**Industry Day 2 Question Clarification**

Question: How far away are we from our MTBR goal versus where it is today?

Answer: The current MTBR is 5386 hours, which is less than the goal of 5500 hours. The ID 2 MTBR of 5500 hours is a threshold that we would hold the new vendor accountable.

Question: Do we want to surge 13+ engines per month? Is a surge capacity of 15 engines per month normal.

Answer: The USAF is preemptively looking at a production rate of about 10/month once we are at full operational capacity with a variance of +/-2. This exact number will be determined yearly based on our SPS forecast. There should also be a plan in place for short term surge capacity of up to 15 engines per month. SPS tolerances will vary from year to year based on the number of planned flight hours, mission requirements, and location. This number will be agreed upon between the vendor and USAF prior to an upcoming fiscal year.

Question: Will industry be expected to take over EMUS and system safety analysis?

Answer: USAF is open to all inputs regarding the needs industry will have in reference to USAF and the OEM so that USAF can plan accordingly.

Question: Is there going to be a draft RFP/PWS release?

Answer: USAF understands that this information will be relevant to industry going forward and is weighing if a secondary RFI will be needed to clarify information that is worked into the RFP and PWS.