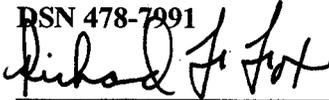


**Award Fee Plan  
For Joint Tactical Radio System (JTRS)  
Cluster 4,  
Pre-System Development and Demonstration  
F19628-03-R-0052  
(Date of Approval)  
(Contractor's Name)**

Coordinated:



MARYANN P. WATSON, Lt Col, USAF  
JTRS Airborne Program Manager, JTRS Cluster 4  
ESC/DIGR  
DSN 478-7991

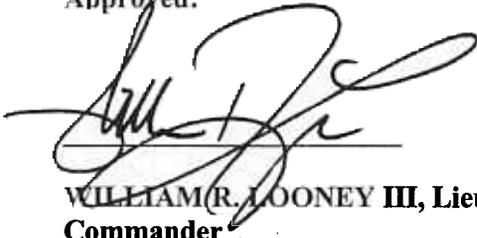


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JOSEPH E. MARDO  
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Award Fee Review Board Chairperson

Approved.



WILLIAM R. LOONEY III, Lieutenant General, USAF  
Commander  
Electronic Systems Center, AFMC  
Fee Determining Official

08 July 2003

Date

08 JULY 2003

21 July 2003

11 Aug 03

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## AWARD FEE PLAN

### **1.0 Introduction**

This award fee plan is the basis for the Airborne JTRS Cluster 4 Program Office's evaluation of the contractor's performance during the pre-System Development and Demonstration phase, and for presenting an assessment of that performance to the Fee Determining Official (FDO). The specific criteria and procedures used to assess the contractor's performance and to determine the amount of award fee earned are described herein. The amount of the award fee to be paid is determined by the FDO's judgmental evaluation of the contractor's performance in accordance with the criteria stated in this plan. The actual award fee determination and the methodology for determining the award fee are unilateral decisions made solely at the discretion of the Government.

There will be an interim evaluation (no fee awarded) conducted at six and one-half (6 1/2) months into the period of performance to assess and provide feedback on the contractor's performance up to that point. The end of period evaluation will be conducted at the end of the thirteen (13) month contract period of performance.

The award fee will be provided to the contractor through a unilateral contract modification and is in addition to the Cost Reimbursement provisions of the contract. The award fee earned and payable will be determined by the FDO based upon review of the contractor's performance against the criteria set forth in this plan, and is not subject to the Disputes clause, FAR 52.233-1. The FDO may unilaterally change this plan prior to the beginning of the evaluation period. The contractor will be notified of changes to the plan by the Procuring Contracting Officer (PCO), in writing, before the start of the evaluation period. Changes to this plan that are applicable to the ongoing evaluation period will be incorporated by mutual consent of both parties through a bilateral contract modification.

### **2.0 Organization**

The award fee organization consists of the FDO; performance monitors; and an Award Fee Review Board (AFRB), which consists of a chairperson, the PCO, a recorder, other functional area participants, and advisor members. Performance monitors are prohibited from being AFRB members. The FDO, AFRB members, and performance monitors are listed in Attachment 1.

### **3.0 Responsibilities**

**a. Fee Determining Official.** The FDO approves the award fee plan and any significant changes. The FDO reviews the recommendation(s) of the AFRB, considers all pertinent data, and determines the earned award fee amount for the evaluation period.

**b. Award Fee Review Board.** AFRB members review performance monitors' evaluation reports of the contractor's performance, consider all information from pertinent sources, prepare interim performance reports, and arrive at an earned award fee recommendation to be presented to the FDO. The AFRB may also recommend changes to this plan.

**c. AFRB Recorder.** The AFRB recorder is responsible for coordinating the administrative actions required by the performance monitors, the AFRB and the FDO, including:

1. Receipt, processing and distribution of evaluation reports from all required sources;
2. Scheduling and assisting with internal evaluation milestones, such as briefings; and
3. Accomplishing other actions required to ensure the smooth operation of the award fee.

**d. Procuring Contracting Officer.** The PCO is the liaison between the contractor and all Government personnel and is responsible for the preparation and distribution of the contract modification that awards any fee authorized by the FDO.

**e. Performance Monitors.** Performance monitors maintain written records of the contractor's performance in their assigned evaluation area(s) so that a fair and accurate evaluation is obtained. They prepare interim and end-of-period evaluation reports as directed by the AFRB.

#### **4.0 Award Fee Processes**

**a. Available Award Fee Amount.** The award fee earned by the contractor will be determined at the completion of the evaluation period and based on the contractor's performance. The maximum available award fee amount that can be paid to the contractor is 100 percent of \$XX.

**b. Evaluation Criteria.** The evaluation criteria and weights for the award fee period are shown in Attachment 2 and Attachment 3 respectively, and may be modified prior to contract award based on the successful offeror's program plan and schedule. The PCO will give specific notice in writing to the contractor of any changes to the evaluation criteria or the weights for the period prior to the start of the evaluation period. If the PCO does not provide updated evaluation criteria and weights, then the criteria and weights listed at Attachments 2 and 3 will be used for the award fee evaluation period. Changes to the evaluation criteria or weights will be accomplished in accordance with Section 5.0 of this Plan.

**c. Interim Evaluation Process.** Twenty-one (21) calendar days before the midpoint of the evaluation period, the AFRB Recorder will notify AFRB members and performance monitors to prepare their evaluation reports. Performance monitors will submit their evaluation reports to the AFRB fourteen (14) calendar days after this notification. The AFRB determines the interim evaluation results and identifies the contractor's strengths and weaknesses for the current evaluation period. The interim evaluation will be documented in narrative or briefing format and will be coordinated through the FDO prior to distributing it to the contractor, depending on the content. The PCO will send the interim evaluation to the contractor via official correspondence. The interim evaluation will not contain any fee determination or rating. Its intent is to inform the contractor of areas where corrective action can be taken in sufficient time to correct deficiencies prior to the FDO's award fee determination. The PCO may also issue letters at any other time when it is deemed necessary to highlight areas of Government concern.

**d. End of Period Evaluation.** Fifteen (15) calendar days before the end of the evaluation period, the AFRB Recorder will notify each board member and performance monitors as to the schedule for the end of period evaluation. The performance monitors will submit their performance monitor reports/briefings to the AFRB twenty (20) calendar days after the end of the evaluation period. The AFRB will evaluate the findings; contractor's self-assessment (if submitted); and other pertinent information to develop its evaluation report and recommendation

of earned award fee. The AFRB briefs the evaluation report and recommendation of earned award fee to the FDO. This recommendation will be presented in a contractor performance evaluation report as shown in Attachment 3. The final determination of the overall grade and earned award-fee amount for the evaluation period is made by the FDO within forty-five (45) calendar days after the evaluation period. The FDO letter informs the contractor of the earned award-fee amount. The PCO issues a contract modification within fifteen (15) calendar days after the FDO's decision is made authorizing payment of the earned-award-fee amount.

**e. Scoring and Award Fee Percentage.** The contractor will earn a percentage of the award that falls within the corresponding scoring range based on the overall weighted score calculated using the weighting factors defined in Attachment 3. The exact percentage of award fee is at the discretion of the FDO. The contractor's grade, overall score for the evaluation period, and percent of award fee is set forth below.

**TABLE 1**

<b>Adjectival Rating</b>	<b>Overall Weighted Score</b>	<b>% of Award Fee</b>
Excellent	91-100 points	81-100
Very Good	76-90 points	51-80
Satisfactory	51-75 points	1-50
Unsatisfactory	0-50 points*	0

\* Any score of 50 or below results in 0 fee.

**f. Contractor's Self-Assessment.** When the contractor chooses to submit a self-assessment, it must be submitted to the PCO no later than five (5) calendar days after the close of the evaluation period. This written assessment of the contractor's performance throughout the evaluation period may also contain any information that may be reasonably expected to assist the AFRB in evaluating the contractor's performance. The contractor's self-assessment may not exceed three (3) written pages.

### **5.0 Award Fee Plan Change Procedure**

All significant changes to this Award Fee Plan will be approved by the FDO. The AFRB Chairperson will approve minor changes. This change process may be accomplished at any point in the award fee period. Examples of significant changes include, but are not limited to: changing evaluation criteria, adjusting weights to redirect contractor's emphasis to areas needing improvement, and revising the distribution of the award fee dollars. Unilateral changes may be made to this award fee plan if the contractor is provided written notification by the contracting officer before the start of the evaluation period. Changes implemented during the ongoing evaluation period require mutual agreement of both parties through a bilateral contract modification.

## **6.0 Contract Termination**

If the contract is terminated for the convenience of the Government after the start of the award fee evaluation period, the award fee earned for the period shall be determined by the FDO using the normal award fee evaluation process.

### **Attachments**

Award Fee Organization

2. Evaluation Criteria
3. Contractor Performance Evaluation Report

**Attachment 1**

**AWARD FEE ORGANIZATION**

Fee Determining Official

Assistant Secretary of the Air  
Force (Acquisition)

\*Award Fee Review Board Chairperson:

Director, Global Grid Product  
Area Directorate Defense  
Information Infrastructure

Award Fee Review Board Members:

Airborne JTRS Cluster 4 Program  
Manager

Airborne JTRS Cluster 4 Chief of  
System Engineering,  
Integration, and Test Team

Customer Representatives:

AFC2ISRC/SC

ASC/AAA

Army PEO Aviation

Navy/USMC (NAVAIR)

Chief, Airborne JTRS Financial  
Management

\* Airborne JTRS Procuring  
Contracting Officer

\* Recorder: JTRS Project  
Officer\*\*

Judge Advocate Staff Member,  
ESC/JA\*\*\*

DCMC representative

Award Fee Review Board

\* Mandatory Members

\*\* Non-Voting Member

\*\*\* Advisor only

## **Performance Monitors**

Performance monitors provide the continuous evaluation of the contractor's performance in specifically assigned areas of responsibility. This monitoring is the foundation of the award fee evaluation process.

Performance monitors are working-level specialists, such as engineers, cost analysts, program management experts, and quality assurance evaluators, familiar with their assigned evaluation areas of responsibility.

Performance monitors may be organic Government employees, military members, Information Technology Services Personnel (ITSP), MITRE personnel, or Lincoln Laboratory personnel.

## **Attachment 2**

### **EVALUATION CRITERIA**

#### **AREA A**

#### **PERFORMANCE**

##### **UNSATISFACTORY**

1. Technical/periodic reports and other deliverable data are late and not submitted in accordance with Contract Data Requirements and formats are not easily understood. Discrepancies are major and require extensive time and effort to correct.
2. The Government has limited insight into technical performance and risk management through contractor Progress Reports, Quarterly Progress Reviews, Working Group Meetings, and Technical Interchange Meetings.
3. The contractor has failed to identify and allocate system requirements appropriately to software, firmware and hardware. Traceability has not been adequately demonstrated.
4. The technical adequacy of the contractor's design has not been demonstrated.
5. The contractor's Risk Management Program failed to identify and mitigate key technical risks.
6. The contractor has failed to adequately address Initial Capability Costs as a design consideration. Cost as an Independent Variable (CAIV) analysis has not resulted in adequate and documented alternative solutions.
7. Supportability planning is not adequate and missing critical elements. Supportability considerations are not adequately incorporated into the preliminary design.
8. Design architecture does not adequately address future technology insertion or upgrades.
9. The contractor failed to successfully complete System Requirements Review (SRR), Software Design Review (SDR) or System, Hardware, and Software Preliminary Design Reviews (PDRs).
10. The contractor's architecture and concept for an airborne and platform network does not support airborne users' information exchange requirements or demonstrate compliance with the goals of being open, commercial standards-based, and consistent with the C2 Enterprise Reference Architecture (C2ERA).
11. Results of special studies/design tradeoff analyses are insufficient to address the Government's objectives or did not adequately substantiate findings.

##### **SATISFACTORY**

- All technical/periodic reports and other deliverable data are timely and submitted in accordance with the Contract Data Requirements and with formats that are easily understood. Any discrepancies are minor and easily corrected.
2. The Government has adequate insight into technical performance, and risk management through contractor Progress Reports, Quarterly Progress Reviews, Working Group Meetings, and Technical Interchange Meetings.
  3. The contractor has identified all significant system requirements and allocated them appropriately to software, firmware and hardware. Traceability has been maintained.
  4. The technical adequacy of the contractor's design has been demonstrated.

5. The contractor's Risk Management Program has been adequately implemented, key technical risks identified and mitigation strategies executed.
6. The contractor has addressed Initial Capability Costs as a design consideration. CAIV analysis has resulted in documented alternative solutions.
7. Supportability planning is adequate and covers all required critical elements. Supportability considerations have been adequately incorporated into the preliminary design.
8. Design architecture adequately addresses future technology insertion and planned upgrades.
9. The contractor successfully completed SRR, SDR and System, Hardware, and Software PDRs with discrepancies satisfactorily resolved before contract completion.
10. The contractor's architecture and concept for an airborne network and platform network supports airborne users' information exchange requirements and demonstrates compliance with the goals of being open, commercial standards-based, and is consistent with the C2ERA.
11. Results of special studies/design tradeoff analyses meet the Government's objectives with adequate substantiation of findings.

### **VERY GOOD**

1. All technical/periodic reports and other deliverable data are submitted in accordance with Contract Data Requirements. They exceed contract requirements and are submitted in a format that is complete, clear, concise, technically accurate and easily understood.
2. The Government has timely and accurate insight into technical performance and risk management through contractor Progress reports, Quarterly Progress Reviews, Working Group Meetings, and Technical Interchange Meetings.
3. The contractor has clearly identified all system requirements and allocated those requirements to software, firmware and hardware. The contractor's approach ensured traceability was maintained and was readily apparent.
4. The technical adequacy of the contractor's design has been demonstrated and the design complies with the Software Communications Architecture (SCA) v2.2, and the C2ERA.
5. The contractor's Risk Management Program has been well implemented and key technical risks identified with appropriate mitigation strategies executed. The contractor has also identified risks for the SDD phase and proposed mitigation strategies.
6. The contractor has adequately addressed Initial Capability Costs as a design consideration. CAIV analysis has resulted in the contractor presenting several well-documented alternative solutions.
7. Supportability planning is well written and comprehensive, covering all critical elements. Supportability considerations can be traced to the preliminary design.
8. The contractor's design architecture lays out a clear path for growth and future upgrades. The contractor's technology insertion strategy presents innovative technical solutions in a clear concise document that maps the technology to future upgrades.
9. The contractor completed a successful SRR, SDR, and System, Hardware, and Software PDRs with only minor discrepancies that were resolved before contract completion.
10. The contractor's architecture and concept for an airborne network and platform network in support of the users' airborne information exchange requirements is well thought out and demonstrates compliance with the goals of being open, commercial standards-based, and consistent with the C2ERA.
11. Results of special studies/design tradeoff analyses meet or exceed the Government's objectives and provided a well-documented and clear substantiation of findings.

## **EXCELLENT**

1. All technical/periodic reports and other deliverable data have been submitted and they far exceed Contract Data Requirements. Their format is clear, concise, technically accurate and easily understood.
2. The Government has exceptional insight into the contractor's technical performance and risk management through Progress Reports, Quarterly Progress Reviews, Working Group Meetings, and Technical Interchange Meetings.
3. The contractor has performed an outstanding job identifying and documenting all system requirements and appropriately allocating system requirements to software, firmware and hardware. The contractor's approach ensured traceability was maintained and was apparent throughout their documentation.
4. The superior technical adequacy of the contractor's design has been demonstrated, and the design complies with SCA v2.2 and the C2ERA.
5. The contractor has implemented a proactive Risk Management Program that has consistently identified and documented appropriate risks and implemented mitigation strategies that significantly reduced program risk. The contractor has done an exceptional job of documenting technical risks and proposed mitigation strategies for the SDD phase.
6. The contractor has done an outstanding job of addressing all elements of Initial Capability Costs in defining preliminary airborne JTRS design. The contractor's CAIV analysis has resulted in several viable, well-documented alternative solutions.
7. Supportability plan was clearly considered in the design process. The contractor provided an affordable, executable roadmap that can be easily traced into the preliminary design.
8. The contractor's design approach presents several innovative, technical solutions and maps technologies to the Government's requirements using a credible, executable spiral development approach.
9. The contractor completed a successful SRR, SDR, and System, Hardware, and Software PDRs with no discrepancies.
10. The contractor's architecture and concept for an airborne network and platform network supports airborne users' information exchange requirements, is well thought out and demonstrates a high level of compliance with the goals of being open, commercial standards based, and consistent with the C2ERA.
11. Results of special studies/design tradeoff analyses exceed the Government's objectives with an exceptionally clear and concise substantiation of findings.

## **AREA B**

### **SYSTEM ENGINEERING/PROGRAM MANAGEMENT**

#### **UNSATISFACTORY**

The contractor has not established an integrated systems engineering team (including subcontractors and appropriate vendors) with clear lines of authority or communication within/across the contractor/subcontractor team or between the contractor team and the Government. Programmatic or technical impacts experienced because of communication problems.

2. The contractor has failed to develop, document, and implement an integrated system approach that provides for identification and resolution of risks and issues associated with the Airborne JTRS system, the Airborne Network, and with all platform networks and interfaces. Risk definitions lack factual supporting information and rationale.
3. The contractor's process for identifying functional requirements and performing requirements allocation and tracking does not produce a design optimized at the highest system level.
4. The contractor's Systems Engineering and Program Management processes do not provide the Government with sufficient insight into the requirements allocation and the evolving design.
5. The contractor is not responsive to the Government in supporting programmatic and technical issues. The contractor has not provided timely, logical responses to Government concerns to allow for making the best business case decisions.
6. The contractor fails to demonstrate approaches/solutions for enhancing technical performance and/or affordability of the Airborne JTRS system.
7. In delivered products and design reviews the contractor does not demonstrate system-of-systems awareness (which includes the Airborne JTRS system, the Airborne Network, and all platform interfaces).

#### **SATISFACTORY**

The contractor has established an integrated systems engineering team (including subs and appropriate vendors) with clear lines of authority and provides effective communication within and across the contractor/subcontractor team and between the contractor team and the Government. Minimal programmatic or technical impacts experienced because of communication problems.

2. The contractor has developed, documented and implemented an integrated systems engineering approach that provides for identification and resolution of risks and issues associated with the Airborne JTRS system, the Airborne Network, and with all platform networks and interfaces. Risks are adequately defined with factual supporting information and rationale.
3. The contractor's process for identifying functional requirements has resulted in a design that is optimized at the highest system level.
4. The contractor's System Engineering and Program Management process provides the Government sufficient insight into the requirements allocation and the evolving design.

5. The contractor is responsive to the Government in supporting programmatic and technical issues. The contractor provided timely, logical responses to Government concerns that allows for making best business case decisions.
6. The contractor has demonstrated a number of innovative approaches/solutions for enhancing technical performance and/or affordability of the Airborne JTRS system.
7. In delivered products and design reviews, the contractor demonstrated adherence to all key aspects of their documented practices and system-of-systems awareness (which includes the Airborne JTRS system, the Airborne Network, and with all platform interfaces).

### **VERY GOOD**

1. The contractor demonstrates strong leadership through effective internal communications with its subcontractors and vendor teammates. Effective communication allows for effective inter-organization coordination and planning to be exploited to the maximum extent possible. The contractor keeps the Government informed of all problem developments and upcoming decisions that could potentially impact schedule, technical performance, and/or cost. No programmatic or technical impacts due to communication problems.
2. The contractor has documented and implemented a solid integrated systems engineering approach that provides for the proactive identification and resolution of risks and issues associated with the Airborne JTRS system, the Airborne Network, and with all platform networks and interfaces. Risks are clearly defined with solid factual supporting information and rationale.
3. The contractor has developed a systematic process for identifying functional requirements; performing requirements allocation and tracking; and translating the results into designs that provided the Government with superior insight and a cost effective JTRS solution.
4. The contractor's System Engineering and Program Management process provides the Government with very good insight into the requirements allocation and the evolving design. All documentation is well written and supports the Government's objectives.
5. The contractor is very responsive to the Government in supporting programmatic and technical issues. The contractor consistently provides timely, logical responses to Government concerns and allow for making the best business case decisions.
6. The contractor demonstrates innovative approaches/solutions for enhancing technical performance and/or affordability of the Airborne JTRS system.
7. In delivered products and design reviews, the contractor demonstrated adherence to their documented practices and system-of-systems awareness (which includes the Airborne JTRS system, the Airborne Network, and all platform interfaces).

### **EXCELLENT**

The contractor developed a highly effective, efficient contractor team that reflects strong, open lines of communication. Improvements to the planned program result from high quality communication with Government and other external focal points. The contractor maintains complete and effective coordination and liaison with Government counterparts and other contractors.

2. The contractor developed, documented and implemented an integrated systems engineering approach that provides early identification of and several alternative strategies for resolution of risks and issues associated with the Airborne JTRS system, the Airborne Network, and with all platform networks and interfaces. Risks are thoroughly defined with strong factual supporting information and clearly defined rationale.
3. The contractor's process for identifying functional requirements; performing requirements allocation and tracking; and translating the results into designs that provide the Government with outstanding insight and a viable technical solution for a cost effective JTRS.
4. The contractor's System Engineering and Program Management process provides the Government with excellent insight into the requirements allocation and the evolving design. Documentation is submitted on schedule, well-written and supports all the Government's objectives.
5. The contractor is always responsive to the Government in supporting all programmatic and technical issues. The contractor always provides timely, logical responses to Government concerns that allow for making the best business case decisions.
6. The contractor demonstrates exceptional initiative in support of the Government by continually identifying innovative approaches/solutions for enhancing technical performance and/or affordability of the Airborne JTRS system.
7. In delivered products and design reviews the contractor demonstrated adherence to their documented practices and system-of-systems awareness (which includes the Airborne JTRS system, the Airborne Network, and all platform interfaces). Additionally, the contractor emphasized and demonstrated a focus on continuous system engineering and program management process improvement.
8. Contractor demonstrated initiative to improve process maturity and capability by addressing process improvement opportunities during the performance of this effort.

## AREA C

### COST/SCHEDULE MANAGEMENT

#### UNSATISFACTORY

1. The contractor failed to establish and maintain a realistic and accurate performance baseline. Contractor baseline was not supportable with documentation provided.
2. Cost and schedule variances (including subcontractor performance), as illustrated by their Earned Value Management System (EVMS) data, were not identified early enough to allow adequate time to react.
3. Contract Fund Status Reports and Cost/Schedule Status reports are not timely, are unclear, with little or no explanation of variances. The contractor's data, including subcontractor data, is not adequate for technical review and cost analysis.
4. Activities are not performed in accordance with contract requirements, the Integrated Master Plan (IMP), or the Integrated Master Schedule (IMS). Schedule milestone tracking and projections per the IMS are highly inaccurate with major program impact.
5. The contractor's implementation of the Initial Capability Cost Model in the design of the JTRS system did not take into consideration critical elements that drive Initial Capability Costs, nor did it achieve a balance between performance and costs.
6. The contractor did not complete milestones identified in the contract and experienced significant schedule delays.
7. Contractor experienced significant negative cost variances with major impact on overall program cost.

#### SATISFACTORY

1. The contractor established and maintained a fairly realistic and accurate performance baseline with adequate documentation.
2. Cost and schedule variances (including subcontractor performance), as illustrated by EVMS data, are identified and plans for recovery revised, reported, and implemented.
3. All Contract Fund Status Reports and Cost/Schedule Status Reports are on time with clear explanations of any variances. The contractor's data, including subcontractor data, is adequate, but requires some clarification in order to complete technical reviews and cost analyses.
4. The contractor performs IMS and IMP events as identified in the contract. Schedule milestone tracking and projections are accurate, per the IMS, with only minor impacts.
5. The contractor's implementation of the Initial Capability Cost Model in the design of the JTRS system takes into consideration all elements that drive Initial Capability Costs. The cost model achieved a balance between performance and cost.
6. The contractor completed all major contract objectives on schedule. Any delays did not significantly impact system design or network architecture deliverables.
7. The contractor experienced moderate negative cost variances; however, they were recovered with moderate impact to overall program cost.

## **VERY GOOD**

1. The contractor established and maintained a realistic and accurate performance baseline. Support documentation is clear and concise with little clarification required.
2. Cost and schedule variances (including subcontractor performance), as illustrated by EVMS data are identified early and well documented. The contractor identified and implemented program schedule changes and cost recovery measures in a timely manner.
3. All Contract Fund Status Reports and Cost/Schedule Status reports are on time with clear and concise contractor explanation of any variances. The contractor's data, including subcontractor data, is comprehensive and well written, providing the required information with little or no clarification needed to complete technical reviews and cost analyses
4. The contractor meets IMS and IMP events as identified in the contract. Schedule milestone tracking and projections, per the IMS and the IMP, are extremely accurate and allow for timely intervention to prevent program impact.
5. The contractor's implementation of the Initial Capability Cost Model in the design of the JTRS system takes into consideration all elements that drive Initial Capability Costs. The cost model has provided the Government with accurate information to support program decisions. The cost model achieved a balance between performance and cost.
6. The contractor completed effort on schedule or experienced small delays in minor areas of performance.
7. The contractor completed effort with only minor negative cost variances.

## **EXCELLENT**

1. The contractor established and maintained a realistic and highly accurate performance baseline with clearly supported, concise documentation. The contractor was highly responsive in providing answers to Government questions.
2. Cost and schedule variances (including subcontractor performance), as illustrated by EVMS data, are fully explained and recovered with little or no impact to overall program goals. Narratives address anticipated future program impacts and fully describe both current and future programmatic and cost impacts of current cost/schedule performance.
3. All Contract Fund Status Reports and Cost/Schedule Status reports are on time with clear explanations of any variances. The contractor consistently submits high quality cost forecasts and comprehensive schedule data that provides excellent correlation with cost performance reports and permits early identification of problem areas. The contractor's data, including subcontractor data, is comprehensive and well written in a format so that the Government can easily complete technical reviews and cost analyses.
4. The contractor meets IMS and IMP events as identified in the contract. Schedule milestone tracking and projections are accurate, per the IMS, with no impacts.
5. The contractor's excellent implementation of the Initial Capability Cost Model in the design of the JTRS System takes into consideration all elements that drive Initial Capability Costs. The cost model has provided the Government with early, accurate information to support program decisions. The cost model achieved an exceptional balance between performance and costs.
6. The contractor successfully completed effort on time or ahead of schedule.
7. The contractor successfully performed effort with no cost variances at completion.

**Attachment 3**

**CONTRACTOR PERFORMANCE EVALUATION REPORT**

**The following weightings apply to work performed under CLIN 0001**

**1. SCORE**

<b><u>Criteria</u></b>	<b><u>Raw Score</u></b>	<b><u>Weight</u></b>	<b><u>Weighted Score</u></b>
Area A - Performance	( ) X	.40	
Area B – SE/PM	) X	.40	
Area C - Cost/Schedule	( ) X	.20	
		<b>Overall Weighted Score</b>	

Based on Overall Weighted Score, Adjectival Rating

Award Fee Range

Recommended Award

2. List of Major Strengths and Weaknesses

3. AFRB's Comments on the Effectiveness of the Award Fee Program