KC-46 Landing Gear PBL: RFP Q&A

2/9/2026

Q1: When you request our past performance information from our customer base, in addition to the B767 can we use our other customers using similar landing gear (i.e. B737)?

A1: *As stated in Section L, paragraph 5.4, it is the offeror's responsibility to submit contracts that their team deems relevant. The solicitation grants offerors the flexibility to select examples they feel best demonstrate their ability to meet the requirements.*

Per the instructions, your proposal must include a narrative for each submitted contract that explains what aspects of the contracts are deemed relevant to the proposed effort and to what Technical subfactors they relate.

The Government will use this narrative, along with other information, to evaluate the relevance of the past performance in accordance with Section M. Therefore, when you choose to submit a contract, you must use the narrative to clearly justify its relevance to this acquisition.

Q2: Confirmation of whether 202513111-100, 202513111-200, and 202513111-300 are USAF top-level assembly numbers.

A2: *202513111 (-100, -200, and -300) are USAF top level assembly part numbers grouping all OEM part numbers that the USAF would like included in a full shipset, as identified in TRD Main, section 3.8.*

Q3: The corresponding OEM/manufacturer part numbers (if different) for these full assemblies.

A3: *There is not a singular OEM part number defining what the USAF considers a shipset. USAF drawing 202513111 groups various system specific assembly part numbers into a single definition for a shipset.*

Q4: Any available cross-reference, bill of materials, or breakdown that identifies the component-level part numbers comprising these assemblies.

A4: *Per section L, paragraph 2.3 and 2.4, USAF is requesting that proposals be based on a -300F series landing gear to demonstrate technical proficiency. Final USAF shipset*

configuration management will be agreed upon post-award, and any necessary cross-references will be provided at that time.

2/25/2026

Q5: Would it be acceptable to include a compliance matrix for the FAR/DFAR requirements and note which ones the offeror complies with and which ones are not applicable or self-deleting?

A5: *Please see Section L 6.7 which addresses "Exceptions to Solicitation Requirements" including the format for how this information should be provided.*

Q6: On page 23 of the solicitation SPRHA1-26-R-4646, are the FAR/DFARS reference missing from "Inspection and Acceptance" and from "F.O.B. Origin"?

A6: These are not FAR/DFARS clauses. These sections are fill-ins for the contractor to indicate the facility code and address where inspection, acceptance, and transportation actions will occur for the requirements which specify these activities occur at Origin.

3/4/2026

Q7: Could you please advise how offerors can obtain the applicable drawings and technical specifications for the KC-46 landing gear DLRs, shipsets, and subcomponents covered under this PBL? Do you have a copy of the DMWR or the TDP?

A7: Due to data release restrictions, the government is unable to provide the KC-46 CMMs prior to award. Please see section L for proposal submission requirements, specifically:

> 2.3 Technical Data For Purposes of Proposing – Due to data release restrictions, the required overhaul/remanufacture Component Maintenance Manuals (CMMs) for the KC-46/2C landing gear will not be provided prior to contract award. The successful offeror will receive access to these CMMs upon contract award. For proposal purposes, offerors are required to leverage their understanding of the 767-300F series landing gear and demonstrate their experience and capability to remanufacture that version of landing gear. However, offerors are encouraged to identify and discuss any remanufacture gaps between the 767-300F and the 2C gear.

3.5.1 The offeror shall submit a detailed remanufacture plan that thoroughly demonstrates experience and capability to remanufacture the entire 767-300F shipset, covering all processes from start to finish IAW TRD Appendix C paragraph 2.0 Remanufacturing Process through 2.18 Rob-Back/Cannibalization. The plan must also provide evidence that the offeror possesses facilities and equipment with the capacity to remanufacture Landing Gear shipsets IAW the Time Change Interval (TCI) schedule (section J attachment 5).