Solicitation: FA449726Q0022

Dover AFB - Corrosion Control Services

S. No	Category	Question	Source Reference	Government Response
1.	Proposal Preparation / Page Limits	The Addendum to Federal Acquisition Regulation (FAR) 52.212-1 states, "The quote shall be submitted in 3 volumes and the total page limitation is 30 pages across all volumes." However, it does not specify if administrative or required standard documents are excluded from this limit. **Question:** Will the Government clarify if administrative documents—such as the Cover Letter, Table of Contents, the completed Quote Schedule (Attachment 2), and Past Performance forms/questionnaires—are excluded from the strict 30-page limit?	Attachment 4 – 52.212-1 Addendum, Page 2	The 30- page limit shall contain Volumes I, II, and III. The government will not count the cover page and the table of contents as part of the 30-page limit.
2.	Contractor Furnished Materials (Soap)	The Performance Work Statement (PWS) explicitly states that the contractor must provide everything required except for Government-furnished items, noting that "Only approved military specification chemicals, cleaning compounds and solvents shall be used." **Question:** Is the contractor responsible for procuring all wash soap (e.g., MIL-PRF-87937 Type IV), or is the required military-specification soap available to the contractor through the base supply/bench stock system?	Attachment 1 – PWS, Page 24, Section 3.5	The contractor is responsible for procuring all wash soap.
3.	Pricing / Emergency Services	The Quote Schedule includes CLIN 0003 for "Emergency Aircraft Wash, Corrosion Control and Miscellaneous Maintenance Services" with a unit of measure listed as "1 Hour (Price per hour)." **Question:** Will the Government provide historical usage data for CLIN 0003, including total annual	Attachment 2 – Quote Schedule, Page 1, CLIN 0003	There is only one (1) record of emergency aircraft wash on file.

		hours, number of emergency call-outs, and average response frequency for the previous three years?		
4.	Key Personnel / Resumes	The PWS requires the proposed Site Manager to possess greater than 10 years of aircraft maintenance experience and states that the assigned Site Manager shall submit a resume with the proposal. **Question**: Does the required Site Manager resume count toward the 30-page total proposal limitation?	Attachment 1 – PWS, Page 5, Section 1.1.7	The resume is part of the 30-page limit.
5.	Government Furnished Facilities	The PWS mentions the Government will make available a mobile office, mobile tool trailer, mobile storage conex, outside wash rack storage conex, and permanently affixed storage cage (Building 706 only). **Question:** Will the Government confirm if these provided facilities have existing power, HVAC, and data/Local Area Network (LAN) drops ready for contractor use, or if the contractor is responsible for outfitting and connecting these spaces?	Attachment 1 – PWS, Page 20, Section 3.2.2	The government will provide the furnished facilities and they will have access to power, HVAC, and LAN drops from existing government sources. The contractor is then responsible for running any necessary temporary connections (e.x., extension cords, power strips, ethernet cables) from those provided outlets to their own equipment within the workspace.
6.	Past Performance (Teaming)	The Evaluation Addendum requires past performance contracts to have been performed for "at least 6 months and within the last 5 years." **Question:** For past performance evaluation purposes, may offerors submit relevant past performance references performed by proposed subcontractors or teaming partners?	Attachment 5 – 52.212-2 Evaluation Addendum, Page 3	Based on Attachment 5 - submitted past performances will be evaluated in accordance with the stated methodology in Volume III Past Performance.
7.	Anti-Skid / Non-Skid Materials	The PWS requires the removal and replacement of anti-skid on C-5s and non-skid on C-17s. **Question:** Is the actual anti-skid/non-skid material (the consumable product) Government-furnished through the 436 Maintenance Group (MXG) bench stock, or must the contractor	Attachment 1 – PWS, Pages 11 & 16, Sections 1.2.21 & 1.3.17	The Skid tape is Government furnished.

		independently procure the raw materials?		
8.	Evaluation of Options	The Evaluation Addendum states that pricing for the 6-month extension under FAR 52.217-8 is determined by taking the amount of the most recent option year and dividing it by two. **Question:** The Evaluation Addendum appears to describe two different methodologies for evaluating the FAR 52.217-8 six-month extension. Step 2 states the value will be calculated by taking the most recent option year and dividing by two, while Volume I Price paragraph (b) states the base and all option periods will be averaged and divided by two. Please clarify which methodology will be used for evaluation purposes?	Attachment 5 – 52.212-2 Evaluation Addendum, Page 1, Step 2	The value of the 6-month extension will be calculated by taking the most recent option year and dividing by 2.
9.	Aircraft Quantities / Fleet Information	The solicitation identifies support for C-5 Galaxy and C-17 Globemaster III aircraft; however, it does not specify the approximate number of aircraft assigned to Dover AFB that are expected to be supported under this contract. **Question:** Please provide the approximate number of assigned C-5 and C-17 aircraft currently supported under this requirement, along with annual aircraft wash and corrosion-control workload statistics for the previous three years?	Attachment 1 – PWS, Sections 1.2 and 1.3; Combined Synopsis/Solicitation	There are 18 C-5s and 13 C-17s assigned.
10.	Government-Furnished Equipment / Aircraft Towing	The PWS states that the Government will make available aircraft tow equipment, including tow vehicles, tow bars, and tow kits. However, the solicitation does not clearly state whether offerors must possess aircraft towing equipment at the time of proposal submission or whether Government-furnished towing equipment may be utilized during transition and startup operations. **Question:** Please clarify whether Government-furnished tow vehicles, tow bars, tow kits, and	Attachment 1 – PWS, Page 20, Section 3.2.1	Section 3.4.1 states that the government will: Make available aircraft tow equipment for use as required via 436 MXG CTKs and AGE ready lines: tow vehicle, tow bar, tow kit (lighted wands, radios, and vests), and 2 each serviceable 150 lb. Halon 1211 fire extinguishers.

		related towing equipment will be available for contractor use throughout contract performance or only during transition/startup activities?		
11.	Cybersecurity Requirements / CMMC Compliance	The solicitation includes DFARS 252.204-7012, DFARS 252.204-7019, and DFARS 252.204-7020. However, the solicitation does not identify a required Cybersecurity Maturity Model Certification (CMMC) level. Additionally, the PWS appears to contain Controlled Unclassified Information (CUI)-related content. **Question:** Will the Government clarify the cybersecurity compliance requirements applicable to this contract? Specifically: 1. Is a CMMC Level 1 or CMMC Level 2 certification required for proposal submission or contract performance? 2. If CMMC Level 2 applies, would a documented implementation plan or ongoing compliance effort be considered acceptable at the time of proposal submission? 3. Do the cybersecurity requirements apply only to the Prime Contractor, or are proposed subcontractors also required to meet the same CMMC requirements?	Attachment 3 – Provisions and Clauses (DFARS 252.204-7012, 252.204-7019, 252.204-7020); PWS Cover Page (CUI marking).	1. CMMC Certification Requirement: A formal CMMC certification is not required for this requirement. However, the solicitation contains R-DFARS 252.204-7012, the offeror is required to implement NIST SP 800-171 security requirements to protect Covered Defense Information (CUI). 2. Implementation Plan Acceptability: Formal CMMC does not apply as stated above. However, the contractor must adhere to the requirements standard under NIST SP 800-171 in accordance with R-DFARS 252.204-7012. 3. Applicability to Subcontractors: The cybersecurity requirements are not limited to the Prime Contractor; however, it flows down to subcontractors. Please refer to R-DFARS 252.204-7012 and R-DFARS 252.240-7997. *Clauses DFARS 252.204-7019 and DFARS 252.204-7020 will be removed from the solicitation because they are obsolete. *The following R-DFARS will be added: 252.240-7997 252.204-7009
12.	Lubrication / De-Paneling Requirements	The PWS requires aircraft lubrication services and references panel removal, panel reinstallation, and aircraft restoration activities associated with wash and maintenance operations. **Question:** Will the Government clarify the extent of contractor responsibility for panel removal and reinstallation in support of lubrication and corrosion control services? Specifically, are contractors expected to independently perform all required de-paneling and reinstallation activities to access lubrication points, or will any of these actions be performed or assisted by	Attachment 1 – PWS Sections 1.2.3 (Pre-Wash Preparation), 1.2.4 (Lubrication Services and Aircraft Restoration)	Based on attachment 1 the contractor is responsible for panel removal and reinstallation activities required to perform lubrication and corrosion control services.

		Government maintenance personnel?		
13.	Security / LAN & G081 Access	The PWS requires employees requiring a Common Access Card (CAC) for LAN and G081 access to complete Information Protection Awareness Training, be verified through the 436 MXG LOGNET office, and be National Agency Check verified through the Automated Security Clearance Approval System (ASCAS) prior to commencing work. The solicitation does not specify whether these access requirements must be fully completed before contract start or whether personnel may begin performance while access processing is underway. **Question:** Will the Government confirm whether CAC issuance, LAN access, G081 access, LOGNET verification, and ASCAS/National Agency Check verification must be completed prior to contract start, or whether contractor personnel may begin performance while access processing is pending?	Attachment 1 – PWS, Page 5, Section 1.1.7.1	Contractor personnel requiring these accesses cannot start their duties until all these steps are finalized.
14.	Government Furnish Property	Does the government provide any lifts for the wash?	PWS 3.2.4	The government will not provide hi-lift vehicles.
15.		Will the government confirm if they provide aircraft soap or pads for the wash?		Based on section 3 in the PWS, except for those items and services specifically stated as government furnished, the contractor shall provide everything required to perform this PWS according to all terms and conditions.
16.		Are there any provisions for Non-Productive Time (NPT) should there be an interrupt in wash services due to military equipment of facility issue?		Based on Section 4 in the PWS, the contractor shall submit a request for compensation on delays to the Contracting Office for approval.
17.		Are cancellations of washes within 12 hours prior to wash reimbursable to the contractor?		Based on Section 4 in the PWS, the contractor shall submit a request for compensation on delays to the Contracting Office for approval.
18.	Wash Projected Data	Can the government confirm the data on wash services is accurate for bid?	PWS - Appendix 2	The government provides the most accurate data available for planning purposes.
19.	Quote Schedule	The Quote Schedule is the only pricing document to be provided will the solicitation response?	Attachment 2 Quote Schedule	The Quote Schedule attachment is the required document.

20.	Evaluation of Technical Approach and Technical Acceptability	For purposes of preparing a technically acceptable quote, can the Government clarify the level of detail expected in Subfactor 1 Technical Approach for “convincing rationale”?		A "convincing rationale" is one that is backed by "effective and sufficient details." It should be a clear, specific, and customized plan that demonstrates a thorough understanding of the requirements and proves your company has a credible and workable solution for successfully performing the contract. Please reference Attachment 4, 52.212-1 Subfactor 1.
21.		Will the Government evaluate the substance of each quoter’s Volume II Technical to determine whether it demonstrates adequate staffing, supervision, equipment, training, quality control, documentation controls, and operational understanding necessary to mitigate performance risk, or will technical acceptability be based solely on submission of the required plans?		The Government will evaluate the substance of each quoter’s Volume II Technical submission and will not base technical acceptability solely on the submission of the required plans.
22.		Considering the specialized and mission-sensitive services required under the PWS — including aircraft towing, aircraft configuration, de-paneling/paneling, lubrication, environmental compliance, access/security requirements, G081/AFTO documentation, and heavy-aircraft maintenance support — can the Government clarify how technical acceptability will be evaluated to ensure proposed approaches adequately address the operational complexity, aircraft safety considerations, mission-essential support requirements, and performance risks associated with this effort?		The government's evaluation is designed to ensure that an offeror's technical approach is not just a document but a well-reasoned, detailed, and credible plan that directly addresses the operational complexities, safety considerations, and mission-essential nature of the services described in the PWS. A proposal will only be deemed "technically acceptable" if it demonstrates this deep understanding through substantive and convincing detail across all required technical subfactors.
23.		Can the Government clarify whether the Technical Factor Subfactor 1 Technical Approach should demonstrate the quoter’s understanding of the full cradle-to-grave service workflow?		The Technical Approach should narrate the complete workflow, demonstrate a comprehensive understanding of the entire service delivery process.
24.	Price Realism and Credibility	The Evaluation Addendum states that the Government reserves the right, but is not required, to conduct a price realism analysis on quotes that appear exceptionally low and are not supported by the contractor’s technical approach. Does the Government intend to exercise this reserved right under this requirement, particularly where		Per Attachment 5, page 2, paragraph c: "The burden of proof as to price credibility rests with the contractor." Ultimately, if your price is questioned, you will be responsible for providing sufficient evidence to convince the government that you understand the requirements and that your price is realistic and poses no risk to performance.

		pricing may not appear sufficient to support qualified personnel, supervision, equipment, training, access/security processing, environmental compliance, and mission-essential service requirements? If so, what type of supporting information may the Government request to determine price credibility and whether the quoter understands the full scope of the PWS requirements?		
25.	Staffing, Certifications, and Site Management	Can the Government clarify what specific “working knowledge of heavy aircraft ground handling and aircraft schedule maintenance” is required for site managers?		Based on section 1 in the PWS, the site manager must have experience in aircraft towing, aircraft and hanger configuration, use of aerospace ground equipment, ISO and HSC inspections, maintenance documentation and lubrication services.
26.		Are offerors required to provide a letter of intent for the site manager?		There is no requirement for a letter of intent is mention in the solicitation.
27.	Past Performance Relevancy — Towing and De-paneling	The Evaluation Addendum states that relevant past performance includes Aircraft Corrosion Control services involving similar scope, magnitude, and complexity, including coordinating tows, washes, de-paneling, lubrication, and other PWS requirements. Can the Government clarify how it will distinguish between contractors with general aircraft wash/lubrication experience and contractors with direct experience performing or coordinating towing, de-paneling/paneling, aircraft configuration, lubrication, documentation, and heavy-aircraft maintenance-support services?		The government will distinguish between contractors by strictly adhering to its definition of "Relevant" past performance. It will look for documented evidence that a contractor has successfully performed the specific, complex, and integrated maintenance support services that are detailed in the PWS, not just general aircraft washing/lubrication.
28.		What type of past performance does the Government consider as “similar complexity” to this solicitation, (e.g., prior experience with C-5 and C-17 aircraft and specifically depaneling for isochronal washes).		The government will consider past performance to be of "similar complexity" if it demonstrates experiences in alignment with those outlined in the PWS. The key indicators of complexity are the performance of integrated, maintenance-related tasks like coordinating tows, de-paneling, and lubrication, particularly on large aircraft, which directly aligns with the specific and complex requirements of this solicitation.
29.	Past Performance Acceptability	For past performance evaluation purposes, what level of similarity will be required for a reference to be considered relevant? Specifically, will references limited to aircraft washing or lubrication be considered equally relevant to references that include towing		Please refer to Attachment 5, 52.212-2 Evaluation Addendum on page 4, Volume III Past Performance, paragraph b.

		coordination, de-paneling/paneling, aircraft configuration, G081/AFTO documentation, and heavy-aircraft maintenance-support services?		
30.	Transition / Access Credentials	Can the Government clarify whether the Technical Evaluation will consider each quoter's ability to provide trained, qualified, and properly credentialed personnel by the required start date, including any required CAC, LAN, G081, LOGNET, ASCAS, National Agency Check, AF Entry Control Card, and base access processing?		The government will evaluate your proposal to see if you have a realistic, detailed, and well-thought-out plan that demonstrates you understand the administrative and security hurdles and can get your team trained, qualified, and properly credentialed to perform the work on day one of the contract.
31.	Price Reasonableness	Can the Government clarify what technical and factual capabilities of the contractor will be considered as part of the price reasonableness?		Price reasonableness will be determined in accordance with RFO 12.204(a).
32.		Can the Government clarify whether the offeror's technical approach will be considered as part of price reasonableness?		See answer 31.
33.		Can the Government explain what method it will use to determine market prices for the price reasonableness determination, (e.g., is market price determined by offeror's pricing for this procurement)?		See answer 31.
34.		Can the Government clarify whether the market price consideration for price reasonableness will take into account the specialized nature of the services required under this PWS, e.g., the isochronal wash and de-paneling specific to C-5 airplanes?		Yes, the government has considered the specialized nature of this PWS.
35.	Work Weekends Question	Seeing that a majority of services are completed on the weekends (e.g., Saturday and Sunday) and holidays (e.g., Mother's Day, Father's Day, Easter Weekend, Fourth of July), does the government anticipate base / facility access restrictions for contractor personnel? If so, would the government consider adding a non-productive time compensation for the contractor?		The government does not anticipate routine access restrictions for contractor personnel on weekends and holidays. The PWS explicitly written the expectation that services will be performed around the clock. Please refer to the PWS page 25, paragraph 4.2 Hours of Operations.

36.	Government Furnished Equipment	Is the contractor required to have all their equipment, lifts (e.g., high reach - 65', 45', 34', 34' & scissor), vehicle, power washer trailer, and water buffalo to be stored only in the work vehicle parking area? Or will additional storage be made available.		The government will make available a mobile office, mobile tool trailer, mobile storage conex, outside wash rack storage conex, and permanently affixed storage cage (bldg. 706 only), located within the aircraft wash hangars.
37.	Emergency Pricing Clarification	PWS 1.8 requires the contractor to promptly provide all services specified in the PWS for emergency events involving home station or transient C-5 or C-17 aircraft, including examples such as bird strikes and volcanic ash. Attachment 2 appears to request Emergency Services pricing on an hourly basis. For pricing purposes, please clarify whether the Emergency Services hourly rate is intended to be a fully burdened labor-hour rate per employee, or a service-hour rate for the overall emergency response effort. For example, if an emergency event requires a full wash or other recovery support involving multiple employees working simultaneously, should the contractor bill one hour for each employee/labor hour used, or one service hour for the overall emergency service regardless of the number of personnel required?		The Emergency Services hourly rate (e.g., CLIN 0003) is intended to be a service-hour rate for the overall emergency response effort. In accordance with PWS Section 1.8, the contractor is required to promptly provide "all services specified in this PWS" to support aircraft recovery during unforeseen occurrences (e.g., bird strikes, volcanic ash). Furthermore, PWS Section 4.2 mandates that personnel must be on-site within a minimum of 3 hours of notification.
38.		Please also clarify whether the proposed Emergency Services hourly rate must include all labor, supervision, equipment, PPE, chemicals/cleaning compounds, HAZMAT controls, storm drain protection, vacuum truck support, waste/sludge handling, documentation, and other contractor-furnished resources, or whether unusually complex emergency events will be separately scoped, authorized, and compensated by the Contracting Officer.		The rate for the emergency service must logically cover the cost of mobilizing and utilizing all the resources associated with them. The government does not anticipate out of scope work based upon historical data. However, if a situation arises, the contractor should propose a fair and reasonable emergency service rate to the contracting officer for consideration.
39.	Annual Workload Estimates	PWS page 36 does not appear to include annual workload estimate quantities for Complete Aircraft Washes under PWS 1.2.2/1.3.2 or Complete Exterior Washes under PWS 1.2.5/1.3.5, although these services are defined in the PWS and but are not included in the		The Government will not issue separate workload quantities for Complete Aircraft Washes or Complete Exterior Washes. These are bundled services, and their required quantities are identical to the initiating tasks (ACFT Tow and ACFT Preparation) already listed in the Annual Workload Estimates table.

		annual workload estimate table. Please clarify whether these services are included within another workload category on page 36 or whether separate projected annual quantities should be provided for pricing purposes.		The Annual Workload Estimates table will not be amended to add separate line items for these composite services. Contractors should formulate their pricing based on the 35 (C-5) and 90 (C-17) occurrences outlined above.
40.	Component / Equipment Washes	PWS page 36 lists annual Component/Equipment Wash estimates of 230 for C-5 and 230 for C-17 under PWS 1.2.22 and 1.3.15. Because actual Component/Equipment Wash requirements may vary based on aircraft maintenance activity, inspection requirements, NDI support, panel/component cleaning, AGE/support equipment cleaning, and mission needs, please clarify whether the listed quantities are based on historical actuals, projected future workload, or non-binding estimates for pricing purposes.		Data is based on historical numbers.
41.		If actual requirements exceed the listed annual estimates, will the contractor be expected to perform the additional Component/Equipment Washes within the fixed monthly CLIN pricing, or will quantities above the estimates be separately ordered, tracked, and compensated?		The contractor will be expected to perform any additional Component/Equipment Washes within the fixed monthly CLIN pricing. According to Attachment 2 – Quote Schedule, the primary services for C-17s (CLIN 0001) and C-5s (CLIN 0002) are structured as a Firm-Fixed-Price (FFP) with a quantity of "12" and a unit of measure of "Months." There is no separate or distinct CLIN provided for Component/Equipment Washes. Under this FFP monthly structure, the overall monthly price must be inclusive of all required services defined in the PWS, and the contractor assumes the risk for fluctuations in the actual quantity of Component/Equipment washes ordered by the Government.
42.		What is the definition of a component and equipment wash? What does that entail?		A Component wash will include the washing of individual aircraft parts. An equipment wash is the cleaning of ground equipment used to service the aircraft.
43.		Will the government provide the projected workload quantity for the complete aircraft wash 1.2.2 and 1.3.2?		The projected workload quantity is the same as the number of projected complete aircraft washes
44.		Will the government provide the projected workload quantity for the complete exterior wash 1.2.5 and 1.3.5?		The projected workload quantity is the same as the number of projected complete aircraft washes.

45.		For sections 1.2.6 and 1.3.6, can the government provide an estimate of the vacuum truck size required to perform the work?		The contractor is responsible for determining and providing a vacuum truck (or trucks) of sufficient capacity to accomplish the task efficiently and within the maximum allowable time for the service
46.		Will the government provide the projected workload quantity for the Engine and cowling door internal wash 1.2.20?		The projected workload quantity is the same as the number of projected complete aircraft washes.
47.		In reference to 1.2.23 and 1.3.16 other than stowing hoses what other equipment would be required to be moved that would have a Maximum allowable time of 8 hours?		The contractor will also tear down and reinstall all contractor equipment to include hi-lift vehicles, power washers, water trailers, scaffolding or maintenance stands and any other tooling used for the wash operation.
48.		Page 35 lists the estimated soap quantities for the C-5. Will the government also provide estimated soap quantities for the C-17?		The contractor would need to develop their own estimates for C-17 soap usage based on the scope of work described for each C-17 service and the projected workload quantities.
49.		Are all complete exterior washes required to be performed on the outdoor or hangar wash racks? If so, would that generate additional tows, or are those tows already included in the projected workloads of 35 and 90?		All washes are to be performed at the outdoor wash rack or hangar 706. The tows should be included and shouldn't generate any additional tows.
50.		PWS 4.4 requires the contractor to apply for Secret security clearances within 5 days of employment. Please confirm: (a) whether a Secret clearance is required for all employees or only those requiring access to specific systems or restricted areas; (b) whether a favorable NAC/ASCAS verification is sufficient for employees who do not require a Secret clearance; and (c) the typical processing timeline for both NAC/ASCAS and Secret clearance adjudication at Dover AFB.		(a) A Secret clearance is required for employees without an authorized escort to access restricted areas. It is not required to access G081, only a NAC/ASCAS clearance. (b) NAC/ASCAS will be the minimum requirement for those who do not require a secret clearance. (c) The process can take up to 60 days for NAC/ASCAS and up 90 days for secret clearance adjudication.
51.		PWS 1.1.8 identifies hi-lift vehicles as contractor-furnished but does not specify type, minimum platform height, or quantity. Please confirm: (a) the minimum platform height required for C-5M and C-17A upper fuselage and T-tail wash services; (b) the minimum quantity required to support operations under this contract; and (c) whether		(a) Minimum lift hight for upper fuselage for C-5 and C-17 is 30 and 25 feet respectively. The minimum height for T-tail was operations for the C-5 and C-17 is 65 and 55 feet respectively. (b) The contractor is responsible for ensuring the availability of all vehicles and equipment needed to accomplish the requirements of this PWS.

		any operator certifications beyond the standard AF Form 483 are required to operate hi-lift vehicles.		(c) For vehicles above 1 ½ ton gross weight, and special purpose vehicles, employees shall obtain AF Form 2293, USAF Motor Vehicle Operators Identification Card