

CONTRACT COMPLETION REPORT
Air Serv International
Contract No. 656-0235-C-00-6018-00
Air Support of Demining Operations
USAID Mozambique
31 January 2000

BACKGROUND:

In November 1995, the USAID Mission in Mozambique requested Air Serv to provide logistics and emergency medical evacuation flight services for demining activities in the Central Region of Mozambique that were funded by the US Government. The primary focus of the dedicated aircraft was medical evacuation of any of the 500 deminers working in Manica, Sofala, Tete, and Zambezia Provinces. In addition, the contract provided a limited number of hours of administrative flight hours for monitoring, resupply, reconnaissance, rapid EOD response and other operational needs. Demining flights in excess of the funded allocation were charged directly to the user at a highly subsidized fixed rate.

Other humanitarian agencies were also authorized to use the aircraft at a rate equivalent to the prevailing commercial rate for flight services in Mozambique. Excess funds generated from those flights were credited to the USAID account, reducing the net cost to the US government.

SUMMARY OF CONTRACT CHANGES:

The initial contract covered the period 15 November 1995 through 15 December 1996 at a contracted price of \$13,500 per month plus \$175/hour for up to 10 flight hours per month. The initial contract total funding obligation was \$224,250.

Modification 1 (16 December 1996): USAID extended the contract to 15 February 1997 at no additional cost to the US Government as a result of the success of the cost-sharing plan used to recover fixed monthly costs from other humanitarian agencies. In addition, World Vision International agreed to a grant to Air Serv of \$4,000/month to further subsidize the costs of operation. This reduced the USAID fixed monthly charge to \$9,500 for the duration of the contract. Irish Concern provided additional funding for the demining aircraft (\$8,500) and these funds were also credited to the US Government invoices.

Modification 2 (7 March 1997): USAID extended the contract for the period 15 February 1997 through 30 September 1998. The US Government obligated an additional \$200,000 for that extension of services.

Modification 3 (2 October 1998): USAID signed an additional six-month no-cost extension of flight services through 30 March 1999, the result of cost sharing success for the project.

Modification 4 (9 March 1999): A final extension of the contract through 31 December 1999 was funded with an additional \$100,000 in US funds, bringing the total US Government funding obligation to \$524,250 for 49.5 months of service.

FINANCIAL SUMMARY:

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|------------------------------------|----------------------------|
| Total Fixed Charges: | \$668,250.00 |
| Total Flight Charges | \$ 42,909.23 |
| Total Reimbursable Expenses | <u>\$ 15,079.05</u> |
| CONTRACT TOTAL: | \$726,238.28 |

| | |
|--------------------------|----------------------------|
| WVI Grant Funding | \$148,000.00 |
| Irish Concern | \$ 8,500.00 |
| Charter Credits | <u>\$ 57,489.84</u> |
| TOTAL: | \$213,989.84 |

NET CHARGE TO USAID: **\$512,248.44**

REPORTING:

Monthly operational reports including financial summaries were submitted to the USAID Mozambique Project Officer as specified in the contract. A summary of those reports are included as an attachment to this document.

ACCOMPLISHMENTS:

During the contract, Air Serv provided a total of 223.2 hours of dedicated demining support flights on behalf of the RONCO, Norwegian People's Aid, and Halo Trust demining programs in central and northern Mozambique. This constituted 100% of the support requested by these agencies during the period. In addition, Air Serv received funding support for the aircraft from World Vision and Irish Concern, and provided other humanitarian agencies with flight support activities resulting in a total

cost sharing contribution of nearly \$214,000, significantly reducing the US Government's costs for the demining flight program. As a result of the success of this program, Air Serv is using it as a pattern for future flight operations support for future emergencies. This report constitutes the Closing Contract Report.

Respectfully submitted,

Alan C. Graham, Jr.
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The January 2000 report, submitted to the Contracting Officer's Technical Representative, Mr. Timothy Born, on 10 January 2000, constitutes the final activities report for this project.

Alan C. Graham, Jr.
Chief Operating Officer