I. NOTICE: The following solicitation provisions pertinent to this section are hereby incorporated by reference:

A. FEDERAL ACQUISITION REGULATION SOLICITATION PROVISIONS

52.211-07	ALTERNATIVES TO GOVERNMENT-UNIQUE STANDARDS (NOV 1999)
52.211-14	NOTICE OF PRIORITY RATING FOR NATIONAL DEFENSE Emergency Preparedness and Energy Program USE (APR 2008) Rated Order: 'DO'
52.215-01	INSTRUCTIONS TO OFFERORS--COMPETITIVE ACQUISITION (JAN 2004) - ALTERNATE I (OCT 1997) - ALTERNATE II (OCT 1997)
52.215-16	FACILITIES CAPITAL COST OF MONEY (JUN 2003)
52.215-20	REQUIREMENTS FOR COST OR PRICING DATA OR INFORMATION OTHER THANCOST OR PRICING DATA (OCT 1997) - ALTERNATE II (OCT 1997)
52.215-20	REQUIREMENTS FOR COST OR PRICING DATA OR INFORMATION OTHER THAN COST OR PRICING DATA (OCT 1997) - ALTERNATE III (OCT 1997) Alt III, Para (c) Submit the cost portion of the proposal via the following electronic media: 'as specified in Paragraph 2.10 of this Section.'
52.215-20	REQUIREMENTS FOR COST OR PRICING DATA OR INFORMATION OTHER THAN COST OR PRICING DATA (OCT 1997) - ALTERNATE IV (OCT 1997) Alt IV, Para (b), Insert description of the information and the format that are required: 'as specified in Paragraph 6 of this Section.'
52.216-01	TYPE OF CONTRACT (APR 1984) Type of contract is 'Firm Fixed Price, Fixed Price Incentive Firm, Time and Materials, Cost Plus Award Fee, and Cost Plus Incentive Fee'
52.219-24	SMALL DISADVANTAGED BUSINESS PARTICIPATION PROGRAM--TARGETS (OCT 2000)
52.222-24	PREAWARD ON-SITE EQUAL OPPORTUNITY COMPLIANCE EVALUATION (FEB 1999)
52.232-13	NOTICE OF PROGRESS PAYMENTS (APR 1984)
52.232-38	SUBMISSION OF ELECTRONIC FUNDS TRANSFER INFORMATION WITH OFFER (MAY 1999)
52.233-02	SERVICE OF PROTEST (SEP 2006) Para (a) Official or location is ' Barbara Gehrs 2530 Loop Road West, Rm 159 WPAFB, OH 45433-7101'
52.237-01	SITE VISIT (APR 1984)
52.247-45	F.O.B. ORIGIN AND/OR F.O.B. DESTINATION EVALUATION (APR 1984)
52.247-46	SHIPPING POINT(S) USED IN EVALUATION OF F.O.B. ORIGIN OFFERS (APR 1984)

B. DEFENSE FEDERAL ACQUISITION REGULATION SUPPLEMENT SOLICITATION PROVISIONS

252.211-7002	AVAILABILITY FOR EXAMINATION OF SPECIFICATIONS, STANDARDS, PLANS, DRAWINGS, DATA ITEM DESCRIPTIONS, AND OTHER PERTINENT DOCUMENTS (DEC 1991) Activity's complete address is '2530 Loop Road West, Room 159, WPAFB OH 45433-7101'
252.211-7004	ALTERNATE PRESERVATION, PACKAGING, AND PACKING (DEC 1991)
252.227-7028	TECHNICAL DATA OR COMPUTER SOFTWARE PREVIOUSLY DELIVERED TO THE GOVERNMENT (JUN 1995)
252.242-7001	NOTICE OF EARNED VALUE MANAGEMENT SYSTEM (MAR 2005)

C. AIR FORCE FEDERAL ACQUISITION REGULATION SUPPLEMENT SOLICITATION PROVISIONS

5352.215-9000 FACILITY CLEARANCE (MAY 1996)

D. AIR FORCE MATERIEL COMMAND FEDERAL ACQUISITION REGULATION SUPPLEMENT SOLICITATION PROVISIONS

5352.209-9003 POTENTIAL ORGANIZATIONAL CONFLICT OF INTEREST (AFMC) (JUL 1997)
Para (a), Nature of the proposed conflict is 'TBD Offeror'
Para (a)(1), nature of the proposed restraint and the applicable time period is 'TBD Offeror'
5352.227-9001 QUALIFICATION OF OFFEROR UNDER EXPORT - CONTROLLED RESTRICTED SOLICITATION (AFMC) (JUL 1997)

II. NOTICE: The following solicitation provisions pertinent to this section are hereby incorporated in full text:

A. FEDERAL ACQUISITION REGULATION SOLICITATION PROVISIONS IN FULL TEXT

52.211-01 AVAILABILITY OF SPECIFICATIONS LISTED IN THE GSA INDEX OF FEDERAL SPECIFICATIONS, STANDARDS AND COMMERCIAL ITEM DESCRIPTIONS, FPMR PART 101-29 (AUG 1998)

(a) The GSA Index of Federal Specifications, Standards and Commercial Item Descriptions, FPMR Part 101-29, and copies of specifications, standards, and commercial item descriptions cited in this solicitation may be obtained for a fee by submitting a request to--GSA Federal Supply Service, Specifications Section, Suite 8100, 470 East L'Enfant Plaza, SW, Washington, DC 20407, Telephone (202) 619-8925, Facsimile (202) 619-8978.

(b) If the General Services Administration, Department of Agriculture, or Department of Veterans Affairs issued this solicitation, a single copy of specifications, standards, and commercial item descriptions cited in this solicitation may be obtained free of charge by submitting a request to the addressee in paragraph (a) of this provision. Additional copies will be issued for a fee.

52.211-03 AVAILABILITY OF SPECIFICATIONS NOT LISTED IN THE GSA INDEX OF FEDERAL SPECIFICATIONS, STANDARDS AND COMMERCIAL ITEM DESCRIPTIONS (JUN 1988)

The specifications cited in this solicitation may be obtained from:
Ms Barbara Gehrs, Contracting Officer

The request should identify the solicitation number and the specification requested by date, title, and number, as cited in the solicitation.

52.211-04 AVAILABILITY FOR EXAMINATION OF SPECIFICATIONS NOT LISTED IN THE GSA INDEX OF FEDERAL SPECIFICATIONS, STANDARDS AND COMMERCIAL ITEM DESCRIPTIONS (JUN 1988)

653 Aeronautical Systems Squadron
2530 Loop Road West, WPAFB OH 45433-7101
(937)255-9382
Ms Barbara Gehrs
M-F 0800 - 1600 Local

52.252-01 SOLICITATION PROVISIONS INCORPORATED BY REFERENCE (FEB 1998)

This solicitation incorporates one or more solicitation provisions by reference, with the same force and effect as if they were given in full text. Upon request, the Contracting Officer will make their full text available. The offeror is cautioned that the listed provisions may include blocks that must be completed by the offeror and submitted with its quotation or offer. In lieu of submitting the full text of those provisions, the offeror may identify the provision by paragraph identifier and provide the appropriate information with its quotation or offer. Also, the full text of a solicitation provision may be accessed electronically at this address: http://farsite.hill.af.mil/

52.252-05 AUTHORIZED DEVIATIONS IN PROVISIONS (APR 1984)

(a) The use in this solicitation of any Federal Acquisition Regulation (48 CFR Chapter 1) provision with an authorized deviation is indicated by the addition of "(DEVIATION)" after the date of the provision.

(b) The use in this solicitation of any Defense Federal Acquisition Regulation Supplement (48 CFR Chapter 2) provision with an authorized deviation is indicated by the addition of "(DEVIATION)" after the name of the regulation.

B. OTHER SOLICITATION PROVISIONS IN FULL TEXT

L003 NEW MEXICO GROSS RECEIPTS TAX (AUG 2005)

(a) New Mexico Gross Receipts (NMGRT) applies to all receipts collected (cost and profit) from engaging in business in New Mexico (NM); selling property in NM, leasing property employed in NM, selling R&D services performed outside NM the product of which is initially used in NM if the contractor has nexus in NM, or performing services in NM.

(b) Offerors are expected to be knowledgeable of the Gross Receipts and Compensating Tax Act for the State of New Mexico in the preparation of their proposal. For assistance, please contact the State of New Mexico Taxation and Revenue Department, P.O. Box 630, Santa Fe NM 87504-0603, or call (505) 827-0928 or 0909.

L011 APPLICABLE CLAUSES (MAY 2002)

The appropriate clauses to be included in the contract will be determined based on Offeror's response to the Section K representations.

(a) Patent Rights. If the Offeror is a small business firm or nonprofit organization, then FAR 52.227-11, PATENT RIGHTS-RETENTION BY THE CONTRACTOR (SHORT FORM), DFARS 252.227-7034, PATENTS - SUBCONTRACTS, and DFARS 252.227-7039, PATENTS - REPORTING OF SUBJECT INVENTIONS will be used in Section I. Otherwise, FAR 52.227-12, PATENT RIGHTS - RETENTION BY THE CONTRACTOR (LONG FORM), will be included in Section I consistent with FAR Part 27.

(b) Cost Accounting Standards. Section I of this solicitation may contain the three Cost Accounting Standards clauses at FAR 52.230-3, 52.230-4, 52.230-5, and/or 52.230-6. The resultant contract will contain only those clauses required based on the Offeror's response to the Section K certification titled Cost Accounting Standards Notices and Certification (National Defense).

(c) State of New Mexico. Section I of this solicitation may contain the clause at FAR 52.229-10, STATE OF NEW MEXICO GROSS RECEIPTS AND COMPENSATING TAX. The resultant contract will contain this clause only if performance is in whole or in part within the State of New Mexico and the contract directs or authorizes the contractor to acquire property as a direct cost under the contract.

(d) Educational institutions and nonprofit organizations. If a cost-reimbursement type contract is contemplated and the offeror is an educational institution, paragraph (a) of the clause at FAR 52.216-7, Allowable Cost and Payment shall be altered in the resultant contract to refer to FAR Subpart 31.3 for determining allowable costs. Similarly, if the offeror is a nonprofit organization (other than an educational institution, a State or local government, or a nonprofit organization exempted under OMB Circular No. A-122), paragraph (a) of the clause at FAR 52.216-7 shall be altered to refer to FAR Subpart 31.7. In addition, if the offeror is an educational institution, DFARS 252.209-7005, MILITARY RECRUITING ON CAMPUS, will be added to Section I of the resultant contract.

(e) Subcontracting Plan. If the offeror has a comprehensive subcontracting plan under the test program described in 219.702(a), DFARS 252.219-7004, SMALL, SMALL DISADVANTAGED AND WOMEN-OWNED SMALL BUSINESS SUBCONTRACTING PLAN (TEST PROGRAM) and associated implementation in Section H will be used in lieu of FAR 52.219-9, FAR 52.219-10, FAR 52.219-16, and DFARS 252.219-7003.

L029 DETERMINATION OF COMPETITIVE RANGE (FEB 1997)

(a) Pursuant to FAR 15.306, the Contracting Officer's determination of competitive range of proposals submitted as a result of this solicitation will consider such criteria as technical evaluation/ranking of the proposal, initial cost/price proposed, and other items set forth in Section M of this solicitation. See the Section M paragraph entitled "Evaluation Criteria," for a definitive listing of these criteria and their relative importance.

(b) Offerors are hereby advised that only those proposals determined to have a reasonable chance for award of a contract will be included in the competitive range. While every effort will be made to maintain strong competition, the Contracting Officer will also look to eliminate time consuming and unnecessary discussions with those offerors whose proposals have no reasonable chance for award. This procedure is considered beneficial to both the Air Force and the offerors involved since, in addition to saving further expenditure of resources, acquisition lead time should be reduced.

(c) Accordingly, offerors should submit initial proposals on their most favorable terms, from both a technical and cost/price standpoint. Again, it should be noted that proposals will not be included in the competitive range solely on the basis of technical acceptability, nor will they be included due to cost/price considerations alone.

(d) Offerors whose proposals are not included in the competitive range will be notified as soon as practicable. Additional information relative to such proposals will be provided through debriefing of unsuccessful offerors.

L045 ACCESS TO AIR FORCE COMPUTER SYSTEMS (MAY 2004)

If performance under this contract will require access to Air Force computer systems (stand alone or networked), compliance with Air Force Instruction (AFI) 33-119 and Air Force Instruction (AFI) 33-202 **V1** is mandatory. It should be noted that such access requires, at a minimum, a National Agency Check or Entrance National Agency Check in accordance with DoD 5200.2-R, Personal Security Program. Offerors should make themselves familiar with local procedures for processing such requirements, and be prepared to be in compliance on the first day of contract performance. Failure to comply with this requirement may be considered a failure to perform.

L046 SUBMISSION OF COST OR PRICING DATA (FEB 2003)

(a) It is anticipated that pricing of this action will be based on adequate price competition; therefore, offerors are not required to submit cost or pricing data. However, if after receipt of proposals it is determined that adequate price competition does not exist, cost or pricing data (see FAR 15.406-2, Certificate of Current Cost or Pricing Data) shall be required.

(b) If it is determined that adequate price competition does not exist, the offeror shall provide current, complete and accurate cost or pricing data within 30 days after receipt of the Contracting Officer's request.

(c) The fact that cost and pricing data is not required by the Government does not relieve the offeror of their responsibility to provide information other than cost or pricing data to support the Government's required analysis of the proposal pursuant to this RFP and required by paragraph 6.1.2. of Clause L047/ ITOs. Failure to provide the Government with adequate information other than cost or pricing data may result in rejection of the offerors proposal pursuant to FAR 15.403-3(a)(4).

LO47/653 AESS L-III INFORMATION TO OFFERORS (ITO) AND INSTRUCTIONS FOR PROPOSAL PREPARATION (JAN 2007) (TAILORED)

1.0 Program Structure and Objectives

The Government is implementing a streamlined approach based on Integrated Product Development (IPD) for this KC-X effort. This approach provides flexibility to the offeror in planning and executing an effective effort while giving the Government greater visibility into this effort.

The Government's solicitation provides the offeror with the following elements: Model Contract (Sections A - K), Section L, Section M, Statement of Objectives (SOO), Preliminary Work Breakdown Structure (PWBS), Applicable Documents (including System Requirements Document (SRD)), and Contract Data Requirements List (CDRL). Based on the solicitation requirements, the offeror shall submit a proposal containing a completed Model Contract, System Specification, Contract WBS (CWBS), Statement of Work (SOW), Applicable Documents, an Integrated Master Plan (IMP) and Schedule (IMS), and enhanced CDRL in accordance with the detailed proposal preparation instructions found in this solicitation.

2.0 General Instructions

2.1 This section of the Information To Offerors (ITO) provides general guidance for preparing proposals as well as specific instructions on the format and content of the proposal. The offeror's proposal must include all data and information requested by the ITO and must be submitted in accordance with these instructions. Any offeror who submits an incomplete package may be considered non-responsive. The offeror's proposal shall be compliant with this ITO (Section L) and shall address requirements as stated in the SOO, SRD, CDRL, and Model Contract. The offeror's SOW shall conform to the Government's SOO. Non-conformance with the instructions provided in the ITO may result in an unfavorable proposal evaluation.

2.2 The proposal shall be clear, concise, and shall include sufficient detail for effective evaluation and for substantiating the validity of stated claims. The proposal should not simply rephrase or restate the Government's requirements, but rather shall provide convincing rationale to address how the offeror intends to meet these requirements. Offerors shall assume that the Government has no prior knowledge of their facilities and experience. Except in the area of past performance, the Government will base its evaluation on only the information presented in the offeror's proposal.

2.3 Elaborate brochures or documentation, binding, detailed art work, or other embellishments are unnecessary and are not desired. Similarly, for oral presentations, elaborate productions are unnecessary and not desired.

2.4 The proposal acceptance period is specified in Section A of the model contract/solicitation. The offeror shall make a clear statement in Section A of the proposal documentation volume that the proposal is valid until this date.

2.5 In accordance with FAR Subpart 4.8 (Government Contract Files), the Government will retain one copy of all unsuccessful proposals. Unless the offeror requests otherwise, the Government will destroy extra copies of such unsuccessful proposals.

2.6 General Information

2.6.1 Point of Contact

The Contracting Officer (CO), Ms Barbara Gehrs, (937) 255-9382, is the sole point of contact for this acquisition. Address any questions or concerns you may have to the CO. Written requests for clarification may be sent to the CO at the address located in Section A of the model contract/solicitation. Any requests for clarifications should be submitted within ten (10) work days of the Request for Proposal (RFP) release. Answers to clarifications will be posted to the FedBizOpps or issued via an RFP amendment. In the event of any conflict between the response to clarifications and the RFP, the RFP (including any amendments) shall take precedence.

2.6.1.1 Debriefings
The CO will promptly notify offerors of any decision to exclude them from the competitive range, whereupon they may request and receive a debriefing in accordance with FAR 15.505. The CO will notify unsuccessful offerors in the competitive range of the source selection decision in accordance with FAR 15.506. Upon such notification, unsuccessful offerors may request and receive a debriefing. Offerors desiring debriefing must make their request in accordance with the requirements of FAR 15.505 or 15.506, as applicable.

2.6.1.2 Discrepancies
If an offeror believes that the requirements in these instructions contain an error, omission, or are otherwise unsound, the offeror shall immediately notify the CO in writing with supporting rationale.

2.6.1.3 Electronic Reference Documents
All unclassified referenced documents for this solicitation are available on the Federal Business Opportunities (FedBizOpps) web site at <http://www.fedbizopps.gov>. Potential offerors are encouraged to subscribe for FedBizOpps e-mail notifications.

For access to any classified documentation referenced in this RFP, contact the CO as indicated above. Accompanying the request for classified information, the offerors must include proof of facility and personnel clearances to handle classified documentation.

2.6.2 Oral Presentation & Familiarization Training

2.6.2.1 Each offeror will be given the option to present the Mission Capability/Proposal Risk Volume of the proposal in an oral presentation. This presentation will serve to explain the offeror's written proposal for the designated subject matter. Presentations will be conducted at Building 570, WPAFB OH within two (2) weeks of proposal submittal. No presentation may exceed 4 hours and each offeror may be represented by no more than 4 people. Fifteen (15) copies of all briefing materials presented must be submitted with the written proposal submission. These materials and the oral presentations shall only contain material included in the offerors written proposal. Information obtained from the presentation material and the oral presentation will support Government evaluation of the Mission Capability factor. The Government will notify offerors by phone, email, or FAX of the order of presentations. The offeror must notify the CO in writing of the name, phone, e-mail, and FAX number of the individual to whom the Government should give notice.

2.6.2.2 Within two (2) weeks after RFP Receipt, each offeror shall provide presentation materials for their aircraft general familiarization courses of their baseline commercial aircraft configuration. Offeror's format

is acceptable. The General Familiarization Training will not be included as part of the evaluation.

2.7. Organization/Number of Copies/Page Limits

The offeror shall prepare the proposal as set forth in the Proposal Organization Table (Table 2.1 below). The titles and contents of the volumes shall be as defined in this table, all of which shall be within the required page limits and with the number of copies as specified in Table 2.1. The attachments identified in the table shall be separately bound in three-ring, loose-leaf binders, by volume, as necessary. Each subfactor within the Mission Capability factor shall be separately tabbed.

Table 2.1 - Proposal Organization

VOLUME	VOLUME TITLE	HARD- COPIES and ELECTRONIC COPIES (EACH)	PAGE LIMIT
I	Executive Summary	15 PO 1-DCMA 1-DCAA	20
II	Mission Capability/ Proposal Risk	10 PO 1-DCMA 1-DCAA	750 Excluding IMS/IMP, SOW, System Spec, Product Spec, General Description Data (Limited to 200 pages), Cross Reference Matrix, Systems Requirements Matrix, Draft Tailored Airworthiness Certification Criteria, CMMI Appraisal, Contractor Work Breakdown Schedule and Dictionary, Weapon Systems Integrity Matrices, Small Business Subcontracting Plan, Cost and Software Data Reporting Contract Plan DD Form 2794, Cost and Software Data Reporting Subcontract Plan DD Form 2794, MOSA Questionnaire, Preliminary Integrated Logistics Support Plan
III	Past Performance	15 PO 1-DCMA 1-DCAA	75 (Excluding Attachments 6,7 & 8 and FAA/DCMA Audits or Reviews with supporting documentation)
IV	Cost/Price	9 PO 1-DCMA 1-DCAA	600 (Excluding any attachments described in Sec L, Para 6.0)
V	Integrated Fleet Aerial Refueling Assessment	5 PO 1-DCMA 1-DCAA	100 (Excluding requested input, Attachment 17)

VI	Contract Documentation	6 PO 1-DCMA 1-DCAA	Unlimited
VII	Oral Presentations	15 PO 1-DCMA 1-DCAA	100 Slides
VIII	Request for Domestic Non-Availability Determination	5-PO 1-DCMA 1-DCAA	Unlimited
IX	Most Probable Government Ownership Life Cycle Cost Estimate (MPGOLCC)	9-PO 1-DCMA 1-DCAA	100 (Excluding any attachments described in Sec L, Para 7.0)

2.7.1 Page Limitations
Page limitations shall be treated as maximums. If exceeded, the excess pages will not be read or considered in the evaluation of the proposal and (for paper copies) will be returned to the offeror as soon as practicable. Page limitations may be placed on responses to Evaluation Notices (ENs). The specified page limits for EN responses will be identified in the letters forwarding the ENs to the offerors. Each page shall be counted except the following: cover, table of contents, glossary, acronyms, and index.

2.7.2 Cost or Pricing Information
All cost or pricing information shall be addressed ONLY in the Cost/Price Proposal, Most Probable Government Ownership Life Cycle Cost Estimate, and Contract Documentation Volumes. Cost trade-off information, work-hour estimates and material kinds and quantities may be used in other volumes only as appropriate for presenting rationale for alternatives or design and trade-off decisions.

2.7.3 Classified Information
Where classified information is required in the offeror's response, it shall be provided as a classified supplement and bound in a single classified addendum to the offeror's solicitation and shall be limited to no higher than collateral Secret. Each entry in the classified addendum shall be referenced to the proposal volume, page number, and paragraph number to which it applies. Similarly, a reference shall be placed in the unclassified volume where the classified insert applies, giving the page and paragraph numbers within the addendum where it can be found. Binding shall conform to the same directions as those given in this ITO for unclassified portions. The classified addendum shall conform to the marking and transfer requirements of the National Industrial Security Program Operating Manual (NISPOM), as specified by the DD Form 254. Pages in a classified addendum will be included in the page count for the applicable volume. The classified addendum shall be submitted to:

516 AESW/SF
2590 Loop Road West
Wright-Patterson AFB OH 45433-7142

2.7.3.1 Disposition of Classified Material Not Received Under a Specific Contract.
In accordance with the National Industrial Security Program Operating Manual (NISPOM), Offerors shall return all classified material (as determined by the Government) received with a bid, proposal, or quote in accordance with the following schedule: (1) If a bid, proposal, or quote is not submitted or is withdrawn within 180 days after the opening date of bids, proposals, or quotes; (2) If a bid, proposal, or quote is not accepted within 180 days after notification that a bid, proposal, or quote has not been accepted.

If the classified material was not received under a specific contract, such as material obtained at classified meetings or from a secondary distribution center, it must be destroyed within 1 year after receipt.

Offerors shall comply with NISPOM paragraphs 10-202, Contract Security Provisions, and 2-102, Eligibility Requirements.

2.7.4 Cross Referencing

2.7.4.1 Cross Referencing Matrix (CRM)
The offeror shall provide a proposal CRM that assures all requirements are addressed and easily accessible to the evaluators. The CRM must provide a single integrated index for the entire proposal. This index shall cross reference the proposal volume and paragraphs to specific RFP requirements, and CLINs as well as other parts of the proposal that contains relative information. Deliver the CRM in tabular and Microsoft Access (2002) or 2003 format. The Government has provided attachment 1 to assist the offeror in correlating Section L requirements with Section M Measures of Merit.

Table 2.2 - Sample Cross Reference Matrix

Section L paragraph #	Proposal reference with page, paragraph #	Section M Evaluation Factors	SOO paragraph #	SOW paragraph #	Specification paragraph #	CLIN	CDRL

2.7.4.2 Cross Referencing Between Volumes
Each volume shall stand alone without cross referencing among volumes, or other submitted material. Only those attachments identified in Table 2.1 may be referenced by its respective volume. Offerors may cross reference within a single volume. Information required for proposal evaluation which is not found in its designated volume, or its' identified attachments in Table 2.1, will be assumed to have been omitted from the proposal.

2.7.5 Indexing
Each volume shall contain a more detailed table of contents to delineate the subparagraphs within that volume. Tab indexing shall be used to identify sections.

2.7.6 Glossary of Abbreviations and Acronyms
Each volume shall contain a glossary of all abbreviations and acronyms used, with an explanation for each. Glossaries do not count against the page limitations for their respective volumes.

2.8 Page Size and Format

2.8.1 A page is defined as each face of a sheet of paper containing information. When both sides of a sheet display printed material, it shall be counted as two pages. Page size shall be 8.5 x 11 inches, not including foldouts. Pages shall be single spaced. Except for the reproduced sections of the solicitation document (Section A-K), the text size shall be no less than 12 point. Tracking, kerning, and leading values shall not be changed from the default values of the word processing or page layout software. Use at least 1 inch margins on the top and bottom and 3/4 inch side margins. Pages shall be numbered

sequentially by volume (and subfactor for Mission Capability Volume, Vol II). These page format restrictions shall apply to responses to ENs. These limitations shall apply to both electronic and hard copies of proposals submitted.

2.8.2 Legible tables, charts, graphs and figures shall be used wherever practical to depict organizations, systems and layout, implementation schedules, plans, etc. These displays shall be uncomplicated, legible and shall not exceed 11 by 17 inches in size. Foldout pages shall fold entirely within the volume and each 8.5 x 11 surface of a foldout shall be counted as a separate page (i.e. one 8.5 x 17 foldout equals 2 proposal pages). Foldout pages may only be used for large tables, charts, graphs, diagrams and schematics; not for pages of text. For pre-existing documentation, text in tables, charts, graphs and figures text shall be no smaller than 8 point when included in proposal. For other tables, text shall be no smaller than 10 point. These limitations shall apply to both electronic and hard copies of proposals submitted.

2.9 Binding and Labeling

Each volume of the proposal should be separately bound in a three-ring loose leaf binder which shall permit the volume to lie flat when open. Staples shall not be used. A cover sheet should be bound in each book, clearly marked as to volume number, title, copy number, solicitation identification and the offeror's name. Where applicable, subfactors will be tabbed within the volume to allow separation and standalone review. The same identifying data should be placed on the spine of each binder. All unclassified document binders shall have a color other than red or other applicable security designation colors. Be sure to apply all appropriate markings including those prescribed in accordance with FAR 52.215-1(e), Restriction on Disclosure and Use of Data, and 3.104-4, Disclosure, Protection, and Marking of Contractor Bid or Proposal Information and Source Selection Information. Attachments not included in the Volume page count (per Table 2.1) shall be separately bound from the applicable volumes.

2.10 Electronic Offers

The content and page size of electronic copies must be identical to the hard copies. For electronic copies, indicate on each CD the volume number and title. Use separate files to permit rapid location of all portions, including subfactors, exhibits, annexes, and attachments, if any. The offeror shall submit volumes I through IX in electronic format, using non re-writable CDs. Each volume shall be in a different directory on a CD. If files are compressed, the necessary decompression program must be included.

In addition to other instructions for submitting electronic versions of your proposal, offerors shall follow these instructions:

Electronic storage media shall be submitted in one of the following formats: prerecorded (pressed) CD-ROM or CD-R.

If submitting documents using Microsoft Office 2000 (or an earlier version), save files in default format; e.g. with Word, "Save as type" set to "Word Document (*.doc)" only.
If submitting documents using Microsoft Word XP (2002) or 2003:

For Word XP (2002) documents, set "Save as type" to Word 97-2002 & 6.0/95 - RTF (*.doc).
For Word 2003 documents, set "Save as type" to Word 97-2003 & 6.0/95 - RTF (*.doc).
Under the Word File menu do not use Versions...

When using Microsoft Excel XP (2002) or 2003:

For Excel XP (2002) spreadsheets, set "Save as type" to "Microsoft Excel 97-2002 & 5.0/95 Workbook (*.xls)".
For Excel 2003 spreadsheets, set "Save as type" to "Microsoft Excel 97-2003 & 5.0/95 Workbook (*.xls)".

When using Microsoft PowerPoint XP (2002) or 2003:

For PowerPoint XP (2002) presentations, set "Save as type" to "Microsoft PowerPoint 97-2002 & 95 Presentation (*.ppt)".
For PowerPoint 2003 presentations, set "Save as type" to "Microsoft PowerPoint 97-2003 & 95 Presentation (*.ppt)".

Submit any Microsoft Project files in Microsoft Project 2003.
Submit PDF documents using only Adobe Acrobat 6.0. Do NOT submit any documents in PDF format that are copied as "images". When creating PDF files always create to enable textual search and copy functions.

Past Performance Information: Offeror's must use the past performance information tool at https://pixs.wpafb.af.mil/PPI_template/dlPPI.asp for their electronic proposal submittal of relevant past performance contract information. Hard copies of the pages generated from this tool shall be used in the hard copy of the past performance volume subject to the limitations outlined in this RFP and should be Tab 1 of the past performance volume. If you are unable to download the past performance information tool, contact the contracting officer for assistance. Save the PPI database file as prime contractor name + RFP number + .mdb (e.g. XYZCompanyFA862606R0001.mdb)

2.11 Proposal Submission
Offerors must submit paper copies of their proposals in accordance with Table 2.1. One of the paper copies shall be the original signed copy and must be marked accordingly. The remaining copies, including the original, shall be addressed to the CO and mailed to: 653 AESS, 1755 Eleventh St., Bldg 570, WPAFB OH 45433-7404. One copy each shall be provided to the cognizant Administrative Contracting Officer (ACO) and Defense Contract Audit Agency (DCAA) Supervisory Auditor. Be sure to advise the ACO and the DCAA Auditor that the proposal is "Source Selection Information"-- See FAR 2.101 and 3.104.

2.12 Variation in Quantity (VIQ) provisions for fixed-price-incentive-firm (FPIF) line item options

2.12.1 The Government intends that the resulting contract have a flexible approach to procuring production (LRIP and FRP) quantities for Lots 1 through 5. Accordingly, Lots 1 through 5 shall be priced in Section J, Attachments 7 and 9 by means of a Variation in Quantity (VIQ) provision that will be incorporated into the contract. The VIQ provision will function as follows:

2.12.1.1 Each lot will have a target quantity for evaluation purposes. Each lot shall also have two prices associated with it (one inclusive of engines and one exclusive of engines). These prices will be termed the Unit Production Target Cost ($UPTC) and shall be expressed in then-year dollars. All unit target costs for all the possible quantities in the table shall be expressed as factors (to 3 decimal places) to be multiplied times the applicable $UPTC for the lot. The factor for the target quantity for the lot that corresponds to the "previous quantity ordered" target quantities will be 1.000. As previously stated, there shall be two (2) $UPTCs for each lot: one inclusive of installed and initial spare engines and one that excludes engines. These will be the only two dollar values upon which all other targets will be based. Ceiling price shall be based on the target cost.

2.12.1.2 Each lot will have a table of possible buy quantities related to total quantities from previous buys to take full advantage of cost improvement/learning as more KC-X tankers are produced. The table shall be populated with proposed factors of $UPTC, with the factor for the target quantity that corresponds to the "previous quantity ordered" target quantities being 1.000.

2.12.1.3 At the time of option exercise, the quantity stipulated for procurement by the Government will be multiplied by the $UPTC and then be multiplied by the factor from the place in the table associated

with the total number of aircraft procured in previous lots. This calculation will yield a total target cost for the applicable CLINs covered by the lot. Total target profit will be calculated as a percentage of the total target cost minus the total target Facilities Capital Cost of Money (FCCoM) cost. Ceiling Price for the lot will be calculated as a percentage of the total target cost. The share ratio will be as set forth in the contract.

2.12.1.4. After any option exercised and determination of the total option target price at the instant contract or after award, the Contractor shall propose CLIN pricing allocating the total target price to all covered CLINs to the Contracting Officer or agreement and incorporation in the contract.

2.12.2 To implement the VIQ provision, offerors shall comply with the following instructions in completing their contracting volume:

2.12.2.1 Provide a proposed $UPTC including engines and a proposed $UPTC excluding engines for each of Lots 1 through 5 as set forth in Section J, Attachment 7 of the model contract.

2.12.2.2 Provide proposed factors to three decimal places for all combinations of previous buy quantities and current buy quantities and cost information for all lots in Section J, Attachment 7. The factor proposed for the target quantity of the current option corresponding with the sum of the previous options' target quantities shall be 1.000. Complete methodology and supporting justification for the proposed factors shall be provided for the Government's evaluation under the Cost/Price factor in Section M.

2.12.2.3 Offerors shall use the Government provided ceiling price percentage and share ratio percentages, as dictated in Section J, Attachment 7, in development of target cost, target profit, and target pricing.

3.0 Volume I: Executive Summary Volume
In the executive summary volume, the offeror shall provide the following information:

3.1. Narrative Summary
The offeror shall provide a concise narrative summary of the entire proposal, including significant risks, and a highlight of any key or unique features, excluding cost/price. The salient features should tie in with Section M evaluation factors/subfactors. Any summary material presented here shall not be considered as meeting the requirements for any portions of other volumes of the proposal.

3.2 Table of Contents
A master table of contents of the entire proposal shall be provided.

4.0 Volume II: Mission Capability and Proposal Risk Volume

4.1 General
The Mission Capability and Proposal Risk Volume should be specific and complete. Legibility, clarity and coherence are very important. Responses will be evaluated against the Mission Capability subfactors defined in Section M, Evaluation Factors for Award. Using the instructions provided below, provide as specifically as possible the actual methodology and airframe characteristics proposed for accomplishing/satisfying these subfactors. By proposal submission, the offeror is representing the offeror's firm will perform all the requirements specified in the solicitation. Do not merely reiterate or reformulate the requirements specified in the solicitation.

4.2. Format and Specific Content

4.2.1 Mission Capability and Proposal Risk
In the Mission Capability and Proposal Risk volume, address the proposed approach to meet the

requirements of each Mission Capability subfactor, as well as the risks in terms of mission capability/performance, cost, and/or schedule.

4.2.1.1 Volume Organization

The Mission Capability and Proposal Risk volume shall be organized according to the following general outline:

- Table of Contents
- List of Table and Drawings
- Glossary
- General Description Data
- Cross Reference Matrix
- Subfactor One
- Subfactor Two (etc.)
- Risk Matrix

4.2.1.2 General Description Data

The offeror shall provide the following general description data to assist in understanding and evaluating the Mission Capability and Proposal Risk (all performance data are for standard day, no wind conditions without any aerial refueling wing pods installed, unless noted). Fold out pages may be used, and except for "Dimensional multi-view exterior drawing" (2nd bullet below); which should be a stand-alone drawing or drawing package) separate drawing requests below may be combined into fewer drawings so long as all requested information is provided. The contents of this section shall not count against the 750 page Mission Capability/Proposal Risk Volume page limitation; however, there is a 200-page limitation for General Description Data:

- Baseline Aircraft Designation (civil, military (if applicable))
- Dimensioned multi-view (minimum of 3 views) exterior drawing
- Inboard profile drawing noting fuel tank locations and capacity
- Cutaway top-view drawing noting fuel tank locations
- Identify which tanks can carry isolated fuel
- Avionics and software architecture diagrams/drawings
- Taxi clearance and turning radius drawing
- Engines
  - Designation (civil, military (if applicable))
  - Number of engines per aircraft
  - Thrust line location and orientation for each engine
  - Engine rated thrust and fuel flow as a function of altitude and Mach for takeoff thrust and for maximum continuous thrust (thrust maps), installed
  - Ground idle thrust, installed
- Aircraft dimensions
  - Length (with and without refueling boom)
  - Fuselage length
  - Wingspan
  - Ground height (struts and tires normally serviced)
  - Wing characteristics
    - Incidence
    - Dihedral
    - Sweepback (leading edge and quarter chord)
    - Aspect Ratio
    - Section (root, mean aerodynamic chord location, tip)
    - Mean Aerodynamic Chord (BL location, length and thickness)
    - Theoretical area
  - Fuselage characteristics
    - Width (maximum and constant cross section portion)

Height (maximum and constant cross section portion)
Cargo door dimensions (including and excluding restrictions due to rounded corners, hinges, actuators, etc.)
Cargo area width, length, height
Cargo deck maximum design floor loading, including any localized restrictions

Basic aerodynamics/performance data as a function of altitude and Mach, as appropriate
Lift coefficient versus angle of attack and versus drag coefficient at flap and slat settings for takeoff (in and out of ground effect), climb, cruise, approach, and landing (in and out of ground effect)
Incremental lift and drag due to landing gear and due to spoilers
Drawing of refueling boom and installation, with travel and extension limits
Chart depicting boom aerial refueling envelope in terms of altitude and airspeed
Physical and functional description of the centerline and wing mounted drogue aerial refueling systems and interfaces
Chart depicting centerline and wing mounted drogue aerial refueling systems aerial refueling envelopes in terms of altitude and airspeed
Physical and functional description of aerial refueling receptacle
External lighting for tanker and receiver aerial refueling, location and area illuminated with degree and method of adjusting of intensity brightness

Landing gear characteristics
Number, location and type of landing gear
Number, size and location of tires
Nose and main gear wheel/tire size designations
Nose and main tire inflation pressures
Ground Flotation Aircraft Classification Numbers (ACNs) and Load Classification Numbers (LCNs)
Brake type, materials, and braking coefficient(s)

Aircraft layout reference system (WL, BL, FS or similar) and origin location
Aircraft weight and balance envelope(s), noting:
Basic Empty Weight and center of gravity (CG) location (note WL, BL, and FS locations also for this item)
Maximum fuel load mission takeoff weight and CG (location or applicable range)
Maximum takeoff gross weight and CG (location of applicable range)
Maximum inflight gross weight and CG (location or applicable) range

Location and capacity of all fuel tanks
Maximum offloadable fuel weight and/or quantity
Maximum isolated fuel weight and/or quantity
Maximum payload capacity (volume and weight)
Maximum landing weight and cg (location or applicable range)
The maximum sink rate/g-loading allowed during landing at maximum landing weight

Performance

Maximum unrefueled ferry range with no payload (5 percent of initial fuel load as reserve), standard day and standard day +20 degrees C
Takeoff distance (ground roll, 35-foot obstacle clearance, and 50-foot obstacle clearance) for maximum fuel load (limited to maximum takeoff gross weight), standard day and standard day +20 degrees C, using (1) maximum rated power and (2) minimum required/recommended power
Maximum gross weight takeoff distances (ground roll, 35-foot obstacle clearance, and 50-foot obstacle clearance), standard day and standard day +20 degrees C, using (1) maximum rated power and (2) minimum required/recommended power
Maximum landing weight landing distance (ground roll, 35-foot obstacle clearance, and 50-foot obstacle clearance), standard day and standard day +20 degrees C, using 3 degree glideslope, standard approach speed schedule, standard sink rate

Optimum cruise speed and Mach number, heavy weight, mid-cruise weight, light weight (state weights)
Maximum cruise speed and Mach number, heavy weight, mid-cruise weight, light weight (state weights)
Optimum cruise altitude, heavy weight, mid-cruise weight, light weight (state weights)
Maximum cruise altitude, heavyweight, mid-cruise weight, light weight (state weights)
Optimum refueling speed (or speed range) as a receiver and as a tanker
Maximum and minimum tanker refueling speeds for aircraft boom, centerline drogue, and wing mounted aerial refueling system
Maximum on Ground (MOG) area

Fuel Burn Information as follows:
Fuel, distance, and time for enroute descent as a function of pressure altitude and weight
Fuel estimate for landing and for missed approach to straight in approach and back to landing
All ground rules and assumptions used for mission calculations to include atmospheric conditions (e.g. std vs non-std atmosphere), start taxi and takeoff fuel used, and landing fuel allowance
Max takeoff and max continuous thrust as a function of altitude and mach number
Idle thrust as a function of altitude and mach number
Fuel flow as a function of percent power setting , mach number, and altitude
Trimmed cruise drag polar (drag coefficient vs lift coefficient, mach number, and altitude)

With respect to fuel burn information, the offeror shall describe and substantiate the basis and methodology (e.g., flight test, data, analysis, adjustments) for production of any derived or predicted data not directly associated with a physical description of either the aircraft or an aircraft component listed or presented as part of the general description (e.g. drag polars, thrust figures, fuel burn figures, etc).

4.2.2 Subfactor One: Key System Requirements

4.2.2.1 System Requirements Matrix
The offeror shall complete Table 5-1, System Requirements Matrix, listing the required and desired KC-X requirements as defined in the SRD. The contents of the specific matrix columns are as follows:

4.2.2.1.1 SRD Paragraph - List each KC-X SRD paragraph that defines the attribute (required and desired capabilities).

4.2.2.1.2 Attribute Not Met/Not Fully Met/Met/Exceeded - Indicate if the SRD attribute will not be met, will be met, or will be exceeded. Include rationale for attributes not met or not fully met.

4.2.2.1.3 KC-X System Specification Paragraph - List the KC-X System Specification paragraph(s) that defines the proposed requirement.

4.2.2.1.4 List the applicable SOW paragraph (if any).

4.2.2.1.5 Description of Modifications to Baseline Commercial Air Vehicle - Provide a brief description of the modifications and integration required to the baseline aircraft to meet the System Specification requirement.

4.2.2.1.6 Initial Risk Assessment References - Identify in the KC-X initial risk assessment initial performance risk assessment and attendant risk management/mitigation strategy, where available.

4.2.2.1.7 IMP/IMS Reference - Identify the Integrated Master Plan and Integrated Master Schedule

task(s) references, if applicable.

Table 5-1 - System Requirements Matrix (format)

SRD Paragraph	Attribute Not Met/Not Fully Met/Met/Exceeded	KC-X System Specification Paragraph References	SOW paragraph (if any)	Description of Modifications to Baseline Commercial Air Vehicle	Risk Assessment References	IMP/IMS References (if any)

4.2.2.2 System Requirements
The offeror shall:

4.2.2.2.1 Refer to Attachment 23, Subfactor 1 Requirements Allocation Table, which allocates the SRD requirements into the Section M evaluation elements of: aerial refueling, airlift, operational utility, survivability, and other system requirements. The "Sub-Element Paragraphs" tab further allocates each of these elements into sub-elements and associated paragraphs.

4.2.2.2.2 Provide a System Specification based on the SRD, including all appendices. Provide suggested SRD revisions, where appropriate, to reflect the proposed system. Include system qualification/verification methods (Section 4) for all Section 3 requirements. Use DI-IPSC-81431A as a guide. When providing the system specification values where SRD thresholds and objectives are specified, the offeror must propose a single value, not a range of values.

4.2.2.2.3 Provide a draft aircraft (product) specification. When providing the product specification values where SRD thresholds and objectives are specified, the offeror must propose a single value, not a range of values.

4.2.2.2.4 Provide design approach, technical rationale, and any supporting data for proposed KC-X military operating environment (environmental conditions, criteria, and limitations, such as temperature, humidity, altitude, etc.).

4.2.2.3 The offeror shall provide design approach, technical rationale, and any supporting data for the following Aerial Refueling sub-elements:

4.2.2.3.1 Tanker aerial refueling capability for receptacle-equipped receivers
The offeror shall describe the ability of the proposed KC-X to refuel current and programmed receptacle-equipped receivers that are USAF tanker-compatible. The offeror shall describe the capabilities of the refueling system. The offeror shall identify and discuss limitations of the proposed aircraft or refueling system which may impact its ability to refuel current and programmed receptacle-equipped receivers that are USAF tanker-compatible. The offeror shall list different methods of conducting boom refueling for normal, abnormal, and emergency refueling.

4.2.2.3.2 Receiver aerial refueling capability.
The offeror shall describe the ability of the proposed KC-X to be refueled from current and programmed USAF tanker aircraft. The offeror shall describe the capabilities of the refueling system as a receiver. The offeror shall identify and discuss limitations of the proposed aircraft (including performance, maneuverability, or flying qualities) or refueling system which may impact its ability to be refueled from current and programmed USAF tankers

4.2.2.3.3 Aerial refueling offload versus mission radius.
The offeror shall provide an analysis of offload versus radius capabilities for the proposed aircraft for standard day and standard day + 20 degrees Celsius conditions for radii of 500 nautical miles (NM) through 2,500 NM inclusive and using the ground rules stated in the SRD. The offeror shall document the basis of the data used for computations (e.g., estimated, flight test) and all assumptions used in the calculations. The offeror will identify any modifications to the basic airframe or system components required to extend the mission radius versus offload performance beyond the threshold value shown in the SRD. The offeror will describe any impacts to other mission areas (cargo, passenger, medical, etc) if the aircraft is configured to maximize the offload versus radius performance.

4.2.2.3.4 Tanker aerial refueling capability for probe-equipped receivers
The offeror shall describe the ability of the proposed KC-X to refuel probe-equipped receiver aircraft. The offeror shall describe the capabilities of the hose-and-drogue refueling system(s). The offeror shall identify and discuss limitations of the proposed aircraft (including flow-field induced oscillations or instabilities) or refueling system(s) which may impact its ability to refuel probe-equipped receivers.

4.2.2.3.5 The size of the boom envelope.
The offeror shall provide an analysis that defines the characteristic of the boom envelope for the proposed KC-X aircraft. The analysis shall include parametric data developed from flight and flight simulation with the specific boom flown on the specific aircraft proposed by the offeror. The offeror shall identify those cases where the boom envelope exceeds the threshold requirements identified in the SRD and discuss the operational and technical benefits of the proposed design and implementation. The offeror shall describe the simulation used to evaluate and identify boom operational capabilities needed (which models, weather conditions, etc.). The offeror shall describe both the theoretical maximum size of the boom envelope and the actual operationally-effective size of the boom envelope, if different.

4.2.2.3.6 Aerial refueling operator (ARO) station
The offeror shall describe what controls, visuals, and situational awareness aids will be provided at the proposed ARO station. The offeror shall describe the human systems interface features of the station. The offeror shall describe how these aid the ARO in performing assigned duties and provide supporting analysis and/or test data. The offeror shall describe mission critical systems of the ARO station. Describe the ARO station reliability and maintainability features and failure detection and management.

4.2.2.3.7 Aircraft fuel efficiency
The offeror shall document the fuel efficiency of the proposed aircraft in the aerial refueling mission. The offeror shall use the following definition of efficiency:

Aerial Refueling Efficiency = (fuel offloaded) / (fuel burned + fuel offloaded)

The offeror shall compute and present the aerial refueling efficiency for the same conditions (ground rules) as used to generate the aerial refueling offload versus radius chart/data of 4.2.2.3.3. for radii of 500 nautical miles (NM) through 2,500 NM inclusive. Offeror shall also compute Aerial Refueling Efficiency (as defined above) for offeror-defined optimum efficiency flight profiles to offload fuel at the same radii. The offeror shall document the basis of the data used for computations (e.g., estimated, flight test) and all ground rules and assumptions used in the calculations. The offeror shall identify and discuss any proposed changes to the baseline commercial aircraft for increased fuel efficiency and provide data to validate estimated efficiency increases and/or fuel savings.

4.2.2.4 The Offeror shall provide design approach, technical rationale, and any supporting data for the following airlift capability sub-elements:

4.2.2.4.1 Airlift efficiency.
The offeror shall provide aircraft payload versus unrefueled range charts and tabulated data for standard

day conditions, maximum range cruise airspeed/mach number at optimum maximum range cruise altitude(s), takeoff weights that allow for normal taxi fuel usage (i.e., takeoff brake release at a weight not to exceed maximum takeoff gross weight), and that reflect the maximum load that the aircraft can accommodated using 463L pallets. No runway restriction is to be used and reserve fuel sufficient for 2 hours at maximum range at maximum altitude(s) shall be included (fuel used to climb during this reserve condition need not be considered). Each point on the payload versus range and fuel used versus range charts/data represents a complete individual mission, with each to include takeoff, climb, cruise, descent, and landing with reserves. The offeror shall document and provide the basis of the data used for computations (e.g., estimated, flight test) and all ground rules and assumptions used in the calculations. The data presented must be consistent with the proposed type-certified design and intended operational procedures in the cargo role. The offeror shall, for the same ground rules, assumptions, and conditions, provide fuel burned versus unrefueled range charts and tabulated data which correspond to the payload versus unrefueled range charts (except that the portion of the chart below 500 NM range is not requested for fuel burned versus unrefueled range). Airlift efficiency calculation procedure is as follows:

a. Starting at a range of 500 NM divide the cargo carried from the payload-unrefueled range chart (or table) by the fuel used at the same unrefueled range from the fuel used versus unrefueled range chart (or table). Ground rules and assumptions for the two curves must be identical. This will result in a plot and table having units of pounds of payload carried per pound of fuel used versus nautical mile range. The number of range points used to construct the two curves must be sufficient to adequately define this plot. Provide both the plot and the associated tabulated data.

b. For the curve described in paragraph a. above, integrate from 500 nautical miles to maximum unrefueled range. This will result in a single value with the units, payload pounds-nautical mile per pound fuel used. This number is defined as the airlift efficiency.

4.2.2.4.2 Cargo
The offeror shall describe the aircraft's ability to meet or exceed the cargo requirements as defined in the SRD, including mixes of cargo, passengers and aeromedical evacuation patients. The offeror shall identify the number and weight of pallets which may be carried in various loading configurations, including all-cargo configuration(s). Offeror shall identify all restrictions on pallet weight, volume, and placement within the aircraft.

4.2.2.4.3 Passengers
The offeror shall identify the maximum number of passengers which can be carried and supported.

4.2.2.4.4 Aero-medical evacuation
The offeror shall quantify the aircraft aero-medical evacuation capability in a manner consistent with the requirements and ground rules of the SRD. Offeror shall also identify the maximum number of aeromedical evacuation patients (litter, ambulatory, and mixes of the two) which can be carried and supported. Offeror shall identify any additional ground rules and assumptions associated with the data provided.

4.2.2.4.5 Ground turn time
The offeror shall provide estimates of ground turn time in a manner consistent with SRD requirements. Offeror shall provide complete timelines for ground turn consistent with SRD ground rules. Offeror shall identify all tools and support equipment required for aircraft ground turn. Offeror shall identify any additional ground rules and assumptions associated with the data provided.

4.2.2.4.6 Cargo bay reconfiguration
The offeror shall provide estimates of reconfiguration times in a manner consistent with SRD requirements. Offeror shall provide complete timelines for reconfiguration in a manner consistent with SRD ground rules. Offeror shall identify all tools and support equipment required for reconfiguration. Offeror shall identify any additional ground rules and assumptions associated with the data provided.

4.2.2.5 The offeror shall provide design approach, technical rationale, and supporting data for the following Operational Utility sub-elements:

4.2.2.5.1 Aircraft maneuverability
The offeror shall document the ability of the proposed aircraft to meet or exceed SRD requirements to fly tanker tactical profiles. Documentation to support compliance with these requirements shall be in the form of test results or validated simulation results. The offeror shall document the basis of the data used for computations (e.g., estimated, flight test) and all ground rules and assumptions used in the calculations.

4.2.2.5.2 Worldwide airspace operations
The offeror shall provide a detailed description of the proposed aircraft characteristics that comply with the SRD requirement(s) for an intercontinental range aircraft, equipped and certified for operation in worldwide airspace. This shall include the worldwide CNS/ATM capabilities of the aircraft to include impacts on crew workload.

4.2.2.5.3 Net-Ready Capability
The offeror shall provide design documentation that describes their approach to the SRD requirements as defined in the KC-X Net-Ready Appendix including submittal of the completed Net-Centric Checklist, Version 2.1.3, May 12, 2004. This information shall include the following:

4.2.2.5.3.1. The communications links that will support this capability

4.2.2.5.3.2. Listing of intended information exchange participants

4.2.2.5.3.3 The approach to information assurance and the processing of the data, both classified and unclassified

4.2.2.5.3.4. Planned functional description of all Net-Ready integration between aircraft on-board systems

4.2.2.5.3.5. Human factors, to include how the approach will consider crew workload and crew interaction

4.2.2.5.3.6. Explanation of the growth capability of the proposed Net-Ready system(s)

4.2.2.5.4 Treaty compliance support
The offeror shall describe his approach to the treaty-compliance support requirements of the SRD.

4.2.2.5.5 Formation flight
The offeror shall document the ability of the proposed aircraft to meet or exceed SRD requirements to fly tanker formations. Documentation supporting compliance with these requirements shall be in the form of test results or validated simulation results. The offeror shall document the basis of the data used for computations (e.g., estimated, flight test) and all ground rules and assumptions used in the calculations.

4.2.2.5.6 Intercontinental range
The offeror shall document the un-refueled ferry range of the aircraft. The offeror shall provide range analyses for standard day and standard day + 20 degrees Celsius conditions. The offeror shall document the basis of the data used for computations (e.g., estimated, flight test) and all ground rules and assumptions used in the calculations.

4.2.2.5.7 Operating from a 7000 ft runway
The offeror shall document the ability of the proposed KC-X aircraft to operate, including takeoff gross

weight, from a 7000 ft runway for standard day conditions and using FAA ground rules. The offeror shall document the basis of the data used for computations (e.g., estimated, flight test) and all ground rules and assumptions used in the calculations.

4.2.2.5.8 Bare-base airfield operations
The offeror shall document the ability of the proposed KC-X system to meet or exceed the SRD requirement to support theater aerial refueling operations from bare base airfields with confined ramp space. This shall include the Maximum On Ground (MOG), Aircraft Classification Number (ACN) and Load Classification Number (LCN) at maximum ramp weight and maximum takeoff gross weight (nominal center of gravity location in both cases). The offeror shall describe the abilities and limitations of the proposed KC-X system to maintain operational availability and meet operational mission requirements with minimum support facilities and limited space.

4.2.2.5.9 Growth provisions for upgrades
The offeror shall:

4.2.2.5.9.1 Describe the architecture design and approach to allow future system upgrades (both aircraft systems and characteristics, hardware and software) over the life cycle. Include:

4.2.2.5.9.1.1 How system components facilitate future upgrades by incremental technology insertion rather than large-scale system redesign to allow for incorporation of additional or higher performance elements with minimal impact on the existing systems.

4.2.2.5.9.1.2 How developed avionics systems shall utilize widely used well documented and publicly available (non-proprietary) standards for backplanes, communications, card form factors and software interfaces.

4.2.2.5.9.1.3 How new or developed hardware shall be upgradeable without changes to application software

4.2.2.5.9.1.4 How the KC-X shall comply with global information grid (GIG) policy and architecture, as defined in the KC-X Net-Ready Appendix. Describe the development tools (e.g., S/SEE and SIL), levels of fidelity in development and test capacity, portability, documentation, ease of use, etc.

4.2.2.5.9.1.5 Describe the development tools (e.g., S/SEE and SIL), levels of fidelity in development and test capacity, portability, documentation, ease of use, etc.

4.2.2.6 The offeror shall provide design approach, technical rationale, and supporting data for the following survivability sub-elements:

4.2.2.6.1 Situational awareness
The offeror shall provide design documentation that describes their approach to the SRD requirements for situational awareness. This information shall include the following:

4.2.2.6.1.1 The sources of situational awareness data

4.2.2.6.1.2 The communications links that will support this function

4.2.2.6.1.3 The approach to information assurance and the processing of the data, both classified and unclassified

4.2.2.6.1.4 Human factors, to include how the approach will consider crew workload and effectively assist the crew in avoiding threats under various operational scenarios

4.2.2.6.2 Defensive Systems against threats
The offeror shall:

4.2.2.6.2.1 Describe approach for implementing protection against IR (infrared) and RF (radio frequency) threats.

4.2.2.6.2.2 Provide documentation describing how the proposed aircraft will implement automated IR threat protection levels as described in the KC-X Threat Summary appendix, Section III.

4.2.2.6.2.3 Provide documentation describing how the proposed aircraft will implement automated RF Threat protection described in the KC-X Threat Summary appendix.

4.2.2.6.2.4 Describe the simulation scenario and tools/models used to evaluate and identify defensive capabilities required (e.g., scenarios include threats, weather conditions, altitudes, air speeds, flight control/boom positions).

4.2.2.6.2.5 Describe RF and IR countermeasures capabilities proposed.

4.2.2.6.2.6 Describe the proposed sensors and countermeasures locations and rationale.

4.2.2.6.2.7 Describe any plans for reducing aircraft signature and emissions in the RF and IR spectra.

4.2.2.6.2.8 The offeror shall provide an assessment of the vulnerabilities of the overall proposed system design, including the defensive systems design (IR and RF warning, detection and where applicable, countermeasures). The requirements for defensive systems are described in the SRD and Threat Summary Appendix.

4.2.2.6.3 Operation in chemical/biological environments.
The offeror shall provide design approach, technical rationale, and any supporting data substantiating the capability for proposed KC- X system to operate in chemical and biological environments.

4.2.2.6.4 Electromagnetic pulse (EMP) protection
The offeror shall describe the ability of the proposed aircraft to meet all flight critical functions and perform aerial refueling missions in an EMP environment. Describe any plans to exceed the threshold requirements as defined in the SRD. Discuss trade-offs in equipment design and placement, to meet the SRD requirements. Discuss the proposed analysis and test methods.

4.2.2.6.5 Fuel tank fire/explosion protection
The offeror shall describe an explosive protection capability to prevent a catastrophic explosion if hit by small arms or antiaircraft artillery (AAA) fire (See threat appendix for detailed threat description). The offeror shall submit the results of any simulation and/or specific testing to support claims with respect to this requirement. If the offeror claims to exceed this requirement, provide parametric data with respect to type weapon or projectile used to simulate attack on the aircraft.

4.2.2.6.6 Night vision capability
The offeror shall provide design approach, technical rationale, and any supporting data substantiating the capability for proposed KC- X system to operate in night vision environments.

4.2.2.7 Other Systems Requirements
All requirements other than KPP Thresholds are considered to be tradable in accordance with Section M para 2.2.1.1b. of this RFP. In cases where the offeror has elected to take advantage of this available trade space, the offeror shall submit sufficient data (e.g., reports, trade studies) to justify the trade(s).

4.2.3 Subfactor Two: System Integration and Software

4.2.3.1 Systems Engineering Approach
The offeror shall:

4.2.3.1.1 Provide, in a cross reference matrix, references for each Systems Engineering (SE) task/activity included in the proposed SE approach and the OSD Systems Engineering Plan Preparation Guide.

4.2.3.1.2 Describe the planned systems engineering approach, addressing all topics in the OSD Systems Engineering Plan Preparation Guide and Government KC-X Systems Engineering Plan, including:

4.2.3.1.2.1 Automated tools, electronic documentation, and metrics to be used to design, develop, integrate, and test the KC-X weapon system.

4.2.3.1.2.2 Flow down of the systems engineering approach to suppliers and subcontractors.

4.2.3.1.2.3 Requirements analysis, synthesis, allocation, and traceability process through all levels of the system.

4.2.3.1.2.4 Technical reviews and audits, including associated draft exit/entrance criteria for Contract Work Breakdown Structure (CWBS) level 3 and the approach for developing criteria for lower levels.

4.2.3.1.2.5 Draft technical performance measures (TPM) planned for use for tracking the KC-X system performance, with special emphasis on KPPs and KSAs.

4.2.3.1.2.6 Plans and activities to address mechanical, electrical, and functional interoperability/interface requirements with internal/external systems/subsystems, suppliers, and subcontractors.

4.2.3.1.2.7 Trade studies and associated plans required to support design/development processes.

4.2.3.1.2.8 Approach to system qualification and support for other required certifications.

4.2.3.1.2.9 Configuration management/data management (CM/DM) approach, including approach for lower level specifications and maintaining concurrency for the entire KC-X system (such as tech data, training systems, SE/TMDE, etc)

4.2.3.1.2.10 Approach for a hardware and software system safety program. Identify any projected Critical Safety Items (CSIs)

4.2.3.1.2.11 Approach for handling diminishing manufacturing sources, parts obsolescence and technology insertion over its life cycle.

4.2.3.1.2.12 Approach for using Modeling, Simulation and Analysis (MS&A) to aide in the design/development of the KC-X System.

4.2.3.1.2.12.1 Usage of math models, simulations, mock-ups, and trainers that will be used to facilitate system design, verification and validation.

4.2.3.1.2.12.2 MS&A interfaces and shared offeror/Government responsibilities.

4.2.3.1.2.12.3 Prior MS&A performed on the baseline commercial aircraft.

4.2.3.1.2.12.4 Approach for developing or obtaining a vehicle model for use in vulnerability analysis and live fire test and evaluation.

4.2.3.1.2.13 Proposed critical technology (per DoDD 5200.39). Describe the approach for assuring anti-tamper protection of the critical technology and procurement of critical integrated circuits and other hardware.

4.2.3.1.2.14 Approach for identifying and collecting critical data element and the process for on-board storage and retrieval in support of data driven analysis programs such as the Military Flight Operations Quality Assurance (MFOQA), integrity programs, mishap investigation, etc.

4.2.3.1.2.15 The approach for providing technical data and computer software and technical documentation with appropriate license rights for the entire KC-X system.

4.2.3.1.3 Define, for each Air Force Weapon System Integrity program element, those activities accomplished for the baseline aircraft, areas which require re-verification (e.g. due to mission profile changes, usage changes, duty cycle, etc), and efforts necessary to support modifications/additional capability to the baseline system. See templates at attachment 2. Map integrity program elements which have been completed using offeror's internal processes to the appropriate integrity program activities defined in the integrity program MIL-STD or MIL-HDBK. Map activities associated with additional or new integrity efforts to the appropriate major program review identified in the task vs. program phase tables. Completed tables shall be incorporated into appropriate SOWs. The offeror may format the tables as required to facilitate the printing of legible hard copies.

4.2.3.1.4 Describe the planned approach for establishing and maintaining KC-X system interoperability with required external systems, in accordance with the SRD. This approach shall address: identification of KC-X information exchange requirements (IER's), description of core architecture functions and interfaces to satisfy IER's and to import off board information, description of required activities for interoperability implementation and verification, and description of key planning steps for implementation to achieve integration into the Global Information Grid (GIG) architecture.

4.2.3.1.5 Describe airworthiness certification approach, including FAA certification and development of standards and compliance for USAF criteria not verified completely by FAA certification. Provide a draft Tailored Airworthiness Certification Criteria (TACC) document using MIL-HDBK-516B and the Government-provided draft TACC as guides.

4.2.3.1.5.1Instructions for developing draft TACC:

4.2.3.1.5.1.1 System Description. Include sufficient information to identify the system being certified (e.g., mission design series (MDS), engine types and quantity, crew and passenger capabilities). Include a summary of significant modifications required to convert the basic commercial aircraft to the KC-X configuration. Design features that will not fully covered by FAA certification must also be clearly identified.

4.2.3.1.5.1.2 Certification basis. Identify the FAA Type Certification Basis for the basic commercial aircraft. Identify applicability of all Airworthiness Certification Criteria, and include rationale for criteria identified as non-applicable. Add criteria standards, including specific numbers where appropriate, for all applicable criteria to objectively define the airworthiness requirements. Define the method of compliance for all applicable criteria. (FAA certification is a valid verification approach for criteria completely satisfied by FAA type certification. Differences in usage and environment must be considered when making this determination.) Military and civil references included with the airworthiness criteria in MIL-HDBK-516B are to be used only as guidance in developing the criteria standards and methods of compliance.

4.2.3.1.5.2 Identify any anticipated subsystems/components that may be listed on the FAA form

8130-2 Military Aircraft Conformity Certificate.

4.2.3.2 System/Software Approach
NOTES: When the term "system/software" is used, it is defined to include all software and related hardware contained on the KC-X aircraft and associated with its support. When the term "developer team" is used it includes the prime contractor and all other entities under the control of the prime.

4.2.3.2.1 The offeror shall:

4.2.3.2.1.1 Describe their overall system/software development and management approach, including applicable standards and integration with SE and leading to airworthiness certification.

4.2.3.2.1.2 Describe the system/software processes and standards that are planned for the KC-X program. Describe the enforcement of these processes and standards by the developer team members.

4.2.3.2.1.3 Define the proposed system/software architecture, including the new, unmodified and modified components of the architecture.

4.2.3.2.1.3.1 Describe how the architecture will process both classified and unclassified data simultaneously and meet IA requirements identified in DoDD 8500.1. Also describe the integration of IA process into the systems engineering process, including cost benefit trades. The approach should address security vulnerabilities in COTS/Re-use components.

4.2.3.2.1.3.2 Describe the system/software architecture approach for integrating the new military specific requirements into the aircraft.

4.2.3.2.1.4 Describe the team composition for the management of the system/software development effort. Include the following: Tools, metrics or other methods that each management level will use for system/software management and management visibility into developer team members' development effort.

4.2.3.2.1.5 Describe the approach, processes, and plans to eliminate, or minimize the potential for software causing flight or safety critical mishaps, including special development processes, verification activities, or quality requirements for safety critical software. Describe how failure modes and effects testing (FMET) is applied to safety critical hardware and software.

4.2.3.2.1.6 Describe all methods used to estimate the size, manpower, skills mix, facilities and calendar time for the development of system/software elements.

4.2.3.2.1.6.1 Identify all proposed Computer Software Configuration Items (CSCIs), and for each CSCI provide estimated size of software to be developed, modified, and reused. If multiple software builds/blocks are planned, provide this size information by CSCI, by build/block.

4.2.3.2.1.6.2 For all software proposed for reuse, describe the selection criteria, the source of the software, and the functional capability it provides. Provide substantiating information detailing confidence in achieving the proposed level of reuse given KC-X requirements and performance/maturity of the reused software.

4.2.3.2.1.6.3 Describe the approach to managing software size, growth, and reuse to be compatible with, and completed within, the overall proposed program schedule.

4.2.3.2.1.6.4 Provide the assumptions, methods, model(s), and numerical values used to develop the estimate for the software duration.

4.2.3.2.1.7 Identify the major system/software integration efforts that may impact schedule.

4.2.3.2.1.8 Describe all risks related to system/software development and integration, and provide preliminary severity level and mitigation plans for each.

4.2.3.2.1.9 Describe the proposed system/software development approach. As a minimum describe:

4.2.3.2.1.9.1 The requirements analysis, definition, and tracking techniques.

4.2.3.2.1.9.2 The development approach and related processes, documents, reviews, and corresponding entrance/exit criteria for the software requirements definition, design, coding, test, and integration phases.

4.2.3.2.1.9.3 Need dates, fidelity, and capacity of system/software development, integration, and test environments including the system/software engineering environment (S/SEE) tools and facilities.

4.2.3.2.1.9.4 The strategy to document, maintain, and support the S/SEE and systems integration lab (SIL), tools, and processes.

4.2.3.2.1.9.5 The overall software testing and regression testing approach, including requirements for various levels of test (e.g., Computer Software Unit (CSU), Computer Software Component (CSC), CSC Integration, CSCI, systems integration testing) to ensure that all software is fully qualified for each flight release.

4.2.3.2.1.9.6 The corrective action system (problem reporting and tracking, review boards, etc.)

4.2.3.2.1.10 Describe how failure modes and effects criticality analysis and testing are applied to safety critical hardware and software.

4.2.3.2.1.11 System/Software Quality

4.2.3.2.1.11.1 Provide a descriptive breakdown of software quality assurance tasks. Describe the means and timing by which the software processes and products will be analyzed and evaluated. In this context, the analyses and evaluations include vendors and subcontractors and shall examine: 1) the requirements allocation to software, 2) the adherence to design disciplines, 3) the adherence to coding disciplines, 4) the lower level testing and anomaly resolution, 5) the adherence to integration disciplines, 6) the subsystem and system level testing and anomaly resolution, 7) the qualification and validation of software, 8) the criteria used in software quality audits, 9) the criteria used in configuration audits, 10) the criteria used to assure software is free from any type of malicious code, 11) the software configuration control through delivery of software products, and 12) the corrective action system.

4.2.3.2.1.11.2 For each developer team member with significant software development/integration responsibility, identify their specific software responsibilities and provide the results of an independently-led Capability Maturity Model Integration (CMMI) appraisal that has been accomplished within the last three years. In this context, "independently-led" means the lead appraiser was at the time of the appraisal a SEI-Authorized SCAMPI Lead AppraiserSM, free of "conflict of interest" and separate from the appraised organizational entity. "Appraisal results" means a complete copy of the Appraisal Disclosure Statement (ADS) as well as a copy of the appraisal findings briefing. It is noted that the Government may determine that the "shelf life" of such an appraisal expires sooner than three years, subject to events such as reorganizations of the organizational entity that was appraised. The Government retains the right to independently verify all appraisal results.

4.2.3.2.1.11.3 For each software developer team member, provide rationale for any differences between proposed KC-X software development processes and those processes appraised to achieve

CMMI ratings or capability profiles. Provide evidence that the proposed software processes are part of the organizational culture (documented, trained, and routinely practiced).

4.2.3.2.1.12 Provide a description of how a modular open systems approach (MOSA) will be implemented into an integrated business and technical strategy. Provide an avionics description that employs a modular design and defines key interfaces using widely-supported, consensus-based (i.e. open) standards that are published and maintained by recognized industry standards organization. Provide a clear description of the modular design for the hardware and software of the system. Also, provide documentation to support the rationale for a decision to integrate any proprietary hardware or software functions within the proposed system. Describe the approach to providing appropriate software licenses and rights to intellectual property. Describe the business methodology and top level avionics architecture which provides a scaleable, upgradeable system and facilitates ease of modification to the hardware and software. Provide a completed MOSA questionnaire (A Modular Open Systems Approach (MOSA) to Acquisition, Appendix C, Sep 2004, Version 2.0).

4.2.3.2.1.13 Describe the approach to evolving the software functional requirements and capability (content) to that which will be delivered for operational use, and the processes and data needed to support building and releasing software for on-aircraft ground and flight test use, safety of flight, flight clearance, and interoperability certifications.

4.2.3.2.2 Describe the process used to identify safety-critical functions.

4.2.3.2.2.1 Describe how the proposed system architecture mitigates risk associated with failures.

4.2.3.2.2.2 Describe the fault tolerance of the system for single failures, dual failures, and combination failures and the consequential results of the failure(s).

4.2.3.3 Environmental, Safety, and Occupational Health (ESOH)

4.2.3.3.1 The offeror shall:

4.2.3.3.1.1 Describe how ESOH requirements will be met, including integrating ESOH considerations into the systems engineering process, elimination/minimization/disposal of hazardous materials and, if not possible, the minimization of ESOH risk for the KC-X' fleet service life.

4.2.3.3.1.2 Describe the system safety-ESOH strategy including proposed management of hazardous materials (HAZMATs) that will be included in the aircraft or required for operation and maintenance of the aircraft system.

4.2.3.3.1.3 Provide documentation showing that the offeror has prohibited the use of all class I and class II ozone depleting substances (ODS).

4.2.3.3.1.4 Identify proposed alternatives to the prohibited ODSs that are economically and technically feasible, commercially available and do not increase environmental, safety or occupational health risks and costs. If such alternatives are not available, the offeror shall provide in the proposal the following, in order to support Government approval prior to contract award, to use a prohibited ODS:

4.2.3.3.1.4.1 Details of use for each ODS (e.g. precision cleaning, environmental control, engine nacelle fire suppression system, auxiliary power unit fire suppression, cargo area fire suppression, lavatory fire suppression, etc.) that cannot be eliminated for the aircraft or its O&M.

4.2.3.3.1.4.2 A brief description of the subsystem that will use the ODS. In the description identify the specific subsystem, the specific ODS used, number of units containing ODS, amounts of ODS in each unit, and location on the aircraft.

4.2.3.3.1.4.3 A description of the activities that the offeror will perform with ODS during the contract period (e.g. design, testing, production, operation, and maintenance).

4.2.3.3.1.4.4 A description of the technical and economic basis which requires the use of ODS.

4.2.3.3.1.4.5 A description of the current status of the offeror's efforts to eliminate the ODS in the proposed aircraft type, and in other aircraft types that the offeror manufactures.

4.2.3.3.1.4.6 An estimate of the quantity of the ODS to develop and qualify the aircraft.

4.2.3.3.1.4.7 An estimate for the quantity of the ODS that will be needed to support the operation and maintenance of a single aircraft throughout its planned service life.

4.2.3.3.1.4.8 Plans to obtain Class I ODS from the Air Force Defense Reserve account. This will be the only source permitted on Government contracts after 31 Dec 2010.

4.2.3.3.1.4.9 A description of impacts on vendors and/or FAA certification.

4.2.4 Subfactor 3 Product Support

4.2.4.1 Integrated Logistics Product Support Approach

4.2.4.1.1 The offeror shall propose a time-phased product support approach for the aircraft, engines and associated support equipment (SE)/Test Measurement and Diagnostic Equipment (TMDE).

4.2.4.1.2 The offeror shall provide their approach for Reliability and Maintainability (KSA).

4.2.4.1.3 The offeror shall submit a preliminary ILSP (Integrated Logistics Support Plan) with the proposal.

4.2.4.2 The offeror shall describe their approach for achieving the following items:

4.2.4.2.1 Operational Availability (KSA)
The offeror shall demonstrate by means of analysis, simulation, testing, or operational experience the Ao of the proposed KC-X aircraft.

4.2.4.2.2 Mission Capability (MC) Rate
The offeror shall demonstrate by means of analysis, simulation, testing, or operational experience the MC rate of the proposed KC-X aircraft.

4.2.4.3 Manpower and Personnel

4.2.4.3.1 The offeror shall identify all specialty codes, skill levels and additional training required to meet their proposed supportability approach. The proposal shall contain the recommended number of personnel for O-level maintenance by AF Specialty Codes (AFSC)/Contractor Labor Categories, and for subsequent transition to Depot level organic sustainment.

4.2.4.3.2 The proposal shall also outline the plan for contractor Field Support Representatives (FSR) and Logistics Support Representatives (LSR) to support O-level operations and D-level repair during interim contractor support (ICS), during the transition to organic support and any proposed long term support. Specifically, the offeror shall:

4.2.4.3.2.1 Provide the approach to manage and perform wholesale and retail supply responsibilities.

4.2.4.3.2.2 Identify the qualifications, authorities, security clearances and access requirements of LSRs to manage the KC-X inventory, act as a liaison with KC-X production facility/contractor program office, and perform supply management responsibilities.

4.2.4.3.2.3 Provide the approach to manage the manpower and personnel needs for organizational and depot support.

4.2.4.4 Maintenance
The proposal shall describe the offeror's approach to meet the government's 2-level maintenance requirements. This proposal shall lay out:

4.2.4.4.1 The approach for transition to an organic depot maintenance posture. Include the approach to provide continuous (24 hours per day/7 days per week) engineering support for KC-X troubleshooting and repair of anomalies not addressed, or inadequately addressed, in the technical manuals.

4.2.4.4.2 The methods, approaches, and processes for utilization of health monitoring systems and/or embedded diagnostic and prognostic tools.

4.2.4.4.3 The SE and TMDE approach that maximizes the use of existing USAF common SE and TMDE. The offeror shall also identify the peculiar SE and resources (e.g., spares, tools, facilities) necessary to ensure peculiar SE availability.

4.2.4.4.4 The approach for achieving aircraft servicing interoperability with USAF, joint services, North Atlantic Treaty Organization, and allies.

4.2.4.4.5 KC-X facilities, infrastructure requirements and design criteria required to support both a Main Operating Base (MOB) operating one squadron of 12 aircraft and a MOB operating two squadrons of 16 aircraft each. The offeror shall at a minimum, address the square footage for parking, maintenance facilities, infrastructure (e.g., power requirements, compressed air, office requirements and storage), personnel, and support equipment. The offeror shall describe facilities recommended, including requirements for space, utilities or special requirements (such as clean rooms and special storage) with sufficient detail to assess installation capabilities to support the KC-X.

4.2.4.4.6 Reserved

4.2.4.4.7 The planned approach and time-phased implementation of proposed interim contractor support until organic O-level and D-level maintenance is established.

4.2.4.5 Supportability
For military peculiar systems, the offeror shall describe their Reliability, Availability and Maintainability (RAM) approach. The offeror shall address factors that demonstrate the ease of maintenance, meets the diagnostics and system reliability requirements in order to minimize the support and maintenance required.

4.2.4.5.1 Computer Resources Support
The offeror shall describe the computer resources support necessary to meet the requirements in the SRD and SOOs, and the logistics concerns and impacts of overall computer resources (hardware and software support). The computer resources support section of the proposal shall include, but should not be limited to:

4.2.4.5.1.1 Process and approach for software updates.

4.2.4.5.1.2 Approach for software interoperability with the existing AF computer software support structure.

4.2.4.5.2 Warranties
The offeror shall describe their approach for identifying, implementing, managing, tracking and sustaining warranties associated with the KC-X, including pass-through warranties.

4.2.4.5.3 Performance Based Logistics
The offeror shall propose an approach to satisfying the most advantageous lifecycle cost method of providing support for the KC-X with the optimum logistics footprint through a performance based logistics (PBL) arrangement, which can include Public-Private Partnering.

4.2.4.6 Data Management

4.2.4.6.1 Data Rights
The offeror shall propose their approach for providing KC-X technical data and computer software, from both the prime contractor and subcontractors, with sufficient rights and licenses provided to the Government for use of this data and software in accordance with special contract requirement H007. The offeror's proposed approach shall include the following information:

4.2.4.6.1.1 The specific nature and character of the technical data and computer software to be provided under CLIN 0007.

4.2.4.6.1.2 Identify the contractor and subcontractor data rights, computer software rights or license agreements to be provided under CLIN 0008, broken out by system, subsystem or component, etc., as appropriate, to be provided in accordance with special contract requirement H007 and H036 (see also DFARS 252.227-7017 and 252.227-7028).

4.2.4.6.1.3 Appropriate Statement of Work (SOW) tasking for delivery and support for the technical data and computer software documentation. Tailor Data Item# A049 (Exhibit A) to include the DD Form 1423, Data Item Description, and attachments to conform to the offerors proposed approach regarding special contract requirement H007. The tailored data item shall not replace A049. Submit proposed changes to A049 as a separate data item.

4.2.4.6.2 Technical Manuals (TM)
The offeror shall describe their approach to provide and manage technical data including:

4.2.4.6.2.1 Integration of military systems into the basic technical data for the aircraft.

4.2.4.6.2.2 Providing certified and verified O-level and D-level technical data

4.2.4.6.2.3 Format, available media and appropriate distribution method of TMs.

4.2.4.6.2.4 Interactive Electronic Technical Manuals (IETMs)

4.2.4.7 Supply Support
The offeror shall describe their approach to provide world-wide supply support, interim supply support, spares packages, enroute support packages and readiness spares package.

4.2.4.7.1 The offeror shall describe proposed metrics and measurement approach for supply support

4.2.4.7.2 The offeror shall describe their approach to optimize the support footprint. Include the following:

4.2.4.7.2.1 Implement and maintain supply support/item management databases for data exchange and parts management between Government and commercial data systems, and provide Government "read-only" access to those systems.

4.2.4.7.2.2 Provide supply support through the Standard Base Supply System (SBSS).

4.2.4.7.2.3 The offeror is asked to satisfy the requirement for Radio Frequency Identification (RFID) and Unique Identification (UID) on military unique KC-X items/parts and equipment and outline an activity-phased transition plan for the remaining commercial items/parts and equipment to meet the UID requirements in such a way as to not invalidate FAA Certification.

4.2.4.7.3 The offeror shall describe the approach to transition to a Government organic supply support posture.

4.2.4.7.4 The offeror shall describe the approach to plan and provision peculiar items (noncommercial parts) and support equipment. The offeror shall also describe the approach for supporting the KC-X fleet through the FAA certified commercial parts pool.

4.2.4.7.5 The offeror shall describe their Interim Supply Support (ISS) approach, to include the use of the commercial parts pool. The offeror shall provide a completed Section J Attachment 15, Commercial Parts List for Aircraft and Engines, with their RFP response to identify recommended commercial parts list/catalogue items for aircraft and engines as well as support and test equipment. The Parts List shall contain as a minimum, Contractor and Government Entity (CAGE) Code, Part Number, National Stock Number (if known), quantity per pack, unit of issue, current ordering year's unit price(s), and after contract award when updating the listing indicate whether the part is a new or deleted item from the previous ordering year's list. The Government will request after contract award that Attachment 15 be submitted ninety (90) days prior to the effective date of annual updates(s) of unit price(s). Annual updates shall contain new or modified components resulting from approved Engineering Change Proposals.

4.2.4.7.6 The offeror shall describe their approach to identify and provide required Mobility Readiness Spares Packages items, Initial Spares and Support Equipment to meet their KC-X base and depot level proposed approach.

4.2.4.8 Packaging, Handling, Storage and Transportation (PHS&T)
The offeror shall describe the PHS&T approach and planned use of commercial and military distribution systems and use of reusable containers to include planned use of multi-modal transportation, commercial and military distribution systems, and use of reusable containers. The offeror shall describe their approach to ship spare parts, support equipment, and test measurement and diagnostic equipment.

4.2.4.8.1 Deployability

4.2.4.8.1.1 The offeror shall describe the approach to assure the KC-X and supporting systems are designed and supported in such a way to optimize the deployment footprint.

4.2.4.8.1.2 The offeror shall describe the mobilization and deployment concepts addressing passenger and cargo loading capability and use of existing cargo handling equipment.

4.2.4.8.2 The offeror shall provide the approach for handling classified items and for providing Intransit Visibility, Total Asset Visibility (ITV/TAV), and Transportability.

4.2.4.9 Training
The offeror shall describe the approach to develop a training program that meets the requirements listed in the SOOs, to include:

4.2.4.9.1 Qualification Type 1 training (both initial qualification and continuation training) for the aircrew and appropriate number and skill level of maintainers until transition to Air Force organic AETC training support. Identify data rights being provided for all Type 1 training data to be delivered and for applicable source data in accordance with special contract requirement H036.

4.2.4.9.2 Providing the software and hardware technical data package and continuing configuration updates to the KC-X training system developer (TBD) as required to maintain aircrew training system (ATS) and maintenance training system (MTS) concurrency.

4.2.4.9.3 Providing assistance to the training systems developer.

4.2.4.9.4 Describe your overall Training System Requirements Analysis (TSRA) process to identify KC-X ATS requirements, the support to be provided for the maintenance TSRA, and the support to be provided for both the aircrew and maintenance training system development and sustainment.

4.2.5 Subfactor 4 - Program Management

4.2.5.1 The offeror shall describe their program management system including the organization and program execution methods, program performance metrics, integrated management system (to include government team interface), and integrated digital environment. The offeror shall describe staffing approach and manpower ramp-up, level and functional type of manpower (including software, manufacturing, or other areas of anticipated manpower risk) required by FY and by phase of the program. Include plans to assign or recruit manpower to meet requirements and to identify and mitigate anticipated critical skills gaps.

4.2.5.2 Statement of Work
The offeror shall propose a KC-X SDD SOW based on the KC-X SDD SOO consistent with the offeror's CWBS. The offeror shall propose a single production SOW for all Low Rate Initial Production (LRIP) and production options based on the production SOO. See para 8.3.7.3 for additional instructions.

4.2.5.3 Integrated Master Plan (IMP)
The offeror shall build, using DoD IMP and Integrated Master Schedule Preparation and User Guide, Ver 0.9, 21 Oct 2005 as a guide, an event-based IMP for the entire KC-X development and production program that delivers the required capability to effectively transition to production and supports the KC-X Initial Operating Capability (IOC). The IMP must correlate to the KC-X IMS, CWBS, SDD and production SOWs, Model Contract, EVMS, offeror's organizational structure and specification tree. The offeror shall identify, based on the CWBS, a hierarchy of key program events across all functions and areas of interest that defines the KC-X Program. Ensure key events in software development, system engineering, FAA and airworthiness certification, manufacturing and product assurance, test and evaluation, product support, and integrated risk management are included. Each key event shall have specific entrance and exit criteria. The offeror needs to identify key accomplishments which flow into the key events. These accomplishments need to have specific entrance and exit criteria. The lowest levels needed on the IMP are the key criteria which flow into the accomplishments. Criteria items can be further broken down in the post-award IMS. Narratives shall be included as required to sufficiently describe IMP tasks and critical processes. The offeror shall submit a preliminary FAA Certification Plan (or equivalent under bilateral airworthiness agreements) that has been coordinated with the FAA Military Certification Office. The FAA Cert Plan should comply with guidance in the FAA directives. It should identify the type certification data basis for the proposed airframe and engines with copies of all approved special conditions, exemptions and equivalent levels of safety. The proposed type certification data basis (that complies with the FAA changed product rule) shall also be identified along with rationale for amendment levels selected and an analysis of why later amendments have not been included. The plan shall also include preliminary identification of specific design aspects for which a USAF waiver from FAA certification will likely be requested with rationale (use 653 AESS/H011 as a guide). Offeror may provide the preliminary FAA certification plan in a separate binder.

4.2.5.4 Integrated Master Schedule (IMS)
The IMS is an integrated, time-phased schedule of program/project tasks. The offeror shall:

4.2.5.4.1 Provide a top-level IMS. (The IMS shall be limited to a maximum of no more than 500 non-summary activities, including milestones for both SDD and Production phases.) Government directed activities and summary activities are not counted towards the 500 activity schedule, but should be included and appropriately linked in the schedule. Provide one IMS that combines both SDD and production phases of the program as described in paragraph 6.1.4.3.

4.2.5.4.2 Focus primarily on the key processes, risk drivers and key milestones of the program. These include, but are not limited to, contract award, completion of CDR, Baseline commercial aircraft delivery for military modifications, SDD Aircraft 1st Flight, Completion of Development Test & Evaluation (DT&E), FAA Certification, 1st Production delivery, Software complete, and KC-X IOC. As a note, software complete means the software works as operationally intended as verified by the initial operational test and evaluation. The activities and tasks included in the IMS should be sufficient to succinctly demonstrate the successful execution of SDD and the transition from SDD into production. The IMS shall reflect key Integrated Master Plan (IMP) events, accomplishments and criteria and associated entry and exit criteria.

4.2.5.4.3 IMS Format
The offeror shall organize the IMS submission as a separate attachment as follows:
Chapter 1 - Integrated Master Schedule Network and Data Listing - Includes the IMS, submitted in accordance with the direction herein.
Chapter 2 - Schedule Rationale - Includes narrative explanations of the durations, rationale, logic and environment of the proposed IMS, and IMS definitions.

4.2.5.4.4 IMS Content

4.2.5.4.4.1 Chapter 1 - Integrated Master Schedule Network and Data Listing

4.2.5.4.4.1.1 The offeror shall provide an electronic and hardcopy IMS network schedule with a start date of the contract award. The program IMS shall be submitted on a Windows compatible CD-ROM in Microsoft Project 2002 format. All network schedule information shall be consistent with and directly traceable to the IMP, SOOs and CWBS. The SDD schedule information will be clearly identified. The production schedule information will be clearly identified.

4.2.5.4.4.1.2 The IMS network schedule shall clearly indicate the critical path. The IMS shall contain at least one unbroken critical path that reaches from Contract Award to the last activity that includes and describes the connectivity between SDD and production. Text names for activities on the critical path shall be underlined and use bold, red font. All activities, with the exception of the first activity, shall have at least one predecessor. All logic relationships between non-summary tasks (predecessor/successor) shall be captured in the IMS. There shall be no negative total slack in the IMS. Summary activities shall not be linked.

4.2.5.4.4.1.3 Level of effort (LOE) tasks (e.g., program management, recurring CDRL submissions, and execution of ICS, training or other routine, on-going programs) should be avoided in the IMS. However, to the extent there are specific activities within these categories that are significant to executing the program (e.g., establishing an ICS capability, exercising annual options or one-time CDRL submission), these activities could be appropriate for inclusion. These types of activities shall be represented as milestones.

4.2.5.4.4.1.4 The IMS network schedule shall contain a sufficient number of activities to provide an understanding of the program, but shall be limited to a maximum of no more than 500 non-summary

activities, including milestones. Summary activities do not count against the 500 activity limit, but should be included for clarity. Production may be at a lesser level of detail than SDD, but should include a sufficient number of activities to provide an understanding of the production process and how production is linked to the accomplishment of SDD. Government Furnished Property (GFP) need dates shall be included as part of the schedule. The offeror shall use a calendar consistent with the company's work schedule. Elapsed durations shall not be used in assigning durations to activities. Durations in the IMS shall be the most likely duration for an activity.

4.2.5.4.4.1.5 The offeror shall identify each software activity in the schedule by placing a "SW" designator in the Microsoft Project Text1 field. Each SW Computer Software Configuration Item (CSCI) (developed, modified or purchased requiring development or modification) required to implement the offeror's technical solution shall be represented as a separate activity in the IMS. The duration of the CSCI activities shall be based on the total time required to accomplish all phases of development/modification for that CSCI (e.g. requirements analysis, preliminary/detail design, code and unit test and CSC integration and test) and shall correspond to the dates submitted on parametric input sheets. Unmodified legacy CSCIs shall not be represented in the IMS. Additionally, the IMS shall contain a milestone titled "SW Complete", which indicates the completion of all SW development, modification, integration and verification activities.

4.2.5.4.4.1.6 For each IMS activity, the offeror shall identify in the MS Project Text2 field the corresponding Mission Capability (MC) subfactor primarily associated to that activity, e.g. MC subfactor 1, MC subfactor 2, MC subfactor 3 etc. The offeror shall represent Mission Capability subfactors as follows: MC subfactor 1 = "MC1", MC subfactor 2 = "MC2" etc. All Mission Capability subfactors shall be addressed to a level of detail sufficient to provide a reasonable understanding of the execution of that subfactor.

4.2.5.4.4.1.7 The offeror shall provide the schedule in tabular Gantt format containing the following data (if applicable) for each event, activity, task, and milestone in the IMS:

- Unique ID
- IMP Reference/Code (Text3 field)
- Name
- Start
- Finish
- Duration (most likely)
- Total Slack
- Predecessors
- Successors
- Constraint Type
- Constraint Date
- SW Designator (Text1 field)
- Mission Capability Subfactor (Text2 field)
- CWBS (Text4 field)
- SOW Reference (Text5 field)
- Risk level (Text6 field for Moderate-to-High risk activities)
- Initial Risk Assessment Reference (Text7)

4.2.5.4.4.1.8 The IMS shall be constructed using only activities (summary and non-summary) and milestones. Schedule reserve shall not be represented as an activity in the schedule. Any activity with duration greater than 60 workdays should be divided into activities with smaller durations or justified in the narrative. The narrative should include descriptions of the sub activities that are included in any activity with a greater than 60 workday duration and the relationships among those sub tasks. DO NOT submit supplemental network schedule for these activities. The 60 workday constraint is for pre-award evaluation purposes.

4.2.5.4.4.1.9 The following Microsoft Project fields are reserved, and shall not be used in constructing the IMS: Duration1/2/3/10, Cost1/2/3/10 Number1/2/3/4, Text8/9/27/28/29/30, Flag1, or Finish8/9/10 and Deadline. Additionally, the offeror shall not submit an IMS file that has previously had risk assessments run on it using other software. However, discussion of the offeror's internal risk assessment and supporting documentation may be addressed in Chapter 2 of the IMS attachment, if desired.

4.2.5.4.4.1.10 Relationships with excessive lead or lag time should be avoided in the IMS submittal. Any activity with lead/lag greater than 60 workdays should be broken down into activities with smaller durations or justified individually in the narrative.

4.2.5.4.4.1.11 The offeror shall let the logic determine the network and minimize the use of constraints. Directed dates or any other conditions that would limit the ability of the Government to perform a schedule risk assessment (such as Finish No Later Than (FNLT) or Start No Later Than (SNLT) constraints) shall be avoided altogether. Each constraint other than "ASAP" and/or directed dates shall be justified individually in the narrative.

4.2.5.4.4.1.12 The submitted IMS shall contain the following activities/milestones. Both the first activity (Contract Award) and the last activity in the IMS shall be on the critical path of the IMS. These activities/milestones shall be integrated into and listed in the IMS with the exact nomenclature as shown below:

Contract Award
Completion of CDR
Baseline Commercial Aircraft delivered for military modification
SDD Aircraft 1st Test Flight
Completion of Development Test & Evaluation (DT&E)
Completion of FAA Certification
1st Production Delivery
Software Complete
Initial Operational Capability

4.2.5.4.4.1.13 As the IMS will encompass a long time period, it is suggested that the offeror's submission represents individual production lots as separate activities in the IMS, rather than showing each individual item delivered in each lot. The narrative justification of any production activity with a greater than 60 workday duration may include detail such as aircraft production start dates, delivery dates, and/or modification sequences.

4.2.5.4.4.1.14 Four hardcopy tabular listings of the IMS in Gantt format shall be submitted on single-sided, 11 X 17 inch paper using no smaller than 10 point font. This listing shall contain the following fields: ID, IMPs, SOOs, MC subfactor, Name, Block, Duration, Start, Finish, Predecessor, and Successor. PERT diagrams are not required. IMS not included in Management/Schedule page count.

4.2.5.4.4.2 Chapter 2 - Schedule Rationale

4.2.5.4.4.2.1 The offeror shall provide ground rules and assumptions used to develop and understand the IMS. Any unusual aspects of their proposed approach to the program shall also be described.

4.2.5.4.4.2.2 The offeror shall provide ground rules, assumptions and rationale for the assigned durations for all activities designated as moderate or high risk. The offeror shall describe how the duration was derived. If past history is cited as the primary methodology for deriving the duration, the offeror will cite the specific program which forms the basis for the duration.

4.2.5.4.4.2.3 The offeror shall identify risky activities and highlight them in the IMS. If any moderate to high risks activities are identified in the IMS, the offeror will provide comments explaining the risks and any identified mitigation.

4.2.5.4.4.2.4 The offeror shall provide as part of the schedule narrative, a tabular listing of all customized fields used to build the IMS. This listing shall include the IMS column title, the MS Project field name and a brief explanation of what the field is used for. Similarly, the offeror should list and explain any customized filters provided as part of the IMS.

4.2.5.4.4.3 IMS Definitions
The following Government definitions will apply to the IMS:

Milestone - A specific definable accomplishment in the program/project network, recognizable at a particular point in time. Milestones do not consume time or resources.

Activity - A task or measurable amount of work to complete a job or part of a project.

Duration - The length of time estimated to accomplish an activity during normal working hours.

Elapsed Duration - The amount of time needed to complete a task, based on a 24 hour day and a 7 day week, including holidays, weekends, and other non-working days.

Constraint - A limitation or restriction set on the start or finish of a task.

Finish-to-Start (FS) - An activity must finish before another can start

Start-to-Start (SS) - An activity depends on the start of another activity

Finish-to-Finish (FF) - One activity cannot finish until another activity finishes

Total Slack or Float - The amount of time a task can slip without affecting the project's finish date

Lead - The amount of time of the overlap between where a successor task begins and a predecessor task completes

Lag - The amount of time between the completion of one task and the start of its successor task

Critical Path -The series of tasks that must be completed on schedule for a project to finish on schedule. Activities along the critical path have zero slack/float. It should be easily distinguished on the report formats

Gantt Chart - A graphical display of program activities and key milestones that depict work activities in an integrated fashion. Represent activities by bars showing the length of time for each activity

4.2.5.5 Contract Work Breakdown Structure (CWBS)
Offeror shall follow MIL-HDBK-881A (Jul 05) and the level 3 PWBS (section L attachment 11) to provide a product-oriented CWBS that addresses all tasks in the SOWs. The CWBS shall include work effort down to the lowest product-oriented end-item component/software module that is tracked by management.

4.2.5.6 Cost Reporting

4.2.5.6.1 Earned Value Management System (EVMS)
The offeror shall submit a description of their Defense Contract Management Agency (DCMA) certified and approved EVMS. The offeror shall discuss the procedures for incorporating and managing major subcontractors in their EVMS. The offeror shall include a description of their planned Integrated Baseline Review (IBR) process. The offeror shall discuss criteria for conducting additional IBRs.

4.2.5.6.2 Cost and Software Data Reporting
Offeror shall describe their approach to develop and manage Cost and Software Data Report (CSDR) plans. Offeror shall submit a draft SDD CSDR plan (DD 2794) for the prime contractor effort in accordance with MIL-HDBK-881A, Appendix A (attachment 21). Offeror shall submit DD2794s for each subcontractor effort that exceeds $50M in SDD or exceeds $7M in SDD and exceeds $50M in LRIP in accordance with MIL-HDBK-881A, Appendix B (attachment 22 is provided as an example). Contractor and subcontractors are permitted to further breakdown the WBS to a lower level than is contained in MILHDBK-881A as necessary.

4.2.5.7 Integrated Risk Management
The offeror shall:

4.2.5.7.1 Describe offeror's risk management process.

4.2.5.7.2 Provide an initial program risk assessment to include production and manufacturing in an FAA/ITAR compliant environment. Proposed technical performance measures shall also be included. The initial risk assessment shall be documented in matrix form and shall include mitigation plans and tracking tasks.

4.2.5.8 Small Business

4.2.5.8.1 Small Business Subcontracting Plan
Offerors, unless otherwise exempt due to being a small business concern or a company performing outside of any State, territory, or possession of the United States, the District of Columbia, and the Commonwealth of Puerto Rico, shall, in accordance with FAR 19.7 and FAR 52.219-9 - Alternate II, and DFARS 252.219-7003, submit a Small Business Subcontracting Plan. If the Offeror is a participant in the Department of Defense (DoD) Comprehensive Subcontracting Test program specified in DFARS 219.7, the Offeror shall provide a copy of the approved comprehensive plan. Failure to submit and negotiate a subcontracting plan acceptable to the Contracting Officer shall make the offer ineligible for award of a contract.

4.2.5.8.2 Small Business Participation Plan
The Offeror shall submit a Small Business Participation Plan which will be used solely for the purposes of evaluating the extent to which offerors identify and will commit to small business in contract performance on the KC-X Tanker program.

A. The following KC-X Tanker target subcontracting goals are provided to "assist" in the development of your Small Business Participation Plan. The percentages are based on total subcontracting dollars and first, second and third tier subcontracting dollars can be counted towards meeting your subcontracting goals.

Small Business - 20%
Small Disadvantaged Business - 3%
Woman Owned Small Business - 3%
HUB Zone Small Business - 2%
Service-Disabled Veteran Owned Small Business - 0.5%
Veteran-Owned Small Business - 2%

B. ALL offerors shall provide (1) and (2) below:

(1) A table which lists all its proposed first, second, and third tier subcontractors, individually by name with their addresses, their business type (large, small, small disadvantaged, women-owned, HUB Zone, veteran-owned, service-disabled veteran-owned small, as determined by the SBA size standard for the specific work being subcontracted.

(2) a) The principal service/supply being provided by the subcontractor.

b) The complexity of the service/product provided. A brief narrative on complexity of subcontract services/products must describe:
Product: Complex performance specifications or stringent tolerances;
Services: Advanced professional skills or application of innovative technologies.

(3) A copy of binding agreements and enforceable commitments executed with the firms identified in the table required by (1) above.

A sample table is provided below:

Name of 1st 2nd and 3rd Tier Subcontractors	**Subcontractor Address**	**Type of Business (Large, SB, HUB Zone, SDB (incl. HBCU/MI), WOSB, VOSB, SDVOSB) List all Applicable Categories**	**Principal Supply /Service Provided**	**Complexity of Product /Service Provided (Brief Narrative)**
XYZ Corp	123 Main St. Anytown, NY 01345	Large	Castings	Manufactured to .01 tolerance
Acme, Ltd.	456 First Ave. Somewhere, NY 54321	SB, SDB, VOSB	Logistics Software	Utilizing ISO 9000 and S100D standards with XML

The CCR & SBA Dynamic Small Business Search (http://ccr.gov <http://ccrpro-net.sba.gov/>) database will be viewed to verify the small business category or categories of the proposed small businesses in the table. The Offerors shall list all applicable business types for which each subcontractor qualifies. The definition of a small business concern is as set forth in 13 CFR 121.105.

NOTE 1: This information is for source selection evaluation purposes only. The Small Business Subcontracting Plan shall be submitted by the Offeror in accordance with FAR 52.219-9 - Alternate II stating cumulative subcontracting goals and for each option in both dollars and percentages of total subcontracted amount.

NOTE 2: Offerors are reminded that all goals accepted and incorporated into the resulting contract will be subject to FAR Clause 52.219-16, "Liquidated Damages-Subcontracting Plan", unless the offeror is a participant in the Comprehensive Subcontracting Program.

NOTE 3: Offerors are reminded that the Small Business Subcontracting Plan (required from large businesses only) shall correlate with the proposal information on small business participation.

4.2.5.9 Manufacturing
The offeror shall:

4.2.5.9.1 Describe their overall approach to produce the KC-X , including offeror's facilities and capability to transition from SDD to LRIP and into full rate production.

4.2.5.9.2 Describe their Quality Management System, including changes or additions needed to meet contract requirements. The offeror shall describe how their quality system achieves stable, capable processes, prevents defects, and reduces variability of critical manufacturing processes.

4.2.5.9.3 Provide a Make or Buy Plan in accordance with FAR 15.407-2. Include the offeror's engine source selection process and criteria. The engine information should address the source selection balance between development, production, and operation cost, and technical performance and fuel efficiency.

4.2.5.9.4 Describe approach to achieve FAA production certification/licensing, or equivalent, for

current and/or planned manufacturing/modification facilities, repair station approvals for MOB facilities, proposed plan for supporting military depot certification, and operational approvals for commercial capabilities.

4.2.5.10 Test and Evaluation
The offeror shall:

4.2.5.10.1 Describe the proposed integrated test and evaluation program. Include in the description:

4.2.5.10.1.1 Events and reviews required to test and evaluate the KC-X systems requirements and specifications. Include the following: system certification, test data scoring boards, integrated test team planning groups, technical reviews, and integrated reviews (contractor, developmental test, operational test, and FAA certification) of specific test event results.

4.2.5.10.1.2 DT and OT metrics that will be used to measure progress and effectiveness, including readiness for operational testing.

4.2.5.10.1.3 How the System Integration Lab (SIL)/hardware bench will be used to integrate mission systems, sub-systems, software/firmware during test and evaluation efforts.

4.2.5.10.1.4 Executing and reporting activities (FAA, DT&E, DT/OT, OT&E) using an integrated test team.

4.2.5.10.1.5 The strategy and schedule, and resources (personnel, equipment, facilities, and support) to accomplish the test and evaluation and verification of KC-X including:

4.2.5.10.1.5.1 Conducting DT/OT testing at offeror's facility.

4.2.5.10.1.5.2 Transitioning from testing activities at offeror's facility to Government testing.

4.2.5.10.1.5.3 Providing data or analyses that support the LFT&E strategy to include applicable vulnerability/survivability analysis.

4.2.5.10.1.5.4 Proposed methodology for verifying system requirements.

4.2.5.10.1.6 DT activities needed to support a Milestone C decision and OT activities needed to support IOT&E and full rate production decision.

4.2.5.10.1.7 DT/OT test and evaluation activities (i.e., date, type, agency, etc.) that have been accomplished on the baseline commercial aircraft.

4.2.5.10.1.8 LFT&E activities (i.e., date, type, agency, etc.) that have been accomplished on the baseline commercial aircraft.

4.2.5.10.1.9 A list of the Critical Technical Parameters (CTP) and the approach to test and evaluate the CTPs.

4.2.5.10.1.10 The instrumentation approach and support of follow-on receiver qualification phase at Edwards AFB, CA.

4.2.5.10.1.11 The plans to retain capability (instrumentation) for qualifying future receiver aircraft.

4.2.5.10.1.12 The approach for preoperational support of the KC-X system during DT&E/OT&E

4.2.5.10.1.13 The approach for maturing technology based on assessed technology readiness levels.

4.2.5.10.1.14 The timing and approach for demodifying test aircraft and retrofitting to the baseline production configuration.

4.2.5.11 Subcontract Management
Describe their subcontract management program/process, identify major/critical subcontractors, and include a description of the processes used to flow down requirements and to manage sub-contractor performance. Describe how major/critical subcontractors are included into the IPD team and team management processes. Describe their process and criteria for selecting major/critical subcontractors.

4.2.5.12 Data Rights Management:
Identify approach for pre-notifying the Government of any items, components, processes and related data developed, generated and utilized by the contractor, subcontractors, vendors and suppliers on the KC-X Program for which the contractor, subcontractor, vendor and suppliers refuse to provide data to the Government and/or refuse to provide the Government with less than non-exclusive, paid up Limited and Restricted Licensing Rights in accordance with special contract requirement H036.

4.2.6 Subfactor 5 - Technology Maturity and Demonstration
The offeror's proposal shall clearly and specifically identify each critical technology element (CTE) incorporated in the KC-X aircraft (see http://www.dod.mil/ddre/doc/tra_deskbook_2005.pdf) that is not at Technology Readiness Level (TRL) 9. For each CTE identified that is assessed below TRL9, the offeror shall identify the current TRL for the applicable CTE, along with supporting rationale and describe the approach to mature that CTE to TRL 9 during the SDD program.

4.3 Proposal Risk
Address proposal risk by identifying those aspects of the proposal you consider to have the potential for disruption of schedule, increased cost, poor performance, the need for increased government oversight, and/or the likelihood of unsuccessful contract performance. Classify each risk in accordance with AFFARS Mandatory Procedures 5315.3, Table 2 - Proposal Risk Ratings. Provide the rationale for each risk and its rating, including quantitative estimates of the impact on cost, schedule, and performance. Describe the impact of each identified risk in terms of its potential to interfere with or prevent the successful accomplishment of other contract requirements (for example: SOW or specification requirements), whether or not those requirements are identified as subfactors.

5.0 Volume III -Past Performance Volume

5.1 General

5.1.1 The Offeror shall submit a Past Performance Volume that:

5.1.1.1 Identifies relevant present and past performance.

5.1.1.2 Includes the past 2 FAA, or equivalent, audits including write-ups and resolutions for any certificates or licenses to be used in the performance of the contract (e.g. production certificates, repair and/or alteration station license, parts manufacturer authorization). Audit write-ups shall be included as attachments to Volume III and shall not be included in the page count.

5.1.1.3 Indicates those current or recently completed contracts that they consider relevant and why. Categorize the relevance information to specific Mission Capability subfactors and /or the Cost/Price factor.

5.1.1.4 Indicates if the division proposed to perform the KC-X effort is the same division within the company that performed the past effort.

5.1.2 Relevance of present and recent Past Performance will be based upon the following:

5.1.2.1 Efforts involving the same or similar hardware, technology, and manufacturing processes

5.1.2.2 Efforts involving software intensive development/integration similar to what is proposed for the KC-X program

5.1.2.3 Similar effort performed by the same division or major critical subcontractors

5.1.2.4 Factors found during interviews, surveys, and performance report reviews

5.1.2.5 Contracts with equivalent dollar values, contract type, and complexity

5.1.2.6 Systems integration similar to the complexity of the KC-X program

5.1.2.7 Work performed at the same facilities proposed for the KC-X effort

5.1.3 Present and past performance information shall be provided in "Fact Sheets" for each referenced contract. Attachment 3 provides an example format. In lieu of the attachment 3 sample format, the Offeror's must use the past performance information tool at https://pixs.wpafb.af.mil/PPI_template/dlPPI.asp to the maximum extent possible. Hard copies of the pages generated from this tool shall be used in the hard copy of the past performance volume subject to the limitations of page count and should be Tab 1 of the past performance volume. Save the PPI database file as prime contractor name + RFP number + .mdb (e.g. XYZCompanyFA862606R0001.mdb) All other documents, as well as attachments 3-7 shall comply with the requirements contained in para 2.10 above. If offerors are unable to comply with this request, offeror format is acceptable provided an item letter to item letter correlation with attachment 3 and the PIXS template is followed. This information is required on the Offeror, as well as company divisions, all subcontractors, teaming partners, and/or joint venture partners proposed to perform 5% or more of the proposed effort, based on total price, or will perform aspects of the effort the Offeror considers critical to overall successful performance. Offerors are cautioned that the Government will use data provided by each Offeror in this volume and data obtained from other sources in the evaluation of past and present performance. The Offeror shall submit, along with the information required in this paragraph, a consent letter (see example at attachment 7) executed by each subcontractor, teaming partner, and/or joint venture partner authorizing release of adverse past performance information to the Offeror so the Offeror can respond to such information. For each identified effort for a commercial customer, the Offeror shall also submit a client authorization letter, authorizing release to the Government of requested information on the Offeror's performance.

5.1.4 Small Business Utilization
The Offeror shall submit a copy of its latest SF 294, Subcontracting Report for Individual Contracts, or SF 295, Summary Subcontract Report, for each of the contracts identified in the proposal as "Past Performance" as similar efforts to this solicitation, either as a prime or subcontractor. The Offeror shall provide the latest DCMA Subcontracting Program Compliance Rating letter including the rating narrative. In addition to the SF 294 or SF 295 data, the Offeror shall provide the following documentation:

1. Information on any awards you received within the past three years for outstanding support to SB, HUBZone, SDB, WOSB, VOSB, SDVOSB firms, and if applicable, HBCU/MI.

2. Performance evaluation ratings obtained on management of your subcontracting program, including utilization of small businesses and outreach efforts on three prior or current DoD contracts.

3. Information on existing or pending mentor-protégé agreements

5.2 Early Proposal Information
Offerors shall send Past Performance questionnaires on each identified contract to the Government points of contact for that contract. This questionnaire is contained in attachment 4 (Past Performance Questionnaire). Responses to questionnaires and Past Performance Volume are to be provided directly to the KC-X Government contracting officer by the 30th calendar day after formal RFP release. The questionnaire transmittal letter is provided in attachment 5 (Past Performance Questionnaire Transmittal Letter) and provides instructions for responding to the Government contracting officer. This letter is to be used for U.S. Government contracts. For commercial contracts, a client authorization letter shall be issued to those commercial POCs authorizing/instructing them to complete a Past Performance Questionnaire. A sample client authorization letter is provided in attachment 6 (Past Performance Client Authorization Letter). In attachment 8 (Past Performance Questionnaire Tracking Record), Offerors shall provide a listing of all contracting officers and program managers who were sent Past Performance Questionnaires with information regarding the tracking of those questionnaires. This shall be submitted as an attachment to Volume III and shall be excluded from the page count. The Offeror shall send Past Performance Questionnaire Transmittal and Client Authorization letters (for the Offeror's relevant contracts and for critical subcontractors, teaming contractors and/or joint venture partners' relevant contracts) with current contact information and submitted via Email to the government NLT 15 days after RFP release.

5.3 Relevant Contracts
Submit Past Performance Information (Fact Sheets/PIXS template) on up to five (5) recent contracts that you consider most relevant in demonstrating your ability to perform the proposed effort. Also include information on two (2) recent contracts performed by other company divisions (if applicable) and each of your teaming partners and significant subcontractors that you consider most relevant in demonstrating their ability to perform the proposed effort. Offerors are required to explain what aspects of the contracts are deemed relevant to the proposed effort, and to what aspects of the proposed effort they relate. Categorize the relevant information into the specific Mission Capability subfactors listed in RFP Section M. Also provide the percentage of work proposed by the prime and major subcontractors for the KC-X contract effort and break out the work by SDD and Production phases. Submit the last two audits or inspections of the various certificates and licenses to be used in performance of the contract for themselves and any significant subcontractors (modifiers, engine manufacturer, maintenance facility, etc.) as an attachment to Volume III, Past Performance. This includes any production certificates, alteration station licenses, repair station licenses and parts manufacturer authorizations. This attachment will not be included in the page limitations for Volume III.

5.3.1 Problem Resolution Descriptions
The Offeror is required to clearly demonstrate management actions employed and their ability to overcome problems and the effects of those actions, in terms of improvements achieved or problems rectified. Merely having problems does not automatically equate to a little or no confidence rating since the problems encountered may have been on a more complex program or an Offeror may have subsequently demonstrated the ability to overcome the problems encountered. This may allow the Offeror to be considered a higher confidence candidate. Submittal of quality performance indicators or other management indicators that clearly support that an Offeror has overcome past problems is required.

5.3.2 Format
The Offeror may expand the answering space on the "Fact Sheet/PIXS template " so the filled-in "Fact Sheet" for each relevant contract/effort covers no more than both sides of three 8.5 x 11 inch pages as per Paragraph 2.8.1. The Offeror shall make every effort to provide the most current information for the Points of Contact (POC) identified on the "Fact Sheet." (Attachment 3)

5.4 Organizational Structure Change History
Many companies have acquired, been acquired by, or otherwise merged with other companies, and/or reorganized their divisions, business groups, or subsidiary companies. In many cases, these changes

have taken place during the time of performance of relevant present or past efforts or between conclusion of recent past efforts and this source selection. As a result, it is sometimes difficult to determine what past performance is relevant to this acquisition. To facilitate this relevancy determination, include in this proposal volume a "roadmap" describing all such changes in the organization of your company. As part of this explanation, show how these changes impact the relevance of any efforts you identify for past performance evaluation/ performance confidence assessment. Since the Government intends to consider present and past performance information provided by other sources as well as that provided by the Offeror(s), your "roadmap" should be both specifically applicable to the efforts you identify and general enough to apply to efforts on which the Government receives information from other sources.

5.5 Marking

All Past Performance materials shall include the following legend at the top and bottom of each page: SOURCE SELECTION INFORMATION - See FAR 3.104

6.0 Volume IV: Cost/Price Volume

6.1 General Instructions, Ground Rules and Funding Profile

6.1.1 General Instructions

6.1.1.1.Cost/Price means Cost to the Government for the SDD and PD Lots 1-5 and Lots 6-13. Cost/Price is comprised of:

SDD Costs

All SDD CLINs (0001-0012) regardless of contract type (e.g., CPIF, FFP, FPIF, etc.) associated with the contract.

PD CLIN Costs

All PD CLINs (1001-5009) regardless of contract type (e.g., CPIF, CPAF, FFP, FPIF, T&M, etc.) associated with the contract for PD Options (Lot 1-5)

Award and Incentive Fee.

PD for Lots 6-13

6.1.1.2 Proposals shall be based on government fiscal year, which begins on 1 October and ends on 30 September.

6.1.1.3 Proposals shall be in Then Year (TY) Dollars unless stated specifically otherwise. TY Dollars are dollars that have been escalated into the time period of the performance of the contract. They are sometimes referred to as "escalated dollars," or "inflated dollars."

6.1.1.4 All costs are to be displayed by CWBS and CLIN.

6.1.1.5 Dollars shall be displayed in the same units (millions, thousands, and so on) for each program phase. Spreadsheets and supporting documents will identify the type of dollar (TY$M, BY07$M etc.) All financial data provided in the proposal will be in United States currency.

6.1.1.6 Costs shall be displayed and documented at the CWBS level at which they were estimated and shall roll-up (sum) at CWBS level 3.

6.1.1.7 Each cost form or format must clearly indicate, whenever applicable:
Whether costs are for SDD, Production and Deployment (PD) (Lots 1-5), or PD (Lots 6-13)
Appropriate CWBS/SOW/CLIN numbers
Applicable quantity information (at level 3 CWBS)
Whether the costs are Recurring or Non-recurring
For Prime Mission Product and Aircraft Integration whether the costs are related to hardware or software.

6.1.1.8 A CWBS summary cost roll-up shall display CWBS roll-ups (summations) from CWBS level 3 to CWBS level 1 (RFP Section L, attachment 9 - form MC2607). The CWBS amounts shall track back to the basis of estimate amounts.

6.1.1.9 The offeror shall provide a CWBS dictionary for all estimated CWBS elements.

6.1.1.10 The baseline commercial aircraft is defined as the aircraft coming off the initial assembly line. The offeror will define what makes up the baseline commercial aircraft.

6.1.1.11 The offeror shall provide a weight statement in the format provided in RFP Section L, attachment 10. The offeror is allowed to provide detail at a lower level than the CWBS provided the weight details are provided and are rolled up to the appropriate CWBS level. In CWBS areas with no weight impact a Not Applicable (N/A) response is appropriate. Weight inputs shall be provided in pounds.

6.1.1.12 All cost information shall be submitted in no more than two binders. This volume shall be divided into three chapters as shown in section 6.2. The cost volumes shall be limited to 600 pages (8.5 x 11 inches). When both sides of a sheet display printed material, it shall be counted as two pages. Excel tables and fold out attachments are excluded from the 600 page limit. However, no electronic table shall be submitted without either paper documentation or electronic documentation explaining what the table is, where the information came from, or how it is applicable. Attachments shall be provided in two separate binders ("Cost Volume Attachments Binder") with tabs separating sections. The attachments shall be restricted to two 3 ring binders no greater than 4 inches thick with tabs separating sections. The cost information shall be submitted in a three ring, loose-leaf type binder, and be no greater than 4 inches thick. Font size for the contained pages can be no smaller than 12 point. Fold out pages in the size of 8.5 x 17 inches are permissible for foldout excel documents, excel tables, and attachments. The following are considered attachments: Software Parametric sheets, CWBS and CWBS Dictionaries, GFP Lists, Price Bill of Materials (PBOM), MC2607, and weight statements.

6.1.1.13 The offeror's shall use the following definitions of nonrecurring and recurring for segregating costs and hours within their proposed System Development and Demonstration and the Production and Deployment phases of the program:

Nonrecurring: Elements of development and investment costs that generally occur only once in the life cycle of a system. Such costs are often found in engineering, system test, tooling, and preproduction activities, and also include basic design and development through first release of engineering drawings and data, all system and subsystem test activities (except end item acceptance testing), configuration audits, qualification testing, technical publications through initial release all basic tooling, engineering models, partially built units for development or test purposes only, units not built to operational configuration, and specialized work force training. It can also include nonrecurring design work in production where the contractor is incorporating configuration or production line changes.

Recurring: Repetitive elements of development and investment costs that may vary with the quantity being produced during any program phase. For example, during the development phase, repetitive production-like costs incurred when producing prototype and test units are considered recurring costs. Recurring costs include the following: engineering required for redesign, modification, reliability, maintainability, and associated evaluation and liaison; complete reporting elements produced either for test or for operational use; tool maintenance, modification, rework, and replacement; training all Military Service personnel to operate and maintain equipment; and reproduction and updating of technical data

and manuals.

6.1.1.14 All electronic Microsoft Word and Microsoft Excel spreadsheets and files shall be working and functioning properly. Working or functioning properly means, if the cell should be part of a summation, it should be able to sum via an excel equation. No ADOBE picture files or similar formatted file of a spreadsheet or word document shall be acceptable. All Microsoft Word and Microsoft Excel files and cells shall be editable.

6.1.1.15 Budgetary Data/budgetary cost estimates include all cost beyond Lot 5. All proposed production budgetary data/estimates shall be the same WBS level as the contractual option Lots 1-5. Detailed cost information is required for Lots 1-5 as well as all budgetary estimates.

6.1.2 Cost Information Requirements and Cost Credibility
These instructions are to assist the offeror in developing and presenting the information required to support the cost proposal. Proper presentation and adequate supporting documentation shall ensure that the cost/price proposal is fairly evaluated and that the government is able to understand all assumptions concerning the costs presented in the proposal. The burden of proof for cost credibility rests with the offeror; therefore, you are cautioned to submit cost information that is fully responsive to Federal Acquisition Regulation (FAR) requirements.

6.1.3 Estimating Techniques, Tools, Methods, and Documentation
When responding to the Cost Volume requirements in the RFP, the offeror and its associated subcontractor(s) may use any generally accepted estimating techniques, including contemporary estimating methods such as Cost-to-Cost and Cost to Non-Cost Estimating Relationships (CERs); commercially available parametric cost models; in-house developed parametric models; etc. to develop its estimates.

The offeror shall model their cost proposal in Microsoft Excel version 2002 or later. The offeror shall build an Excel cost model. The cost model provided by the offeror must be a working model of the cost proposal that is based on the offeror's various estimating method(s) used in the proposal. The offeror's electronic cost model shall sum to a CWBS level 3 and higher format (RFP Section L attachment 11). The offeror shall provide a tutorial on how the cost spreadsheet is put together and how the individual parts interact to create the master spreadsheet. The offeror's cost model shall track to the form MC2607 (RFP Section L attachment 9). The MC2607 should trace to WBS level 1, 2, and 3. The offeror is required to submit electronic files using Excel with adequate documentation to support the Basis of Estimate as described in Section 6.4.7. For an example of documentation to support an estimate using Excel see RFP Section L, attachment 13.

6.1.4 Phasing of Funding Requirements
SDD and Production & Deployment appropriations must be phased according to rules governing Appropriations Law and Department of Defense Regulations. All references to "fiscal year" refer to the U.S. Government's fiscal year of 1 Oct - 30 Sep.

6.1.4.1 System Development & Demonstration (SDD): SDD funding is considered an "expenditure based" appropriation. A fiscal year's funding requirement must be limited to the actual expenses that will be invoiced in that fiscal year, plus any required termination liability. Termination liability represents the total cost of initiated, but uncompleted work or undelivered orders that the Air Force would be responsible for paying if the program was terminated. Dollars will be "obligated" or placed on contract incrementally, at the beginning of each new fiscal year only to fund invoices and termination liability projected for that fiscal year. In this sense, the contractor will "earn" SDD funding," i.e. SDD funding will be provided incrementally only to cover actual costs incurred. The fiscal year phasing of SDD costs must comply with this guidance.

6.1.4.2 Production (Procurement) and Deployment (PD): PD funding is considered an "obligation based"

appropriation. PD funds must comply with the full-funding rules outlined in DoD 7000.14-R Vol. 2a Chapter 1, paragraphs 010202 and 010214. Full-funding requires that the annual budget request cover the Total Estimated Cost to deliver a given quantity of complete, militarily usable end items. Therefore, the total cost of a usable end item must be budgeted in a single fiscal year. Procurement costs may not be incrementally funded across fiscal years. In addition, production lots must be constrained to a 12 month delivery period. This means there may be no more than 12 months between the delivery of the first item in a production lot, and the delivery of the last item in that same production lot. Lot sizes must be constrained to this funded delivery period, and all costs associated with that lot must be phased in the year the lot option is exercised, regardless of when the funding would actually be expended or invoiced.

6.1.4.3. Quantities. The offeror shall provide cost estimates for the Most Probable Quantity production buys displayed below. The production estimate documentation shall include assumptions, ground rules, methodology, cost improvement curves, and all supporting data. All relationships and connections between SDD costs/prices and/or production option costs/prices and the costs shall be described. The total quantities required for SDD are 4. In the event that SDD aircraft will require retrofit while in SDD to a new SDD configuration, the offeror shall account for these SDD retrofit costs within the proper WBS provided and provide estimating detail (6.4.4, and 6.4.7) in the basis of estimate, and ensure the offeror's IMS reflects this strategy. After completion of SDD, the 4 SDD aircraft will need to be retrofitted back to a production configuration. For estimating purposes the production buy quantities are 175. The total quantity of 179 includes the 4 retrofit aircraft. In the event any production aircraft require retrofitting, the offeror shall include the retrofit cost, schedule, and basis of estimate for the retrofit(s) to a level detailed 6.4.4. and 6.4.7. The following two tables provide the buy schedules for SDD and Production.

Production Buy Schedule (excluding 4 retrofit aircraft)

	FYXX	FYXX	FYXX	FYXX	FYXX	FYXX	FYXX	FYXX	FYXX	FYXX	FYXX	FYXX	FYXX	Total
Buy Qty	7	12	15	15	15	15	15	15	15	15	15	15	6	175

Note: Schedule should be predicated on bidders IMS and entrance criteria for LRIP

Retrofit Schedule

	FYXX	FYXX	FYXX	FYXX	FYXX	FYXX	FYXX	FYXX	FYXX	FYXX	FYXX	FYXX	FYXX	Total
Buy Qty			4											4

Note: Retrofit schedule should be predicated on bidders IMS.

6.1.5 Government Funding Profile

The below government fiscal year funding profile is notional pending formal OSD deliberations. The offeror's proposal shall take this level of available contract funding into account when structuring the program and responding to this RFP. However, beyond FY11, offerors shall propose the government fiscal years and associated costs without regard to the available contract funding.

Then Year Dollars in Millions

FY09	FY10	FY11
907	1749	2139

Contractor costs must be comprehensive, and include profit and incentives, contractor requested Government Furnished Equipment/Facilities/Information/Material/Property (GFE/F/I/M/P) and any other required items. SDD termination liability must not exceed the funding profile above at any point during FY09/10/11. The above funding profile does not include other government costs such as program support, government test, etc. The above funding profile is for planning purposes only and is only a projected amount that may be available for contract award. The Government reserves the right to change the funding profile at any time in any direction.

6.2 Cost Estimate Formats: Basis of Estimate (BOE)
Chapter 1 - General Information. Table of contents, index, summary, changes in estimating or accounting practices, RFP exceptions and/or deviations

Chapter 2 - Cost Estimate Formats; Basis of Estimate.
Cost estimate formats include: Excel Spreadsheet model which reflects offeror's proposal, Price S Software Model file, other model files used in creating your estimate, Form MC2607, CWBS/SOW/CLIN Matrix, Completed Price S Software Parametric Forms, and other applicable. Basis of Estimate shall include a narrative with supporting data explaining how the proposed cost estimates (SDD, PD) were created. For SDD and PD, the BOE shall be provided down to at least CWBS level 3.

Chapter 3 - Other Information.
Any other cost/price information relevant to the proposal. An example of other information could be Government Furnished Property (GFP) (to include Equipment, Facilities, Software, Information, Material, or any other government owned commodity). Information relating to GFP shall include a complete priced list.

6.3 Chapter 1 - General Information

6.3.1 Table of Contents. The table of contents shall identify the paragraph and page numbers of the contents of the volumes.

6.3.2 Changes in Estimating or Accounting Practices. When the proposal is submitted, any changes during the last three years in the offeror's estimating or accounting practices that impact the proposal's historical data or basic assumptions must be described and fully explained in writing. The offeror shall also submit any changes to his accounting system that are planned or which are required to comply with requirements for the acquisition phase.

6.4 Chapter 2 - Cost Estimate Formats: Basis of Estimate (BOE)

6.4.1 CWBS Guidance: The offeror shall adhere to a product oriented CWBS provided in attachment 11, Preliminary Work Breakdown Structure (WBS) & Matrix.xls which corresponds to MIL-HDBK-881A (dated 30 July 2005) CWBS Level 3, Aircraft Systems (Appendix A of MIL-HDBK-881A). No deviations from MIL-HDBK-881A will be permitted without consent from the Government. The offeror shall develop a CWBS that expands the Air Vehicle portion of the CWBS to a lower level of indenture in order to add visibility to specific LRUs/components within a subsystem (high risk, high cost, critical technology, etc.). The offeror may also expand non-Air Vehicle CWBS elements as necessary for appropriate program management. For further guidance on the CWBS, see RFP Section L attachment 12.

6.4.2 Interdivisional Transfers: Are subject to the same dollar limit and documentation requirements as subcontracts.

6.4.3 CWBS/SOW/CLIN/Form 2607 Matrix: Offerors shall complete the Contract Work Breakdown Structure/Statement of Work/Contract Line Item Number/Form 2607 (CWBS/SOW/CLIN/Form 2607)

Matrix in Then Year dollars by government fiscal year to at least CWBS Level 3 following MIL-HDBK-881A, Aircraft Systems (Appendix A). (See RFP Section L attachment 11). Then Year dollars shall sum to CWBS level one. This summary in Then Year dollars must be directly traceable to the proposed contract and Forms 2607. Provide this information in both Microsoft Excel and paper copy formats.

6.4.4 Form 2607: The CWBS/SOW/CLIN/Form 2607 Matrix identifies the CWBS elements for which Forms 2607 are required. Offerors shall submit a summary Form 2607 for the total program (CWBS level one) using Then Year dollars. Forms 2607 will also be submitted in Then Year dollars by fiscal year for each CWBS item identified on the CWBS/SOW/CLIN Matrix. Costs on the Forms 2607 shall reconcile with costs/prices shown on the CWBS/SOW/CLIN matrix and in the instant contract where applicable. Cost information contained on the Form 2607 should reconcile with the offeror's basis of estimates submissions. A copy of the Form 2607 can be found in RFP Section L attachment 9. Use of form 2607, or an offeror's format that provides the same information, (i.e. labor hours by function, FCCOM, Profit/Fee, etc.) is mandatory. Supplemental information, in the offeror's own format, to support the Form 2607 displays may also be submitted. Offeror shall provide this information in both Microsoft Excel and paper copy formats.

6.4.5 Priced Bill of Materials (PBOM): The offeror will provide a PBOM by CWBS element level 3 and higher in Excel and paper copy format. An offeror unique format is permissible as long as the following items are contained within the PBOM: Title of material item, procurement quantity of item(s), spares quantity, test quantity, unit price of the material item, and a short description of the basis of estimate. As a note, the offeror is allowed, and encouraged, to estimate and provide detail at a level below CWBS level 3 so long as the costs sum up to CWBS level 3. These material costs shall be broken out by the following formats: total recurring material dollars, total nonrecurring material dollars, and by total material dollars (recurring and nonrecurring dollars). On another worksheet, these material dollars shall be spread by fiscal year by CWBS Level 3 and higher format. All dollars will be in Then Year dollars.

6.4.6 Software Parametric Data. The offeror shall build a software parametric file using the PRICE S parametric model. The offeror shall model their software parametric file based on their KC-X software development concept, and provide their parametric model and completed Parametric Data Sheets (RFP Section L, attachment 14) on a CD-ROM disk for Government evaluation. The electronic software development file shall be built at a Computer Software Configuration Item (CSCI) level, and shall include subcontracted software, Commercial off the Shelf (COTS), Government off the Shelf (GOTS), reuse from a legacy program, and/or new development items. For COTS items, potential suppliers and costs shall be included in the Basis of Estimate (RFP Section L attachment 13). Potential suppliers and costs will be included in the offeror's generated software model. For GOTS software, the offeror shall provide information on the supplying Government agency to include points of contact, so the Government can verify the size and CSCI/CSC maturity level. Any GOTS software should be included in the offeror's PRICE S model for integration purposes. If the CSCI/CSC relies on legacy code (currently existing), the offer will provide the program name, size, and description of program maturity (e.g. legacy software developed under company IR&D legacy software development on XYZ aircraft program, etc). The offeror shall provide a CWBS number reference within the CSCI/CSC description. The offeror shall address software growth within the software parametric model. The offeror shall make use of the "Notes" capability within the electronic software PRICE S model to clearly define how inputs were derived or if any ground rules or assumptions were made. Such parametric inputs and resulting model shall be clearly reconcilable with the offeror's proposal. The offeror shall use the Source Lines of Code Definition below to build their PRICE S electronic model:

6.4.6.1 The PRICE S definition of Source Lines of Code (SLOC) is a size unit parameter that represents the number of logical lines of code of the software component. This value is usually determined by counting the number of delimiters (e.g. semi-colons). Comments are excluded from the SLOC count. This definition means that a PRICE S SLOC (1) may extend over more than one physical line, (2) represents a complete statement in the implementation language, and (3) includes executable and non-executable statements, but not comments. Note: Non-executable statements (such as, type declarations

and data statements) are identified by the Fraction of SLOC that is Non-executable (FRAC) parameter value.

6.4.6.2 The offeror shall adjust the PRICE S model to match their software development process and business structure by adjusting the global, escalation, and financial factor's tables within PRICE S. Additionally, the offeror shall address, within the basis of estimate (BOE), how software growth is addressed. This can be done through the notepad feature found within the PRICE S program

6.4.7 Basis of Estimate (BOE). The offeror shall submit detailed data supporting the estimates. The documentation shall completely describe the cost element content (including GFE/F/I/M/P needs), philosophy, and methodology used to develop the estimate including appropriate references to any historical supporting cost data. If historical data does not support the proposed prices, a detailed explanation of why the current estimate or how the current estimate was derived must be provided. Documentation shall logically correspond to the level at which the estimate was made. For example, if the lowest level is at CWBS level 6, then the documentation shall occur at that level. Lower level CWBS estimates may be aggregated and be documented at a higher level provided the lower level detail is discretely explained. Any hardware and software efforts should not be co-mingled within the lowest level CWBS. They shall be kept separate and each shall have their own Basis of Estimate. CWBS elements may contain multiple types of costs, i.e. material, labor, subcontracts, etc. For subcontracted efforts, including situations where multiple subcontractors have quotes for the same effort, the prime's proposal shall explain how the subcontractor quotes trace to the resultant costs used in the proposal. If the subcontractor(s) meet the $11.5M or 10% of contract value threshold, the same level of cost information detail is required from the subcontractor as is required on the prime contract. For commercial items that meet the $11.5M threshold, recent purchase history is adequate BOE documentation. The CWBS BOE shall describe each element of cost within the CWBS. Documentation is adequate when it enables the government to understand the technical content, estimating methodology, and the build up of the offeror's costs within the Excel model. All supporting data describing the basis of estimate shall be submitted in the MS Word documentation format (RFP Section L attachment 13).

6.4.8 Weight Statement: The Offeror shall complete the Weight Statement form provided in Section L attachment 10 of the KC-X RFP. This information is capturing the weight growth and/or reduction in weight after the baseline commercial aircraft is delivered to the location where the military modifications are taking place. All weights provided shall be in U.S. weights and measures and shall be rounded off to the nearest U.S pound.

6.5 Chapter 3 - Other information

6.5.1 The offeror shall construct functional wrap rates in TY$ by Government Fiscal Year (GFY) using only U.S. dollars in the format that follows. These wrap rates are to include Direct Labor, Overhead, Other Costs, G&A, Cost of Money, and Profit/Fee. If the other cost category is used, the offer shall provide definition of contents of "Other Costs." The Other Costs are, by definition, only those elements that have a direct cause and effect relationship to the direct labor base for that function (i.e., Engineering, Manufacturing, Tooling, Quality Assurance and Other). The offeror shall identify the elements of cost which do not have a direct cause and effect relationship but which must be recognized to reach the bottom line (labor and material), and provide Wrap add-on Rates that will load these elements through the cost line. The offeror shall address the basis of wrap rates, i.e., Forward Pricing Rate Proposal, Forward Pricing Rate Agreements (FPRA), new competitive rate structure, etc. The offeror shall ensure all rates are calculated in accordance with applicable Cost Accounting Standards. The offeror shall show, through one example, how the FPRA rates translate to a contractor rate found within the proposal. The offeror shall provide copies of the FPRA and associated agreement letter they are using, and provide at least one name and phone number of their Defense Contract Audit Agency (DCAA) and Defense Contract Management Agency (DCMA) representatives. The above wrap rate information is required for each location for which detailed cost information was required and provided. In the event no FPRA rates agreements are in place or do not exist, the offeror will provide a wrap rate build-up using the latest

negotiated union agreements, or local area labor analysis. The offeror shall provide rationale and documentation supporting their labor rate position including the source of the data build-up, and methodologies employed. If wrap rates originated via a foreign currency, the contractor shall provide a spreadsheet detailing the conversion factors to get from the foreign currency wrap rate to a U.S. currency wrap rate found within the offeror's provided spreadsheets. No provided wrap rate shall be in any foreign currency.

Wrap Rate Format

Functional Category: (Example - Engineering					
	GFY	GFY	GFY	GFY	GFY
Direct Labor					
Overhead					
Applicable Other					
General &					
FCCOM					
Profit/Fee					
Total Wrap Rate					

NOTE 1: Wrap rates are to be developed in Then Year (TY) dollars.
NOTE 2: FCCOM and Profit/Fee are not multiplicative, i.e., Profit cannot be included in FCCOM calculation base, and FCCOM cannot be included in Profit/Fee calculation base.

6.5.2 Cost Contract Parameters: The offeror shall fully address all proposed cost share ratios, target costs, minimum fees, maximum fees, and award fees (combined if applicable) for the proposed program effort and depict graphically.

6.5.3 Government Furnished Equipment, Facilities, Information, Material, Property (GFP): The offeror shall list and provide all current acquisition prices for all necessary NSN items. Additionally, offeror shall provide rental values for all NSN items already in their possession. For those items that do not have NSNs, such as government facilities or aircraft, the Offeror should make an effort to obtain a price; however, the Government will determine the appropriate price for the item/facility/service if the Offeror is unable to do so. This list shall address need dates of any and all proposed modifications. The offeror shall provide information in a table format as shown below:

GFE/F/I/M/P Table						
GFP Item	National Stock Number	Need Dates (Start-end)	Offeror inventory	Rental Value	% of Acq. Value per	Acquisition Value
Widget #1	252-333-1278	Jan 09-Jun 09	Y	$1,800	3%	$10,000
Widget #2	777-222-3323	May 08 - Dec 08	N	N/A	N/A	$8,000

For issues concerning or determining rental value of the GFP, see FAR 45.202-1 and FAR 52.245-9. All GFP not in contractors' possession must be priced at full acquisition cost.

6.5.4 Government Termination Liability Profile: The offeror shall provide an estimate of the Government total termination liability costs for development funded effort for each FY effort to the end of

the SDD contract. Total termination liability is defined as expenditures plus non-cancelable commitments and shall reflect expected expenditures by GFY over the life of the program, tracking to proposed target costs and closing with a zero balance at the projected end of the program.

6.5.5 Subcontractor Information: The offeror shall provide a list of all subcontracts over $11.5 million or 10% of the total contract value, whichever is lower. The list shall provide the name of the subcontractor, the contract value, and whether the contract value is based on estimates, quotes, or negotiated subcontracts and subcontract type (FFP, FPI, etc.). In addition, for each cost type subcontract which equates to $11.5 million or 10% or greater of the total contract value whichever is lower, the same level of cost information detail is required for the subcontractor as is required for the prime contractor as described in previous chapters. Subcontractors meeting the $11.5 million or 10% of the total contract value threshold must comply with paragraph 6.4.7. The offeror shall provide any adjustments taken to the subcontract proposed values and the rationale for those adjustments.

6.5.6 Advance Buy/Long Lead: All production advance buy/long lead costs, if proposed under this contract, shall be included in the cost estimate data requirements previously described. The offeror shall provide the following information for each major production item requiring advance buy/long lead:

Item Description
Quantities Required by Fiscal Year
Lead Time in Months
CWBS element impacted

The offeror shall provide a quarterly estimate of total production termination liability costs from the start of the advance buy/long lead period to full production go-ahead. Any item that requires funding in the fiscal year proceeding the year of contract go-ahead shall be identified separately.

6.5.7 Management Reductions: If proposed costs have been decreased due to management reductions, the offeror shall provide a cost element summary and complete rationale containing the following: a complete description of the initiative, how it will be implemented, and quantitative results.

6.5.8 Commonality with Other Programs: Any cost reductions made in the proposal that are attributed to commonality with other programs, company-funded efforts or capitalization of equipment must be supported with the following:

6.5.8.1 Commonality

Identify the specific program(s) and why it is applicable.

Address the cost allowability and allocability of this action per FAR and your CAS disclosure statement.

6.5.8.2 Company Funded Efforts

Identify the specific efforts, the planned start and end dates, the applicability to the current solicitation, the source of company funds and how you plan to account for or allocate these costs in accordance with generally accepted accounting principles, and your CAS Disclosure Statement, if applicable.

6.5.8.3 Capital Equipment

Identify the specific item(s) capitalized and what other application exists for the equipment. Provide corporate approvals for each action. Address the cost allowability and allocability of the action per the FAR and you CAS Disclosure Statement.

7.0 Volume IX: Most Probable Government Ownership Life Cycle Cost Estimate Volume

7.1 General Instructions and Ground Rules

7.1.1 General Instructions

7.1.1.1 Most Probable Government Ownership Life Cycle Cost Estimate (MPGOLCC)

The following Other Government Costs (OGC) shall be estimated by the Government. The Government estimate of OGC may be adjusted based upon evaluation of inputs provided by the Offeror:

a. Operations & Support (O&S) assuming a 100% organic depot repair, excluding sustaining engineering and software maintenance, and an annual fuel burn estimate. (Additional information will be provided regarding fuel burn rate calculation in a subsequent addendum to the draft RFP)
b. Contractor Unique Government Furnished Equipment/Facilities/Information/ Material/Property (GFE/F/I/M/P)
c. Depot Activation

7.1.1.2 Cost or Price Information shall be based on government fiscal year, which begins on 1 October and ends on 30 September.

7.1.1.3 Cost or Price Information shall be in Current Year (CY) Dollars unless stated specifically otherwise.

7.1.1.4 All costs are to be displayed by CWBS, or CAIG element as required.

7.1.1.5 Dollars shall be displayed in the same units (millions, thousands, and so on) for each program phase. All financial data provided in this volume will be in United States currency.

7.1.1.6 All MPGOLCC information shall be submitted in no more than two binders. This volume shall be divided into three chapters as shown in section 7.2. The MPGOLCC volumes shall be limited to 100 pages (8.5x 11 inches). When both sides of a sheet display printed material, it shall be counted as two pages. Excel tables and fold out attachments are excluded from the 100 page limit. However, no electronic table shall be submitted without either paper documentation or electronic documentation explaining what the table is, where the information came from or, how it is applicable. Attachments shall be provided in two separate binders ("MPGOLCC Volume Attachments Binder") with tabs separating sections. The attachments shall be restricted to two 3- ring binders no greater than 4 inches thick with tabs separating sections. The MPGOLCC information shall be submitted in a three-ring, loose-leaf type binder, and be no greater than 4 inches thick. Font size for the contained pages can be no smaller than 12 point. Fold out pages in the size of 8.5 x 17 inches are permissible for foldout excel documents, excel tables, and attachments. The following are considered attachments: GFP Lists & O&S spreadsheets.

7.1.1.7 The offeror should assume a 40-year system life from the date each aircraft is delivered for O&S calculations (see Attachment 16, O&S Cost Estimating Guide). The offeror shall calculate their O&S costs for 2 years beyond the date of their final production delivery. The Government will recognize this as the beginning of the O&S steady-state period, when all systems are available for operation.

7.1.1.8 All electronic Microsoft Word and Microsoft Excel spreadsheets and files shall be working and functioning properly. Working or functioning properly means, if the cell should be part of a summation, it should be able to sum via an excel equation. No ADOBE picture files or similar formatted file of a spreadsheet or word document shall be acceptable. All Microsoft Word and Microsoft Excel files and cells shall be editable.

7.1.2 Cost Information Requirements and Cost Credibility

These instructions are to assist the offeror in developing and presenting the information required to support the Offeror's proposal cost information associated with the MPGOLCC Estimate. Proper presentation and adequate supporting documentation shall ensure that
the cost or pricing information is fairly evaluated and that the government is able to understand all assumptions concerning the cost or pricing information presented in this Volume. The burden of proof for cost/pricing credibility rests with the offeror; therefore, you are cautioned to submit cost or pricing information that is fully responsive to Federal Acquisition Regulation (FAR) requirements.

7.1.3 Estimating Techniques, Tools, Methods, and Documentation
When responding to this Volume's requirements in the RFP, the offeror and its associated subcontractor(s) may use any generally accepted estimating techniques, including contemporary estimating methods such as Cost-to-Cost and Cost to Non-Cost Estimating Relationships (CERs); commercially available parametric cost models; in-house developed parametric models; etc. to develop its estimates.

7.2 MPGOLCC Information Formats: Basis of Estimate (BOE)

Chapter 1 - General Information. Table of contents, index, summary, changes in estimating or accounting practices,

Chapter 2 - MPGOLCC Information Formats; Basis of Estimate.
MPGOLCC Information formats include: Excel Spreadsheet model which reflects offeror's proposal, other model files used in creating your estimate, and other applicable files (e.g., O&S formats). Basis of Estimate shall include a narrative with supporting data explaining how the proposed MPGOLCC Information was created.

Chapter 3 - Other Information.
Any other MPGOLCC information relevant to the proposal. An example of other information could be Government Furnished Property (GFP) (to include Equipment, Facilities, Software, Information, Material, or any other government owned commodity). Information relating to GFP shall include a complete priced list.

7.3 Chapter 1 - General Information

7.3.1 Table of Contents. The table of contents shall identify the paragraph and page numbers of the contents of the volumes.

7.3.2 Changes in Estimating or Accounting Practices. When the proposal is submitted, any changes during the last three years in the offeror's estimating or accounting practices that impact the proposal's historical data or basic assumptions must be described and fully explained in writing. The offeror shall also submit any changes to his accounting system that are planned or which are required to comply with requirements for the acquisition phase.

7.4 Chapter 2 – MPGOLCC Information Formats: Basis of Estimate (BOE)

7.4.1 General Information: Basis of Estimate (BOE).
To the extent necessary to support inputs for paragraph 7.1.1.1, the offeror shall submit detailed data supporting the estimates. The documentation shall completely describe the cost element content (including GFE/F/I/M/P needs), philosophy, and methodology used to develop the estimate including appropriate references to any historical supporting cost data. If historical data does not support the proposed prices, a detailed explanation of why the current estimate or how the current estimate was derived must be provided. Documentation shall logically correspond to the level at which the estimate was made. Documentation is adequate when it enables the government to understand the technical content, estimating methodology, and the build up of the offeror's costs within the Excel model. All

supporting data describing the basis of estimate shall be submitted in the MS Word documentation format (RFP Section L attachment 13).

7.4.2 Operating and Support Basis of Estimate:
Offeror shall submit an O&S Data Form (RFP Section L attachment 15 - O&S Data Form). If necessary to more fully describe the estimate content, the offeror may provide a lower level format. However, any lower level O&S format provided shall reconcile with the summary format.

O&S estimate documentation shall be done as a separate Microsoft WORD format (RFP Section L attachment 13 - BOE). The O&S estimate documentation shall include assumptions, ground rules, methodology, and supporting data. All relationships and connections between production option costs/prices and the O&S costs shall be described.

7.5 Chapter 3 - Other information

7.5.1 Government Furnished Equipment, Facilities, Information, Material, Property (GFP): The offeror shall list and provide all current acquisition prices for all necessary NSN items. Additionally, offeror shall provide rental values for all NSN items already in their possession. For those items that do not have NSNs, such as government facilities or aircraft, the Offeror should make an effort to obtain a price; however, the Government will determine the appropriate price for the item/facility/service if the Offeror is unable to do so. This list shall address need dates of any and all proposed modifications. The offeror shall provide information in a table format as shown below:

GFE/ F/ I/ M/ P Table						
GFP Item	National Stock Number	Need Dates (Start-end)	Offeror inventory	Rental Value	% of Acq. Value per	Acquisition Value
Widget #1	252-333-1278	Jan 09-Jun 09	Y	$1,800	3%	$10,000
Widget #2	777-222-3323	May 08 - Dec 08	N	N/A	N/A	$8,000

For issues concerning or determining rental value of the GFP, see FAR 45.202-1 and FAR 52.245-9. All GFP not in contractors' possession must be priced at full acquisition cost.

7.5.2 Depot Activation: The offeror shall provide cost estimate for organic depot stand-up. For example, offeror shall provide estimates for support equipment, spares, and technical data necessary for an organic depot to repair the KC-X aircraft. The above example does not limit the offeror from providing estimates for other items (beside support equipment, spares, and technical data) needed to stand-up an organic depot.

7.5.3 Management Reductions: To the extent necessary to support inputs for paragraph 7.1.1.1 ,if proposed costs have been decreased due to management reductions, the offeror shall provide a cost element summary and complete rationale containing the following: a complete description of the initiative, how it will be implemented, and quantitative results.

7.5.4 Commonality with Other Programs: To the extent necessary to support inputs for paragraph 7.1.1.1, any cost reductions made in the proposal that are attributed to commonality with other programs, company-funded efforts or capitalization of equipment must be supported with the following:

7.5.4.1 Commonality
Identify the specific program(s) and why it is applicable. Address the cost allowability and allocability of this action per FAR and your CAS disclosure statement.

7.5.4.2 Company Funded Efforts

Identify the specific efforts, the planned start and end dates, the applicability to the current solicitation, the source of company funds and how you plan to account for or allocate these costs in accordance with generally accepted accounting principles, and your CAS Disclosure Statement, if applicable.

7.5.4.3 Capital Equipment
Identify the specific item(s) capitalized and what other application exists for the equipment. Provide corporate approvals for each action. Address the cost allowability and allocability of the action per the FAR and you CAS Disclosure Statement.

8.0 Volume V - Integrated Fleet Aerial Refueling Assessment Volume
8.1 The offeror shall provide input data for the Integrated Fleet Aerial Refueling Assessment by populating the fields in the Government provided Excel Spreadsheet (attachment 17). The offeror provided data shall represent the same aircraft and configuration proposed by the offeror as documented in the proposed system and aircraft specifications. The spreadsheet has four (4) tabs: Basic Data, Takeoff Data, ACN, and Climb and Cruise. All mandatory fields (highlighted in green) in all four tabs must be populated. Instructions for completing the spreadsheet are contained with the Excel document.
8.2 Attachment 18 (classified SECRET/NOFORN) is a multi-file attachment including specific mission requirements, in terms of aircraft delivery schedules or aerial refueling location, timing and offload; basing/parking available for tankers; documents describing file contents; and a description of how the Integrated Fleet Aerial Refueling Assessment will be conducted by the government.
8.3 The scenario with specific mission requirements is provided as part of attachment 18, which includes tanker refueling demand in terms of location, duration, and timing. Attachment 18 also contains input files for the Government's Combined Mating and Ranging Planning System (CMARPS) modeling and simulation tool for the KC-135R base case. The KC-135R base case will be used as the basis of comparison for the fleet effectiveness value described in Section M.
8.4 Offerors may also provide their own analysis of the number of their proposed KC-X aircraft needed to meet the refueling demand from the evaluation scenario in attachment 18. Offerors shall use the ground rules specified in the attachment 18, but they may use any evaluation tool (software or other) to perform the analysis. If the offeror uses any evaluation tools other than government provided or approved tools, the offeror shall provide a description of the evaluation tools and the methods used to validate the tools.
8.5 Offerors desiring a copy of the CMARPS modeling and simulation tool should submit a request to the KC-X Contracting Officer, identified below. The CMARPS software will be made available with operating instructions, but limited technical support.

Ms Barbara Gehrs, Contracting Officer
653 Aeronautical Systems Squadron
1755 Eleventh Street
Building 570
Wright-Patterson AFB OH 45433-7404

9.0 Volume VI - Contract Documentation

9.1 Model Contract/Representations and Certifications
The purpose of this volume is to provide information to the Government for preparing the contract document and supporting file. The offeror's proposal shall include a signed copy of the Model Contract, and Sections A through L. This includes:

9.1.1 Section A - Solicitation/Contract Form
Completion of blocks 12 - 16 and signature and date for blocks 17 and 18 of the SF33. Signature by the offeror on the SF33 constitutes an offer, which the Government may accept. The "original" copy should be clearly marked under separate cover and should be provided without any punched holes.

9.1.2 Section B - Supplies or Services and Costs/Prices
The offeror shall provide completed pricing information as set forth in Section B of the model contract and the option matrix (Attachment 9) and incentive matrix (Attachment 7).

9.1.3 Section C - Description/Specs/Work Statement

9.1.4 Section D - Packaging and Marking
The offeror shall identify any items that require special packaging/marking.

9.1.5 Section E - Inspection and Acceptance

9.1.6 Section F - Deliveries or Performance
The offeror shall complete the delivery dates as set forth in section F of the model contract and the option matrix.

9.1.7 Section G - Contract Administrative Data
Contract Administration information is in Section G of the model contract.

9.1.8 Section H - Special Contract Requirements
The offeror shall provide the required information in accordance with Section H of the model contract.

9.1.9 Section I - Contract Clauses
The offeror shall provide the required information in accordance with Section I of the model contract.

9.1.10 Section K - Representations, Certifications, and other Statements of Offerors
The offeror shall provide completed representations, certifications, acknowledgements, and statements requiring explanation or instruction. The original signed copy should be submitted under separate cover directly to the Procuring Contracting Officer. This information will be required to be submitted using Online Representations and Certifications Application (ORCA).

9.2 Exceptions to Solicitation Requirements
Offerors are required to meet all solicitation requirements, such as terms and conditions, representations and certifications, and technical requirements, or identify exceptions as provided for by this paragraph. Failure to meet a requirement may result in an offer being ineligible for award. Offerors must clearly identify any exception to the solicitation terms and conditions and provide complete accompanying rationale. Each exception shall be specifically related to each paragraph and/or specific part of the solicitation to which the exception is taken. Provide rationale in support of the exception and fully explain its impact, if any, on the performance, schedule, cost, and specific requirements of the solicitation. This information shall be provided in the format and content of Table 9.1.

Table 9.1 - Solicitation Exceptions

SOLICITATION Document	Page/Paragraph	Requirement/Portion	Rationale
SOO, SOW, SPEC, Model Contract, ITO, etc	Applicable Page and Paragraph Numbers	Identify the requirement or portion to which exception is taken	Describe why the requirement can/will not be met

9.3 Other Information Required

9.3.1 DD Form 2345 - Military Critical Technical Data Agreement
The offeror shall submit a DD Form 2345 in accordance with AFMC FARS 5352.227-9001.

9.3.2 Data Rights List
The offeror shall include a Data Rights List IAW special contract requirement H036, Identification and Assertion of Restrictions on Technical Data and Computer Software (Dec 2006).

9.3.3 Berry Amendment Compliance
This solicitation contains the clause at DFARS 252.225-7014, Preference for Domestic Specialty Metals (Jun 2005) (Deviation) with Alternate 1 (Apr 2003) (Deviation) to that clause. Offerors are advised that the clause and Alternate 1 require that all specialty metals (as defined in the clause) that are incorporated into items delivered to the Government under the contract shall only contain specialty metals smelted in the United States, unless an exception in 10 USC 2533b applies. If you are awarded this contract, unless an exception applies, you and all of your subcontractors (at every subcontract tier) must deliver compliant products.

If an Offeror is unable to comply with the specialty metals restrictions set forth in the clause, and intends to seek an exception under 10 USC 2533b(b) ("Availability Exception"), the Offeror shall submit a request for a Domestic Non-Availability Determination (DNAD) waiver no later than 30 days after release of the RFP. Offerors requesting a DNAD shall provide factual information to justify approval of the determination as part of their DNAD request. This information shall be provided in a separate volume and shall include but not be limited to:

Identification of parts or families of parts that are not compliant to the maximum extent possible.

Cost and/or schedule impact to provide qualified parts, or evidence to establish that the offeror is unable to obtain or produce qualified parts at any price.

All submittals are subject to the provisions of FAR 52.215-1 and Block 9 of the face page (SF 33) of this RFP.

9.3.4 Authorized Offeror Personnel
Provide the name, title and telephone number of the company/division point of contact regarding decisions made with respect to your proposal and who can obligate your company contractually. Also, identify those individuals authorized to negotiate with the Government.

9.3.5 Government Offices
Provide the mailing address, telephone and fax numbers and facility codes for the cognizant Contract Administration Office, DCAA, and Government Paying Office. Also, provide the name and telephone and fax number for the Administrative Contracting Officer (ACO).

9.3.6 Company/Division Address, Identifying Codes, and Applicable Designations
Provide company/division's street address, county and facility code; Commercial and Government Entity (CAGE) code; Data Universal Numbering System (DUNS) code; size of business (large or small); and labor surplus area designation. This same information must be provided if the work for this contract will be performed at any other location(s). List all locations where work is to be performed and indicate whether such facility is a division, affiliate, or subcontractor, and the percentage of work to be performed at each location.

9.3.7 Attachments to the Model Contract
The offeror shall provide the following as attachments to the model contract: SDD SOW, LRIP/Production SOW, System Specification, SDD IMP, Production IMP, GFP Requirements, CDRL.

9.3.7.1 GFP and/or Base Support Requirements
The Government plans to provide the items listed as GFP in Attachment 20 as Base Support Agreement. If the offeror requires the use of Government furnished property other than those specified, the offeror shall provide a list including quantity, federal stock number, nomenclature, date needed and duration of availability, rental value per FAR 45.1 and 45.2, reason for need, and cross reference to cost/price volume paragraphs which pertain to GFP and/or base support. The offeror shall supply this information in the format shown in Table 9.2.

Table 9.2 - Sample: Required Information for Using GFP/Base Support

Quantity	Federal Stock #	Nomenclature	Duration of Need	Rental Value	Reason for Need	Cross Ref. to Cost Prop
2 EA	FS156-09-234	ACG-1372 Time Counter	1 Oct 03 - 30 Dec 04	$1,000	Needed to calibrate our 5 mhz/1pps SATCOM simulator offset	Volume IV, pages 23 – 27, paragraphs AC

9.3.7.2 Statement of Work (SOW)
Statements of Objectives (SOO) for SDD and LRIP/Production are provided as in Section J to the model contract (Section J, attachment 2 and attachment 11). These SOOs represent the Government's minimum objectives for the KC-X program. The offeror shall use these SOOs to propose WBS-structured SOWs which expand upon these minimum objectives to the extent necessary to conduct this acquisition. The proposed SOWs shall define the tasks required for the KC-X program, ensuring all minimum requirements of the Government provided SOOs and preliminary WBS have been addressed. The proposed SOWs shall consist of tasking statements. Each tasking statement shall reference the CDRL items which will be delivered by that task. The proposed SOWs shall not contain informational notes, as the Mission Capability volume provides ample opportunity for discussion and description of the offeror's approach and the IMP and IMS provide the mechanisms for describing specific details of the offeror's approach. The tasking statements in the SOWs, elements of the CWBS, and the IMP and IMS sections shall use a common numbering system. The proposed SOWs, when accepted by the Government, will be put on contract at award.

9.3.7.3 Integrated Master Plan (IMP)
See IMP description Para 4.2.5.3 for IMP preparation guidance.

10.0 Volume VII - Oral Presentation
The Offeror shall deliver presentation material in the same format presented (slides, video, etc) during Oral Presentations (Sec L, Para. 2.6.2.1). Slides shall be delivered in .pdf format. Both the oral presentations and presentation material shall be used to explain the organization and general content of the mission capability volume and shall not include new information.
Section L attachments listed below, with the exception of Attachment 18, are contained within the Model contract, Section J Attachment Listing

11.0 List of Attachments

Attachment 1: Section L - M Correlation Matrix
Attachment 2: Weapon System Integrity Matrix
Attachment 3: Past Performance Fact Sheets
Attachment 4: Past Performance Questionnaire
Attachment 5: Past Performance Questionnaire Transmittal Letter
Attachment 6: Past Performance Client Authorization Letter
Attachment 7: Example Format for Past Performance Consent Letter
Attachment 8: Past Performance Questionnaire Tracking Record
Attachment 9: Form MC2607
Attachment 10: Weight Statement
Attachment 11: Preliminary Work Breakdown Structure
Attachment 12: Additional CWBS Information
Attachment 13: Basis of Estimate (BOE) Documentation Example
Attachment 14: PRICE S Parametric Input
Attachment 15: O&S Data Form
Attachment 16: O&S Cost Estimating Guide
Attachment 17: Factor 5 Data Input Package
Attachment 18: Evaluation Scenario Data for CMARPS (Secret/NOFORN) (Not included in RFP)
Attachment 19: KC-X Acronym & Definition List
Attachment 20: Preliminary Base Support Agreement
Attachment 21: Cost and Software Data Reporting Contract Plan, DD Form 2794
Attachment 22: Cost and Software Data Reporting Subcontract Plan, DD Form 2794
Attachment 23: Subfactor 1 Requirements Allocation Table

Section M WORD

I. NOTICE: The following solicitation provisions pertinent to this section are hereby incorporated by reference:

A. FEDERAL ACQUISITION REGULATION SOLICITATION PROVISIONS
52.217-05 EVALUATION OF OPTIONS (JUL 1990)
52.247-47 EVALUATION -- F.O.B. ORIGIN (JUN 2003)

B. AIR FORCE MATERIEL COMMAND FEDERAL ACQUISITION REGULATION SUPPLEMENT SOLICITATION PROVISIONS

5352.291-9007 EVALUATION OF OVER AND ABOVE WORK (AFMC) (JUL 1997)
Number of Hours '7500 Hours per option year'

II. NOTICE: The following solicitation provisions pertinent to this section are hereby incorporated in full text:

OTHER SOLICITATION PROVISIONS IN FULL TEXT

ASC/653 AESS M-II - SOLICITATION PROVISONS IN FULL TEXT (JAN 2007) (TAILORED)

1 M001 - SOURCE SELECTION

1.1 Basis for Contract Award

This is a capability based, best value source selection conducted in accordance with Federal Acquisition Regulation (FAR) 15.3, Source Selection, as supplemented by the Defense Federal Acquisition Regulation Supplement (DFARS), Air Force Federal Acquisition Regulation Supplement (AFFARS), dated June 2006, and the Air Force Materiel Command Federal Acquisition Regulation Supplement (AFMCFARS). These regulations are available electronically at the Air Force (AF) FAR Site, http://farsite.hill.af.mil.

The Government will select the best overall offer, based upon an integrated assessment of Mission Capability, Proposal Risk, Past Performance, Most Probable Government Ownership Life Cycle Cost Estimate (MPGOLCC), Integrated Fleet Aerial Refueling Assessment (IFARA) and Cost/Price. Contract(s) may be awarded to the Offeror who is deemed responsible in accordance with the FAR, as supplemented, whose proposal conforms to the solicitation's requirements (to include all stated terms, conditions, representations, certifications, and all other information required by Section L of this solicitation) and is judged, based on the evaluation factors and subfactors, to represent the best value to the Government. The Government seeks to award to the Offeror who gives the AF the greatest confidence that it will best meet, or exceed, the requirements. This may result in an award to a higher rated, higher priced Offeror, where the decision is consistent with the evaluation factors and the Source Selection Authority (SSA) reasonably determines that the integrated assessment of all non Cost/Price factors (mission capability, proposal risk, past performance, MPGOLCC and the IFARA) outweighs the advantage in Cost/Price. The SSA will base the source selection decision on an integrated assessment of proposals against all source selection criteria in the solicitation (described below). While the Government source selection evaluation team and the SSA will strive for maximum objectivity, the source selection process, by its nature, is subjective and, therefore, professional judgment is implicit throughout the entire process.

Award will be made to the Offeror submitting the most advantageous proposal to the Government based upon an integrated assessment of the evaluation factors and subfactors described below. The Mission Capability, Proposal Risk, and Past Performance evaluation factors are of equal importance and

Cover Letter Attachment 3

individually more important than either, MPGOLCC or IFARA evaluation factors individually. The IFARA and MPGOLCC evaluation factors are of equal importance. Within the Mission Capability factor, the five (5) subfactors are listed in descending order of relative importance from 1 to 5. In accordance with FAR 15.304(e), the Mission Capability, Proposal Risk, Past Performance, MPGOLCC and IFARA evaluation factors, when combined, are significantly more important than Cost/Price; however, Cost/Price will contribute substantially to the selection decision.

Offerors are required to meet all solicitation requirements including terms and conditions, representations/certifications and technical requirements (except as noted in Paragraph 2.2.1) in addition to the factors/subfactors identified in paragraph 2 (M002 - Evaluation Factors). Failure to meet a solicitation requirement may result in an Offeror being ineligible for award (AFFARS 5315.305(a))

1.2 Number of Contracts to be Awarded

The Government intends to award one contract for the KC-X Program. However, based on cost and other considerations, the Government reserves the right not to award a contract at all.

1.3 Rejection of Unrealistic Offers

The Government may reject any proposal that is determined to be unrealistic in terms of program commitments, including contract terms and conditions, or unrealistically high or low in cost/price in total or in any element of cost when compared to Government estimates, such that the proposal is deemed to reflect an inherent lack of competence or failure to comprehend the complexity and risks of the program or that the Offeror fails to provide adequate cost/price information as required by FAR 15.403-3 to substantiate its proposed cost/price or any cost element of its proposed cost price.

1.4 Correction Potential of Proposals

The Government will consider, throughout the evaluation, the "correction potential" of any deficiency or uncertainty. The judgment of such "correction potential" is within the sole discretion of the Government. If an aspect of an Offeror's proposal not meeting the Government's requirements is not considered correctable, the Offeror may be eliminated from the competitive range.

1.5 Competitive Advantage from Use of GFP, GFE, GFI GFF, GFM (Government Furnished, Property, Equipment, Information, Facilities, and Material)-GFP implies all items listed.

The Government will eliminate any competitive advantage resulting from an Offeror's proposed use of Government-furnished property (GFP). Any requested GFP for performance under this acquisition will be assigned a dollar value during evaluation. The Government will incorporate this assigned GFP value into the Cost/Price and MPGOLCC, as the case may be, of the respective Offeror requesting the GFP.

2 M002 - EVALUATION FACTORS

2.1 Evaluation Factors and Subfactors

The following factors and subfactors will be used to evaluate each proposal. Award will be made to the Offeror submitting the most advantageous proposal to the Government based upon an integrated assessment of the evaluation factors and subfactors described below. The Mission Capability, Proposal Risk, and Past Performance evaluation factors are of equal importance and individually more important than either the MPGOLCC or IFARA evaluation factors individually. The IFARA and MPGOLCC are of equal importance. Within the Mission Capability factor, the five (5) subfactors are listed in descending order of relative importance from 1 to 5. In accordance with FAR 15.304(e), Mission Capability, Proposal Risk, Past Performance, MPGOLCC and IFARA non-cost/price evaluation factors, when combined, are significantly more important than Cost/Price; however, Cost/Price will contribute substantially to the selection decision.

Factor 1: Mission Capability
- Subfactor 1: Key System Requirements
- Subfactor 2: System Integration and Software
- Subfactor 3: Product Support
- Subfactor 4: Program Management
- Subfactor 5: Technology Maturity and Demonstration

Factor 2: Proposal Risk
Factor 3: Past Performance
Factor 4: Most Probable Government Ownership Life Cycle Cost Estimate (MPGOLCC)
Factor 5: Integrated Fleet Aerial Refueling Assessment
Factor 6: Cost/Price for SDD, PD Lots 1-5 and PD Lots 6-13 ("Cost/Price")

2.2 Factor 1: Mission Capability Factor

The Mission Capability evaluation provides an assessment of the Offeror's capability to satisfy the Government's requirements. Mission Capability subfactors 1 - 5 will receive one of the color ratings described in AFFARS MP5315.3, paragraph 5.5.1, Table 2-1 - Mission Capability Ratings, excerpted below. The focus will be on the strengths and deficiencies of the Offeror's proposal. The color rating depicts how well the Offeror's proposal meets the Mission Capability subfactor requirements. (Mission Capability subfactor 5 will only receive 1 of 3 ratings: Acceptable (Green), Marginal (Yellow), or Unacceptable (Red)). Subfactor ratings shall not be rolled up into an overall color rating for the Mission Capability factor.

Table 2-1 - Mission Capability Ratings

Color	**Rating**	**Description**
Blue	Exceptional	Exceeds specified minimum performance or capability requirements in a way beneficial to the Government; proposal must have one or more strengths and no deficiencies to receive a blue.
Green	Acceptable	Meets specified minimum performance or capability requirements delineated in the request for proposal; proposal rated green must have no deficiencies but may have one or more strengths.
Yellow	Marginal	Does not clearly meet some specified minimum performance or capability requirements delineated in the request for proposal, but any such uncertainty is correctable.
Red	Unacceptable	Fails to meet specified minimum performance or capability requirements; proposal has one or more deficiencies. Proposals with an unacceptable rating are not awardable.

2.2.1 Subfactor 1: Key System Requirements

Within this subfactor the Government will evaluate the proposal to determine that the Offeror understands and has substantiated the ability to meet the requirements delineated in the SRD, except for the logistics requirements addressed in the Product Support section (Subfactor 3). All commitments to address at some level, meet, or exceed SRD requirements must be specifically reflected in the Offeror's proposed system and aircraft specifications.

2.2.1.1 The requirements associated with the elements set forth in paragraph 2.2.1.2 below will be evaluated under this subfactor. The evaluation will be accomplished as follows:

a. All KPP thresholds in 2.2.1.2a through 2.2.1.2d below must be met. Depending on

substantiating rationale, positive consideration will be provided for performance above the stated KPP thresholds up to the KPP objective level. No consideration will be provided for exceeding KPP objectives. If there is no stated objective and depending on substantiating rationale, positive consideration will be provided when the specified capability above the KPP threshold is viewed as advantageous to the Government.

b. All SRD requirements in paragraphs 2.2.1.2a through 2.2.1.2e below that are not KPP thresholds are desired, but are considered part of the Offeror's design trade space. For non-KPP requirements, the Government may give consideration for alternate proposed solutions or capabilities below the stated SRD requirement, depending on substantiating rationale. The Government may give additional consideration if the Offeror proposes to meet (or exceed if there is an objective) the SRD threshold or requirement, depending on substantiating rationale.

c. Within each of the sub-elements set forth in paragraphs, 2.2.1.2a through 2.2.1.2e below, evaluation of the Offeror's proposed capabilities and approaches against the SRD requirements will be made in the following descending order of relative importance: KPPs, KSAs, and all other non-KPP/KSA requirements.

d. For paragraph 2.2.1.2 e below, a collective assessment will be made for all the related SRD requirements therein.

e. A comparative assessment of the Offerors' proposals will be made considering advantages generated from differences in capabilities offered and/or approaches to meeting those capabilities. The evaluation will assess the elements of paragraphs 2.2.1.2 a. through e. below, and the sub-elements within each element. Elements are listed in order of relative importance per paragraph 2.2.1.2 below. An integrated assessment will be made which may consider among other things the importance of the element and/or sub-element, the amount of capability offered, and the relative importance of the associated SRD capability. The Government's evaluation and assessment of offers to supply KPP, KSA and non-KPP/KSA requirements will be based on the benefit of the capabilities offered and not just the number of requirements offered.

2.2.1.2 The relative order of importance of Key System Requirements elements is as follows: Aerial Refueling is a significantly more important element than any other Key System Requirements element and is more important than all other elements combined. Airlift, Operational Utility, and Survivability, are individually equal and are individually significantly more important than Other Systems Requirements. The Government will evaluate the Offeror's approach to meet SRD requirements as follows:

2.2.1.2. a. Aerial Refueling: The Government will evaluate the Offeror's approach to meeting requirements related to aerial refueling. The evaluation will include the following sub-elements: 1) tanker aerial refueling capability for receptacle-equipped receivers, 2) receiver aerial refueling capability, 3) aerial refueling offload versus mission radius, 4) tanker aerial refueling capability for probe-equipped receivers), 5) the size of the boom envelope, 6) aerial refueling operator station, and 7) aircraft fuel efficiency.

The sub-elements will be evaluated as follows:

- Sub-elements 1) tanker aerial refueling capability for receptacle-equipped receivers, 2) receiver aerial refueling capability, 3) aerial refueling offload versus mission radius (With regard to the fuel offload/radius range OBJECTIVE, Proposals will receive positive consideration for the amount of fuel offload exceeding the THRESHOLD depicted in SRD figure 3-1, additional fuel offload beyond the THRESHOLD being more advantageous to the Government.), and 4) tanker aerial refueling capability for probe-equipped receivers are equal in importance and are individually more important than all other aerial refueling sub-elements.

- Sub-elements 5) the size of the boom envelope and 6) aerial refueling operator station sub-elements are equal in importance and are individually more important than sub-element 7) aircraft fuel efficiency.

b. Airlift: The Government will evaluate the Offeror's approach to meeting requirements related to airlift capability. The evaluation will include the following sub-elements: 1) airlift efficiency, 2) cargo, 3) passengers, 4) aero-medical evacuation, 5) ground turn time, and 6) cargo bay reconfiguration.

The sub-elements will be evaluated as follows:

- Subelements 1) Airlift efficiency, 2) cargo, 3) passengers, and 4) aero-medical evacuation are equal in importance and are individually more important than all other airlift sub-elements
- Subelements 5) Ground turn time and 6) cargo bay reconfiguration are equal in importance.

c. Operational Utility: The Government will evaluate the Offeror's approach to meeting requirements related to Operational Utility. The evaluation will include the following sub-elements: 1) aircraft maneuverability, 2) worldwide airspace operations, 3) Net-ready, 4) treaty compliance support, 5) formation flight, 6) operating from a 7,000 foot runway, 7) growth provisions for upgrades, 8) bare-base airfield operations, and 9) intercontinental range.

The sub-elements will be evaluated as follows:

- Sub-elements 1) aircraft maneuverability, 2) worldwide airspace operations, 3) Net-ready are equal in importance and are individually more important than all other Operational Utility sub-elements.

- Sub-elements 4) treaty compliance support, 5) formation flight are equal in importance and are individually more important than 6) operating from a 7,000 foot runway, 7) growth provisions for upgrades, 8) bare-base airfield operations, and 9) intercontinental range.

- Subelements 6) operating from a 7,000 foot runway, 7) growth provisions for upgrades, and 8) bare-base airfield operations are equal in importance and are individually more important than 9) intercontinental range

d. Survivability: The Government will evaluate the Offeror's approach to meeting requirements related to survivability. The evaluation will include the following sub-elements: 1) situational awareness, 2) defensive systems against threats, 3) operation in chemical/biological environments, 4) electromagnetic pulse protection, 5) night vision capability, and 6) fuel tank fire/explosion protection.

The sub-elements will be evaluated as follows:

- Subelements 1) Situational awareness, 2) defensive systems against threats, 3) operation in chemical/biological environments, 4) electromagnetic pulse protection, 5) night vision capability are equal in importance and are individually more important than 6) fuel tank fire/explosion protection.

e. Other system requirements: The Government will evaluate the proposed approach to address all SRD requirements not in a, b, c or d above or in Subfactor 3, Product Support. This element has no sub-elements.

Measure of Merit:

The Key System Requirements subfactor is met when the Offeror:

A. Demonstrates a thorough understanding of aerial refueling by:

1. Substantiating the ability to deliver a KC-X aircraft that meets (minimum requirement) or exceeds all KPP thresholds associated with aerial refueling, and

2. Substantiating the capabilities and approaches against SRD requirements that are not KPP thresholds the Offeror chooses to propose.

B. Demonstrates a thorough understanding of airlift by:

1. Substantiating the ability to deliver a KC-X aircraft that meets (minimum requirement) or exceeds all KPP thresholds associated with airlift, and

2. Substantiating the capabilities and approaches against SRD requirements that are not KPP thresholds the Offeror chooses to propose.

C. Demonstrates a thorough understanding of operational utility by:

1. Substantiating the ability to deliver a KC-X aircraft that meets (minimum requirement) or exceeds all KPP thresholds associated with operational utility, and

2. Substantiating the capabilities and approaches against SRD requirements that are not KPP thresholds the Offeror chooses to propose.

D. Demonstrates a thorough understanding of survivability by:

1. Substantiating the ability to deliver a KC-X aircraft that meets (minimum requirement) or exceeds all KPP thresholds associated with survivability, and

2. Substantiating the capabilities and approaches against SRD requirements that are not KPP thresholds the Offeror chooses to propose.

E. Demonstrates a thorough understanding of other system requirements by substantiating the capabilities and approaches against SRD requirements that are not KPP thresholds the Offeror chooses to propose.

F. Thoroughly substantiates and demonstrates a sound rationale for all proposed tradeoffs of capabilities and approaches against SRD requirements that are not KPP thresholds the Offeror chooses not to propose.

G. Completely documents the proposed performance and product with objectively verifiable requirements in the Offeror's KC-X systems and aircraft specifications.

H. Substantiates a thorough understanding of the military operating environment and ability to meet these requirements.

2.2.2 Subfactor 2: System Integration and Software

The Government will evaluate the proposal to determine the Offeror's ability to implement a disciplined and institutionalized systems engineering approach necessary to successfully design, develop, integrate, validate and verify requirements, manufacture, and sustain the KC-X system as defined by the performance capability requirements set forth in the KC-X SRD. The software development capability (SDC) will be evaluated to determine the Offeror's capability to manage and integrate the software elements required to satisfy the performance requirements. This Subfactor is intended to evaluate proposed processes/approaches to the attributes specified below; the associated evaluation of system performance as reflected in the SRD is accomplished under Subfactors 1 and 3.

The Government will assess the Offeror's approach to the following:

Modular open systems approach
Systems engineering
System safety
Systems integration
Software development and integration
Airworthiness certification
Environmental safety and occupational health
System integrity programs
System Interoperability
Technical data and software deliverables and license rights

The Government will also assess the completeness of the data provided against that required to support approval of Class 1 ozone depleting substances (ODS) usage.

Measure of Merit:

The System Integration and Software subfactor is met when the Offeror substantiates the following:

A. An effective system/software quality process, including consideration of applicable CMMI level.

B. An effective system/software design, development, integration, and verification process.

C. A sound and effective modular open systems approach, which defines a business and technical solution to provide ease of change for systems upgrades, technology insertion, and sustainment activities.

D. A disciplined systems engineering approach (including system safety and integration necessary to successfully design, develop, integrate, test, evaluate, manufacture, and provide life cycle sustainment) and sufficiently documents a comprehensive and realistic systems integration approach in the KC-X System Specification, Tailored Airworthiness Certification Criteria, Statements of Work (SOWs), Integrated Master Plan (IMP), and Integrated Master Schedule (IMS).

E. A comprehensive and effective system integrity program based on modifications/enhancements necessary to meet SRD requirements.

F. A viable and effective ESOH process that includes: (1)handling of hazardous material; (2) minimizing or eliminating the use of ODS in the KC-X system; (3) providing sufficient data for ODS usage approval if required; and (4) analysis of hazardous materials ESOH impacts over the life cycle of the KC-X system.

G. A comprehensive and effective approach to airworthiness certification.

H. A comprehensive approach to meeting KC-X interoperability requirements.

I. A comprehensive approach to providing technical data and software deliverables and appropriate license rights.

2.2.3 Subfactor 3: Product Support

The Government will evaluate the Offeror's proposed product support approach for an efficient, effective, and comprehensive support program for the service life of the KC-X fleet. Evaluation of the Offeror's proposed capabilities and approaches against the SRD requirements will be made in the following descending order of relative importance: KSAs, and all other non-KPP/KSA requirements.
The Government will evaluate the Offeror's approach to achieve reliability, availability, maintainability, and supportability with an optimal logistics footprint. Attention will be given to the Offeror's approach for substantiating a time-phased, comprehensive product support approach that addresses all Integrated Logistics Support (ILS) elements as applied in the logistics planning & analysis, Interim Contractor Support (ICS), and the transition from ICS to an organic sustainment posture phases as well as site activation and bed down, and training approaches.

The Government will evaluate operational availability (Ao), reliability and maintainability (R&M), and mission capable (MC) rate.

Measure of Merit:

The Product Support subfactor is met when the Offeror substantiates a time-phased, comprehensive product support approach that addresses all the integrated logistics support elements:

A. Logistics planning and analysis: the Offeror provides a comprehensive approach for conducting planning & analyses.

B. Interim contractor support: the Offeror provides a well-planned highly responsive approach to meet all the KC-X operations tempo requirements during the transition to organic support.

C. Transition to organic two-level maintenance support: the Offeror's approach is advantageous to the Government, timely, comprehensive and meets all necessary technical data, computer software, and associated license rights requirements.

D. The Offeror's approach and rationale for proposed Ao, R&M, and MC rates.

E. Logistics footprint: the Offeror's approach optimizes the KC-X logistics footprint commensurate with their proposed availability, reliability and maintainability, supportability, and interoperability approach.

F. Site Activation/Beddown: the Offeror's approach to site activation and beddown is advantageous to the government, timely, and comprehensive.

G. Training: the Offeror provides a complete, accurate approach to conduct the aircrew TSRA; supports the government-conducted maintenance TSRA; provides a comprehensive plan for the design, development, and conduct of Type 1 training for operators, maintainers, and support personnel; supports training system concurrency; and provides a training system data package for both Type 1 training and for the Aircrew Training System (ATS)/Maintenance Training System (MTS).

2.2.4 Subfactor 4: Program Management

The Government will evaluate the Offeror's proposal to determine if the Offeror's approach and ability to effectively and efficiently implement and manage the KC-X program is realistic and reasonable. Realism will be assessed to ensure the Offeror's proposal reflects a clear understanding of program requirements, correlates to other program documentation, and is consistent with the approach described in the technical volumes. Reasonableness will be assessed to ensure the proposed logic and methodology reflected in program documentation is acceptable and reflects an understanding of commonly accepted program management concepts and practices. Specific management areas to be evaluated include:

Program integrated structure as defined and demonstrated by the proposed Offeror's SOW, IMP, IMS, and CWBS that meets the Air Force Initial Operational Capability (IOC) requirements.

Approach for establishing initial manufacturing capability and transitioning into LRIP and full-rate production to include plans and procedures for FAA/ITAR compliant manufacturing and production.

Approach for quality management, management of major/critical subcontractors, and make vs. buy decisions.

A product-oriented CWBS that expands the preliminary WBS, to the end-item level.
Staffing approach, manpower ramp-up, and organizational structure.

Integrated risk management.

Test and evaluation program including retrofit of test aircraft.

Earned value management system (EVMS), and cost and software data reporting (CSDR) approach and plans established at the prime contractor level and flowed down through major/critical subcontractors.

Approach for managing technical data and software data rights.

Small Business Subcontracting Plan and Small Business Participation Plan documents that satisfy the requirements as identified in Section L, paragraph 4.2.5.8 and contract provisions FAR 52.219-9 - Alternate II and DFARS 252.219-7003, while taking into account Offeror's rationale and support for proposed goals below the identified targets.

Measure of Merit:

The subfactor is met when the Offeror's proposal demonstrates a capability to effectively and efficiently implement and manage the KC-X Program. The Offeror's capability will be demonstrated by:

A. Comprehensive and realistic SOWs for development and production based on the KC-X SOOs (Section J Attachments 2 and 11) and correlated with a product-oriented Offeror CWBS using the preliminary WBS as a basis.

B. An IMS that is both realistic and reasonable as determined by the Government's schedule risk assessment (SRA). The IMS must be consistent with the performance described in the Offeror's technical volume, reflect a clear understanding of program requirements, and durations must be compatible with the scope of work contained in the schedule. The results of the SRA will be the Government's risk adjusted schedule. The Government's risk adjusted schedule may be used to quantify impacts of schedule risk and that risk may result in cost/price adjustments to an Offeror's proposed costs/price for SDD, PD Lots 1-5, and PD Lots 6-13 and may affect the Government's Most Probable Government Ownership Life Cycle Cost (MPGOLCC) Estimate, as appropriate.

C. A comprehensive and fully integrated IMP that correlates with the IMS, SOWs and CWBS; includes key FAA certification, manufacturing, test and evaluation, and program risk management events, accomplishments, and criteria, that enables the Offeror's proposed IOC. A sound approach to achieving FAA Certification/Validation appropriate to the offered airframe/engine that complies with FAA or equivalent requirements.

D. A comprehensive and realistic plan for obtaining and maintaining FAA production certification (or equivalent in accordance with approved bilateral airworthiness agreements).

E. A sound approach to managing major/critical subcontractors to include appropriate flow-down of prime contract requirements, timely and robust management oversight of subcontractor performance, and an effective make vs. buy program.

F. A feasible, effective, low risk manufacturing and quality assurance approach to integrating military capability into the commercial baseline aircraft and transition to full rate production.

G. An effective and comprehensive program management system that includes an organizational structure and staffing approach that meets program objectives.

H. A sound, realistic approach to conducting and supporting all required test and evaluation requirements/taskings taking into account system maturity and a cost effective approach for a timely complete retrofit of test aircraft to the baseline production configuration.

I. A comprehensive integrated risk management approach that includes an initial KC-X program risk assessment and correlates to the IMP.

J. A clear description of the Offeror's certified and approved EVMS, and their comprehensive cost and software data reporting approach as reflected in draft CSDR plans that includes major subcontractors, and is based on and correlated with the CWBS.

K. A comprehensive approach to managing data rights.

L. The level of small business commitment that the Offeror demonstrates for the KC-X Tanker acquisition. The following shall evidence small business participation:

a. The extent to which such firms, as defined in FAR 19, are specifically identified in proposals;

b. The extent of commitment to use such firms (enforceable commitments will be weighted more heavily than non-enforceable ones);

c. The complexity and variety of the work small firms are to perform;

d. The realism of the proposal;

e. The extent to which the Offeror provides detailed explanations/documentation supporting the proposed participation percentages, or lack thereof. The target goals for the KC-X Tanker program are as follows: Small Business: 20%, inclusive of the following additional goals: Small Disadvantaged Business: 3%, Women-Owned Small Business: 3%, Historically Underutilized Business Zone (HUBZone) Small Business: 2%, Service Disabled Veteran-Owned Small Business: 0.5% and Veteran Owned Small Business: 2%.

2.2.5: Subfactor 5: Technology Maturity and Demonstration

This subfactor will evaluate the maturity of the critical technology elements (CTE), as described in the DoD Technology Readiness Assessment Deskbook (http://www.dod.mil/ddre/doc/tra_deskbook_2005.pdf) that are included in the Offeror's proposed KC-X aircraft. In accordance with section 801 and 805 of Public Law 109-163, the Government Milestone Decision Authority must certify that "the technology in the program has been demonstrated in a relevant environment". The evaluation color rating of this subfactor is limited to: Acceptable (Green); Marginal (Yellow); or Unacceptable (Red). The marginal (Yellow) rating is intended to communicate uncertainty and therefore indicate a need for clarification from the Offeror, or indicate a need for adjudication by the OSD Milestone Decision Authority. The Government will not evaluate proposal risk for this subfactor.

Measure of Merit:

This subfactor is met (i.e. acceptable) when the Offeror's proposal clearly identifies and substantiates all CTEs are assessed at TRL 6 or above at final proposal revision submittal and comprehensively identifies the approach to mature the CTEs to TRL 9.

2.3 Factor 2: Proposal Risk

Proposal risk will be evaluated at the mission capability subfactor level (Subfactors 1 - 4 only). The proposal risk evaluation focuses on the weaknesses associated with an Offeror's proposed approach and includes an assessment of the potential for disruption of schedule, increased cost, degradation of performance, and the need for increased Government oversight, as well as the likelihood of unsuccessful contract performance.

The mission capability subfactors (1 - 4) will receive one of the proposal risk ratings described in AFFARS MP5315.3 (Jun 06), paragraph 5.5.2, Table 2 - Proposal Risk Ratings, excerpted below. The focus will be on the risks (i.e., weaknesses or significant weaknesses) of the Offeror's proposed approach to each of the Mission Capability subfactors (1 - 4). For any weakness identified, the evaluation will address the Offeror's proposed mitigation and why that mitigation approach is or is not manageable.

Table 2-2 - Proposal Risk Ratings

Rating	**Description**
High	Likely to cause significant disruption of schedule, increased cost or degradation of performance. Risk may be unacceptable even with special contractor emphasis and close Government monitoring.
Moderate	Can potentially cause disruption of schedule, increased cost, or degradation of performance. Special contractor emphasis and close Government monitoring will likely be able to overcome difficulties.
Low	Has little potential to cause disruption of schedule, increased cost or degradation of

performance. Normal contractor effort and normal Government monitoring will likely be able to overcome any difficulties.

2.4 Factor 3: Past Performance

The Government evaluation team, known as the Performance Confidence Assessment Group (PCAG), will conduct an in-depth review and evaluation of all performance data obtained to determine how closely the work performed under those efforts, to include scope and risk, relates to the proposed effort. The PCAG will, as deemed necessary, confirm past and present performance data identified by Offerors in their proposals and obtain additional past and present performance data, if available from other sources. The past performance evaluation factor assesses the degree of confidence the Government has in an Offeror's ability to provide supplies that meet users' needs, including cost and schedule, based on a demonstrated record of performance. In addition, Offeror's performance in managing and mitigating program risk will be assessed. The past performance evaluation results in an assessment of the Government's confidence in the Offeror's ability to fulfill the solicitation requirements while meeting schedule, budget, and performance quality constraints. The past performance evaluation considers each Offeror's and major/critical subcontractor's demonstrated record of performance in supplying products and services that meet users' needs. After evaluating aspects of the Offeror's recent past performance, focusing on performance that is relevant to the mission capability sub-factors 1-4 only and Cost/Price, the Government will assess performance confidence at an overall factor level.

2.4.1 Performance Confidence Assessment

Under the past performance factor, the Performance Confidence Assessment represents the evaluation of an Offeror's present and past work record to assess the Government's confidence in the Offeror's probability of successfully performing as proposed. The Performance Confidence Assessment will be assessed at the overall factor level after evaluating aspects of the Offeror's recent past performance, focusing on performance that is relevant to the mission capability sub-factors 1-4 only and Cost/Price.

The Government will evaluate the Offeror's demonstrated record of contract compliance in supplying products and services that meet the user's needs, including cost and schedule. Each Offeror will receive one of the following confidence ratings prescribed in AFFARS MP 5315.305 (Jun 06) and described in Table 2-3 below:

Table 2-3 - Performance Confidence Assessments

Rating	**Description**
HIGH CONFIDENCE	Based on the Offeror's performance record, the government has high confidence the Offeror will successfully perform the required effort.
SIGNIFICANT CONFIDENCE	Based on the Offeror's performance record, the government has significant confidence the Offeror will successfully perform the required effort.
SATISFACTORY CONFIDENCE	Based on the Offeror's performance record, the government has confidence the Offeror will successfully perform the required effort. Normal contractor emphasis should preclude any problems.
UNKNOWN CONFIDENCE	No performance record is identifiable.
LITTLE CONFIDENCE	Based on the Offeror's performance record, substantial doubt exists that the Offeror will successfully perform the required effort.
NO CONFIDENCE	Based on the Offeror's performance record, extreme doubt exists that the Offeror will successfully perform the required effort.

Adverse past performance is defined as past performance information that supports a less than satisfactory rating on any evaluation element or any unfavorable comments received from sources without a formal rating system.

2.4.2 Relevance

The past performance evaluation is accomplished by reviewing aspects of an Offeror's and major/critical subcontractor's relevant present and recent past performance, focusing on and targeting performance which is relevant to the mission capability sub-factors 1-4 only and Cost/Price. Relevance of present and recent past performance will be based upon the following:

Efforts involving the same or similar hardware, technology, manufacturing processes, and risks to include aerial refueling tankers.
Efforts involving software intensive development/integration similar to what is proposed for the KC-X program.
Similar effort performed by the same division or major critical subcontractors.
Factors found during interviews, surveys, and performance report reviews.
Contracts with equivalent dollar values, contract type, and complexity.
Systems integration similar to the complexity of the KC-X program.
Work performed at the same facilities proposed for the KC-X effort.
Past performance of the Offeror in complying with the requirements of the clauses at FAR 52.219-8, Utilization of Small Business Concerns, FAR 52.219-9, Small Business Subcontracting Plan - Alternate II, and additional documentation provided at Section L Paragraph 5.1.4., Small Business Utilization.

This information may include data on efforts performed by other divisions, critical subcontractors, or teaming contractors, if such resources will be brought to bear or significantly influence the performance of the proposed efforts. The Government may consider as relevant efforts performed for agencies of the federal, state, or local governments, foreign governments, and commercial customers.

The Past Performance Evaluation will be accomplished by reviewing aspects of an Offeror's recent and relevant present and past performance, focusing on and targeting performance which is relevant to Mission Capability subfactors 1-4 and the Cost factor. A relevancy determination of the Offeror's present and past performance, including joint ventures, subcontractors and/or teaming partners, will be made. In determining relevancy for individual contracts, consideration will be given to the effort, or portion of the effort, being proposed by the Offeror, teaming partner, or subcontractor whose contract is being reviewed and evaluated. Higher relevancy will be assessed for contracts that are most similar to the effort, or portion of the effort, for which that contractor is being proposed. The Government is not bound by the Offeror's opinion of relevancy.

For each cited contract/workload, one of the following relevance levels reflecting the degree of relevance to the KC-X work will be assigned to work performed associated with the Mission Capability subfactors 1 - 4 and Cost/Price. The relevance level definitions are listed in Table 2-4:

Table 2-4 - Relevance Levels

Relevance Level	**Description**
Very Relevant	Past/present performance effort involved essentially the same magnitude of effort and complexities this solicitation requires.
Relevant	Past/present performance effort involved much of the magnitude of effort and complexities this solicitation requires.
Somewhat Relevant	Past/present performance effort involved some of the magnitude of effort and

complexities this solicitation requires.

Not Relevant	Past/present performance effort did not involve any of the magnitude of effort and complexities this solicitation requires.

2.4.3 Unknown Confidence

Offerors without a record of relevant past performance or for whom information on past performance is not available will not be evaluated favorably or unfavorably on past performance and, as a result, will receive an "Unknown Confidence" rating for the past performance factor.

2.4.4 Past Performance Problems

Where relevant performance records indicate performance problems, the Government will consider the number and severity of the problems and the appropriateness and effectiveness of any corrective actions taken (not just planned or promised). The Government may review more recent contracts or performance evaluations to ensure corrective actions have been implemented and to evaluate their effectiveness.

2.4.5 Methods

2.4.5.1 Past Performance information will be obtained through the Past Performance Information Retrieval System (PPIRS) and through similar systems of other Government departments and agencies. The Air Force provides past performance information to the PPIRS through the use of Contractor Performance Assessment Reports (CPARs). Additional past performance information will be obtained using questionnaires tailored to the circumstances of this acquisition, Defense Contract Management Agency (DCMA) channels, interviews with program managers and contracting officers, and other sources known to the Government, including commercial sources.

2.4.5.2 Offerors are to note that, in conducting this assessment the Government reserves the right to use both data provided by the Offeror and data obtained from other sources. The Government may consider the Offeror's past performance in the aggregate rather than on a contract by contract basis. The Government may also give consideration to previous joint ventures or teaming arrangements in which one or more of the proposed partners participated, either with each other or with other entities in performing work similar to that which is being proposed to support the KC-X program.

2.4.5.3 More recent and more relevant performance by the same division/organization may have a greater impact on the performance confidence assessment than less recent or less relevant effort. A strong record of relevant past performance may be considered more advantageous to the Government than little or no record of relevant past performance. Likewise, a more relevant past performance record may receive a higher confidence rating and be considered more favorably than a less relevant record of favorable performance.

2.4.5.4 The FAA (or equivalent) audits provided will be assessed for compliance with criteria for FAA approved certificates/licenses. The Government may also access commercial databases (e.g. Industry Analysis, FAA, NTSB and DOT) to review product history, maintenance reliability reporting and/or safety records. Past Performance group will also be looking at commercial market research and industry analysis type data.

2.5 Factor 4: Most Probable Government Ownership Life Cycle Cost Estimate (MPGOLCC)

2.5.1 MPGOLCC Evaluation

The Government will develop an MPGOLCC estimate based in part on Offeror provided inputs that are adjusted, as appropriate, by the Government. Offeror proposed inputs may be adjusted based on technical, cost, and schedule analysis. The Government's MPGOLCC estimate will include Other

Government Costs (OGCs) associated with all phases of the entire weapon system life cycle excluding costs/prices included in the Cost/Price Factor.

2.5.2 MPGOLCC Estimate.

The MPGOLCC estimate will be derived from contractor inputs adjusted by the Government and other information available to the Government. The breakdown of OGC components is as follows:

1. Operations & Support (O&S) (Estimate will be based on the directions and information provided in Section L paragraph 7.4 and Attachment 15) O&S is estimated based on the 7 OSD CAIG elements (Mission Personnel, Unit Level Consumption, Intermediate Maintenance, Depot Maintenance, Contractor Support, Sustaining Support, and Indirect Support). Some of the 7 OSD CAIG elements, such as Intermediate Maintenance, may not be estimated given the 100% organic depot concept. The KC-X O&S estimate will assume a 100% organic depot repair excluding sustaining engineering and software maintenance and include an annual fuel burn estimate as described in NOTE 1 below.
2. Government Furnished Equipment/Facilities/Information/ Material/Property (GFE/F/I/M/P)
3. Depot Activation.
4. Simulators and Trainers (excluding associated SDD & PD CLINs).
5. Program Management Administration (PMA).
6. Government Test effort.
7. Engineering Change Orders (ECO).
8. Joint Mission Planning System (JMPS).
9. Military Construction (MILCON) (Note: The Government will estimate MILCON utilizing standard Air Force Site Survey procedures). The estimate will be developed by conducting a minimum of 10 site surveys to include a representative mix of active duty, CONUS/OCONUS, Guard/Reserve, Training and Depot bases, from the CSAF potential basing list.)

The Government reserves the right to include additional OGCs as may be appropriate.

The Government may make adjustments to contractor inputs as deemed appropriate to formulate the Government OGC baseline for the estimate and then used to calculate the Government adjusted total program OGCs to include the remaining steady-state period and the phase-out period.

Some elements of OGC will not vary based on the Offeror's proposed KC-X aircraft solution; however, they may vary based on the Offeror's proposed/assessed delivery schedule. These elements include, but are not limited to, the following: PMA and Air Force unit manpower. PMA is based on resources, support resources, material, and other items needed to maintain the Air Force acquisition office. Air Force unit manpower is based on the Air Mobility Command (AMC) Manpower Estimate Report (MER). Air Force unit manpower is based on wartime manning requirements and will not vary by the Offeror's proposed solution, but may vary based on the Offeror's proposed/assessed delivery schedule. Perceived efficiencies or effectiveness of an Offeror's proposed solution will have no impact on these OGC elements and no adjustments will be made to these OGC estimates for the perceived efficiencies or effectiveness of the Offeror's proposed solution. In the event the MER is not available in time for incorporation in the O&S estimate during source selection, the Government reserves the right to exclude Air Force unit manpower from the OGC or estimate Air Force unit manpower in another manner. If Air Force unit manpower is calculated without the MER, ground rules and assumptions used by the Government will be provided to each Offeror.

Note 1: Additional information will be provided regarding fuel burn rate calculations in a subsequent addendum to the draft RFP.

2.5.3 MPGOLCC Evaluation and Rating Assignment.

Measure of Merit:

A. The MPGOLCC will be assessed based upon each Offeror's approach and presented as a Government Estimate to the SSA.

2.6 Factor 5: Integrated Fleet Aerial Refueling Assessment

The Government will use modeling and simulation to provide an integrated assessment of the utility and flexibility for a fleet of the Offeror's proposed KC-X by evaluating the number of aircraft required to fulfill the peak demand of the aerial refueling elements evaluated in the 2005 Mobility Capability Study (MCS). In the context of this evaluation scenario, the Government will determine the proposed KC-X's fleet effectiveness in relation to a KC-135R fleet.

The Government will conduct the analysis using Offeror-provided data in the evaluation scenario by primarily using the Combined Mating and Ranging Planning System (CMARPS) modeling and simulation tool. The results of the CMARPS evaluation will provide the Government with the quantity (based on the Offeror-proposed KC-X aircraft) required to meet the mission requirements of the evaluation scenario. The same scenario will be run on CMARPS using a KC-135R only fleet to provide a baseline quantity for comparison.

The required number of KC-135R aircraft generated by the model will be divided by the number of proposed KC-X aircraft required to meet the same scenario. This ratio is the "fleet effectiveness value" for the proposed KC-X aircraft.

Example: (not based on actual analysis)
600 KC-135R aircraft (generated by model to meet scenario requirements)
400 KC-X aircraft (generated by model to meet scenario requirements)
600/400 = 1.5
The proposed KC-X aircraft receives a fleet effectiveness value of 1.5

The Government will report the "fleet effectiveness value" as determined by the evaluation as a standalone "value" to the SSA, along with any major insights and observations gleaned from the evaluation. This value will be determined by Government analysis taking into account the Offeror's input data and considering any analysis performed by the Offeror of the same evaluation scenario.

Measure of Merit:

A. A fleet effectiveness value of 1.0 will be assessed as equal in effectiveness to the KC-135R in the aerial refueling mission as evaluated by CMARPS for the evaluation scenario. A fleet effectiveness value greater than 1.0 will be assessed under these same conditions as more effective than the KC- 135R, and will be viewed as more advantageous to the Government. Advantageous includes, but is not limited to, the flexibility for future tanker fleet replacement, additional alternatives that optimize a USAF tanker fleet for characteristics such as utility, availability and other future benefits, the ability to adapt to future warfare and other mission needs, the KC-X fleet utility over and above the current fleet, etc.

2.7 Factor 6: _Cost/Price (SDD and PD Lots 1-5 and PD Lots 6-13)

2.7.1 Criteria

The Government will evaluate the Offeror's cost proposal against the following criteria:

2.7.1.1 Cost/Price Evaluation (Realism Analysis): The Government will conduct a cost realism analysis in accordance with and as required by FAR 15.404-1(d). Each Offeror's proposed costs are realistic when the proposed costs are evaluated and found to be:

Realistic for the work to be performed.
Reflective of a clear understanding of the requirements.
Consistent with the unique methods of performance and materials described in the Offeror's technical proposal. (FAR 15.404-1 (d) and 2.101)

A Cost/Price realism analysis shall be performed to determine the probable cost of performance for each Offeror. Accordingly, contractor proposed pricing for SDD, PD (Lots 1-5) and PD (Lots 6-13) will be adjusted to realistic levels if the Government determines that the Contractor's proposed total costs/prices or any cost/price element thereof are unrealistic.

Based on the input of the Technical Evaluators and the Professional judgment of the Cost Panel the cost/price realism analysis will assess the technical, cost and schedule risks inherent within the Offerors proposed approach. The Government will perform a Schedule Risk Assessment (SRA) and quantify the schedule risk accordingly. The Government will also assess risks associated with technical content as identified in the evaluation of the Mission Capability factor/subfactors 1 through 4, and other cost risks as identified during the cost evaluation.

In addition to the impact of technical, schedule, and/or cost risks identified above, the Government may adjust the Contractor's proposed costs/prices to realistic levels, as deemed appropriate by the Government, if, in the opinion of the Government, the Contractor's proposed costs or prices are underestimated and/or overestimated and/or where appropriate the Contractor fails to provide adequate cost or pricing information to support its proposed costs/prices.

The impact of technical, schedule, and/or cost risk as well as other cost/price realism adjustments will be quantified where appropriate, and included in the cost/price evaluation to reflect the cost/price realism analysis in accordance with and as required by the RFP.

The Cost/Price Evaluation will be comprised of the following:

2.7.1.1.1 SDD

All SDD CLINs (0001-0012) regardless of contract type (e.g., CPIF, FFP, FPIF, etc.) associated with the contract.

2.7.1.1.2 PD Lots 1-5

All PD CLINs (1001-5009) regardless of contract type (e.g., CPIF, CPAF, FFP, FPIF, T&M, etc.) associated with the contract for PD Options (Lot 1-5)

The production quantities will be the quantities set forth in the Production Buy Schedule, Section L, Paragraph 6.1.4.3. For evaluation purposes, pod kits will be evaluated based on 5 pod kits per lot for lots 1-5 only (25 pod kits total).

(Note: If the probable cost exceeds the FPIF ceiling price or FFP price, the Cost/Price Evaluation will be constrained to the FPIF ceiling price or FFP price, as applicable. However, the Government reserves the right to discretely identify to the SSA any delta (as cost risk to the contractor) between FPIF ceiling/FFP prices and the probable cost for consideration in making a best value decision.)

2.7.1.1.3 Award and Incentive Fee. Award fees for SDD will be estimated at 100%. Incentive fees for SDD and PD will be estimated to what would be earned at the probable cost.

2.7.1.1.4 PD Lots 6-13

All estimates for PD Lots 6-13. The production quantities will be the quantities set forth in the Production Buy Schedule, Section L, Paragraph 6.1.4.3.

2.7.1.2 Reasonableness:

For a price to be reasonable, it must represent a price to the Government that a prudent person would pay when consideration is given to prices in the market. Normally, price reasonableness is established through cost and price analysis techniques as described in FAR 15.404. For additional information see FAR 31.201-3

The government will also check the factors proposed for all lots of the Variation in Quantity provision to ensure they are reasonable and based on reasonable methodology.

2.7.1.3 Cost/Price Risk Rating

A cost/price risk evaluation using the proposal risk ratings defined in the AFFARS MP 5315.3 (Jun 06), paragraph 5.5.2, shall be applicable to the Cost/Price evaluation factor. The assessed cost/price risk rating (with narrative) will be presented to the SSA. This risk rating will characterize the Offeror's proposed cost/price when compared to the corresponding portions of the Government evaluated cost/price (as adjusted for cost realism) associated with SDD CLINs (0001-0012), regardless of contract type (e.g. CPIF, CPAF, FFP, FPIF, T&M, etc.) and Production and Deployment (PD) contract options (Lots 1-5), all CLINs (1001-5009) and all contract types. This evaluation rating considers the extent to which the Offeror's cost/price is realistic for the work to be performed. For example:

If a significant difference exists between the Offeror's proposed cost/price and the Government's probable cost/price that is not reasonably explained in the Offeror's proposal, then a "High Risk" rating may be assigned.

If only some difference exists between the Offeror's proposed cost/price and the Government's probable cost/price that is not reasonably explained in the Offeror's proposal, then a "Moderate Risk" rating may be assigned

If little difference exists between the Offeror's proposed cost/price and the Government's probable cost/price then a "Low Risk" rating may be assigned.

2.7.1.4 Unbalanced Pricing.

The Government will analyze proposals to determine whether they are unbalanced with respect to prices, quantity matrix factors or separately priced line items. Unbalanced pricing exists when, despite an acceptable total solicitation effort price, the price of one or more contract line items or a factor in the quantity matrices is significantly over or under stated as demonstrated by the application of price analysis techniques contained in FAR 15.404-1 (b), such that:

2.7.1.4.1 There is a reasonable doubt that the offer would result in the lowest overall cost to the Government, even though it is the lowest evaluated offer, or

2.7.1.4.2 The offer is so grossly unbalanced that its acceptance would be tantamount to allowing an advance payment.

Unbalanced pricing may increase performance risk and result in a higher proposal risk rating or the offer may be rejected if the Contracting Officer (CO) determines the lack of balance poses an unacceptable risk to the Government (FAR 15.404-1 (g)(3)).

2.8 Discussions

In accordance with the provision 52.215-1, entitled, "Instructions to Offerors - Competitive Acquisition

(Jan 2004), Alternate I (Oct 1997)", the Government intends to evaluate proposals and award a contract after conducting discussions. However, the Offeror should submit their best technical approach and price upon initial submission of the proposal. Offeror responses to Evaluation Notices (ENs), and the Final Proposal Revisions (FPR) will be considered in making the source selection decision.

3 M003 - PRE-AWARD SURVEY

The Government may conduct a pre-award survey (PAS) as part of this source selection. Results of the PAS (if conducted) will be evaluated to determine each Offeror's capability to meet the requirements of the solicitation. The Government may start the PAS based upon receipt of the past performance volume.

4 M004 - SOLICITATION REQUIREMENTS, TERMS AND CONDITIONS

Offerors are required to meet all solicitation requirements, such as terms and conditions, representations and certifications, and technical requirements, in addition to those identified as factors or subfactors. Failure to comply with the terms and conditions of the solicitation may result in the Offeror being ineligible for award. Offerors must clearly identify any exception to the solicitation terms and conditions and must provide complete supporting rationale.

FA8625-07-R-6470
Attachment 1

System Requirements Document (SRD)

for the

KC-X

15 March 2007 Rev 1

653 AESS

3.1.10.1.5 The ability to service all fuel tanks from side of aircraft opposite side of main-deck cargo door shall be provided **(THRESHOLD).**

3.1.10.1.6 Ground refueling should be available on either side of the aircraft **(OBJECTIVE).**

3.1.10.1.7 Simultaneous ground refueling on both sides of the aircraft is desired **(OBJECTIVE).**

3.1.10.1.8 The ability to service fuel to full capacity without external electrical power applied to the aircraft is desired **(OBJECTIVE).**

3.1.10.1.9 The aircraft shall be designed to allow routine between-flight servicing as identified in Joint Service Specification Guide (JSSG) 2001 by other U. S. and allied military services.

3.1.10.2 **Maintenance Planning.** All aircraft peculiar/unique systems and equipment shall be consistent with the USAF 2-level maintenance concept **(THRESHOLD).**

3.1.10.3 **Packaging, Handling, Storage and Transportation**

3.1.10.3.1 To ensure a minimal mobility footprint, the entire built-up aircraft engine change package shall be transportable on USAF mobility aircraft (C-130) **(THRESHOLD).** The fan module may be removed to permit transport on a C-130.

3.1.10.3.2 Aircraft engines should be transportable on USAF mobility aircraft (C-130) with the ring cowl and exhaust installed **(OBJECTIVE).**

3.1.10.3.3 KC-X components shall comply with unique identification requirements defined in MIL-STD-130.

3.2 **Air Vehicle**

3.2.1 **Airframe**

3.2.1.1 **Aircraft Performance.** Unless otherwise specified, aircraft performance shall be calculated using a dry runway, no wind, no runway slope, and sea level standard day criteria and all aircraft systems operating normally. Unless otherwise specified, aircraft performance in all regimes shall be calculated using JP-8 fuel, no fuel conservatism, and normal aircraft configuration to include no wing-mounted aerial refueling system mounted on the aircraft.

3.2.1.1.1 **Fuel Offload and Radius Range (KPP #2)**

3.2.1.1.1.1 **The aircraft shall be capable, as a minimum, of an offload versus radius as depicted in Figure 3-1 (THRESHOLD, KPP #2); exceed offload/radius as depicted in Figure 3-1 (OBJECTIVE, KPP #2) (The OBJECTIVE will be an amount over threshold and there is additional value to the Government for the additional fuel offload amount above THRESHOLD.)** The following ground rules for calculating radius-offload shall be used: maximum weight, not to exceed maximum takeoff gross weight, for 10,000 foot runway (critical field length), takeoff fuel allowance from brake release of 2.5 minutes at maximum continuous thrust, climb at 250 knots indicated airspeed (KIAS) to 10,000 ft, then at recommended climb speed above 10,000 ft, cruise at flight level (FL) 250 at best range speed to planned loiter point, perform loiter orbit for 1 hour and offload fuel during loiter at 275 KIAS at 25,000 ft, transferring fuel at 900

gal/minute (refueling boom is in the deployed position for the entire hour), return to base of origin at FL250 at best range speed, perform penetration and landing (15 minutes) (no time/fuel/distance credit for descent to initial approach fix), and land with reserve fuel sufficient for 2 hours at best range speed at optimum altitude(s) (fuel burn to climb to this condition need not be considered).

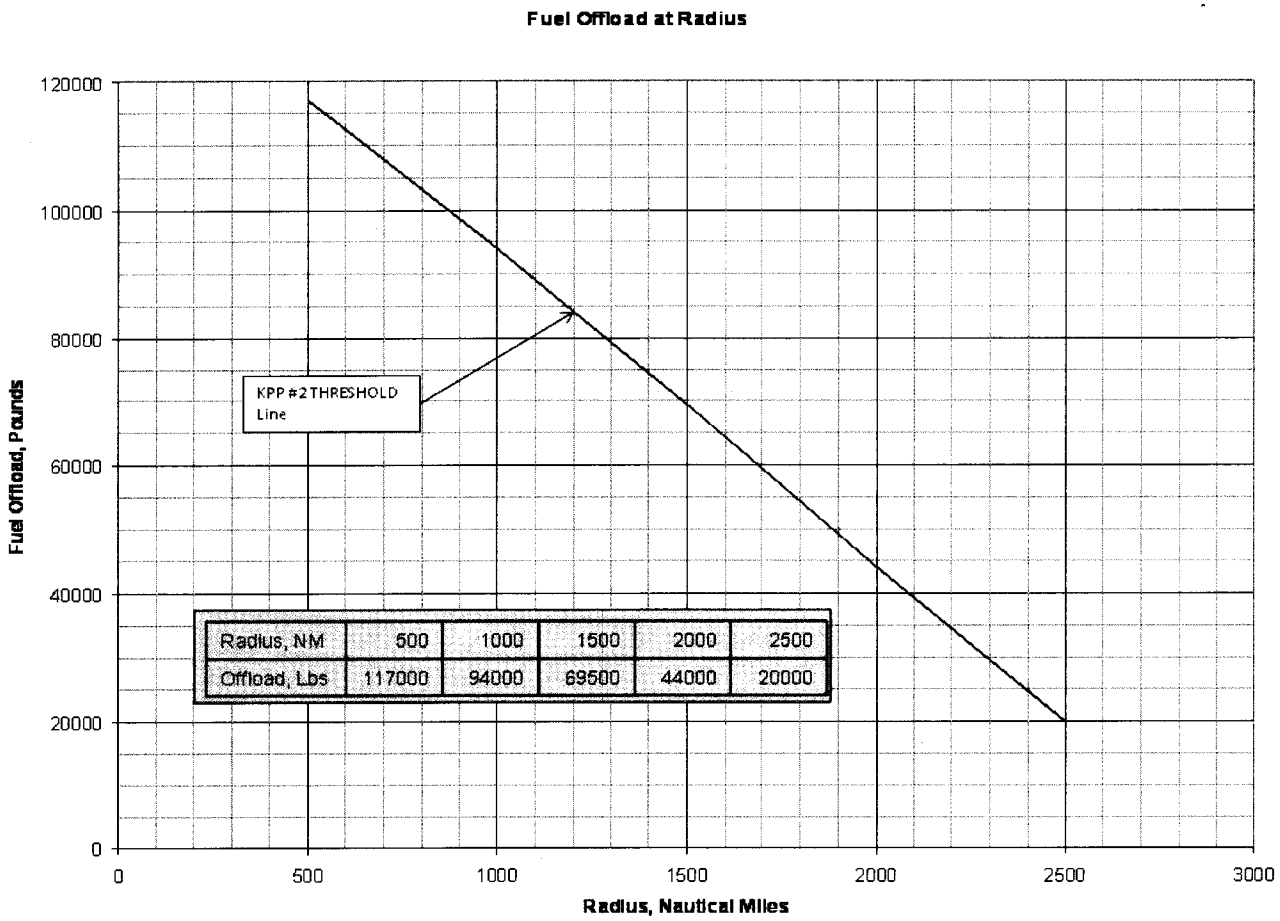

Figure 3 1 - Fuel Offload vs Radius Range

3.2.1.1.1.2 **Reserved**

3.2.1.1.1.3 Aircraft should operate with maximum fuel efficiency using current aviation technology, without any degradation to mission/aircraft performance or alteration of normal aircraft operation.

3.2.1.1.1.4 The aircraft shall have a minimum unrefueled ferry range of 9500 nautical miles starting at maximum takeoff gross weight at brake release, and utilizing a maximum range flight profile. No runway length restriction is imposed for this requirement. Landing reserve fuel is 5 percent of initial fuel load. Takeoff fuel allowance should be the same as for the fuel offload versus radius calculations. Descent, approach and landing fuel allowances should reflect an en-route descent to approach and landing at the destination.

3.2.1.1.2 **Cruise Speed**

Statement of Objectives (SOO)

KC-X Systems Development and Demonstration (SDD)

27 Feb 07 Rev 1

1. Program Overview:

As the initial phase of a comprehensive aerial refueling recapitalization strategy, the KC-X program will replace approximately one third of the war-fighting capability provided by the current aerial refueling fleet. The Government will procure up to 179 KC-X aircraft over a 15-20 year period. The initial contract will develop the KC-X and procure up to a total of 80 SDD and production aircraft. The remainder will be procured through follow-on contracts. The primary mission of the KC-X aircraft will be to provide world-wide, day/night, adverse weather aerial refueling on the same sortie to receiver capable United States (US), allied, and coalition military aircraft (including unoccupied aircraft). The KC-X will provide robust sustained aerial refueling capability to support global attack, air-bridge, deployment, sustainment, employment redeployment, homeland defense, theater support to joint, allied, and coalition air forces, and specialized national defense missions. The inherent flexibility of the KC-X platform will accommodate a diversity of secondary missions in a manner that will not significantly impact the primary aerial refueling missions. These include airlift, communications gateway, and aeromedical evacuation. The KC-X program acquisition strategy is focused on an existing commercial, Federal Aviation Administration (FAA), or equivalent, certified transport aircraft modified to meet USAF requirements. SDD, which includes the manufacture of four (4) test aircraft, is scheduled to start in FY07, and low-rate initial production (LRIP) is projected to start in FY10. Engines for the SDD aircraft will be contractor-furnished equipment. Breakout of engine procurement will be considered for the LRIP and full-rate production lots. The long-term support concept for the KC-X is organic two-level maintenance (2LM)—Organization level (O-level) and Depot level (D-level) using the FAA approved manufacturer's maintenance program. For the purposes of this program, all maintenance other than O-level shall be referred to as D-level. The Government plans to separately compete the development, deployment, and sustainment of both the aircrew and maintenance training systems. The KC-X contractor will be responsible for Type I training only and will not deliver any training hardware to the Government.

The primary development approach for the KC-X program is delivery of, as a minimum, a KPP-threshold compliant first-block aircraft in an efficient, prudent risk manner. Compliance with other threshold or objective capabilities are at the offeror's discretion, but rationale shall be provided for proposed approaches. The results of the Offeror's trades will be evaluated as part of the best value source selection. The Offeror shall propose an efficient SDD program that balances risk, cost, schedule and performance based on their design. Time-certain development via incremental software/hardware development approaches should be considered. For the purposes of this discussion, a block is a capability delivered to the warfighter. Increments are internal to a block and are strictly a developmental approach. A DT/IOT&E correction-of-deficiencies phase should also be considered in development.

2. Program Objectives:

A. A KC-X system that **meets all System Requirements Document (SRD) threshold Key Performance Parameters (KPP). All SRD requirements that are not KPP thresholds are desired, but are considered part of the offeror's design trade space.**

B. A comprehensive systems engineering process to design, develop, integrate, test, produce, verify/validate, deliver and sustain the KC-X system. An effective system/software development and integration process that uses a modular open systems architecture approach

C. A product support approach that effectively addresses all the integrated support elements, including:

1) Comprehensive logistics planning and analysis
2) Responsive support of KC-X operations tempo requirements during transition to organic support
3) Timely, cost effective transition to organic support that ensures access to all required technical data and computer software, and associated license rights
4) The ability to meet or exceed required operational availability and mission capability rates
5) An optimal KC-X logistics footprint that achieves reliability, availability, maintainability, and supportability requirements
6) A realistic beddown approach and detailed plan to support beddown of the KC-X
7) Sound planning for aircrew and maintenance training and an effective Type 1 training program

D. A well managed SDD program that:

1) Uses established best-practice tools and processes such as integrated product teams, integrated plans and schedules, metrics, earned value and risk management
2) Has a sound, efficient organizational structure with a realistic staffing plan
3) Fosters a collaborative work environment through the use of integrated digital environment (IDE) tools
4) Has a well-planned and controlled start-up with a well-defined process for qualifying, managing and integrating vendors and major/critical subcontractors that ensures an effective transition from SDD to LRIP and full-rate production.
5) Takes full advantage of existing commercial aircraft by integrating commercial and Government processes and infrastructure, including commercial data rights, licenses, and data systems, while ensuring appropriate data deliverables and license rights for noncommercial, military peculiar, or developmental technologies
6) Has a well-planned, executed and logistically supported ground and flight test program, including capability to continue receiver aircraft qualification after development testing is complete

Section L Description	Sec L Para	Sec M Para	
		Note: "x" in column means there is no unique Sec M Measure of Merit	
Pgm Structure & Org	1.0	x	
General Instructions	2.0	x	
	2.1	x	
	2.2	x	
	2.3	x	
	2.4	x	
	2.5	x	
General Info	2.6	x	
Point of Contact	2.6.1	x	
	2.6.1.1	x	
	2.6.1.2	x	
	2.6.1.3	x	
Oral Pres & Fam Trng	2.6.2	x	
	2.6.2.1	x	
	2.6.2.2	x	
Org/Copies/Pg Limits	2.7	x	
	2.7.1	x	
	2.7.2	x	
	2.7.3	x	
	2.7.3.1	x	
	2.7.4	x	
	2.7.4.1	x	
	2.7.4.2	x	
	2.7.5	x	
	2.7.6	x	
Pg Size/Format	2.8	x	
	2.8.1	x	
	2.8.2	x	
Binding/Labeling	2.9	x	
Electronic Offers	2.10	x	
	2.11	x	
Variation in Quantity (VIQ)	2.12	x	
	2.12.1	x	
	2.12.1.1	x	
	2.12.1.2	x	
	2.12.1.3	x	
	2.12.1.4	x	
	2.12.2	x	
	2.12.2.1	x	
	2.12.2.2	x	
	2.12.2.3	x	
Volume I: Exec Summary	3.0	x	
	3.1	x	
	3.2	x	
Volume II: Mission Capability/Prop Risk	4.0	x	
	4.1	x	

Section L Description	Sec L Para	Sec M Para
	4.2	x
	4.2.1	x
	4.2.1.1	x
	4.2.1.2	x
Subfactor 1: Key System Requirements	4.2.2	x
System Requirements Matrix	4.2.2.1	x
	4.2.2.1.1	x
	4.2.2.1.2	x
	4.2.2.1.3	x
	4.2.2.1.4	x
	4.2.2.1.5	x
	4.2.2.1.6	x
	4.2.2.1.7	x
	4.2.2.2	x
	4.2.2.2.1	2.2.1 (MoM E.)
	4.2.2.2.2	2.2.1 (MoM G.)
	4.2.2.2.3	2.2.1 (MoM G.)
	4.2.2.2.4	2.2.1 (MoM H.)
Aerial Refueling Items	4.2.2.3	2.2.1 (MoM A.)
	4.2.2.3.1	2.2.1 (MoM A.)
	4.2.2.3.2	2.2.1 (MoM A.)
	4.2.2.3.3	2.2.1 (MoM A.)
	4.2.2.3.4	2.2.1 (MoM A.)
	4.2.2.3.5	2.2.1 (MoM A.)
	4.2.2.3.6	2.2.1 (MoM A.)
	4.2.2.3.7	2.2.1 (MoM A.)
Airlift Capability	4.2.2.4	2.2.1 (MoM B.)
	4.2.2.4.1	2.2.1 (MoM B.)
	4.2.2.4.2	2.2.1 (MoM B.)
	4.2.2.4.3	2.2.1 (MoM B.)
	4.2.2.4.4	2.2.1 (MoM B.)
	4.2.2.4.5	2.2.1 (MoM B.)
	4.2.2.4.6	2.2.1 (MoM B.)
Survivability	4.2.2.5	2.2.1 (MoM C.)
	4.2.2.5.1	2.2.1 (MoM C.)
	4.2.2.5.2	2.2.1 (MoM C.)
	4.2.2.5.3	2.2.1 (MoM C.)
	4.2.2.5.3.1	2.2.1 (MoM C.)
	4.2.2.5.3.2	2.2.1 (MoM C.)
	4.2.2.5.3.3	2.2.1 (MoM C.)
	4.2.2.5.3.4	2.2.1 (MoM C.)
	4.2.2.5.3.5	2.2.1 (MoM C.)
	4.2.2.5.3.6	2.2.1 (MoM C.)
	4.2.2.5.4	2.2.1 (MoM C.)
	4.2.2.5.5	2.2.1 (MoM C.)
	4.2.2.5.6	2.2.1 (MoM C.)
	4.2.2.5.7	2.2.1 (MoM C.)
	4.2.2.5.8	2.2.1 (MoM C.)
	4.2.2.5.9	2.2.1 (MoM C.)
	4.2.2.5.9.1	2.2.1 (MoM C.)

Section L Description	Sec L Para	Sec M Para	
	4.2.2.5.9.1.1	2.2.1 (MoM C.)	
	4.2.2.5.9.1.2	2.2.1 (MoM C.)	
	4.2.2.5.9.1.3	2.2.1 (MoM C.)	
	4.2.2.5.9.1.4	2.2.1 (MoM C.)	
	4.2.2.5.9.1.5	2.2.1 (MoM C.)	
	4.2.2.6	2.2.1 (MoM D.)	
	4.2.2.6.1	2.2.1 (MoM D.)	
	4.2.2.6.1.1	2.2.1 (MoM D.)	
	4.2.2.6.1.2	2.2.1 (MoM D.)	
	4.2.2.6.1.3	2.2.1 (MoM D.)	
	4.2.2.6.1.4	2.2.1 (MoM D.)	
	4.2.2.6.2	2.2.1 (MoM D.)	
	4.2.2.6.2.1	2.2.1 (MoM D.)	
	4.2.2.6.2.2	2.2.1 (MoM D.)	
	4.2.2.6.2.3	2.2.1 (MoM D.)	
	4.2.2.6.2.4	2.2.1 (MoM D.)	
	4.2.2.6.2.5	2.2.1 (MoM D.)	
	4.2.2.6.2.6	2.2.1 (MoM D.)	
	4.2.2.6.2.7	2.2.1 (MoM D.)	
	4.2.2.6.2.8	2.2.1 (MoM D.)	
	4.2.2.6.3	2.2.1 (MoM D.)	
	4.2.2.6.4	2.2.1 (MoM D.)	
	4.2.2.6.5	2.2.1 (MoM D.)	
	4.2.2.6.6	2.2.1 (MoM D.)	
	4.2.2.7	2.2.1 (MoM F.)	
Subfactor 2: System Integ & S/W	4.2.3	x	
	4.2.3.1	x	
	4.2.3.1.1	2.2.2 (MoM D.)	
	4.2.3.1.2	2.2.2 (MoM D.)	
	4.2.3.1.2.1	2.2.2 (MoM D.)	
	4.2.3.1.2.2	2.2.2 (MoM D.)	
	4.2.3.1.2.3	2.2.2 (MoM D.)	
	4.2.3.1.2.4	2.2.2 (MoM D.)	
	4.2.3.1.2.5	2.2.2 (MoM D.)	
	4.2.3.1.2.6	2.2.2 (MoM D.)	
	4.2.3.1.2.7	2.2.2 (MoM D.)	
	4.2.3.1.2.8	2.2.2 (MoM D.)	
	4.2.3.1.2.9	2.2.2 (MoM D.)	
	4.2.3.1.2.10	2.2.2 (MoM D.)	
	4.2.3.1.2.11	2.2.2 (MoM D.)	
	4.2.3.1.2.12	2.2.2 (MoM D.)	
	4.2.3.1.2.12.1	2.2.2 (MoM D.)	
	4.2.3.1.2.12.2	2.2.2 (MoM D.)	
	4.2.3.1.2.12.3	2.2.2 (MoM D.)	
	4.2.3.1.2.12.4	2.2.2 (MoM D.)	
	4.2.3.1.2.13	2.2.2 (MoM D.)	
	4.2.3.1.2.14	2.2.2 (MoM D.)	
	4.2.3.1.2.15	2.2.2 (MoM I.)	
	4.2.3.1.3	2.2.2 (MoM E.)	
	4.2.3.1.4	2.2.2 (MoM H.)	

Section L Description	Sec L Para	Sec M Para	
	4.2.3.1.5	2.2.2 (MoM G.)	
	4.2.3.1.5.1	2.2.2 (MoM G.)	
	4.2.3.1.5.1.1	2.2.2 (MoM G.)	
	4.2.3.1.5.1.2	2.2.2 (MoM G.)	
	4.2.3.1.5.2.	2.2.2 (MoM G.)	
	4.2.3.2	x	
	4.2.3.2.1	x	
	4.2.3.2.1.1	2.2.2 (MoM B.)	
	4.2.3.2.1.2	2.2.2 (MoM B.)	
	4.2.3.2.1.3	2.2.2 (MoM B.)	
	4.2.3.2.1.3.1	2.2.2 (MoM B.)	
	4.2.3.2.1.3.2	2.2.2 (MoM B.)	
	4.2.3.2.1.4	2.2.2 (MoM B.)	
	4.2.3.2.1.5	2.2.2 (MoM B.)	
	4.2.3.2.1.6	2.2.2 (MoM B.)	
	4.2.3.2.1.6.1	2.2.2 (MoM B.)	
	4.2.3.2.1.6.2	2.2.2 (MoM B.)	
	4.2.3.2.1.6.3	2.2.2 (MoM B.)	
	4.2.3.2.1.6.4	2.2.2 (MoM B.)	
	4.2.3.2.1.7	2.2.2 (MoM B.)	
	4.2.3.2.1.8	2.2.2 (MoM B.)	
	4.2.3.2.1.9	2.2.2 (MoM B.)	
	4.2.3.1.1.9.1	2.2.2 (MoM B.)	
	4.2.3.1.1.9.2	2.2.2 (MoM B.)	
	4.2.3.1.1.9.3	2.2.2 (MoM B.)	
	4.2.3.1.1.9.4	2.2.2 (MoM B.)	
	4.2.3.1.1.9.5	2.2.2 (MoM B.)	
	4.2.3.1.1.9.6	2.2.2 (MoM B.)	
	4.2.3.2.1.10	2.2.2 (MoM B.)	
	4.2.3.2.1.11	2.2.2 (MoM A.)	
	4.2.3.2.1.11.1	2.2.2 (MoM A.)	
	4.2.3.2.1.11.2	2.2.2 (MoM A.)	
Process Deltas of CMMI	4.2.3.2.1.11.3	2.2.2 (MoM A.)	
MOSA	4.2.3.2.1.12	2.2.2 (MoM C.)	
SW evolution & deliver	4.2.3.2.1.13	2.2.2 (MoM B.)	
Process Safety Crit Func	4.2.3.2.2	2.2.2 (MoM B.)	
Arch--risk mitigation	4.2.3.2.2.1	2.2.2 (MoM B.)	
Failure analysis	4.2.3.2.2.2	2.2.2 (MoM B.)	
	4.2.3.3	2.2.2 (MoM F.)	
	4.2.3.3.1	2.2.2 (MoM F.)	
	4.2.3.3.1.1	2.2.2 (MoM F.)	
	4.2.3.3.1.2	2.2.2 (MoM F.)	
	4.2.3.3.1.3	2.2.2 (MoM F.)	
	4.2.3.3.1.4	2.2.2 (MoM F.)	
	4.2.3.3.1.4.1	2.2.2 (MoM F.)	
	4.2.3.3.1.4.2	2.2.2 (MoM F.)	
	4.2.3.3.1.4.3	2.2.2 (MoM F.)	
	4.2.3.3.1.4.4	2.2.2 (MoM F.)	
	4.2.3.3.1.4.5	2.2.2 (MoM F.)	
	4.2.3.3.1.4.6	2.2.2 (MoM F.)	

Section L Description	Sec L Para	Sec M Para	
	4.2.3.3.1.4.7	2.2.2 (MoM F.)	
	4.2.3.3.1.4.8	2.2.2 (MoM F.)	No change in Sec L just not accounted for in matrix
	4.2.3.3.1.4.9	2.2.2 (MoM F.)	
Subfactor 3: Logistics	4.2.4	x	
	4.2.4.1	x	
	4.2.4.1.1	2.2.3 (MoM A.)	
	4.2.4.1.2	2.2.3 (MoM D.)	
	4.2.4.1.3	x	(Mismarked previously)
	4.2.4.2	2.2.3 (MoM D.)	
	4.2.4.2.1	2.2.3 (MoM D.)	
	4.2.4.2.2	2.2.3 (MoM D.)	
Manpower & Personnel	4.2.4.3	x	
	4.2.4.3.1	2.2.3 (MoM C.)	
	4.2.4.3.2	2.2.3 (MoM B.)	
	4.2.4.3.2.1	2.2.3 (MoM B.)	
	4.2.4.3.2.2	2.2.3 (MoM B.)	
	4.2.4.3.2.3	2.2.3 (MoM B.)	
	4.2.4.4	x	
	4.2.4.4.1	2.2.3 (MoM C.)	
	4.2.4.4.2	2.2.3 (MoM E.)	
	4.2.4.4.3	2.2.3 (MoM E.)	
	4.2.4.4.4	2.2.3 (MoM E.)	
	4.2.4.4.5	2.2.3 (MoM F.)	
	4.2.4.4.6	2.2.3 (MoM F.)	
	4.2.4.4.7.	2.2.3 (MoM B.)	
Supportability	4.2.4.5	2.2.3 (MoM E.)	
	4.2.4.5.1	2.2.3 (MoM E.)	
	4.2.4.5.1.1	2.2.3 (MoM E.)	
	4.2.4.5.1.2	2.2.3 (MoM E.)	
	4.2.4.5.2	2.2.3 (MoM E.)	
	4.2.4.5.3	2.2.3 (MoM E.)	
Data Management	4.2.4.6	2.2.3 (MoM C.)	
	4.2.4.6.1	2.2.3 (MoM C.)	
	4.2.4.6.1.1	2.2.3 (MoM C.)	
	4.2.4.6.1.2	2.2.3 (MoM C.)	
	4.2.4.6.1.3	2.2.3 (MoM C.)	
	4.2.4.6.2	2.2.3 (MoM C.)	
	4.2.4.6.2.1	2.2.3 (MoM C.)	
	4.2.4.6.2.2	2.2.3 (MoM C.)	
	4.2.4.6.2.3	2.2.3 (MoM C.)	
	4.2.4.6.2.4	2.2.3 (MoM C.)	
Supply Support	4.2.4.7	x	
	4.2.4.7.1	2.2.3 (MoM A.)	
	4.2.4.7.2	2.2.3 (MoM E.)	
	4.2.4.7.2.1	2.2.3 (MoM E.)	
	4.2.4.7.2.2	2.2.3 (MoM E.)	
	4.2.4.7.2.3	2.2.3 (MoM E.)	
	4.2.4.7.3.	2.2.3 (MoM C.)	
	4.2.4.7.4.	2.2.3 (MoM A.)	

Section L Description	Sec L Para	Sec M Para	
	4.2.4.7.5.	2.2.3 (MoM B.)	
	4.2.4.7.6.	2.2.3 (MoM E.)	
PHS&T	4.2.4.8	2.2.3 (MoM E.)	
	4.2.4.8.1	2.2.3 (MoM E.)	
	4.2.4.8.1.1	2.2.3 (MoM E.)	
	4.2.4.8.1.2	2.2.3 (MoM E.)	
	4.2.4.8.2	2.2.3 (MoM E.)	
Training	4.2.4.9	2.2.3 (MoM G.)	
	4.2.4.9.1	2.2.3 (MoM G.)	
	4.2.4.9.2	2.2.3 (MoM G.)	
	4.2.4.9.3	2.2.3 (MoM G.)	
	4.2.4.9.4	2.2.3 (MoM G.)	
Subfactor 4: Program Management	4.2.5	x	
	4.2.5.1	2.2.4 (MoM G.)	
SOW	4.2.5.2	2.2.4 (MoM A.)	
IMP	4.2.5.3	2.2.4 (MoM C.)	
IMS	4.2.5.4	2.2.4 (MoM B.)	
	4.2.5.4.1	2.2.4 (MoM B.)	
	4.2.5.4.2	2.2.4 (MoM B.)	
	4.2.5.4.3	2.2.4 (MoM B.)	
	4.2.5.4.4	2.2.4 (MoM B.)	
	4.2.5.4.4.1	2.2.4 (MoM B.)	
	4.2.5.4.4.1.1	2.2.4 (MoM B.)	
	4.2.5.4.4.1.2	2.2.4 (MoM B.)	
	4.2.5.4.4.1.3	2.2.4 (MoM B.)	
	4.2.5.4.4.1.4	2.2.4 (MoM B.)	
	4.2.5.4.4.1.5	2.2.4 (MoM B.)	
	4.2.5.4.4.1.6	2.2.4 (MoM B.)	
	4.2.5.4.4.1.7	2.2.4 (MoM B.)	
	4.2.5.4.4.1.8	2.2.4 (MoM B.)	
	4.2.5.4.4.1.9	2.2.4 (MoM B.)	
	4.2.5.4.4.1.10	2.2.4 (MoM B.)	
	4.2.5.4.4.1.11	2.2.4 (MoM B.)	
	4.2.5.4.4.1.12	2.2.4 (MoM B.)	
	4.2.5.4.4.1.13	2.2.4 (MoM B.)	
	4.2.5.4.4.1.14	2.2.4 (MoM B.)	
	4.2.5.4.4.2	2.2.4 (MoM B.)	
	4.2.5.4.4.2.1	2.2.4 (MoM B.)	
	4.2.5.4.4.2.2	2.2.4 (MoM B.)	
	4.2.5.4.4.2.3	2.2.4 (MoM B.)	
	4.2.5.4.4.2.4	2.2.4 (MoM B.)	
	4.2.5.4.4.3	2.2.4 (MoM B.)	
CWBS	4.2.5.5	2.2.4 (MoM A.)	
Cost Reporting	4.2.5.6	2.2.4 (MoM J.)	
	4.2.5.6.1	2.2.4 (MoM J.)	
	4.2.5.6.2	2.2.4 (MoM J.)	
Integrated Risk Mgt	4.2.5.7	2.2.4 (MoM I.)	
	4.2.5.7.1	2.2.4 (MoM I.)	
	4.2.5.7.2	2.2.4 (MoM I.)	

Section L Description	Sec L Para	Sec M Para	
Small Business	4.2.5.8	2.2.4 (MoM L.)	No change in Sec L incorrect MoM allocated
	4.2.5.8.1	2.2.4 (MoM L.)	
	4.2.5.8.2	2.2.4 (MoM L.)	No change in Sec L just not accounted for in matrix
Manufacturing & Subcontract Mgt	4.2.5.9	x	
	4.2.5.9.1	2.2.4 (MoM F.)	
	4.2.5.9.2	2.2.4 (MoM F.)	
	4.2.5.9.3	2.2.4 (MoM E.)	
	4.2.5.9.4	2.2.4 (MoM D.)	
Test & Eval	4.2.5.10	2.2.4 (MoM H.)	
	4.2.5.10.1	2.2.4 (MoM H.)	
	4.2.5.10.1.1	2.2.4 (MoM H.)	
	4.2.5.10.1.2	2.2.4 (MoM H.)	
	4.2.5.10.1.3	2.2.4 (MoM H.)	
	4.2.5.10.1.4	2.2.4 (MoM H.)	
	4.2.5.10.1.5	2.2.4 (MoM H.)	
	4.2.5.10.1.5.1	2.2.4 (MoM H.)	
	4.2.5.10.1.5.2	2.2.4 (MoM H.)	
	4.2.5.10.1.5.3	2.2.4 (MoM H.)	
	4.2.5.10.1.5.4	2.2.4 (MoM H.)	
	4.2.5.10.1.6	2.2.4 (MoM H.)	
	4.2.5.10.1.7	2.2.4 (MoM H.)	
	4.2.5.10.1.8	2.2.4 (MoM H.)	
	4.2.5.10.1.9	2.2.4 (MoM H.)	
	4.2.5.10.1.10	2.2.4 (MoM H.)	
	4.2.5.10.1.11	2.2.4 (MoM H.)	
	4.2.5.10.1.12	2.2.4 (MoM H.)	
	4.2.5.10.1.13	2.2.4 (MoM H.)	
	4.2.5.10.1.14	2.2.4 (MoM H.)	
	4.2.5.11.	2.2.4 (MoM E.)	
	4.2.5.12	2.2.4 (MoM K.)	
Subfactor 5: Tech Maturity & Demo	4.2.6	2.2.5 (MoM A.)	
Proposal Risk	4.3	2.3	
Volume III: Past Performance	5.	2.4	
	5.1	2.4	
	5.1.1	2.4	
	5.1.1.1	2.4	
	5.1.1.2	2.4	
	5.1.1.3	2.4	
	5.1.1.4	2.4	
	5.1.2	2.4	
	5.1.2.1	2.4	
	5.1.2.2	2.4	
	5.1.2.3	2.4	
	5.1.2.4	2.4	
	5.1.2.5	2.4	
	5.1.2.6	2.4	
	5.1.2.7	2.4	
	5.1.3	2.4	

Section L Description	Sec L Para	Sec M Para	
	5.1.4	2.4	
	5.2	2.4	
	5.3	2.4	
	5.3.1	2.4	
	5.3.2	2.4	
	5.4	2.4	
	5.5	2.4	
Volume IV: Cost/Price	6.	2.7	
	6.1	2.7	
	6.1.1	2.7	
	6.1.1.1	2.7	
	6.1.1.2	2.7	
	6.1.1.3	2.7	
	6.1.1.4	2.7	
	6.1.1.5	2.7	
	6.1.1.6	2.7	
	6.1.1.7	2.7	
	6.1.1.8	2.7	
	6.1.1.9	2.7	
	6.1.1.10	2.7	
	6.1.1.11	2.7	
	6.1.1.12	2.7	
	6.1.1.13	2.7	
	6.1.1.14	2.7	
	6.1.1.15	2.7	
	6.1.1.16	2.7	
	6.1.2	2.7	
	6.1.3	2.7	
	6.1.4	2.7	
	6.1.4.1	2.7	
	6.1.4.2	2.7	
	6.1.4.3	2.7	
	6.1.5	2.7	
	6.2	2.7	
	6.3	2.7	
	6.3.1	2.7	
	6.3.2	2.7	
	6.3.3	2.7	
	6.4	2.7	
	6.4.1	2.7	
	6.4.2	2.7	
	6.4.3	2.7	
	6.4.4	2.7	
	6.4.5	2.7	
	6.4.6	2.7	
	6.4.6.1	2.7	
	6.4.6.2	2.7	
	6.4.7	2.7	
	6.4.8	2.7	
Deleted Here - Move to Sec L Para 7.0	6.4.9	2.5	

Section L Description	Sec L Para	Sec M Para	
	6.5	2.7	
	6.5.1	2.7	
	6.5.2	2.7	
	6.5.3	2.7	
	6.5.4	2.7	
	6.5.5	2.7	
	6.5.6	2.7	
	6.5.7	2.7	
	6.5.8	2.7	
	6.5.8.1	2.7	
	6.5.8.2	2.7	
	6.5.8.3	2.7	
Volume IX: MPGOLCC	7.0	2.5	
	7.1	2.5	
	7.1.1	2.5	
	7.1.1.1	2.5	
	7.1.1.2	2.5	
	7.1.1.3	2.5	
	7.1.1.4	2.5	
	7.1.1.5	2.5	
	7.1.1.6	2.5	
	7.1.1.7	2.5	
	7.1.1.8	2.5	
	7.1.2	2.5	
	7.1.3	2.5	
	7.2	2.5	
	7.3	2.5	
	7.3.1	2.5	
	7.3.2	2.5	
	7.4	2.5	
	7.4.1	2.5	
	7.4.2	2.5	
	7.5	2.5	
	7.5.1	2.5	
	7.5.2	2.5	
	7.5.3	2.5	
	7.5.4	2.5	
	7.5.4.1	2.5	
	7.5.4.2	2.5	
	7.5.4.3	2.5	
Volume V: Integ Fleet Aerial Refueling...	8.0	2.6 (MoM A.)	
	8.1	2.6 (MoM A.)	
	8.2	2.6 (MoM A.)	
	8.3	2.6 (MoM A.)	
	8.4	2.6 (MoM A.)	
	8.5	2.6 (MoM A.)	
Volume VI: Contract Documentation	9.0	x	
	9.1	x	
	9.1.1	x	
	9.1.2	x	

Section L Description	Sec L Para	Sec M Para	
	9.1.3	x	
	9.1.4	x	
	9.1.5	x	
	9.1.6	x	
	9.1.7	x	
	9.1.8	x	
	9.1.9	x	
	9.1.10	x	
	9.2	x	
	9.3	x	
	9.3.1	x	
	9.3.2	x	
	9.3.3	x	
	9.3.4	x	
	9.3.5	x	
	9.3.6	x	
	9.3.7	x	
	9.3.7.1	x	
	9.3.7.2	x	
	9.3.7.3	x	
Volume VII: Oral Presentation	10		
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Aerial Refueling	
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	3.2.1.1.5.2 - 3.2.1.1.5.2.2
	3.2.1.2.2
	3.2.1.2.10 - 3.2.1.2.11
	3.2.1.5 - 3.2.1.5.2
	3.2.4.6 - 3.2.4.6.2.2
	3.2.7.2
	3.2.9.2.2
	3.2.9.2.5
	3.2.9.2.9
	3.2.10.1.1.1 - 3.2.10.1.1.2
	3.2.10.1.1.4 - 3.2.10.2.6
	3.2.11.1.3 - 3.2.11.1.3.3
	3.2.11.6 - 3.2.11.6.6
	3.2.11.7.2
	3.2.11.12 - 3.2.11.12.3
	3.2.11.13.6 - 3.2.11.13.6.13
Airlift	
	3.1.9.3 - 3.1.9.3.2
	3.2.1.3.3 - 3.2.1.3.6
	3.2.1.4.6
	3.2.1.6 - 3.2.1.6.7.7
	3.2.11.2.3 - 3.2.11.2.3.2
	3.2.11.6 - 3.2.11.6.6
	3.2.11.7.3
	3.2.11.9 - 3.2.11.9.3
	3.2.11.10.4 - 3.2.11.10.5
	3.2.11.11.2 - 3.2.11.11.3
	3.2.11.13.3.1
	3.2.11.13.3.4
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	3.1.6 - 3.1.7.1.12
	3.2.1.1
	3.2.1.1.1.4 - 3.2.1.1.5.1
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	3.2.1.4.1 - 3.2.1.4.3
	3.2.1.4.5
	3.2.2.3.1 - 3.2.2.3.2
	3.2.3.1 - 3.2.4.5.4.6
	3.2.4.7 - 3.2.7.1.2
	3.2.7.3 - 3.2.7.3.7
	3.2.7.5 - 3.2.7.6.2
	3.2.10.1.1.3
	3.2.10.3 - 3.2.10.3.5
Survivability	
	3.2.1.4.7
	3.2.1.4.8
	3.2.7.4
	3.2.8 - 3.2.8.7.2
	3.2.11.3.5 - 3.2.11.3.5.2
	3.2.11.6 - 3.2.11.6.6
	3.2.11.13.1 - 3.2.11.13.2
	3.2.11.13.3.1 - 3.2.11.13.3.3
	3.2.11.13.7 - 3.2.11.13.7.6
Other System Requirements	
	3.1.1 - 3.1.1.2
	3.1.4 - 3.1.5.7.4.3
	3.1.7.2 - 3.1.8.3
	3.1.10.1 - 3.1.10.1.9
	3.2.1.2.1
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	3.2.11.7.1
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	3.2.11.10.1 - 3.2.11.10.3
	3.2.11.11.1
	3.2.11.13.4

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Subfactor 1 Requirements Allocation Table Rev 1

3.2.11.5.1 - 3.2.11.5.1.2
3.2.11.6 - 3.2.11.6.6
3.2.11.13.5 - 3.2.11.13.5.2

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Subfactor 1 Requirements Allocation Table Rev 1

Evaluation Element	Sec L Para	Abbreviated Title	Requirements
Aerial Refueling (AR)	**4.2.2.3**		**All identified in Attachment 23 to Sec L of the RFP for this element**
	4.2.2.3.1	Tanker aerial refueling capability for receptacle-equipped receivers - BR	3.2.1.1.5.2, 3.2.1.1.5.2.1, 3.2.1.1.5.2.2, 3.2.1.2.10, 3.2.1.2.10.1, 3.2.1.2.10.2, 3.2.4.6.1.1, 3.2.4.6.1.2, 3.2.4.6.2.1, 3.2.7.2, 3.2.9.2.2, 3.2.9.2.5, 3.2.9.2.9, 3.2.10.1.1.1, 3.2.10.1.1.2, 3.2.10.1.1.4, 3.2.10.1.1.5, 3.2.10.1.1.6, 3.2.10.1.1.7, **3.2.10.1.1.8**, **3.2.10.1.1.9**, 3.2.10.1.1.11, **3.2.10.1.1.12**, 3.2.10.1.2.3, 3.2.10.1.2.4, 3.2.10.1.2.5, 3.2.10.1.3.1, 3.2.10.1.3.2, 3.2.10.1.3.3, 3.2.10.1.4.1, 3.2.10.1.4.2, 3.2.10.1.5.1.1, 3.2.10.1.5.1.1.1, 3.2.10.1.5.1.1.2, 3.2.10.1.5.1.1.3, 3.2.10.1.5.1.1.4, 3.2.10.1.5.1.2, 3.2.10.1.5.1.3, 3.2.10.1.5.1.4, 3.2.11.6.1, 3.2.11.6.2, 3.2.11.6.3, 3.2.11.6.4, 3.2.11.6.5, 3.2.11.6.6, 3.2.11.13.6.2, 3.2.11.13.6.3, 3.2.11.13.6.4, 3.2.11.13.6.5, 3.2.11.13.6.6, 3.2.11.13.6.9, 3.2.11.13.6.10, 3.2.11.13.6.11, 3.2.11.13.6.12, 3.2.11.13.6.13
	4.2.2.3.2	Receiver aerial refueling capability - RR	3.2.1.1.5.2, 3.2.1.1.5.2.1, 3.2.4.6.2.1, 3.2.7.2, 3.2.9.2.5, 3.2.9.2.9, 3.2.10.1.1.2, 3.2.10.1.1.5, 3.2.10.1.1.6, 3.2.10.1.2.5, **3.2.10.2.1**, 3.2.10.2.2, 3.2.10.2.3, 3.2.10.2.4, 3.2.10.2.5, 3.2.10.2.6, 3.2.11.6.1, 3.2.11.6.2, 3.2.11.6.3, 3.2.11.6.4, 3.2.11.6.5, 3.2.11.6.6, 3.2.11.13.6.8, 3.2.11.13.6.10, 3.2.11.13.6.11
	4.2.2.3.3	Aerial refueling offload versus mission radius - KPP#2	**3.2.1.1.1.1**, 3.2.1.1.1.2
	4.2.2.3.4	Tanker aerial refueling capability for probe-equipped receivers - DR	3.2.1.1.5.2, 3.2.1.1.5.2.1, 3.2.1.1.5.2.2, 3.2.1.2.10.1, 3.2.1.5.1, 3.2.4.6.1.1, 3.2.4.6.1.2, 3.2.4.6.2.2, 3.2.7.2, 3.2.9.2.2, 3.2.9.2.5, 3.2.9.2.9, 3.2.10.1.1.1, 3.2.10.1.1.2, 3.2.10.1.1.5, 3.2.10.1.1.6, **3.2.10.1.1.8**, **3.2.10.1.1.9**, 3.2.10.1.1.10, 3.2.10.1.1.11, **3.2.10.1.1.12**, 3.2.10.1.1.13, 3.2.10.1.2.3, 3.2.10.1.2.5, 3.2.10.1.3.1, 3.2.10.1.3.2, 3.2.10.1.3.3, 3.2.10.1.6.1.1, 3.2.10.1.6.1.2, 3.2.10.1.6.1.2.1, 3.2.10.1.6.1.2.2, 3.2.10.1.6.1.3, 3.2.10.1.6.1.4, 3.2.10.1.6.1.5, 3.2.10.1.6.1.6, 3.2.10.1.6.1.7, 3.2.10.1.6.1.8, 3.2.10.1.6.1.9.1, 3.2.10.1.6.1.9.2, 3.2.10.1.6.1.9.3, **3.2.10.1.6.1.10.1**, 3.2.10.1.6.1.10.2, 3.2.10.1.6.1.10.3, 3.2.11.6.1, 3.2.11.6.2, 3.2.11.6.3, 3.2.11.6.4, 3.2.11.6.5, 3.2.11.6.6, 3.2.11.13.6.1, 3.2.11.13.6.2, 3.2.11.13.6.3, 3.2.11.13.6.7, 3.2.11.13.6.9, 3.2.11.13.6.10, 3.2.11.13.6.11
	4.2.2.3.5	The size of the boom envelope - BE	3.2.10.1.5.2.1, 3.2.10.1.5.2.2, 3.2.10.1.5.2.3, 3.2.10.1.5.2.4, 3.2.10.1.5.2.5
	4.2.2.3.6	Aerial refueling operator (ARO) station - AS	3.2.1.2.2, 3.2.1.2.11, 3.2.1.5.2, 3.2.4.6.1.1, 3.2.4.6.1.2, 3.2.4.6.1.3, 3.2.10.1.1.2, 3.2.10.1.2.1, 3.2.10.1.2.2, 3.2.10.1.3.2, 3.2.10.1.3.3, 3.2.10.1.5.1.1, 3.2.10.1.5.1.2, 3.2.10.1.5.1.3, 3.2.10.1.5.1.4, 3.2.10.1.5.2.3, 3.2.10.1.5.2.4, 3.2.10.1.5.2.5, 3.2.10.1.6.1.1, 3.2.10.1.6.1.2, 3.2.10.1.6.1.3, 3.2.11.1.3.1, 3.2.11.1.3.2, 3.2.11.1.3.3, 3.2.11.6.1, 3.2.11.6.2, 3.2.11.6.3, 3.2.11.6.4, 3.2.11.6.5, 3.2.11.6.6, 3.2.11.7.2, 3.2.11.12.1, 3.2.11.12.2, 3.2.11.12.3, 3.2.11.13.6.10
	4.2.2.3.7	Aircraft fuel efficiency - FE	3.2.1.1.1.3
Airlift	**4.2.2.4**		**All identified in Attachment 23 to Sec L of the RFP for this element**
	4.2.2.4.1	Airlift efficiency - AEFF	**3.2.1.6.1.1**
	4.2.2.4.2	Cargo - C	3.2.1.3.3, 3.2.1.3.4, 3.2.1.3.5, **3.2.1.6.1.1.1**, **3.2.1.6.1.1.4**, **3.2.1.6.1.2**, 3.2.1.6.1.2.2, 3.2.1.6.1.2.3, 3.2.1.6.2.1, 3.2.1.6.2.2, 3.2.1.6.2.3, 3.2.1.6.2.4, 3.2.1.6.2.5, 3.2.1.6.2.6, 3.2.1.6.2.7, 3.2.1.6.2.8, 3.2.1.6.2.9, 3.2.1.6.2.10, 3.2.1.6.2.11, 3.2.1.6.4.1, 3.2.1.6.4.2, 3.2.1.6.5, 3.2.1.6.6.1, 3.2.1.6.6.2, 3.2.1.6.6.3, 3.2.1.6.6.4, 3.2.1.6.6.5, 3.2.1.6.6.6, 3.2.1.6.6.7, 3.2.1.6.6.8, 3.2.11.6.1, 3.2.11.6.2, 3.2.11.6.3, 3.2.11.6.4, 3.2.11.6.5, 3.2.11.6.6, 3.2.11.13.3.1
	4.2.2.4.3	Passengers - PAX	3.2.1.3.3, 3.2.1.3.4, 3.2.1.3.5, 3.2.1.4.6, **3.2.1.6.1.1.2**, **3.2.1.6.1.1.4**, 3.2.1.6.1.1.5, **3.2.1.6.1.2**, 3.2.1.6.1.2.2, 3.2.1.6.1.2.3, 3.2.11.6.1, 3.2.11.6.2, 3.2.11.6.3, 3.2.11.6.4, 3.2.11.6.5, 3.2.11.6.6, 3.2.11.7.3, 3.2.11.9.1, 3.2.11.9.2, 3.2.11.9.3, 3.2.11.10.4, 3.2.11.10.5, 3.2.11.11.3, 3.2.11.13.3.1
	4.2.2.4.4	Aero-medical evacuation - AE	3.2.1.3.3, 3.2.1.3.4, 3.2.1.3.5, 3.2.1.3.6, 3.2.1.4.6, **3.2.1.6.1.1.3**, **3.2.1.6.1.1.4**, 3.2.1.6.1.1.5, **3.2.1.6.1.2**, 3.2.1.6.1.2.3, 3.2.1.6.7.1, 3.2.1.6.7.2, 3.2.1.6.7.3, 3.2.1.6.7.4, 3.2.1.6.7.5, 3.2.1.6.7.6, 3.2.1.6.7.7, 3.2.11.2.3.1, 3.2.11.2.3.2, 3.2.11.6.1, 3.2.11.6.2, 3.2.11.6.3, 3.2.11.6.4, 3.2.11.6.5, 3.2.11.6.6, 3.2.11.7.3, 3.2.11.9.1, 3.2.11.11.2, 3.2.11.13.3.4
	4.2.2.4.5	Ground turn time - GTT	3.1.9.3.1, 3.1.9.3.2, 3.2.1.6.1.2.1
	4.2.2.4.6	Cargo bay reconfiguration - CBR	3.2.1.6.3.1, 3.2.1.6.3.2, 3.2.1.6.3.3
Operational Utility	**4.2.2.5**		**All identified in Attachment 23 to Sec L of the RFP for this element**
	4.2.2.5.1	Aircraft maneuverability - AM	3.2.1.1.2.1, 3.2.1.1.2.2, 3.2.1.1.3, **3.2.1.1.5.1**, 3.2.1.1.5.3, 3.2.6.1.1

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Evaluation Element	Sec L Para	Abbreviated Title	Requirements
	4.2.2.5.2	Worldwide airspace operations - WO	3.1.2, **3.1.3.1**, **3.1.3.2**, **3.1.3.3**, 3.2.1.4.1, 3.2.1.4.2, 3.2.1.4.3, 3.2.1.4.5, 3.2.3.1.1, 3.2.3.1.2, 3.2.3.1.3, 3.2.3.1.4, 3.2.3.2.1, 3.2.3.2.2, 3.2.3.2.3, 3.2.3.2.4, 3.2.3.2.5, 3.2.3.2.6, 3.2.3.2.7, 3.2.3.3, 3.2.3.4.1, 3.2.3.4.2, 3.2.3.4.3, 3.2.3.4.4, 3.2.3.4.10, 3.2.3.4.11, 3.2.3.4.12, 3.2.3.4.13, 3.2.3.4.14, 3.2.3.4.14.1, 3.2.4.1.2, 3.2.4.1.3, 3.2.4.1.4, 3.2.4.1.5, 3.2.4.1.6, 3.2.4.1.7.1, 3.2.4.1.7.2, 3.2.4.2.2.1, 3.2.4.2.2.2, 3.2.4.2.3.1, 3.2.4.2.3.2, 3.2.4.2.3.3, 3.2.4.2.4.1, 3.2.4.2.4.2, 3.2.4.2.4.3, 3.2.4.2.4.4, 3.2.4.2.4.5, 3.2.4.2.4.6, 3.2.4.2.4.7, 3.2.4.2.4.8, 3.2.4.2.4.9, 3.2.4.3.3.1, **3.2.4.4.1.1**, 3.2.4.4.1.2, 3.2.4.4.1.5, 3.2.4.7.1, 3.2.4.7.2, 3.2.4.7.3.1, 3.2.4.7.4.1, 3.2.4.7.4.2, 3.2.4.7.4.3, 3.2.4.7.4.4, 3.2.5.1.1, 3.2.5.1.2, 3.2.5.1.3, 3.2.5.1.4, 3.2.5.1.5, 3.2.5.1.6, 3.2.5.1.7, 3.2.5.1.8, 3.2.5.1.9, 3.2.5.2, 3.2.5.3, 3.2.5.4.1, 3.2.5.4.2, 3.2.5.4.3, 3.2.5.4.4, 3.2.5.5.1, 3.2.5.5.2, 3.2.5.5.3, 3.2.5.5.4, 3.2.5.5.5, 3.2.5.5.6, 3.2.5.5.7, 3.2.5.5.8, 3.2.5.5.8.1, 3.2.5.5.8.3, 3.2.5.5.8.5, 3.2.5.5.8.7, 3.2.5.5.9, 3.2.5.6.1, 3.2.5.6.2, 3.2.5.6.3, 3.2.5.6.4, 3.2.5.6.5, 3.2.5.6.6, 3.2.5.6.7, 3.2.5.7, 3.2.6.1.2, 3.2.6.1.3, 3.2.6.1.4, 3.2.6.2.1, 3.2.6.2.2, 3.2.6.2.3, 3.2.6.2.5, 3.2.6.2.7, 3.2.6.2.7.1, 3.2.6.2.7.2, 3.2.6.2.7.3, 3.2.6.2.7.4, 3.2.7.1.1, 3.2.7.1.2, 3.2.7.5, 3.2.7.6.1, 3.2.7.6.2, 3.2.11.5.1.1, 3.2.11.5.1.2, 3.2.11.6.1, 3.2.11.6.2, 3.2.11.6.3, 3.2.11.6.4, 3.2.11.6.5, 3.2.11.6.6
	4.2.2.5.3	Net Ready Capability - NR	3.1.7.1.1, 3.1.7.1.2, 3.1.7.1.3, 3.1.7.1.4, 3.1.7.1.5, 3.1.7.1.6, 3.1.7.1.7, 3.1.7.1.8, 3.1.7.1.9, 3.1.7.1.10, 3.1.7.1.11, 3.1.7.1.12, 3.2.3.4.5, 3.2.3.4.6, 3.2.3.4.7, 3.2.3.4.8, 3.2.3.4.9, 3.2.3.4.14.2, 3.2.4.1.3, 3.2.4.1.4, 3.2.4.2.1, 3.2.4.3.1.1, 3.2.4.3.1.2, 3.2.4.3.3.1, 3.2.4.3.3.2, 3.2.4.4.1.4, 3.2.4.4.2, 3.2.4.4.3.1, 3.2.4.4.3.2, 3.2.4.4.4.1, 3.2.4.4.4.2, 3.2.4.4.4.4, 3.2.4.5.1, 3.2.4.5.2, 3.2.4.5.3.1, 3.2.4.5.3.2, 3.2.4.5.4.1, 3.2.4.5.4.2, 3.2.4.5.4.3, 3.2.4.5.4.5, 3.2.4.7.3.2, 3.2.4.7.4.1, 3.2.4.8.1, 3.2.4.8.2, 3.2.4.8.3, 3.2.4.8.4, 3.2.6.2.4, 3.2.6.2.6, **NRA 2.1**, **NRA 2.1.1**, **NRA 2.1.2**, **NRA 2.1.3**, NRA 2.2, NRA 2.3, NRA 2.4, NRA 2.5, NRA 2.6.1, NRA 2.6.2.1, NRA 2.6.2.2, NRA 2.6.2.3, NRA 2.6.2.4, NRA 2.6.2.5, NRA 2.6.2.6, NRA 2.6.2.7, NRA 2.7.1.1, NRA 2.7.1.2, NRA 2.7.1.3, NRA 2.7.2.1, NRA 2.7.2.2, NRA 2.7.2.3, NRA 2.7.2.4, NRA 2.7.3.1, NRA 2.7.3.2, NRA 2.7.3.3, NRA 2.7.3.4, NRA 2.7.3.5, NRA 2.7.4, NRA 2.8.1, NRA 2.8.2, NRA 2.8.3, NRA 2.8.4, NRA 2.8.5, NRA 2.9.1, NRA 2.9.2, NRA 2.9.3, NRA 2.9.4, NRA 2.9.5, NRA 2.10, NRA 2.11, NRA 2.12.1, NRA 2.12.2, NRA 2.12.3, NRA 2.12.4, NRA 2.13.1, NRA 2.13.2, NRA 2.13.3, NRA 2.13.4
	4.2.2.5.4	Treaty compliance support - TC	3.2.10.3.1, 3.2.10.3.2 , 3.2.10.3.3, 3.2.10.3.4, 3.2.10.3.5
	4.2.2.5.5	Formation flight - FF	3.2.7.3.1, 3.2.7.3.2, 3.2.7.3.3, 3.2.7.3.4, 3.2.7.3.5, 3.2.7.3.6, 3.2.7.3.7, 3.2.11.13.5.1, 3.2.11.13.5.2
	4.2.2.5.7	Operating from a 7000 ft runway - TL	3.2.1.1, 3.2.1.1.4.1, 3.2.1.1.4.2
	4.2.2.5.9	Growth provisions for upgrades - G	3.1.6.1, 3.1.6.1.1, 3.1.6.1.2, 3.1.6.1.3, 3.1.6.2, 3.1.6.3, 3.1.6.4, 3.1.6.5, 3.2.3.1.2, 3.2.3.1.4, 3.2.3.1.5, 3.2.4.3.2, 3.2.4.4.1.3, 3.2.4.4.1.6, 3.2.4.4.4.3, 3.2.4.5.1, 3.2.4.5.3.1, 3.2.4.5.4.4, 3.2.4.5.4.6, 3.2.5.5.8.2, 3.2.5.5.8.4, 3.2.5.5.8.6
	4.2.2.5.8	Bare-base airfield operations - BB	3.2.2.3.1, 3.2.2.3.2, 3.2.10.1.1.3
	4.2.2.5.6	Intercontinental range - IR	3.2.1.1, 3.2.1.1.1.4
Survivability	**4.2.2.6**		**All identified in Attachment 23 to Sec L of the RFP for this element**
	4.2.2.6.1	Situational awareness - SA	**3.2.7.4**, **3.2.8.1**, 3.2.11.6.1, 3.2.11.6.2, 3.2.11.6.3, 3.2.11.6.4, 3.2.11.6.5, **CA 4.1.1.1**, CA 4.1.1.2, CA 4.1.1.3, **CA 4.1.2.1**, CA 4.2.1.1, CA 4.2.1.3, CA 4.2.1.4, CA 4.2.1.5, CA 4.2.1.6, CA 4.2.1.7, CA 4.2.1.8, CA 4.2.1.9, CA 4.2.1.10, CA 4.2.1.11, CA 4.2.2.1, CA 4.2.2.2, CA 4.2.2.3, CA 4.2.2.4, CA 4.2.2.5, CA 4.2.2.6, CA 4.2.2.7, CA 4.2.2.8, CA 4.2.2.9, CA 4.2.2.10, CA 4.2.2.11, CA 4.2.2.12, CA 4.2.2.13, CA 4.2.2.14, CA 4.2.3.1, CA 4.2.3.2, CA 4.2.3.3, CA 4.2.3.4, CA 4.2.3.5, CA 4.2.3.6, CA 4.2.3.7, CA 4.2.3.8, CA 4.2.3.9, CA 4.2.3.10, CA 4.2.3.11, CA 4.2.4.3, CA 4.2.5.1, CA 4.2.5.2, CA 4.2.5.3, CA 4.3, CA 4.3.1.1, CA 4.3.2.1, CA 4.3.2.2
	4.2.2.6.2	Defensive Systems against threats- DS	**3.2.8.1, 3.2.8.2.1, 3.2.8.2.2,** 3.2.8.2.3, 3.2.8.2.4, 3.2.8.2.5, 3.2.8.2.6, 3.2.8.3, 3.2.8.5.1, 3.2.8.5.2, 3.2.8.5.3, **3.2.11.3.5.1**, 3.2.11.3.5.2, **CA 3.2.1.1,** CA 3.2.1.2, CA 3.2.1.3, CA 3.2.1.4, CA 3.2.2.1, **CA 3.2.2.2**, **CA 3.2.2.3**, CA 3.2.3.1, CA 3.2.4.1, CA 3.2.5.2, CA 3.2.5.3, **CA 3.2.6, CA 3.2.6.1,** CA 3.2.6.2, CA 3.2.6.3, CA 3.2.7, CA 3.2.8, CA 3.2.8.1, CA 3.3.1, CA 3.3.2, CA 3.3.3.1 , CA 3.3.3.2, CA 3.3.3.4, CA 3.3.3.6, CA 3.3.3.7, CA 3.3.3.7.1, CA 3.3.3.7.2, CA 3.3.3.7.3, CA 3.3.3.7.4, CA 3.3.4.1, CA 3.3.4.2, CA 3.4.1.1, CA 3.4.1.2, CA 3.4.1.3, CA 3.4.1.4, CA 3.4.1.5, CA 3.4.2.1, CA 3.4.2.2, CA 3.4.2.3, CA 3.4.2.4, CA 3.4.2.5, CA 3.4.2.6, CA 3.4.3, CA 3.4.4.1, CA 3.4.4.2, CA 3.4.4.3, CA 3.4.4.4, CA 3.4.4.5, CA 3.4.4.6, CA 3.4.5.1, CA 3.4.6, CA 3.4.7, CA 4.2.1.2, CA 4.2.2.1,

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Evaluation Element	Sec L Para	Abbreviated Title	Requirements
			CA 4.2.2.2, CA 4.2.2.3, CA 4.2.2.4, CA 4.2.2.5, CA 4.2.2.6, CA 4.2.2.7, CA 4.2.2.8, CA 4.2.2.9, CA 4.2.2.10, CA 4.2.2.11, CA 4.2.2.12, CA 4.2.2.13, CA 4.2.2.14, CA 4.2.3.12, CA 4.2.4.1, CA 4.2.4.2, CA 4.2.4.4, CA 4.2.4.5, CA 4.2.4.6, CA 4.2.4.7, CA 4.2.4.8, CA 4.2.4.9, CA 4.2.4.10, CA 4.2.4.11, CA 4.2.4.12, CA 4.2.6.1, CA 4.2.6.2, CA 4.3.2.1, CA 4.3.2.3, CA 4.3.2.4, CA 4.3.2.5, CA 4.3.2.6, CA 4.3.3.1, CA 4.3.3.2, CA 4.3.3.3, CA 4.3.3.4, CA 4.3.3.5, CA 4.3.3.6, CA 4.3.3.7, CA 4.3.3.8, CA 4.3.3.9, CA 4.3.3.10, CA 4.3.3.11
	4.2.2.6.3	Operation in chemical/biological environments - CB	3.2.1.4.7, 3.2.1.4.8, **3.2.8.1**, **3.2.8.7.1**, 3.2.8.7.2, 3.2.11.6.6, CA 3.4.6
	4.2.2.6.4	Electromagnetic pulse protection - EMP	**3.2.8.6.1,** 3.2.8.6.2, 3.2.8.6.3, 3.2.8.6.4, 3.2.8.6.5
	4.2.2.6.6	Night vision capability - NVIS	3.2.11.13.1, 3.2.11.13.2, 3.2.11.13.3.1, 3.2.11.13.3.2, 3.2.11.13.3.3, **3.2.11.13.7.1, 3.2.11.13.7.2,** 3.2.11.13.7.3, 3.2.11.13.7.4, 3.2.11.13.7.5, 3.2.11.13.7.6, CA 4.2.3.6
	4.2.2.6.5	Fuel tank fire/explosion protection - FP	3.2.8.4
Other System Requirements	**4.2.2.7**		**All identified in Attachment 23 to Sec L of the RFP for this element**
Product Support	**4.2.4**		**All requirements not identified in Attachment 23 to Sec L of the RFP for the other elements**

Notes:
Mandatory requirements (KPP THRESHOLDS) in **BOLD**
NRA= Net Ready Appendix
CA= Classified Appendix