

OFFEROR QUESTIONS

ON

F117 FOUNDATIONAL OBJECTIVES DOCUMENT AND BIDDERS' LIBRARY

Formal responses due October 6, 2024 to Alexandra Crothers by email at alexandra.crothers@us.af.mil

BIDDERS LIBRARY

1. Is the preliminary information provided within the Bidder's Library sufficient detail to solicit a request for proposal? If not, please detail additional documentation required.
2. Does any of the preliminary information provided in the Bidder's Library change your initial RFI assessment for timeline to standup capability for initial induction?
3. The **Workscope Definitions** are comprised of minimum requirements to meet the minimum build standards as a whole engine and alternatively a build standard table by engine module. What additional recommendations do you have to define worksopes?
4. The **Engine Configuration by Serial Number** data sheet is to indicate the proposed detail provided for all engines within inventory at the time of solicitation. Is this data sufficient detail for offerors to bid?
5. The **PMA Approval Flow Chart** details the USAF process for approval of PMA/DER components to occur post award. What additional recommendations do you have to the process? What concerns regarding the process or timing of the process do you have as it pertains to participation in the solicitation?

FOUNDATIONAL OBJECTIVE DOCUMENT

6. Within the objectives document detailed, what challenges do you have meeting the overall objectives? What do you need from the OEM, could you subcontract with the OEM for material, engineering. What do you mean when you say OEM centric?
7. It was mentioned industry utilizes a engine time on wing (ETOW) metric for reliability performance. What are some current metrics used for "like" thrust classes in the commercial market? How many years of engine data would be needed to validate ETOW requirements?
8. Funding: 25% above SPS/WRE threshold is contingent upon funding availability. The Government funds F117 quarterly based upon the agreed annual production requirement. What impacts, if any, does this have on potential offerors?
9. What computer software is available or currently utilized? Does the computer software have the capability to speak to the Command Engine Management System (CEMS)?

10. The Engine Performance Restoration and Overhaul Services indicates the monthly average removal/induction forecast, based on the average 125 removals per year. Does this change the offerors assessment of lead time to begin inductions?
11. The **Engine Performance Restoration and Overhaul Services** indicates DCMA will be utilized for quality assurance and surveillance. What are some concern and issues would hinder contractor performance utilizing DCMA?
12. The **Transition Plan** milestones indicate key activities to achieve prior to engine induction. What additional recommendations on key activities do you have to successfully transition?
13. Does this **Transition Plan** change your initial RFI assessment for timeline to standup capability for initial induction?
14. Do any of the objectives or performance metrics change your initial RFI assessment for timeline to standup capability for initial induction?
15. What duration is necessary to determine firm fixed price rates per performance restoration to meet the 5500 hour MTBR?
 - a. For Example, it is USAF's objective that contractors meet a 5500 Hours MTBR, can you meet this objective and if not, what are acceptable thresholds you can meet?
16. This is a commercial contract, IAW with FAR procedures we strive to consolidate and streamline the contract as much as possible. Are you aware of any clauses or **contract** terms that will hinder you?
17. The government discussed our intent to provide incentive opportunities in section 11.4 of the Objective Document, are there any incentives for the **contract** that you are interested in? Incentives to consider would be special financing (see question 14) and option year term.
18. Are there any special financing provisions such as interim commercial financing where the government provides partial payment at milestones? that you are interested in having in the **contract**? Please note that FAR regulations do apply.
19. Are there common commercial practices in the private sector that we need to be aware off? Such as incentives that are commonly seen in **contracts** that the F117 team has not discussed as an option?
20. The government discussed our intent to request contractors utilize small businesses subcontractors to the maximum extent practical in section 11.3. What challenges do you foresee with meeting this request if it was part of evaluation criteria for **contract** award?
21. Are the quantity inductions stated in the objective document something that your company can accommodate? In section 11.2 of the Objective Document the Government references the possibility of multiple awardees to meet the inductions required. Would your company be interested in part of the work or prefer a single award **contract**.