:00 P.M. Eastern Standard Time on **9 July 2004**:

ESC/GAK
ATTN: Mr. Edwin Johnson, Contracting Officer
75 VANDENBERG DRIVE (BLDG 1630, Second Floor)
HANSCOM AFB MA 01731-2103

Attachment 4

SECTION M, EVALUATION FACTORS FOR AWARD

1. Introduction. This section outlines the evaluation criteria the Government will consider in evaluating the Offeror's capabilities and proposals for contract award in support of FMS Case PL-D-DAP. The evaluation criteria are intended to better define the scope of evaluation to be performed. Section L, Instruction for Proposal Preparation (IFPP) of the RFP, defines the proposal elements and data required from each offeror for this evaluation. For a proposal to result in an awardable contract it must at least meet all minimum technical requirements, conform to all required terms and conditions, and include all required certifications.

2. Basis for Contract Award. This is a competitive Source Selection conducted in accordance with AFFARS 5315, Best Value methodology. Award will be made to the offeror whose proposal conforms to the solicitation's requirements and is judged, based on the evaluation factors (mission capability, price, and past performance,) and subfactors, to provide the best overall value to the Government.

3. Mission Capability Area. Ratings will focus on the offeror's proposal strengths, proposal inadequacies and/or deficiencies. Mission Capability will be evaluated using the color ratings that are set forth in AFFARS 5315.305 (a) (3) (A) and Table 5315-3.

a. Evaluation Factors. The Mission Capability area will be evaluated on the following 5 factors:
   (1) Reliability Assurance processes
   (2) Factory Acceptance Test (FAT) or similar Quality Control Document
   (3) Aircraft Survey Report
   (4) Technical Oversight for installation, check-out and flight certification
   (5) Warranty and warranty procedures

b. Threshold Performance Requirements, as defined in AFFARS 5315.001, are identified in the Statements of Objective, the System Requirements Documents, and the CDRL Exhibits that are attached to the Model Contract as part of this solicitation. Any features or technical offerings that enhance the contract deliverables will be considered in the Best Value determination.

4. Price Area. The offeror's proposed price will be evaluated for price reasonableness, to include the price
for each option at the maximum quantity for each option.

5. Past Performance Area. Past Performance evaluation is accomplished through assignment of a confidence rating based on assessing performance risk. The six (6) Past Performance ratings are set forth in AFFARS Table 5315-2. The main purpose of the Past Performance evaluation is to appropriately consider each offeror's demonstrated record of contract compliance in supplying products and services that meet the customer's needs, including cost and schedule. This is accomplished by reviewing aspects of the offeror's relevant Past Performance, focusing on and targeting performance which is relevant to the Mission Capability subfactors, and cost and price.

6. Order of Importance of Evaluation Factors. Mission Capability is more important than Price, and Price is more important than Past Performance. Mission Capability and Price together are significantly more important than Past Performance.