Q&A Regarding ADG/JFS Solicitation								
	Category	**Question**	**Answer (Government Response)**	**Date**				
1	Solicitation Attachments	We noticed that you removed the attachment file labeled "2. Revised Ordering Procedures - Dated 19 May 2026.pdf" which was password protected from the most recent file posting on SAM.gov. Why was this file removed?	The file labeled '2. Revised Ordering Procedures - Dated 19 May 2026.pdf' was inadvertently removed during the most recent posting. This document is currently being updated and will be replaced and uploaded with the upcoming solicitation amendment.	6/17/2026				
2	Solicitation Attachments	The most recent version of the file labeled "SPI_ALL.pdf" is also password protected. Can you please remove the file password and repost the unlocked file on SAM.gov?	The Government is aware that this file is password protected. An unlocked, fully accessible version of this file will be uploaded to SAM.gov shortly to replace it.	6/17/2026				
3	Upgraded Version of the Jet Fuel Starter	For the upgraded JFS (NSN 2835-01-689-2101, P/N 4550164), the upgrade material is intended to become Contractor Furnished Material (CFM), but the Government provides temporary sourcing relief for two years using both DLA-owned and USAF-owned inventory until the contractor establishes its own supply chain. Every upgraded JFS requires replacement of: ComponentNew P/NSource During 2-Year Transition Combustor Liner□ 4550041□ GFM - No cost to AAR Turbine Nozzle4550030GFM - No cost to AAR Radial Location Pin (Qty 4)4550053CFM via FedMall – Paid for by AAR Turbine Wheel4550028CFM via FedMall – Paid for by AAR The SOW also states: "Since GFM will be a free issue, proposals against USAF requirements must be negotiated to reflect the cost difference." What will the cost of the CFM Pin, NSN 5305-01-677-8891, be for the first two years of the contract? (The cost of the Pins are needed to determine the upgrade price.)	The current standard price in FedMall is: $54.97/each.	6/17/2026				
4	Upgraded Version of the Jet Fuel Starter	Will the quantities of Pins at DLA be able to support the potential maximum quantity of 168/year?	We will make sure there are enough pins to support at a minimum of 14/year or an increase if more JFS are required to be re-manufactured.	6/17/2026				
5	Upgraded Version of the Jet Fuel Starter	What will the cost of the CFM Turbine Wheel, NSN 2835-01-686-5811, be for the first two years of the contract? (The cost of the Turbine Wheel is needed to determine the upgrade price.)	The current standard price in FedMall is $34,801.25 each	6/17/2026				
6	Upgraded Version of the Jet Fuel Starter	Will the quantities of Turbine Wheels at DLA be able to support the possible maximum quantity of 42/year?	We will make sure there are enough turbine wheels to support at a minimum of 14/year or an increase if more JFS are required to be re-manufactured.	6/17/2026				
7	Upgraded Version of the Jet Fuel Starter	For the Liner and Nozzle as GFM, the SOW states that the "USAF requirements must be negotiated to reflect the cost difference." What value should offerors assume for the GFM Combustor Liner and Turbine Nozzle when developing pricing for the upgraded JFS configuration?	The current standard price for the Combustor liner is $41,498.60 and the Turbine nozzle is $35,230.57.	6/17/2026				
8	Upgraded Version of the Jet Fuel Starter	The GFM Appendix identifies an Authorized Requisition Quantity of 45 Combustor Liners. Please confirm whether sufficient quantities will be available to support the maximum projected JFS overhaul quantities during the two-year transition period.	We will make sure that there is enough stock on hand when the requirement is solicited.	6/17/2026				
9	Upgraded Version of the Jet Fuel Starter	The GFM Appendix identifies an Authorized Requisition Quantity of 45 Turbine Nozzles. Please confirm whether sufficient quantities will be available to support the maximum projected JFS overhaul quantities during the two-year transition period.	We will make sure that there is enough stock on hand when the requirement is solicited.	6/17/2026				
10	Year 6 to 10 Pricing	The solicitation requires offerors to establish pricing for a potential ten-year period of performance. While AAR can reasonably estimate costs during the base period, pricing for Years 6 through 10 involves substantial uncertainty that cannot be accurately forecast at this time. Several factors contribute to this uncertainty, including future labor rates, material costs, inflation, supply chain availability, obsolescence of critical components, changes in technical requirements, fleet configuration changes, and the long-term availability of materials required to support. Are we required to give pricing for years 6 – 10?	No. This is a Multiple Award IDIQ. Pricing is not established for the entire 10-year Period of Performance at the basic contract level. Instead, pricing is proposed at the order level in response to individual Fair Opportunity Proposal Requests (FOPRs) that will be issued throughout the anticipated 10 year total period of performance. This current solicitation serves as both the proposal for the basic IDIQ and the initial FOPR. Responses must be structured as follows: 1. Basic IDIQ Proposal: Must include your Supply Chain Management Plan and confirmation of source qualification for ADG and/or JFS. 2. Pricing Proposal: Must only cover the initial FOPR (first order) in accordance with the Ordering Procedures. (as quantities will vary with contractor qualification and first article status.)	6/17/2026				
11	Year 6 to 10 Pricing	Pricing for performance occurring more than five years after contract award cannot be estimated with a reasonable degree of accuracy. We respectfully request that the Government consider establishing separate option-period pricing, and allowing repricing of option periods at the time of exercise. Will the Government consider separate option-period pricing or repricing at the time of option exercise?	The Government concurs. To address this, the contract is structured as a 5-year basic IDIQ with one 5-year option period. Rather than locking in long-term pricing at the basic contract level, pricing will be competed and established at the order level via Fair Opportunity Proposal Requests (FOPRs) issued to qualified vendors at the time of the requirement.	6/17/2026				
12	Technical Publication Availability	Will the Government provide all technical data necessary to perform overhaul of the ADG and JFS, including any data identified in Section 13 that is not publicly available?	Yes. The Government will ensure the necessary Technical Orders and technical data are available to qualified vendors. Because portions of this data are restricted under Distribution Statement D (limited to DoD components and U.S. DoD contractors only), vendors must have an active DD Form 2345 certified on file with the Joint Certification Program (JCP). Qualified vendors requiring access should contact the listed Points of Contact (POCs) for this solicitation to coordinate delivery of the data. Joint Certification Program (JCP) website https://www.dla.mil/logistics-operations/services/joint-certification-program	6/17/2026				
13	Future Failure Trends	If future failure rates materially exceed the Failure Factor Reports provided at proposal submission, what contractual mechanism exists for price adjustment during the 10-year ordering period?	See response to questions 10 and 11.	6/17/2026				
14	Failure Factor Updates	Will the Government periodically revise the Failure Factor Reports and, if so, will pricing adjustments be permitted?	The Government will conduct annual market research for new sources. This will include review of the latest Failure Factors which will be listed with the annual sources sought posting. See questions 10 and 11 for pricing information.	6/17/2026				
15	Failure Factor Report Basis	Please describe the methodology used to develop the Failure Factor Reports, including the population size, time period analyzed, and whether the reported failure rates represent historical averages, current fleet experience, or projected future requirements.	The Failure Factor Reports are developed using data driven directly from our internal systems, with the Government reviewing and making updated reports available on an annual basis or as needed. The methodology analyzes a population size ranging from approximately 100 Accessory Drive Gearboxes (ADG) to 130 Jet Fuel Starters (JFS), with the time period for the data reviewed and updated annually. The reported failure rates represent historical averages based entirely on current fleet experience; they focus exclusively on historical trends rather than projecting future requirements.	6/17/2026				
16	Common Failure Definition	What specific criteria were used to classify a repair action as a "common failure" versus an Over-and-Above event?	Classification is evaluated against the baseline Statement of Work (SOW) and Failure Factor Reports, and is administered as a case-by-case determination in accordance with RFO, R-DFARS and PGI 217.77. 1. Common Failure: Any repair, replacement, or maintenance action that is anticipated and covered by the basic overhaul requirements in the SOW, or mathematically accounted for within the baseline Failure Factor Reports. 2. Over-and-Above (O&A) Event: In accordance with PGI 217.77, O&A events are needed repairs discovered during contract performance that are within the general scope of the contract but exceed the baseline SOW and Failure Factor parameters. There is no rigid, pre-defined list of criteria. Instead, the contractor must submit a formal work request identifying the needed O&A repair. As required by regulation, the specific procedures for administering these work requests will be negotiated between the contractor and the Contracting Officer, with work negotiated and authorized prior to performance to the maximum extent practical.	6/17/2026				

17	Price-Only Competitions	Under what circumstances does the Government anticipate using price-only evaluations, LPTA evaluations, or best-value tradeoff evaluations for future delivery orders?	Please refer to the Ordering Procedures, which outline the available evaluation methodologies. The specific evaluation method (e.g., price-only, LPTA, or best-value tradeoff) will be determined on a case-by-case basis. It will vary with each individual Fair Opportunity Proposal Request (FOPR) and remains at the sole discretion of the Contracting Officer based on the specific mission requirement.	6/17/2026				
18	Legacy vs New JFS	What percentage of future workload is expected to remain Legacy JFS (160001-1100A) versus upgraded JFS (4550164)?	Approximately 98%	6/17/2026				
19	Upgrade Schedule	Does the Government have a planned date by which all legacy JFS units must be converted to P/N 4550164?	As these new parts represent a more robust and longer lasting part, they will be updated immediately thru attrition.	6/17/2026				
20	Shortage Protection	If Government-furnished upgrade components become unavailable, will schedule relief be granted?	The requirement for re-manufacture will not be solicited until GFM parts are available.	6/17/2026				
21	BER Determination	The SOW defines BER as exceeding 75% of replacement value. Will the Government provide current stock list values used in BER calculations?	The Government will not provide current stock list values. BER will be based on the value that the contractor is giving. The Government reserves the right to make the BER determination on a case by case basis.	6/17/2026				
22	One Month ARO	Will the one-month turnaround requirement apply regardless of: •material shortages, •Government-furnished material delays, •engineering support delays, •or O&A approval delays?	Yes. The one-month Turnaround Time (TAT) requirement is the contract standard and applies as written. Adjustments to the TAT or delivery schedule will only be permitted in the event of a formally documented and approved excusable or Government-caused delay. These will be evaluated on a case-by-case basis in accordance with the standard RFO clauses incorporated into the contract (e.g., RFO 52.249-14, Excusable Delays and RFO 52.245-1, Government Property for GFM delays). Unless a formal extension is granted by the Contracting Officer, the contractor is expected to meet the baseline TAT.	6/17/2026				
23	Current Sources	How many USAF approved/qualified repair sources currently exist for: •ADG? •Legacy JFS? •New JFS?	The Government has multiple qualified sources for each of the specified National Stock Numbers (NSNs). Any vendor who meets the qualification requirements and is listed on the Form 762 Screening Action Worksheet (SAW) is eligible to receive a basic IDIQ contract, which will be funded by the initial task order. Please refer to the Ordering Procedures for specific guidance on initial and subsequent orders, as well as instructions regarding requests for First Article Test (FAT) waivers.	6/17/2026				
24	Industrial Base Objective	Certain ADG and JFS components currently have lead times exceeding 36 months. How does the Government intend to evaluate industrial base investment, contractor-owned inventory investments, and long-lead material provisioning when conducting future delivery order competitions?	Please refer to the solicitation and its attachments which outline the requirements for this solicitation and award of basic contract and orders. This includes information on the Supply Chain Risk Management Plan required of all vendors responding to this solicitation.	6/17/2026				
25	FOPR v. MAC CLIN Pricing Structure	Will pricing for each FOPR be limited to the master contract MAC CLIN pricing? Please clarify the relationship between MAC-level Firm Fixed Price CLIN pricing and future FOPR pricing. Will MAC-level pricing submitted by offerors be disclosed to competing contractors during future FOPR competitions?	Please see response to Questions 10 and 11. There is no MAC-level FFP CLIN pricing.	6/17/2026				
26	Certified Cost & Pricing Data	Will FAR Part 15 Certified Cost & Pricing Data requirements apply at the MAC award level, the FOPR level, or both? How will TINA thresholds be handled for competitive FOPRs?	Please see response to Questions 10 and 11. FOPRs will be competitively issued and awarded IAW Revolutionary FAR Overhaul (RFO) Part 16.5 – Indefinite Delivery Contracts, unless an Exception to Fair Opportunity is deemed necessary at the Contracting Officer's discretion – refer to Ordering Procedures. Pricing for all orders issued under the basic IDIQ will be subject to RFO Part 15.4, Contract Pricing.	6/17/2026				
27	ADG Pump Mandatory Requirement	Recent data indicates high replacement rates close to 100% for ADG Pumps P/N 5005022A and 5002715C due to a possible OEM manufacturing or material issue. This is causing the pump to fall short of its expected lifespan. Is the USAF adding the replacement of one or both pumps to the scope of work as a mandatory replacement part for clarity to all the contractors?	While recent history on the failure factor shows higher replacement values the T.O. calls for repair. The Depot has more recently been repairing rather than replacing.	6/17/2026				
28	ADG Pump Mandatory Requirement	Will replacement of these ADG pumps be mandated at 100% regardless of condition?	No, see question 27.	6/17/2026				
29	ADG Pump Mandatory Requirement	Has the Government evaluated the ADG pump OEM root cause and reliability impact?	Yes, the Government continually evaluates root cause and reliability. This is a high-use wear and tear part. Refer to the T.O. for requirements. The Government provides the failure factors as a courtesy only, Contractor experience my differ.	6/17/2026				
30	Long Lead Time Provisioning Risk (500–900+ Days)	Certain ADG and JFS components currently have lead times exceeding 500 days. How does the USAF envision contractors provisioning long-lead material in a competitive FOPR environment with no guaranteed follow-on orders?	The solicitation requires contractors to submit a Supply Chain Risk Management Plan. This plan should reflect a business decision of the contractor as to how they intend to support the requirement when submitting bids for orders. Contractors are expected to be able to deliver to the agreed delivery date on any order awarded. Supply Chain Risk Management Plans should support that.	6/17/2026				
31	MAC Risk with No Delivery Order Guarantee	How does the Government intend to mitigate supply-chain risk and delivery interruptions resulting from long-lead material requirements in a multiple-award competitive ordering environment?	It is expected that contractors will respond to the requirement for Supply Chain Risk Mitigation Plan as part of the solicitation response and any needed updates as additional FOPRs are issued throughout the course of the contract.	6/17/2026				
32	MAC Risk with No Delivery Order Guarantee	Has the Government considered minimum ordering guarantees or other mechanisms to support contractor investment in long-lead material?	Yes.	6/17/2026				
33	GFM Inventory Commitment	Does the Government guarantee availability of sufficient GFM Combustor Liners and Turbine Nozzles to support all awarded delivery orders during the two-year transition period?	The requirement for re-manufacture will not solicited until GFM parts are available.	6/17/2026				
34	Scope of Work	To better understand the scope of work for Line item 0011 and 0012 due to the possibility of upgrading the JFS, can you please verity the input and output part numbers stated below are correct? This will ensure we quote the correct price for the task We understand the following configuration for Item No. 0011 as follows Input P/N 4550164 (NSN 2835-01-689-2101) Output P/N 4550164 (NSN 2835-01-689-2101) Then is line being for the overhaul of the JFS as P/N 4550164 We understand the following configuration for item No. 0012 as follows Input P/N 160001-100A or 4504554 (NSN 2835-01-308-3769) Output P/N 4550164 (NSN 2835-01-689-2101) This line becomes the JFS upgrade task. Due to the upgrade of the JFS, it may help to add the input and output part numbers to the solicitation along with the balance of future item numbers years for clarity, otherwise I can see where someone including DCMA, can believe that item No. 0011 is the upgrade line and item No. 0012 keeps the JFS as the legacy part number without upgrade.	On Line Item 0011(New Configuration): The current configuration bring returned is Input P/N 160001-1100A (NSN 2835-01-308-3769). The Government expects it to be upgraded to the new Continuous Improvement Program (CIP) Configuration P/N 4550164 (NSN 2835-01-689-2101). On Line Item 0012 (Legacy): The current configuration bring returned is Input P/N 160001-1100A (NSN 2835-01-308-3769) output is going to be P/N 160001-1100A (NSN 2835-01-308-3769).	6/17/2026				