

National Aeronautics and  
Space Administration

**Headquarters**

Washington, DC 20546-0001



July 1, 2013

TO: Distribution

FROM: Earth Science Division, Airborne Science Program Director

SUBJECT: FY 2014 Airborne Science Flight Program

The Airborne Science Program (ASP) under the Earth Science Division (ESD) of the Science Mission Directorate (SMD) announces the annual call for Flight Requests to use the NASA aircraft platforms and capabilities in Fiscal Year 2014 (October 2013 – September 2014). This Call applies to all Earth Science activities with NASA or other funded research that require NASA aircraft or NASA facility sensors.

All investigators with approved **or pending** proposals from the Research Opportunities in Space and Earth Sciences (ROSES) announcements that have a requirement for an Airborne Science platform/instrument **also must submit a Flight Request**. The Flight Request is also the method to acquire an estimate if your proposal requires a cost estimate for Airborne Science support. However, for investigators proposing to participate on large, multi-aircraft experiments, such as last year's ROSES 2013: Earth Venture Suborbital 2 (EVS-2), a single Flight Request will be submitted for each mission by the project manager or project scientist.

The Airborne Science Program Website is located at <http://airbornescience.nasa.gov>. This site is a centralized portal for all components of the Program. It hosts the Flight Request system, program, platform and instrumentation capabilities, schedules, and points of contact. The Science Operations Flight Request System (SOFRS) can be reached directly at <http://airbornescience.nasa.gov/sofrs>. Please submit all Flight Requests through this paperless system.

#### Facility Update

The Airborne Science Program continues to operate the ASP-supported NASA aircraft, consisting of unique highly modified "science-ready" platforms, as well as other NASA aircraft. See Appendix A for the list of aircraft and their current user fees.

The program continues to provide a mix of manned and unmanned assets to conduct a variety of scientific studies. In addition to Appendix A, the list of available aircraft in the program can be found at <http://airbornescience.nasa.gov/>.

New this year to the list of non-NASA aircraft is the H211 Alpha Jet. H211 LLC, a limited liability company, manages a fleet of private aircraft, including the Alpha Jet, for executives of a local company that has a Space Act partnership with NASA Ames. As part of the partnership, H211 provides flight hours for scientific data collection at no cost, on a time available basis (<http://airbornescience.nasa.gov/aircraft>).

The Earth Science Division supports selected interdisciplinary science instruments for community use. An interdisciplinary science instrument is funded by one or more NASA Earth Science research program(s), but is available for use by all NASA projects. Typically there is a team that supports the operations on the instrument, and they may or may not be required to deploy with the instrument. If use of an interdisciplinary science instrument is approved by the sponsoring science program manager, only the additional mission-peculiar support costs for the instrument team and possible data processing costs are requested.

Other Federal Aircraft are listed in Appendix B and available interdisciplinary science instruments and suitable commercial sensors with point-of-contact in Appendix C. A list of Program Managers is in Appendix D and Flight Request information for Earth Observing System (EOS) Investigators can be found in Appendix E.

**IMPORTANT: AVIRIS, MAS, and MASTER** investigators are requested to submit FY14 Flight Requests before September 30, 2013. Submitting flight requests by the September 30 deadline allows the ASP, Sensor Teams and NASA Headquarters the opportunity to plan appropriately for the upcoming flight season. Late Flight Requests may need to be moved to the following year since the 2014 campaigns for those instruments will be based on the Flight Requests received by September 30, 2013. Flight requests received after this date and that are approved will be accommodated on a best efforts basis.

#### User Fees and Flight Requests

A Flight Request is necessary in order to schedule an airborne asset through the Airborne Science Program, but it is not a substitute for a proposal. All Flight Requests should be associated with a NASA grant, proposal, or, if funded from a non-NASA source, deemed to be directly related to a NASA area of interest. If no NASA investigation is associated with the request, it will be handled as a reimbursable mission and may be required to include justification for use of NASA facilities. All airborne assets are subject to user fees, which reflect the marginal cost of using the asset, and are assessed by the organization operating the asset. This is true for both NASA and non-NASA facilities. Reimbursable missions using NASA assets may be subject to additional fees.

The NASA Ames Research Center and partners at UND and UCSC are responsible for instrument integration and engineering support across the program in support of the aircraft engineering staff. Investigators interested in receiving support for all aspects of payload integration and operations are encouraged to inquire with Matt Fladeland (650-604-3325).

For non-NASA funded Flight Requests to be considered for the NASA subsidized rate, please include the name and contact information of a NASA sponsor who has agreed to deem the research to be directly related to a NASA area of interest (NASA HQ Science Concurrence) as well as the name and contact information for the Funding Source. For SMD investigators, the sponsor is the program manager who has issued your grant or contract.

Once a Flight Request is approved and scheduled, the user fees must be forwarded to the performing organization(s). In most cases, mission peculiar funding must be available to the performing center(s) before mission activities, such as integration, can occur. For SMD funded researchers using NASA assets, the fees will normally be withheld from the investigator's budget and sent by the sponsor directly to the NASA aircraft or sensor organization. For researchers using non-NASA assets, payment of the fees will vary and the Airborne Science business managers are prepared to assist the investigator through the financial procedures. All ASP missions utilizing SMD instruments, manpower, aircraft or funds must be in compliance with NASA Procedural Requirement (NPR) 7900.3B - Aircraft Operations Management, which can be found at [http://nodis3.gsfc.nasa.gov/npg\\_img/N\\_PR\\_7900\\_003B\\_/N\\_PR\\_7900\\_003B\\_.pdf](http://nodis3.gsfc.nasa.gov/npg_img/N_PR_7900_003B_/N_PR_7900_003B_.pdf)

The Flight Request process is managed by the Earth Science Project Office at Ames Research Center. If you did not receive this message directly and would like to be on further distributions or if you have any questions regarding the Flight Request system or process please contact:

Marilyn Vasques  
Flight Request Manager  
[Marilyn.Vasques@nasa.gov](mailto:Marilyn.Vasques@nasa.gov)  
Tel: 650-604-6120

Questions regarding the Airborne Science Program can be addressed to:

Bruce Tagg	or	Randy Albertson
Program Director		Deputy Program Director
<a href="mailto:bruce.a.tagg@nasa.gov">bruce.a.tagg@nasa.gov</a>		<a href="mailto:Randal.T.Albertson@nasa.gov">Randal.T.Albertson@nasa.gov</a>
Tel: 202-358-2890		Tel: 661-276-7540

Please submit your completed FY14 Flight Requests as soon in your planning process as possible.

Sincerely,



Bruce Tagg  
Director, Airborne Science Program  
Science Mission Directorate

## Appendix A

### Available NASA Airborne Science Platforms

Below are the platforms currently available, points of contact, and associated user's fees on a per hour basis unless otherwise noted. The rates below do not include mission peculiar costs (MPCs) for a given campaign or deployment, it is only the rate of the aircraft from its home base. In the event that the cost of fuel significantly exceeds current rates, this additional cost will be included in the MPC.

NASA ASP Supported Aircraft and Other NASA Aircraft are listed below. Other Agency Aircraft are listed in Appendix B. Commercial Aircraft recently used by NASA Science can be found at <http://airbornescience.nasa.gov/aircraft>.

Facility	Center/ State	Contact Name	Contact Phone	NASA SMD User Fee (per flight hour)
<b>NASA ASP-Supported Aircraft</b>				
DC-8	DFRC, CA	Frank Cutler	661.276.3998	\$6500
ER-2	DFRC, CA	Tim Moes	661.276.3054	\$3500
P-3	GSFC, WFF, VA	Mike Cropper	757.824.2140	\$3500
G-3 DFRC	DFRC, CA	John McGrath	661.276.2588	\$3000 (full reimbursable rate \$6000)
G-3 JSC	JSC, TX	Jim Alexander Ken Cockrell	281.244.9870 281.244.8810	\$3000
Global Hawk	DFRC, CA	Chris Naftel	661.276.2149	\$60K/week or \$250K/month for access \$1800/Flt hour up to 150hrs/month
<b>Other NASA Aircraft</b>				
B-200 DFRC	DFRC, CA	Walter Klein	661.276.2084	Call
B-200 LARC	LaRC, VA	Bruce Fisher	757.864.3862	Call
B-200 UC-12B	LaRC, VA	Bruce Fisher	757.864.3862	Call
B-200 WFF	GSFC, WFF, VA	Mike Cropper	757.824.2140	Call
C-9B	JSC, TX	Dom Del Rosso Jim Alexander	281.244.9113 281.244.9870	Call
Cessna 206	LaRC, VA	Bruce Fisher	757.864.3862	Call
Dragon Eye	ARC, CA	Matthew Fladeland	650.604.3325	Call

Learjet 25	GRC, OH	Al Micklewright Anthony Royce	216.433.2036 216.433.3868	Call
HU-25C Falcon	LaRC, VA	Bruce Fisher	757.864.3862	Call
C-23 Sherpa	WFF, VA	Mike Cropper	757.824.2140	Call
C-130 Hercules	GSFC, WFF, VA	Mike Cropper	757.824.2140	Call
Twin Otter GRC (DHC-6)	GRC, OH	Al Micklewright Anthony Royce	216.433.2036 216.433.3868	Call
S-3B	GRC, OH	Al Micklewright Anthony Royce	216.433.2036 216.433.3868	Call
T-34C	GRC, OH	Al Micklewright Anthony Royce	216.433.2036 216.433.3868	Call
WB-57F	JSC, TX	Jim Alexander Kevin Lesenski	281.244.9870 281.244.9664	Call
Ikhana	DFRC, CA	Mauricio Rivas	661.276.3678	Call
SIERRA	ARC, CA	Matthew Fladeland	650.604.3325	Call
UH-1 Huey Helicopter	GSFC, WFF, VA	Mike Cropper	757.824.2140	Call

## Appendix B Other Federal Aircraft

This table of platforms is provided for information only as a service to investigators. NASA is not responsible for maintaining or verifying the accuracy of data on non-NASA web sites. The list represents those platforms for which agreements for access by SMD investigators are in place, in work, or have recently been approved by NASA Aviation Management as airworthy and safe to operate. The list should not be considered all-inclusive, but any platform selected by investigators must comply with NASA aviation safety policies, which includes requirements for the use of non-NASA aircraft. Please refer to the NASA Aircraft Operations Management Procedure located at: [http://nodis3.gsfc.nasa.gov/npg\\_img/N\\_PR\\_7900\\_003B\\_/N\\_PR\\_7900\\_003B\\_.pdf](http://nodis3.gsfc.nasa.gov/npg_img/N_PR_7900_003B_/N_PR_7900_003B_.pdf)

Each of these providers schedules their own platforms, and many include a formal request and allocation system, similar to the Airborne Science Flight Request system. Investigators may conclude their own arrangements with a provider of their choice, to be paid from existing grant/contract funds, or may use the NASA Flight Request for assistance in scheduling and pricing from the Airborne Science Office.

<b>Federal (non-NASA) Aircraft</b>			
<b>Owner/Operator</b>	<b>Platform</b>	<b>Location</b>	<b>Information</b>
NRL P-3 and C-12 (B-200) – <a href="http://www.nrl.navy.mil/planes/index.php">http://www.nrl.navy.mil/planes/index.php</a>			
DOE	King Air (B-200)	NV	Call Bruce Coffland 650.604.2864
NOAA-AOC	Gulfstream IV-SP	AOC, MacDill AFB FL	<a href="http://www.aoc.noaa.gov">http://www.aoc.noaa.gov</a>
NOAA-AOC	Gulfstream Commander 1000 (695A)	AOC, MacDill AFB FL	<a href="http://www.aoc.noaa.gov">http://www.aoc.noaa.gov</a>
NOAA-AOC	WP-3D	AOC, MacDill AFB FL	<a href="http://www.aoc.noaa.gov">http://www.aoc.noaa.gov</a>
NOAA-AOC	Twin Otter DHC-6	AOC, MacDill AFB FL	<a href="http://www.aoc.noaa.gov">http://www.aoc.noaa.gov</a>
NOAA-AOC	Hawker Beechcraft King Air 350ER	AOC, MacDill AFB FL	<a href="http://www.aoc.noaa.gov">http://www.aoc.noaa.gov</a>
NSF	HIAPER G-5	NCAR/Boulder, CO	<a href="http://www.eol.ucar.edu/instrumentation/aircraft">http://www.eol.ucar.edu/instrumentation/aircraft</a>
NSF	C-130	NCAR/Boulder, CO	<a href="http://www.eol.ucar.edu/instrumentation/aircraft">http://www.eol.ucar.edu/instrumentation/aircraft</a>
ONR/NPS/CIRPAS	Altus 1 (UAV)	CIRPAS/Marina, CA	<a href="http://www.cirpas.org/">http://www.cirpas.org/</a>
ONR/NPS/CIRPAS	Pelican	CIRPAS/Marina, CA	<a href="http://www.cirpas.org/">http://www.cirpas.org/</a>

ONR/NPS/CIRPAS	Twin Otter	CIRPAS/Marina, CA	<a href="http://www.cirpas.org/">http://www.cirpas.org/</a>
ONR/NPS/CIRPAS	Predator (UAV)	CIRPAS/Marina, CA	<a href="http://www.cirpas.org/">http://www.cirpas.org/</a>
USDA Forest Service	Navajo	Carlsbad, CA	Bob Lockwood (909) 315-0181

## Appendix C

### Airborne Interdisciplinary Science Instrumentation

The program is supporting flights with NASA-funded sensors, both PI-led sensors or interdisciplinary science instruments. An interdisciplinary science instrument is funded by a particular program manager, or multiple program managers, and is available for use by other investigations. Certain interdisciplinary science instruments are partially supported by the Airborne Science Program, and may be provided for use by approved requesters under the SMD Research and Analysis Program. The following is a table of the NASA Interdisciplinary Science Instruments:

<b>Instrument</b>	<b>Contact</b>	<b>Telephone</b>
Airborne Visible Infrared Imaging Spectrometer (AVIRIS)	Robert Green	818-354-9136
Enhanced MODIS Airborne Simulator (eMAS)	Jeff Myers	650-604-3598
MODIS-ASTER Simulator (MASTER)	Jeff Myers	650-604-3598
Digital Camera Systems (DMS, DCS)	Jeff Myers	650-604-3598
Ames Precision Attitude/position equipment (POS-AV)	Jeff Myers	650-604-3598
Wallops (POS-AV)	Mike Cropper	757-824-2140
UAV-Synthetic Aperture Radar (UAVSAR)	Yunling Lou	818-354-2647

The Airborne Visible and Infrared Imaging Spectrometer (AVIRIS) will be available as a NASA Facility Sensor for scientific research and applications. Investigators will be expected to pay for AVIRIS data acquisition and processing costs associated with their investigations. If AVIRIS requirements were approved as part of the original proposal selection, then these costs should already be provided for in your budget or reserved for this purpose at NASA Headquarters. Please contact your Technical Monitor if you have any questions about this. If your AVIRIS requirement is new and was not in the originally selected proposal, then resources must be found within your existing budget or secured through an augmentation request to your Technical Monitor or Program Manager at NASA Headquarters. Furthermore, scenes from the AVIRIS archive (i.e., data that have already been acquired) can be obtained at a nominal cost.

The enhanced MODIS and MODIS/ASTER simulators (eMAS and MASTER) are available for flight on the NASA ER-2 (eMAS) and potentially other aircraft (MASTER) in FY 2014. The calibration and data processing (Level-1b and geolocation) are supported by the Airborne Sensor Facility at NASA Ames Research Center. Higher-level products are possible in some instances; these are supported separately by the eMAS science POC (Dr. Steven Platnick) or other research teams and should not be assumed in any Flight Request.

Additional information on eMAS or MASTER can be obtained from:

Use/Cost Policies: Dr. Steven Platnick (see Appendix E)

Sensor & FY 2014 Schedule: Jeff Myers, Ames Research Center, 650-604-3598

The Uninhabited Aerial Vehicle Synthetic Aperture Radar (UAVSAR), a high resolution, fully polarimetric, L-band SAR designed for repeat pass InSAR applications, will be available as a NASA Facility Sensor for scientific research and applications. Investigators are expected to pay for UAVSAR data acquisition and processing costs associated with their investigations, unless they were approved as part of the original proposal selection, then these costs should already be provided for in your budget or reserved for this purpose at NASA Headquarters. UAVSAR will be supported on the G3 aircraft this year, but development is underway to support UAVSAR flights in the future on the Global Hawk. If you are preparing a budget for a NASA proposal, you may estimate the UAVSAR data acquisition costs on the G3 aircraft at <http://uavsar.jpl.nasa.gov/cgi-bin/fps>. If you already have approved flight hours, you may use this website to finalize your flight plans as well. NASA data acquired by UAVSAR are processed at JPL and archived for distribution at the Alaska Satellite Facility (<http://www.asf.alaska.edu/>), where you may download the processed data products at no charge. For more information about UAVSAR, visit <http://uavsar.jpl.nasa.gov>. JPL's Earth Science Airborne Suborbital Instruments and Measurements website can be found at <http://airbornescience.jpl.nasa.gov>

Satellite communications systems of various types are now installed, or in the process of being installed, on most of the core science platforms. Iridium sat-phone modems, with data rates up to 9.6Kb/sec, are standard equipment on the DC-8, ER-2 806 and P-3 aircraft, and are included in the new NASDAT (NASA Airborne Science Data and Telemetry system) navigation data recorders (the follow-on to the prototype REVEAL (Research Environment for Vehicle-Embedded Analysis on Linux) boxes) to be deployed in CY2014. Payload use of the Iridium service through the NASDATs is available globally and is provided as part of the flight hour cost of the platform. Inmarsat BGAN (Broadband Global Area Network) airborne sat-com terminals are installed on the DC-8, the P-3, and the DFRC B200, for use on a cost-reimbursable basis. BGAN service supports up to 432Kb/sec duplex data rates. The Global Hawk UAS and WB-57F includes a Ku-band sat-com system as standard mission equipment, with data rates in excess of 1Mb/sec. Use of these systems is quoted as a Mission Peculiar Cost by the aircraft manager. (It should be noted that, unlike the Iridium modems, BGAN and Ku-Band service degrades rapidly at latitudes above ~60 degrees.)

Web links to remote sensing industry organizations that responded to a request for information (RFI) in April 2004 are provided for information only as a service to investigators. NASA does not endorse any commercial product or organization, and other comparable systems may exist within the industry. NASA is not responsible for maintaining or verifying the accuracy of data on non-NASA web sites. Investigators are responsible for contacting vendors to determine if the product meets the requirements of the proposed scientific investigation. **Before any actual data collection flights utilizing NASA personnel, property or funds, all vendors are subject to airworthiness/flight safety reviews in accordance with NASA Aviation Safety Policy for Non-NASA Aircraft.**

Information on commercially available remote sensing services can be found at:

<http://www.mapps.org>

<http://www.asprs.org/>

Additional information is also available at:

<b>Instrument Type</b>	<b>Instrument</b>	<b>Organization</b>	<b>Website</b>
<b>Hyperspectral Imagers</b>	•HYMAP	Hyvista	<a href="http://www.hyvista.com">http://www.hyvista.com</a>
	•PROBE-1	Earth Search Sciences, Inc.	<a href="http://www.earthsearch.com/">http://www.earthsearch.com/</a>
	•CASI-550	ITRES	<a href="http://www.itres.com">http://www.itres.com</a>
	•CASI-1500	ITRES	
	•SASI-640	ITRES	
	•TRWIS-III	Northrop Grumman	<a href="http://www.northropgrumman.com">http://www.northropgrumman.com</a>
	•LWHIS	Northrop Grumman	<a href="http://www.northropgrumman.com">http://www.northropgrumman.com</a>
<b>LIDAR Systems</b>	•Airborne Laser Terrain Mapper	Optech	<a href="http://www.optech.ca">http://www.optech.ca</a>
	•SHOALS LIDAR Bathymeter		
	•Laser Terrain Mapper (Optec ALTM 2050)	Sanborn	<a href="http://www.sanborn.com/">http://www.sanborn.com/</a>
	•LVIS	GSFC	<a href="http://lvis.gsfc.nasa.gov/">http://lvis.gsfc.nasa.gov/</a>
	•Airborne Topographic Mapper (ATM)	WFF	<a href="http://atm.wff.nasa.gov/">http://atm.wff.nasa.gov/</a>
<b>RADAR Systems</b>	•X-Band IFSAR	INTERMAP	<a href="http://www.intermap.com">http://www.intermap.com</a>

## Appendix D NASA Program Managers

This table of NASA Program Managers is provided for information only as a service to investigators.

<b>SCIENCE</b>		
<b>Name</b>	<b>Organization</b>	<b>Code</b>
David Considine	NASA – SMD	Modeling Analysis and Prediction
Paula Bontempi	NASA – SMD	Ocean Biology and Biogeochemistry Tropospheric Chemistry Program
Craig Dobson	NASA – SMD	Geodetic Imaging Program
Diane Wickland	NASA – SMD	Terrestrial Ecology Program
Jared Entin	NASA – SMD	Hydrology Program
Garik Gutman	NASA – SMD	Land Use-Land Cover
Ken Jucks	NASA – SMD	Upper Atmosphere Research Program
Ramesh Kakar	NASA – SMD	Atmospheric Dynamics and Precipitation Program
John LaBrecque	NASA – SMD	Earth Surface Interior
Jeff Grossman	NASA – SMD	Astro-Materials Curation
Eric Lindstrom	NASA – SMD	Oceanography
Hal Maring	NASA – SMD	Radiation Science Program
Tom Wagner	NASA – SMD	Cryosphere and International Polar Year
Bruce Tagg	NASA – SMD	Airborne Science Program
Woody Turner	NASA – SMD	Biological Diversity
<b>SENSORS</b>		
Parminder Ghuman	NASA – GSFC	Earth Science Technology Office (IIP)
Irene Bibyk	NASA - GSFC	Earth Science Technology Office (AITT)
Joe Famiglietti	NASA - GSFC	Earth Science Technology Office (ACT)
Mike Seablom	NASA - GSFC	Earth Science Technology Office (AIST)
<b>SATELLITES</b>		
Steve Platnick	NASA - GSFC	EOS Project Science Office
Jeff Masek	NASA - GSFC	Landsat Program
<b>APPLIED SCIENCE</b>		
Lawrence Friedl	NASA – SMD	Applied Science Program
Frank Lindsay	NASA – SMD	Disaster Management
Lucien Cox	NASA – SMD	Applied Science

## Appendix E

### SPECIAL ADDENDUM FOR EOS INVESTIGATORS PLANNING FOR NASA'S FY 2013 SCIENCE MISSION DIRECTORATE AIRBORNE SCIENCE PROGRAM

June 1, 2012

#### INTRODUCTION

This Addendum contains specific guidance for Earth Observing System (EOS) Investigators in responding to the annual call for Flight Requests to use the NASA Airborne Science Program observing capabilities in Fiscal Year 2014

EOS investigators have responsibility for sensor support and maintenance, and each investigator should plan on paying the cost of aircraft operations. It must be recognized that there are many demands for aircraft support of other NASA satellite missions, the NASA Science Programs, and other users. Hence, it is not likely that all of the proposed aircraft missions can be accomplished, and it is incumbent upon all investigators to plan carefully and combine missions with other investigators whenever possible.

#### FLIGHT REQUEST

NASA is making the annual Call Letter for the development of the FY 2014 Science Mission Directorate (SMD) Airborne Science Program plan available electronically via the Internet at <http://airbornescience.nasa.gov/>. Flight Requests should be submitted at <http://airbornescience.nasa.gov/sofrs>.

EOS Team Members and Instrument Investigators should enter the following in the "Funding Agency Sponsor" box of the Flight Request form:

Dr. Steven Platnick  
EOS Senior Project Scientist  
NASA/Goddard Space Flight Center  
Mail Stop 610  
Greenbelt, MD 20771  
Phone: 301-614-5636  
FAX: 301-614-5620  
Internet: [Steven.Platnick@nasa.gov](mailto:Steven.Platnick@nasa.gov)

Similarly, Interdisciplinary Investigators should enter the following in the box:

*(Discipline Manager)*  
Earth Science Division  
Science Mission Directorate  
NASA Headquarters

300 E St. SW  
Washington, DC 20546

The EOS review of Flight Requests and setting of priorities will be accomplished by the EOS Senior Project Scientist and the Associate Director for Research, Earth Science Division. To enable the most equitable allocation of available resources, you are asked to send a copy of your Flight Request to the Team Leader or Principal Investigator of your science team who will be called upon to help prioritize multiple requests from a single investigation team.

In FY 2014, as in previous years, user fees for aircraft hours have been instituted by the SMD Airborne Program (see Appendix A). Flight fees will be withheld automatically from each EOS investigator's budget and transferred directly to the appropriate flight account at Dryden, Wallops, Johnson, Langley, Glenn or appropriate contract for cooperative aircraft. However, the EOS Project Science Office will consider supporting up to 50% of EOS flight fees from a Special Aircraft Support Fund, subject to scientific priorities, programmatic balance, and availability of funds in FY 2014, with the remaining 50% or more coming from the individual investigator budgets. Depending upon the number and scope of the Flight Requests, the Special Aircraft Support Fund will also be used to pay mission peculiar costs (MPCs) in their entirety. The total amount available for both flight fees and MPC will be up to \$300K in FY 2014.

In addition to flight fees, certain sensor operation and data production costs ("data fees") have been instituted by the Science Mission Directorate. Data fees, if any, are the responsibility of each individual investigator and will not be subsidized by the Special Aircraft Support Fund in FY 2014. In some cases, investigators may be able to avoid overhead charges by their home institutions by having the government transfer data fees directly from their accounts to the appropriate data account at a NASA Field Center. An investigator should contact the appropriate Resource Analyst or Contracting Officer to make such arrangements. Data from many sensors, e.g., photography on most aircraft, are available at no cost or only nominal cost for approved flights.

Scheduling and final flight year approvals are the responsibility of:

Bruce Tagg  
Director, Airborne Science Program  
Earth Science Division  
Science Mission Directorate  
NASA Headquarters  
300 E St. SW; Mail Suite: 3N71  
Washington, DC 20546  
Phone: 202-358-2890  
Internet: [bruce.a.tagg@nasa.gov](mailto:bruce.a.tagg@nasa.gov)