Technical Requirement Document (TRD)

KC-46 Landing Gear Performance Based Logistics (KC- 46 LG PBL)

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Air Force Material Command (AFMC)
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Document Change Record

Ref #	Business Requirement	Source	Reason
[Sort by phase]			

Contents

Document Change Record ..... **i**
1.0 Introduction **3**
2.0 Purpose **3**
3.0 Summary of Need **4**
3.1. Overall Mission Area 4
3.2. General Work Requirements 4
3.3. Integrated Master Plan 5
3.4. Safety and Health 5
3.5. Supply Chain Risk Management (SCRM) Plan 6
3.6. Security and Foreign Disclosure 7
3.6.1 Per Export Control Limitations 7
3.7. Performance Metrics – Exchange Lead Time (ELT) for Shipsets and Remanufacture Turn Around Time (RTAT) for Sub-component support 7
3.7.1. Shipsets (ELT): 7
3.7.2. Sub-component (RTAT): 7
3.8. O&A and FFP Definitions 8
3.8.1. Price Per Remanufacture (PPR) - Landing Gear Shipsets - 8
3.8.2. Price Per Eaches (PPE) - Field Level Sub-Component DLRs - 9
3.9. Contractor Tracking and Reporting 10
3.10. Program Management 10
3.11. Point of Contact (POC) 11
3.12. Government Furnished Property (GFP) 11
3.13. KC-46 LG Use and Non-Disclosure Agreement (NDA) 11
3.14. Configuration Management 11
3.15. Government Furnished Data 11
3.15.1. Quarterly Data (Sub-Component Forecast) 12
3.15.2. Annual Data (TCI Schedule) 12
3.15.3. Delivery Order and Remanufacture Exchange Data (Life Limited Parts) 12
3.16. Government-Caused Delays and Performance Adjustments 13
4.0 ORDERING **13**
Attachments: **14**

1.0 Introduction

This Technical Requirements Document (TRD) establishes requirements for a Remanufacture Exchange, Performance Based Logistics (PBL) Long Term Contract (LTC) in support of the Air Force Sustainment Center (AFSC) Tinker Air Force Base (TAFB), Oklahoma and Air Force Material Command (AFMC) 417th Supply Chain Management Squadron (SCMS), Hill AFB KC-46 LG requirements. This effort will provide remanufacture and subcomponent support for Depot Level Reparables (DLRs) required for programmed 10yr Time Change Intervals (TCI) at Tinker Air Logistic Complex (ALC) and field level demands. TCIs are defined as the remove and replace cycle of the KC-46 landing gear (1x Nose Landing Gear (NLG) and 2x Main Landing Gear (MLG) left/right) without tire/wheel assemblies and MLG brakes. This LTC effort integrates maintenance, supply management & material support, engineering & technical functions necessary to provide serviceable assets assembled to the maximum extent possible supporting AMM installation procedures at a level of availability determined by the Air Force.

This LTC will be a requirements type contract with a 5-year basic ordering period and one 5-year option period, for a total contract length of 10 years. The contract will be awarded as a Fixed Price (FP) with EPA. Payment for the TCI and sub-component support of this contract will be made through an exchange arrangement related to a FFP rate per remanufacture and price per each (PPR, PPE) and invoiced at regular intervals for each issued delivery order. Any future configurations of these National Item Identification Numbers (NIIN)s fielded during the contract performance period shall also be supported by this contract. Placement of orders is subject to the availability of funds and the ordering provisions of the contract.

The objectives of this contract are to: (1) Support 100% remanufacture support for MLG and NLG 10yr TCI, under a Long Term Contract (LTC); (2) 100% Sub-Component/Field level support; (3) Implementation of industry/commercial variant best practices, including landing gear engineering expertise and support; (4) Management of cycle-times to maximize landing gear component life and minimize remanufacture costs.

All work must be accomplished in accordance with (IAW) the requirements specified herein. Upon contract award, this TRD and its Appendices shall become contractually binding.

2.0 Purpose

This TRD establishes the minimum technical requirements for all work to be performed under this Long-Term Contract (LTC) contract. Appendices A through C provide specific requirements for all functional work areas.

3.0 Summary of Need

As previously stated in the contract objectives above, material availability provided in a closed loop approach for the remanufacture of the 10yr TCI requirements and field level demands are necessary to support the KC-46 LG program. Due to the long-term nature of the KC-46 LG Time Change Interval (TCI) cycle and the fact that this program is in a transitory infancy, it is critical that this LTC strategy be implemented with industry to assist the United States Air Force (USAF) in meeting weapon system needs.

3.1. Overall Mission Area

Under the LTC approach, weapon system sustainment as an integrated package based upon output measures, specifically turn time and reliability, rather than input measures, such as parts and technical services will be purchased under the control of a single product support integrator for accountability. Flexible sustainment, incorporating direct vendor delivery, technology insertion, reliability-centered maintenance, process improvement engineering, and public/private partnering and teaming are needed to achieve mission support objectives outlined above. Compliance with current international Traffic in Arms Regulations (ITAR), FAA regulations, and all other applicable import / export / customs laws and regulations is mandatory.

3.2. General Work Requirements

This landing gear remanufacture effort requires the contractor to have a minimum capacity/capability to remanufacture landing gear assemblies and field level sub-components at the quantities identified by the defined performance metrics (See Appendix B). The metrics identified in Appendix B will be applied to these remanufacture requirements.

All landing gear remanufacture (NSNs & P/Ns found in Attachment 1, KC-46 LG PBL NSN List) shall be performed in accordance with FAA regulations and per specifications contained in FAA Instructions for Continued Airworthiness (ICA) data (including Component Maintenance Manuals [CMMs] provided by the Design Approval Holder [DAH], Boeing). A complete list of CMMs can be found in Appendix C.

The contractor shall include airworthiness documentation ensuring product traceability to the part manufacturer and repair source (as applicable) for FAA- certified parts, FAA Standard Parts, and non-certified parts/military-certified parts. For FAA-certified parts, FAA Form 8130-3 is required. This form shall be completed in accordance with FAA Order 8130-21. Reference Appendix C for complete breakdown of remanufacture requirements.

It is the contractor’s responsibility to identify the affected process and comply with all applicable regulations. Many of these processes are regulated in the United States under Occupational Safety and Health Administration (OSHA) and Environmental Protection Agency (EPA) regulations. Reference to a regulated process under either OSHA or EPA is not intended to be the only regulated processes.

3.3. Integrated Master Plan

The contractor shall utilize the Integrated Master Plan (IMP) provided in proposal and provide updates as necessary (CDRL A018). The contractor shall also utilize the Integrated Master Schedule (IMS) provided in proposal and provide updates as necessary (CDRL A019). In the event there are necessary changes to these documents, the contractor shall be responsible for coordinating with the Government Program Manager and making the changes during program execution. The IMP shall be a narrative explaining the overall management of the program. The IMS (CDRL A019) shall contain an integrated, networked schedule showing all the detailed discrete work packages and planning packages (or lower-level tasks or activities) necessary to support the events, accomplishments, and criteria of the IMP. The IMP shall specify in clear, understandable terms the work to be performed in order to meet or exceed the requirements outlined in this TRD. The IMP shall include an event-based plan consisting of a hierarchy of program events with each event being supported by specific accomplishments and each accomplishment associated with specific criteria to be satisfied for its completion. The IMS will incorporate all of the IMP events along with a calendar-based schedule for completion. Both documents will become the baseline execution plan for the program, and will be updated by the contractor, as needed, during program execution. Specifically, the IMP/IMS shall include the plan and schedule for meeting the objectives set forth in paragraph 1.0, above.

3.4. Safety and Health

While performing work under this contract the contractor shall comply with all applicable federal, state and local regulations regarding occupational safety and health. The contractor shall notify the Government Representative (GR), within eight (8) hours of any damage to government property where the dollar value exceeds $500,000.00 and within two (2) workdays, for any damage to Government Property less than $500,000.00 during the execution of the contract. Mishap notifications shall contain, as a minimum, the following information:

- Contract, Contract Number, Name and Title of Person(s) reporting
- Date, Time, and exact location of accident/incident
- Brief Narrative of accident/incident (Events leading to accident/incident)
- Cause of accident/incident, if known
- Estimated cost of accident/incident (material and labor to remanufacture/replace)
- Nomenclature of equipment and personnel involved in accident/incident
- Corrective actions (taken or proposed)
- Other pertinent information

If requested by the designated CO, the contractor shall immediately secure the mishap scene/damaged property and impound pertinent maintenance and training records, until released by the Procuring Safety Office.

3.5. Supply Chain Risk Management (SCRM) Plan

Contractor must provide a comprehensive Supply Chain Risk Management (SCRM) Plan in accordance with the instructions to offeror prior to award. This plan must be maintained during performance of this contract, will be incorporated into the contract at award, and must illustrate executable processes for identifying supply chain risks as early as possible. The SCRM plan will address the broad spectrum of supply chain risks that have the potential to jeopardize the integrity of products, services, people, and technologies; compromise intellectual property; disrupt the flow of product, materiel, information, and finances needed for continued Air Force operations; and/or drive materiel cost increases to the program. The plan and processes apply to the contractor and their suppliers, subcontractors, associated integrators, and vendors, spanning the entirety of the supply chain from raw material stage to delivery of a finished product.

The SCRM plan must clearly address the following:

a) Continuity of Operations (COOP) – contractor will develop and/or update a Continuity of Operations Procedure/Plan (COOP), which outlines the processes and actions to prepare for, and respond to, planned/unplanned supply chain challenges.

b) Foreign Influence – The contractor will disclose any Foreign Ownership, Control, or Influence (FOCI) for the purpose of initial or continued facility clearance eligibility. A Standard Form 328 Certificate Pertaining to Foreign Interest must be submitted to the Government cognizant security office.

c) Cybersecurity -The contractor will implement a cybersecurity protection of supply chain information plan and provide a copy to the U. S. Government. As part of this process, the contractor will conduct early and continuous monitoring throughout the life of the agreement to prevent or reduce impacts of cyber vulnerabilities where adversaries are able to exploit, steal, alter, manipulate, interrupt, or destroy system functionality, information, or technology. The plan must:

d) Include a description of how the contractor and any of the contractor's subcontractors will provide to the Government a system security plan (or extract thereof) in accordance with the NIST Special Publication (SP) 800-171, "Protecting Controlled Unclassified Information in Nonfederal Systems and Organizations" in effect at the time the solicitation is issued or as authorized by the contracting officer, to describe the Contractor's unclassified information system(s)/network(s) where covered defense information associated with the execution and performance of this contract is processed, is stored, or transmits.

e) Include a description of how contractor will protect the supply chain from exploitation due to the insertion of counterfeits/malware, unauthorized production, tampering, theft, insertion of malicious software and hardware, functionality alteration, and any other elements that would allow adversaries to gain

unauthorized access to data, alter data, interrupt communications, or otherwise disrupt operations.

f) Inform the U. S. Government of any instances of unauthorized access and/or compromise, such as those listed in item "b" to the Contractor's digital information and parts and components.

3.6. Security and Foreign Disclosure

The contractor shall ensure requirements for safeguarding classified information, materials, for obtaining and verifying personnel security clearances, for protecting Government Property and data are fulfilled.

3.6.1 Per Export Control Limitations

Foreign Disclosure Restrictions IAW AFMCI 21-113, 21- 149 and 23-102 do not apply.

3.7. Performance Metrics – Exchange Lead Time (ELT) for Shipsets and Remanufacture Turn Around Time (RTAT) for Sub-component support

3.7.1. Shipsets (ELT):

The contractor's performance will be measured and tracked for each LG shipset exchange in support of the TCI scheduled requirements. Primary performance requirements are to maintain an Exchange Lead Time (ELT) at 75-days (remanufacture time) plus 7 days for contractor transportation/shipment back to the Government for LG shipsets. A yearly TCI schedule developed from the aircraft date of install (DOI) will be provided by the Government to the contractor for forecasting and planning purposes. At the completion of each year the Government and contractor will reconcile to the actual number of shipsets sent in for remanufacture. In order to meet the required 10yr TCI schedule, the ELT TCI metric will be effective 82-days after the contractor receives the 'F' condition asset for KC-46 LG shipsets.

3.7.2. Sub-component (RTAT):

In addition to the ELT TCI performance metric the contractor will be required to provide 100% sub-component field-level support for USAF material (See Attachment 1, KC-46 LG PBL NSN List). This will be accomplished under an RTAT Sub-component metric. Upon failure, F' condition field level replaceable assets will be turned in through the USAF supply process. Delivery orders for remanufacture will be placed subject to the availability of funds and USAF requirements.

The performance metrics, reconciliation, and objectives are further outlined in Appendix B of this TRD.

3.8. O&A and FFP Definitions

"O&A Replacement Parts" refers to the six (6) KC-46 landing gear overhaul parts listed in Section J Attachment 1 (KC-46 LG PBL NSN List, Tab 3). Due to the low failure and high replacement cost of these parts, their replacement is managed separately from the Firm Fixed Price (FFP) of this contract. Repair of O&A Parts shall be performed in accordance with the applicable Component Maintenance Manual (CMM) and accounted for in the FFP PPR/PPE cost of overhaul. Any repair requirements beyond CMM limits, or the determination to replace a O&A Part, requires prior written authorization from the Government Contracting Officer. Replacement costs for O&A Parts are not included in the FFP and will be handled separately utilizing an O&A CLIN and process outlined in Appendix A, Section 8.

"Firm Fixed Price (FFP) Parts" refers to all parts outside of the six (6) "O&A Replacement Parts". The cost of repairing or replacing these parts is included in the Firm Fixed Price (FFP) of this contract. The Contractor is authorized to perform all necessary repairs on FFP Parts, up to and including complete replacement, without requiring separate Government authorization. All repairs shall be accomplished in accordance with the applicable Component Maintenance Manual (CMM), OEM directed repair as a result of a technical inquiry, or other acceptable industry standard repair procedures.

"Incident Related Work" refers to parts that require repair or replacement due to damage sustained or identified by documented mishaps or hard landings. All other situations should be covered and factored into the FFP cost defined above. The incident-related work will be covered under the O&A CLIN and shall be submitted utilizing the process outlined in Appendix A, Section 8.

3.8.1. Price Per Remanufacture (PPR) - Landing Gear Shipsets -

For landing gear shipsets, the contractor will be required to provide a single FFP to complete the remanufacture of each shipset in support of scheduled TCIs. The FFP PPR will not include the O&A replacement or O&A repair costs beyond CMM requirements as defined in Section 3.8 above. A complete shipset will consist of 1x Nose Landing Gear (NLG, NSN: 1620-01-733-1627, P/N: 202513111-300) and 2x Main Landing Gears (MLG left/right) (Left MLG, NSN: 1620-01-733-1630 P/N: 202513111-100 and Right MLG, NSN: 1620-01-733-1643, P/N: 202513111-200).

The Government will provide a complete unserviceable 'F' condition shipset to the contractor for remanufacture. The number of TCI demands scheduled for the year will be multiplied by the contractors FFP PPR, in the applicable contract year to determine the total amount paid to the contractor for shipset remanufacture. This amount will be referred to as the "Annual Shipset Remanufacture Demand Price". The Annual Shipset Remanufacture Demand Price will be invoiced monthly and divided into 12 monthly payments and paid to the contractor throughout the contract year.

At the completion of each contract year, the Government and contractor will verify performance on each exchanged shipsets and determine if it was in accordance with the defined ELT metric and apply any incentives/disincentives as applicable. An annual reconciliation will be completed in accordance with Appendix B, section 5.10.

An Economic Price Adjustment (EPA) clause will be used to provide a mechanism for adjusting the Shipset Unit Prices set forth in this contract to reflect changes in economic conditions, specifically fluctuations in labor and material costs related to the remanufacture and overhaul of KC-46 Landing Gear. Unit prices will be adjusted annually in accordance with the index(-ices) and formulas outlined in H Clause H0001. H Clause H0001 can be found in the basic contract document, Section H (Contract Requirements).

For more information regarding the PPR and delivery performance metrics, reference Appendix B (Performance Metrics & Reconciliation) of this TRD.

3.8.2. Price Per Eaches (PPE) - Field Level Sub-Component DLRs -

For the sub-component DLRs the contractor will be required to provide a single FFP for remanufacture of each sub-component DLR NIIN. The FFP PPE will not include the O&A replacement or O&A repair costs beyond CMM requirements as defined in Section 3.8 above. The Government will provide an unserviceable asset, and the contractor will be required to deliver a remanufactured, serviceable asset within the negotiated RTAT. The contractor shall deliver at least 25% of the total quantity on order, within the RTAT as specified in Schedule B of this contract. Thereafter, the contractor shall deliver at least an additional 25% of the total quantity ordered every thirty (30) days until the total quantity is delivered.

Example: An order is placed for 12 assets of NIIN ABC-1234.

- The RTAT is agreed upon as 90 days.
- Within 90 days (RTAT), the contractor must deliver 3 units (25% of 12).
- 30 days after the initial 90-day delivery date, the contractor must deliver an additional 3 assets (25%).
- 60 days after the initial 90-day delivery date, the contractor must deliver an additional 3 assets (25%).
- 90 days after the initial 90-day delivery date, the contractor must deliver the final 3 (25%).
- The DL (Days Late) disincentive will be calculated and applied to each applicable CLIN and quantity delivered late.

Field level sub-components will be issued on a standalone delivery order as demands arise. At the completion of each individual delivery order the Government and contractor will verify

performance is in accordance with the defined RTAT metric and apply any disincentives as applicable.

An Economic Price Adjustment (EPA) clause will be used to provide a mechanism for adjusting the Sub-component Unit Prices set forth in this contract to reflect changes in economic conditions, specifically fluctuations in labor and material costs related to the remanufacture and overhaul of KC-46 Landing Gear. Unit prices will be adjusted annually in accordance with the index(-ices) and formulas outlined in H Clause H0001. H Clause H0001 can be found in the basic contract document, Section H (Contract Requirements).

For more information regarding the PPE and delivery performance metrics, reference Appendix B (Performance Metrics & Reconciliation) of this TRD.

3.9. Contractor Tracking and Reporting

Reporting and data requirements shall be provided using a Contract Data Requirements List (CDRL), DD Form 1423-1. The contractor shall prepare and submit the required reporting, records, forms, or reports outlined in Appendix A, section 6 of this TRD to support all work for this effort.

3.10. Program Management

Program Management Reviews (PMRs) will be held at a minimum semi-annually. PMRs may be held alternately at the contractor or USAF facilities. The PMRs will provide a forum to review cost/schedule/performance, action items from previous PMRs, and any other program issues raised by the contractor or the Government. The contractor shall address program issues and formulate action plans to resolve issues/areas where contractor is not meeting contractual requirements in a timely manner. At a minimum, the following agenda topics shall be discussed at all PMRs:

- ELT/RTAT Performance Metrics
- Schedule/Capacity
- Reliability Performance
- Constraints
- Open Action Items
- Data and Reporting
- Quality Control
- Inventory Management
- Other topics of interest or concern

PMR invitees shall include the following:

- Contractor PM
- Contractor Contract Manager

- DLA CO
- Defense Contract Management Agency (DCMA)
- EHCC PM
- 417th Supply Chain Management Group Representatives

3.11. Point of Contact (POC)

The contractor shall provide a POC who can be reached Monday through Friday during core business hours to facilitate in the execution of contract requirements and problem resolution. The POC will represent the prime in all matters including negotiation, execution of contract changes and agreements, and program reviews.

3.12. Government Furnished Property (GFP)

All items necessary for the performance of this contract not listed in Section J Attachment 1 (KC-46 LG PBL NSN List) will be the responsibility of the contractor. See Appendix A, section 3.0 for further GFP/GFM requirements.

3.13. KC-46 LG Use and Non-Disclosure Agreement (NDA)

On behalf of the USAF, the contractor is required to comply with the provisions of the KC-46 LG Use and Non-Disclosure Agreement (NDA). This strategy will meet the needs of the 10yr time change interval (TCI) and field-level sub-component requirements. This program is strictly in support of Depot Level Maintenance activities and does not include the manufacture of new items. As part of the acquisition strategy, the Government intends to release the required CMMs outside of the Government to authorized Department of Defense and U.S. DoD contractors. The requirements set forth in the NDA signed by the contractor during the acquisition process remains in effect throughout the performance of this contract.

3.14. Configuration Management

The USAF will coordinate with the OEM to maintain configuration control and change authority for all modifications or changes. The contractor is required to comply with the latest version of MIL-HDBK-61A, Configuration Management Guidance, ANSI/EIA-649, National Consensus Standard for Configuration Management, and all other applicable configuration management requirements including FAA standards.

3.15. Government Furnished Data

The Government will be responsible for providing the following reports to the contractor for tracking, forecasting, and planning purposes:

3.15.1. Quarterly Data (Sub-Component Forecast)

At the completion of each June and December Service Parts Management (SPM) summary cycle, the Government will send the contractor a 3-year forecast, Best Estimated Quantity (BEQ) of expected assets to be remanufactured at the contractor's facility for field level requirements. The BEQ provided to the contractor will be calculated within USAF forecasting system: Service Parts Management (SPM), using the latest demands/usage rates, program, levels, lead times, etc. This report will also include past quarterly USAF demands and failure rates. The report will be provided in Excel format.

The BEQ will only represent the anticipated forecast of what may be placed on a Delivery Order (DO) within the 3-year timeframe and will not represent an actual or formal DO request to the contractor. The data provided shall only be used as an estimate to assist the contractor in forecasting purposes and will not be considered an official order placed by the government. The formal DO process is provided in section 4 (Ordering).

3.15.2. Annual Data (TCI Schedule)

At the beginning of each contract year, the USAF will be responsible for generating a report showing the forecasted/scheduled 10yr LG Time Change Interval (TCI) schedule. The report will be provided in Excel format with data provided from the AFLCMC KC-46 LG System Program Office (SPO).

3.15.3. Delivery Order and Remanufacture Exchange Data (Life Limited Parts)

For each remanufacture requirement (shipset or sub-component), the Air Force engineer/PM will provide the contractor with a list of associated Life Limited Parts (LLPs) specific to the shipset or sub-component requiring remanufacture. This list, including serial numbers (S/Ns) and landing cycles from the Airworthiness Limitation ICA, will be delivered via Attachment 3 (LLP Disassembly Tracking) and Attachment 4 (LLP Assembly Tracking).

The contractor will validate LLPs listed in Attachment 3 during disassembly and document any LLP removals or replacements during assembly using Attachment 4. Completed Attachments 3 and 4 will be returned to the Air Force per CDRL A002 and CDRL A004. The Air Force will then use this information to update the LLP tracking database: KC-46 Pegasus Functional Management Tool (PFMT)/Life Cycle Management Program (LCMP).

If the Government fails to provide Attachment 3 (LLP Disassembly Tracking) upon shipset receipt, or if the data in Attachment 3 does not correspond to the actual LLPs received, the contractor must notify the Government before starting any remanufacturing work on any LLPs in the assembly. Disassembly may continue, but remanufacturing of any LLPs in the assembly must halt pending Government direction. Once the contractor receives Attachment 3 and/or instructions from the Government on the LLP discrepancy the remanufacture

process may continue, and the contractor must complete the required data in Attachment 3 IAW Appendix A, Section 6.2.1.

Additional contractor LLP reporting requirements are detailed in Appendix A, Section 6, paragraph 6.2.

3.16. Government-Caused Delays and Performance Adjustments

When delays in contract performance are directly caused by the Government (e.g., shipment issues, DCMA inspections, or missing Government-Furnished Property/Material), the Government will consider a performance adjustment to the Exchange Lead Time/Remanufacture Turn Around Time (ELT/RTAT) metric and/or Days Late (DL) penalty during the final reconciliation process.

Contractor Responsibilities:

To be eligible for a performance adjustment, the contractor must:

1. **Document the Delay:** Thoroughly document the Government-caused delay, including the specific issue, its impact on the schedule, and any mitigation efforts taken.
2. **Provide Justification:** Provide a detailed justification explaining how the Government action directly caused the delay in meeting the ELT/RTAT metric and/or contributed to the number of Days Late. Secondly, explain why the schedule could not be maintained by continuing to work parallel tasks while awaiting the Government response.
3. **Coordinate with the Contracting Officer (CO):** Proactively coordinate with the CO regarding the delay and its potential impact. This includes providing the documentation and justification in a timely manner.

Government Evaluation and Determination:

The CO will evaluate the contractor's documentation and justification to determine if the delay was, in fact, caused by the Government and the extent to which it impacted performance. The CO will assess the reasonableness of the contractor's request for a performance adjustment, considering the documented impact and any mitigating actions taken. Based on this evaluation, the CO will make a final determination regarding any adjustments needed during the reconciliation process to the ELT/RTAT metric and/or Days Late (DL) penalty.

4.0 ORDERING

The Government may order, in the manner provided elsewhere herein, the performance listed within the corresponding sections of this TRD. Such orders may be issued from date of contract

award through contract termination or end of the ordering period. Orders will be issued by Defense Logistics Agency (DLA) PCOs.

ORDERING OFFICES UNDER THE CONTRACT

The Contracting Officer designated for this contract is authorized to place delivery orders that are expressly within the terms and conditions of this contract. The following office is appointed as an Ordering Officer (Representatives) under this contract:

DLA Aviation – AUC

PLACING AND PROCESSING ORDERS

It is anticipated the Government will place an annual order in support of the scheduled KC-46 LG shipsets remanufacture requirements. Field level sub-components will be issued on a standalone delivery order, as demands arise throughout the contract year. DLA will place order(s) for supply support, IAW the Basic Contract and this TRD. The prices for such orders will be IAW the pricing outlined under each Contract Line Item Number (CLIN) within the schedule and attachments. Order issuance will be subject to the availability of funds and continuing requirements.

FORM AND CONTENT OF ORDERS

Orders issued under this contract shall be prepared using DD form 1155; however, if exigency so demands, orders may be issued via email and will be confirmed by hard copy as soon as practicable thereafter and will bear the notation “CONFIRMING ORDER”. In addition, each order shall include the following:

The order number, date, and appropriate reference to this contract,

Where appropriate, special instructions regarding shipping and delivery, and any other specific requirements,

Applicable appropriation and accounting data and special invoicing instruction, if applicable.

Attachments:

APPENDIX A – SUPPLY CHAIN AND PROGRAM MANAGEMENT
APPENDIX B – PERFORMANCE METRICS & RECONCILIATION
APPENDIX C – REMANUFACTURING REQUIREMENTS
APPENDIX D – ACRONYMS, FORMS, AND DEFINITIONS