

KC-X Draft RFP Questions and Answers

Q: What is the rationale for the increased boom flow rate? What drove the requirement change for boom flow rate?

A: The requirement was and still is 1200 GPM. In the previous source selection this was a tradeable requirement and any value less than 1200 GPM could have been offered and received partial credit. The previous SRD required the boom flow rate to "not to be the limiting factor" during aerial refueling. To meet this requirement, the maximum boom flow rate must be at least 1200 GPM to meet the C-5 receiver capability. The new SRD clarifies this requirement by specifying maximum boom flow rate of at least 1200 GPM.

Q: Please explain the rationale for using OMB rates (cost/gallon).

A: OMB Circular A-94, Appendix C, Dated Dec 08, for use in calendar year 2009 states that we should use a 4.5% nominal discount rate for analyses that span 30 years or more. Note that discounted, Present Value dollars are being used for evaluation purposes in the KC-X source selection. The fuel price is the OSD Comptroller-issued CY09 fuel price, inflated to the appropriate year using the OSD Comptroller-issued 2010 PB weighted Fuel Indices. The use of these indices follows OMB and OSD policy.

Q: The SRD specifies non-developmental 463L palletized seating on 10, 12, or 15 seat pallets. This can be interpreted as requiring the ability to accommodate all 3 configurations or allowing the contractor to select 1, 2 or all 3 configurations. Please clarify the interpretation.

A: The offeror may select one or any combination(s) of the three identified seat configurations (10, 12, or 15 per 463L pallet) to meet SRD requirements 3.2.1.2.6 and 3.2.2.5.2.

Q: The requirement to provide fuel tank inerting throughout all phases prior to take-off through landing implies all refueling, receiver and tactical maneuvers. This does not appear to be consistent with the acknowledged need during the most susceptible phase of flight, namely take-offs and landings. Please clarify.

A: The SRD requirement 3.5.1.3.1 includes the entire mission profile, prior to takeoff through landing.

Q: The requirement to jettison the centerline AR hose "...regardless of extension length" can mean either the severance of the hose (e.g. guillotine) at any extension position or the ability to initiate the jettison at any length. Please clarify the interpretation.

A: The KC-X shall sever and jettison centerline aerial refueling hose(s) at all extension lengths. The intent of this requirement is to sever and jettison the centerline hose without having to first extend or retract to a predetermined length.

Q: SRD Para 3.1.1.15 states "...separate duplicate controls, control panels, displays; and ..." This can have three meanings: duplicate for all, duplicate for controls only, or duplicate controls and accessible control panels and displays by both ARO and ARO instructor. Please clarify the interpretation.

A: The phrase "separate duplicate" applies to controls, control panels, and displays.

Q: The definitions for additional aircrew address ARO observer and flight observer. However the definitions leave open for interpretation the role of the ARO instructor and any simultaneity requirements between all three on the flight deck. Please clarify interpretation.

A: There are allowable combinations of positions. The ARO observer and "additional aircrew member" may have a common seat provided that seat meets the SRD requirements for both positions. The ARO instructor and "additional aircrew member" may have a common seat provided that seat meets the SRD requirements for both positions. The ARO observer and ARO instructor will not share a seat. Additionally, SRD requirement 3.2.2.5.1 states, "The KC-X shall provide permanent seating for fifteen (15) total aircrew members. (MANDATORY)"

Q: The term "Main Cargo Compartment" is not defined. Does this mean upper deck, lower deck cargo areas, a portion of these cargo areas, or a mix of these cargo areas?

A: The "Main Cargo Compartment" is the single largest contiguous deck that must be able to carry passengers and/or cargo; for the options posed in the question, the "Main Cargo Compartment" would be the upper deck. The "Main Cargo Compartment" could never include lower deck cargo areas (i.e., lower lobes).

Q: Request a copy of the CDD and further request a dialogue on the mission profiles to compare the short duration missions in support of CDD requirement - why not long range missions for training, etc?

A: The CDD will not be provided. Government requirements are stated in the SRD and offered aircraft will be evaluated against the SRD. Mission profiles selected are representative of current KC-135R mission mix.
