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**Professional Excellence**

**Proposal Title**

Volume X – Volume Name

**Solicitation #:   
Due Date:**

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# Technical [ITO and EC Factor 1]

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**Introduction**—Body Text Style

*Foreign Owned, Controlled or Influenced Mitigation (FOCI) Documentation (if applicable)*

## SUBFACTOR ONE: PROGRAM MANAGEMENT (PM) [L 3.2.3]

*The Offeror shall provide its approach to managing the C-32A, C-40B, and C-40C CLS program that demonstrates an understanding and capability for establishing and executing the program.*

Body Text

* Bullet Level 1
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### Program Management Approach [L.3.2.3.a; M.2.2.a]

*Program Management Approach: Describe the Offeror’s Program Management approach to establish, maintain, and provide program oversight and risk management to execute CLS support to the C-32A, C-40B, and C-40C fleets. (PWS 1.1.2, 1.3.1, 1.4.1 - 1.5.9)*

1. *Program Management Approach - The offeror’s approach must describe their Program Management plans and methods to establish and maintain adequate program oversight and risk management for Contractor Logistics Support (CLS) to the C-32A, C-40B, and C-40C fleets IAW PWS paragraphs 1.1.2., 1.3.1., and 1.4.1. - 1.5.9.*

Body Text

#### Continuation of Essential Services Plans [L3.2.3.a(1); M.2.2.1.a.(1)]

*(1) Per DFARS 252.237-7024, submit the Offeror’s Continuation of Essential Services Plan. Describe the Offeror’s approach to establish and maintain the capability for Continuation of Essential Services identified in Attachment 13 to the PWS. (PWS 1.1.2. and PWS Attachment 13)*

*1) The offeror’s approach must describe their plans and methods to establish and maintain essential services for the CLS support to the C-32A, C-40B, and C-40C fleets IAW PWS paragraph 1.1.2. and PWS Attachment 13.*

Body Text

### Subcontracts [L.3.2.3.b; M.2.2.1.b]

1. *Subcontracts: Describe the Offeror’s approach to establish and maintain subcontract arrangements and relationships; identifying subcontractors, their role and work performed; and identifying the flow down of system requirements and performance that addresses the requirements of PWS and FAR 52.219/DFARS 252.219 series clauses in the RFP. The Offeror shall detail an approach and plan for subcontracting to Small Businesses for each option year award period in order to meet and maintain the requirements of FAR 19.704, Subcontracting Plan Requirements and PWS paragraph 1.4.6. The Offeror shall submit their Subcontracting Plan per FAR 19.704 as an attachment. (PWS 1.4.6).*

*b. Subcontracting Plan - The Offeror shall submit, as an attachment, their Subcontracting Plan per PWS 1.4.6. and FAR 19.704. The offeror’s subcontracting approach must clearly describe subcontract arrangements and relationships, roles, and work to be performed by subcontractors as well as flow down of systems requirements which ensure the PWS requirements are met. The offeror’s approach must demonstrate the capability to meet and maintain the requirements of FAR 19.704, Subcontracting Plan Requirements and PWS paragraph 1.4.6.*

Body Text

**Subheading**

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## Resources [L.3.2.3.c; M.2.2.1.c]

*c. Transition Planning with Transition Plan: The Offeror shall submit a Transition Plan (TP) and Phase-In Integrated Master Schedule (IMS) which demonstrates a disciplined approach to establishing the full C-32A, C-40B, and C-40C CLS capability by the beginning of Option Year 1. The approach must include development of a critical path analysis of transition milestones which shall be reflected in the IMS. As a minimum the TP shall include: (PWS 1.4.5., 1.6.1. - 1.6.2.8., 3.1. - 3.1.8.).*

*c. Transition Planning - The Offeror’s approach must demonstrate the integrated planning, resources, and ability required to establish full C-32/C-40 CLS performance at the beginning of full contract performance IAW PWS paragraphs 1.4.5., 1.6.1. - 1.6.2.8., and 3.1. - 3.1.8.*

Body Text

## Staffing Plan [L.3.2.3.c.(1); M.2.2.1.c.1]

*(1) Staffing Plan: Provide a proposed Contractor organization chart and detailed staffing plan and timeline for the contract including all Contract operating locations (does not include depot maintenance centers). Provide details on minimum experience, special qualifications, licenses, and any required training for each position. Incorporate staffing timelines into the IMS. (PWS 1.4.5., 1.6.1. - 1.6.2.8., 3.1. - 3.1.8.)*

1. *Staffing Plan - The Offeror’s planned organization and staffing approach must demonstrate the Offeror’s ability to establish and maintain CLS support to the C-32A, C-40B, and C-40C fleets IAW PWS paragraphs 1.4.5., 1.6.1. - 1.6.2.8., 3.1.*

*- 3.1.8.*

Body Text

## Resources [L.3.2.3.c.(2); M.2.2.1.c.2]

*(2) Resources: Address plans and provide a detailed schedule to establish initial materials strategy, support and test equipment strategy, furnishings, and other items necessary to establish capability at the fleet support center and each operating location to meet contract performance requirements no later than the start of Option year 1 performance. Incorporate resource timelines into an IMS. As there is no direct sustainment support during the transition period, no direct charges for sustainment material acquisition shall be authorized as part of the initial period. These shall be incorporated into the COMBS Cost per Flying Hour rates and/or specific maintenance CLINs, as appropriate. (1.3.2., 1.18. - 1.18.1.7., 1.18.2. - 1.18.4.4., 1.18.6.8., 1.18.6.8.4)*

1. *Resources: The Offeror’s Resource Plan must describe Offeror’s plans and activities to establish and maintain necessary resources to provide required CLS support to the C-32A, C-40B, and C-40C fleets IAW PWS paragraphs 1.3.2., 1.18. - 1.18.1.7., 1.18.2. - 1.18.4.4., 1.18.6.8., 1.18.6.8.4.*

Body Text

# SUBFACTOR TWO: MAINTENANCE (MX) [L.3.2.4; M.2.2.2]

*The Offeror shall provide, in the proposal, an approach for meeting the world-wide maintenance requirements for the C-32A, C-40B, and C-40C CLS program. The approach shall provide as a minimum the following essential components:*

*The Government will assess the Offeror’s proposed maintenance approach. Offerors are required to present all the information as stated in the Instruction to Offerors (ITO), Addendum to FAR 52.212-1. The subfactor is met when the*

*Offeror’s proposal indicates an adequate understanding of the requirements and provides rationale how their approach will meet the requirements for all of the following essential Maintenance Elements with little potential for disruption of schedule, increased cost, or degradation of performance:*

Body Text

## Depot Level Maintenance [L.3.2.4.a; M.2.2.2.a]

*(a) Depot Level Maintenance: Provide a plan to support scheduled and unscheduled depot level maintenance to include as a minimum scheduled C-checks, drop-in maintenance, aircraft on ground, and contract field team capability. Include Offeror’s approach and capability for High Value Asset depot level maintenance. Provide depot information to include such information as number of aircraft (capacity) that can be hangared/worked simultaneously and shifts/personnel available to support simultaneous depot maintenance. Address capability to meet Turn-Around-Times for depot maintenance and major overhauls/restorations to include High Value Assets. (PWS 1.4.3., 1.17. - 1.17.2.14., 1.17.5. - 1.17.9.1., 1.17.11. - 1.17.11.3.,*

*1.18.2. - 18.4.4.).*

1. *Depot Level Maintenance - The Offeror’s approach to support depot level maintenance must ensure all requirements are met per PWS 1.17.1. The Offeror’s approach must demonstrate all depot level maintenance shall be accomplished at a FAA FAR Title 14 Part 145 facility certificated for the applicable model of aircraft and High Value Assets IAW PWS paragraphs 1.4.3., 1.17. - 1.17.2.14., 1.17.5. -1.17.9.1., 1.17.11. - 1.17.11.3., and 1.18.2. - 18.4.4.*

Body Text

### Copy of Valid and Current FAA FAR Title 14 Part 145 Certificated Repair Station with Operations Specifications [L.3.2.3.a.(1); M.2.2.2.a.1]

*(1) Submit a copy of a valid and current FAA FAR Title 14 Part 145 certificated Repair Station with Operations Specifications for each equivalent commercial model Covered Aircraft and associated High Value Assets.*

1. *The Offeror’s approach to depot level maintenance and teaming partners must be supported by FAA FAR Title 14 Part 145 certificated Repair Station with Operations Specifications provided for each equivalent commercial model Covered Aircraft and associated High Value Assets.*

Body Text

### Attached Addendum (C-checks) [L.3.2.4.(2); M.2.2.2.a.2]

*(2) Submit ITO Attachment 3.0 (C-checks), ref specific PWS para*

1. *The Offeror’s approach to maintenance and scheduled C-Checks must be provided in the format specified in ITO Attachment 3.0*

Body Text

## Contract Field Teams [L.3.2.4.b; M.2.2.2.b]

1. *Contract Field Teams: Address capability to provide FAA FAR Title 14 Part 145 certificated facility’s qualified depot level contract field teams (CFTs) world-wide for repair/recovery of Aircraft on Ground (AOG) events to include engine replacement. (PWS 1.17.12.-1.17.12.1.)*
2. *Contract Field Teams - The Offeror’s approach to provide FAA FAR Title 14 Part 145 qualified depot level contract field teams (CFTs) for worldwide repair/recovery of Aircraft on Ground (AOG) to include engine replacement* ***must*** *ensure all requirements of PWS paragraphs 1.17.12. - 1.17.12.1. are met.*

Body Text

## VIP Aircraft Painting [L.3.2.4.c; M.2.2.2.c]

1. *VIP Aircraft Painting: Address capability and process controls to perform executive custom paint application at a licensed FAA FAR Title 14 Part 145 certificated facility per the paint specification and appearance standards. Provide a list of planned paint facilities to be used and address their capabilities and experience with executive custom aircraft painting for both “Scuff Sand and Paint” and “Full Strip and Paint” tasks for the C-32A and for each of the paint schemes for the C-40B and C-40C aircraft. Address aircraft paint protection processes during depot level maintenance. (PWS 1.17.2.11. - 1.17.2.14., 1.17.3.-1.17.4.)*
2. *VIP Aircraft Painting - The Offeror’s approach to perform executive paint application at a FAA FAR Title 14 Part 145 certificated facility per the paint specification and appearance standards* ***must*** *ensure all requirements of PWS paragraphs*

*1.17.2.11. - 1.17.2.14. and 1.17.3. - 1.17.4. are met.*

Body Text

## Original Equipment Manufacturer (OEM) Data Access and Letters of Intent/Evidence of Data Access [L.3.2.4.d; M.2.2.2.d]

*(d) Original Equipment Manufacturer (OEM) Data Access and Letters of Intent/Evidence of Data Access: Address Offerors ability to acquire data from the OEMs as required to maintain aircraft; aircraft systems and avionics; aircraft engines and APUs; and provide Field Service Representative (FSR) duties. (PWS 1.2.9., 1.6.2.4., 1.14.2., 1.16.5. - 16.5.2.)*

1. *Original Equipment Manufacturer (OEM) Technical Data Access - The Offeror’s approach to acquire data from the OEMs must ensure capability to maintain aircraft, aircraft systems, avionics; aircraft engines, APUs, and Field Service Representative (FSR) requirements IAW PWS paragraphs 1.2.9., 1.6.2.4., 1.14.2., and 1.16.5. - 1.16.5.2.*

Body Text

### Letter of Intent, Proprietary Information Agreements, or Other Evidence [L.3.2.4.d.(1); M.2.2.2.d.1]

*(1) Attach copies of Letters of Intent for data access/license, Proprietary Information Agreements, or other evidence of data access with the primes/OEMs. As a minimum, address these agreements/licenses with OEMs listed in PWS paragraph 1.2.9.*

*1) Attach copies of Letters of Intent for data access/license, Proprietary Information Agreements, or other evidence of data access with the primes/OEMs IAW PWS paragraphs 1.2.9.*

Body Text

* 1. **SUBFACTOR THREE: RESOURCES AND MATERIEL MANAGEMENT (RM) [L.3.2.5; M.2.2.3]**

*The Offeror shall provide, in the proposal, an approach for resource management for the C-32A, C-40B, and C-40C programs. The approach shall provide as a minimum the following essential components:*

*The Government will assess the Offeror’s proposed RM approach and Material Management Plan to include, but not limited to requirement in PWS 1.4.2.1. Offerors are required to present all the information as stated in the Instruction to Offerors (ITO), Addendum to FAR 52.212-1. The subfactor is met when the Offeror’s proposal indicates an adequate understanding of the requirements and provides rationale how their approach will meet the requirements for all of the following essential RM Elements with little potential for disruption of schedule, increased cost, or degradation of performance:*

Body Text

## Spare and Repair Parts [L.3.2.5.a; M.2.2.3.a]

1. *Spare and Repair Parts: Address strategy and capability to operate and manage a Contractor Operated and Maintained Base Supply (COMBS) to source, manage, stock, repair, overhaul and dispose of required spares and repair parts in sufficient quantities or by other agreements by operating location to ensure the ability to maintain the C-32A, C-40B, and C- 40C fleets to PWS individual fleet readiness requirements: (PWS 1.3.1., 1.3.2., 1.4.2.1., 1.6.2.8., 1.7.5., 1.11.3., 1.18. -*

*1.18.1.17., PWS Table 1-2)*

1. *Spare and Repair Parts - The Offeror’s approach for spare and repair parts must ensure capability to meet performance requirements IAW PWS paragraphs 1.3.1., 1.3.2., 1.4.2.1., 1.6.2.8., 1.7.5., 1.11.3., 1.18. - 1.18.1.17., and PWS Table 1-2.*

Body Text

## High Value Spares / Leases [L.3.2.5.b; M.2.2.3.b]

1. *High Value Spares/Leases: Address capability to provide timely leased/spare aircraft engines, APUs, and landing gears to maintain the C-32A, C-40B, and C-40C fleets to PWS readiness requirements and AF and FAA Airworthiness standards. (PWS 1.17.6.4., 1.18.2. - 1.18.4.4.)*
2. *High Value Spares/Leases - The Offeror’s approach for providing high value spare/leases for engines, APUs, and landing gears must ensure capability to meet performance requirements of PWS paragraphs 1.17.6.4. and 1.18.2. - 1.18.4.4.*

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* + 1. **TBD**

## Support Equipment [L.3.2.5.c; M.2.2.3.c]

1. *Support Equipment: Address the capability and plans to source and provide required C-32A, C-40B, and C-40C Support Equipment to include Test Equipment, tools, maintenance aids, and associated equipment for each Covered Aircraft operating location. (PWS 1.3.1., 1.18. - 1.18.1.2., 1.18.1.9., 1.18.6.8. - 1.18.6.8.4.)*
2. *Support and Test Equipment - The Offeror’s approach for Support Equipment must ensure an understanding of the Support Equipment requirements, capability to source the items, and meet the requirements of PWS paragraphs 1.3.1., 1.18.*

*- 1.18.1.2., 1.18.1.9., and 1.18.6.8. - 1.18.6.8.4.*

Body Text

### Planned Contractor Furnished Support Equipment for Each Operating Location [L.3.2.5.c.(1); M2.2.3.c.1]

*(1) Provide a planned Contractor Furnished Support Equipment list for each operating location by name, part or model number, manufacturer and quantity in an Excel spreadsheet. (PWS 1.3.1., 1.18. - 1.18.1.2., 1.18.1.9., 1.18.1.13., 1.18.6.8. -*

*1.18.6.8.4.)*

*1) The Offeror’s planned Contractor Furnished Support Equipment List must demonstrate Offeror’s understanding of the assets required to be provided under the contract to establish and sustain C-32/C-40 CLS Support to covered aircraft per PWS paragraphs 1.3.1., 1.18. - 1.18.1.2., 1.18.1.9., 1.18.1.13., and 1.18.6.8. - 1.18.6.8.4.*

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| **Meatball Chart** | | | |
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| **PWS Requirements** | **PP 1** | **PP 2** | **PP 3** |
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**Introductory Statement:**

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**Why P E Systems**