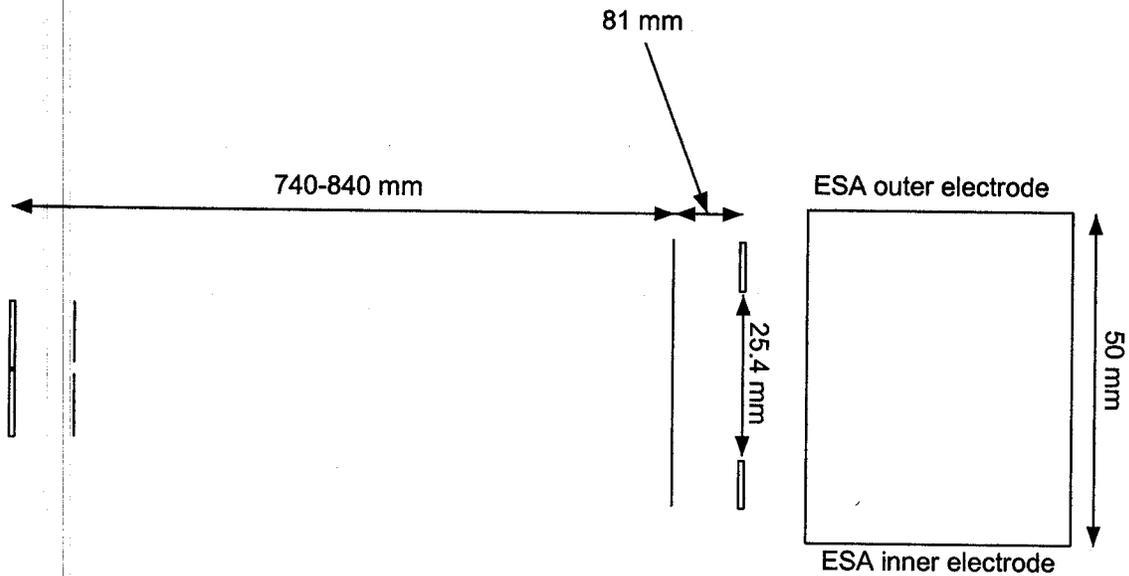


The purpose of this amendment is to provide answers to questions posed by a potential offeror. The following information is provided:



The sketch above is provided to help understand NRL's reply to the following questions. NRL considers the object position for the ESA to be located at the "SIMS entrance slit plane". The ESA opening aperture is a limiting factor for the acceptable beam angle. The secondary ion beam enters this drawing from the left, as indicated by the large arrow.

The questions and answers are as follows:

1. Regarding Detailed Specification paragraph e and the emittance angle, to respond, the beam angle half-aperture and diameter must be specified at given planes. NRL has not supplied this information.

The beam angle at half aperture required can be determined from the "ESA opening aperture" (25.4 mm diameter) and distance between the "SIMS Entrance Slit Plane" and the "ESA opening aperture" (821-921 mm). Taken together, the beam angle at half aperture required is 15.1-17.2 mrad. For an example, for our lower acceptance of 1π mm mrad MeV^{1/2}, a beam angle of 15.1 mrad, and a beam energy of 10

keV, the beam size must be less than 2.1 mm at the "SIMS Entrance slit plane".

2. Regarding Detailed Specification paragraph f, secondary beam transport, it is noted that beam emittance is determined by both the entrance slit and the opening aperture. The information concerning the opening aperture such as diameter and location has not been provided.

Diameter and location information have been provided in the answer to Question 1.

3. Regarding Detailed Specification paragraph g, ESA compatibility, is the NRL ESA located "74-84 cm **downstream** from the NRL ESA flange" ?

Per the opening remarks, the SIMS generated image at the "SIMS Entrance slit plane" is considered to be the object position for the ESA. Further, this location is to be 74-84 cm in front of the "NRL ESA entrance flange", or upstream of the "NRL ESA entrance flange", not downstream of it.

4. Regarding equipment title transfer, the potential offeror's terms are "FCA Paris Airport", thus the title transfer normally takes place at that time and location, **never at instrument acceptance**. Please confirm that we will not be excluded from consideration if our response contains our terms.

NRL reminds you that the terms of the solicitation are FOB Destination. NRL also wishes to remind you of a couple of provisions of FAR 52.212-4, which was incorporated by reference in the synopsis solicitation, as follows:

(j) Risk of Loss - Unless the contract specifically provides otherwise, risk of loss or damage to the supplies provided under this contract shall remain with the Contractor until, and shall pass to the Government upon .. delivery of the supplies to the Government at the destination specified in the contract, if transportation is F.O.B. Destination.

(n) Title - Unless specified elsewhere in the contract, title to the items furnished under this contract shall pass to the Government upon acceptance, regardless of when or where the Government takes physical possession.

Should you wish to take exception to the terms of the solicitation, please be advised that your proposal may be excluded from the competitive range, or that discussions may be necessary in

accordance with FAR 15.306 should a competitive range be established.

All other terms and conditions remain unchanged. The closing date and time for the receipt of proposals remains 4:00 pm on January 30, 2004.