

RESPONSE TO QUESTIONS REGARDING
ADVERSARY AIR SUPPORT SERVICES SOLICITATION #W9133L-17-R-0035

Thank you for taking the time to ask questions for clarification regarding the aforementioned solicitation. It is the intent of the government that the desired process and bidding manner is clear for all to understand. Questions will be answered in a consolidated form by grouping ideas and like topics together as much as possible.

1. SCOPE: Several questions and comments were received in regards to the contract amount and funding guarantees; such as 'can the government guarantee a certain number of flight hours?'
 - a. A minimum dollar amount guaranteed by this contract cannot not be fixed to a minimum number of flight hours. There are too many variables in the process, especially as each platform has a different flying hour cost and whereby the government doesn't have unlimited funds. An award may not go to the platform that has all of the combined desired capabilities due to a logical higher cost per flight hour thereby limiting the number of flight hours that can be flown with the available funding.
 - b. The minimum award amount is \$100,000. The ceiling is approximately \$38 million over a 5 year period, an estimate of \$5 million per year.
 - c. A Pre-Solicitation notice was posted to the GPE (FBO.gov) on 27 February.
 - d. The new closing response date will be 09 June 2017 at 12:00 p.m. EST.
2. REQUIREMENTS:
 - a. RADAR: Airborne air-to-air tracking/targeting radar is desired, not required.
 - i. It is understood that a more capable radar is more expensive and complex to operate. At this time, the government cannot afford a "perfect" solution but will try to best maximize the resources on hand.
 - ii. Non-radar aircraft are acceptable but must still meet the basic flying requirements. If it is desired to bid an aircraft that can't meet the flying requirements, then that must be clearly stated on the bid.
 - b. JAMMER: Airborne air-to-air jamming capability is also desired but not required.
 - c. Adequate threat representation in accordance with ATRG, AFTTP 3-1 Shot/Kill is achievable in many non-radar and non-jammer equipped aircraft; much like the T-38 adversary squadrons are able to do within their means.

- d. Therefore, no “threshold” criteria will be generated. Each radar/jammer capability will be assessed with the associated platform for overall potential performance and then compared to the cost per flight hour. A balance will be made based on number of sorties required versus aircraft capabilities. For example, a sortie costing \$20,000 per flight hour (due to advanced capabilities with radar/jammers/etc..) that allow 100 hours/sorties with available funds may be less desirable than a less capable aircraft that yields 300 hours/sorties should the current need be for sortie rates. However, the opposite may be true for the need for advanced capabilities at a more limited rate.
 - e. It is recommended that each bid response include a description of the tactical systems available. Radar: search/track capability for a 1m2 and 10m2 target, lock/shoot capabilities, limitations, any additional information. Jammers: type of jamming, programs available, flexibility, any additional information.
 - i. The government is not going to award based on expected or future capabilities. Per the PWS, execution is expected to occur within 60-90 days of award. Please just simply list the aircraft (with capabilities) you wish to be considered for this contract with the associated estimated cost per flight hour within the clarified guidelines of point #5 below.
3. LOCATIONS: To clarify differences between the PWS and ADVERSARY AIR BIDDING ASSUMPTIONS, use the following list for operating locations noting that “other location approved by mutual agreement” will still apply. Government airlift to overseas locations will not be provided at this time or for the purposes of planning in this RFP.
- a. Klamath Falls, OR
 - b. Volk Field, WI
 - c. Savannah, GA
 - d. Alpena, MI
 - e. Gulfport, LA
 - f. Oahu, HI (potential locations)
 - i. John Rogers field (Kalaeloa airport-Barbers Point)
 - ii. Hickam AFB
 - iii. Kaneohe Bay, MCAS
4. FLYING: Similar to no minimum guarantee of flight hours, turn patterns cannot be set at this time.
- a. The government has a higher requirement for AAS hours than can be funded. A balance of capability, turn patterns, and flight hours/sorties will be factored at the Task Order (TO) level.
 - b. A (4-turn-0, 4-turn-2, or 4-turn-4) are the minimum desired flying turn pattern options being sought. Of the expected operating locations above, Klamath Falls and Oahu have the probability of being more sustained. The other listed locations will most likely draw 2-6 weeks per year.

- c. Turning and G-limits will remain as defined in the PWS. If you are unable to meet the requirement, or have caveats, please make an explanation in the bid for the applicable aircraft.
- 5. PRICING/CLINS: Several questions were received within this topic. Hopefully the below clarifications will help answer each.
 - a. Fuel cards will not be provided
 - b. The government understands economy of scale concerns. ***If there is a minimum number of flight hours needed, or dollar amount needed to make it feasible to execute the contract, then please make that amount known in your bid (for each aircraft).***
 - c. There is no need to bid the number of flight hours available at the min and max amounts for the contract. Just provide a cost per flight hour. In RFP section B, after CLIN listings (pages 7 and 8), leave the fields blank.
 - d. Fill in the Air Bidding Assumption (Attachment 1) and do not worry about filling in the individual CLINs with the exception of the CMRA CLIN if you choose to break this cost out of your fixed costs.
 - e. CMRA – this is a one time a period reporting that must be completed by 31 October of each year. You are able to break out the cost to an individual item or just include it in your overall cost.
 - f. Attachment 1 has been updated and is included in this amendment.

CMRA Line: List and include fixed costs with overall total. May include shipping/transfer to operating location, personnel/labor costs, insurance (if not included in flight hour cost)

OCONUS & CONUS: 1 CLIN each now for CONUS locations and the OCONUS location. Focus on the FY17 CLIN. You may replicate info for the follow on FY CLINS while noting any adjustments for price changes and assumptions those are based upon.

MODIFY CLINS to show added 'Dry Rate' which includes everything but fuel. List assumptions. Most likely includes operating costs, consumables, airfield cost, maintenance, Insurance (if not listed out as a separate fixed cost).

CLIN 0001A Barbers Point Govt Fuel (Price per FLT hour)
 CLIN 0001A Barbers Point Comm Fuel (Price per FLT hour)
 CLIN 0001A Barbers Point Dry rate (Price per FLT hour)