

RFI QUESTIONS ANSWERED AT INDUSTRY DAY

Automated Bins –

What brand manufacturer, how many, and where?

AutoCrib

**OO- Air Logistic Complex (ALC): 87 Locations (420 machines) across 23 buildings.
Approximately 31,500 bins**

WR-ALC: 56 Locations (270 machines) across 25 buildings. Approximately 46,000 bins

What is the current age and condition of these machines and what is their anticipated operational life?

3-7 years, will be supportable by Autocrib for 7 years past purchase date. Will last much longer but some parts may not be available.

What is the current annual maintenance budget?

Air Force will not cap this

When will the purchase of the existing machines be negotiated and completed with the awardee?

**Existing machines will be treated as Government Furnished Property (GFP).
Cataloging of each machine for record as attachment in award.**

Are there associated software licenses for these machines?

Only a software support contract at each ALC. There are 2 costs: software and tech support, and data storage.

Will the United States Air Force (USAF) or DLA participate in any replacement decisions for these machines?

Yes.

Will increased overheads and/or markups on materials be reflected in future fixed pricing?

Defense Logistics Agency (DLA) sourced items are passthrough. All overhead costs and other misc. markups should be included in management Contract Line Item Number (CLIN).

Referring to the vending bins: can DLA share how will these existing machines be owned and maintained?

Air Force owned and Contractor managed.

Kits –

Are kits unique to the respective ALCs?

Each ALC has their own kits.

How often does the kit content change?

There is a yearly Kit List Of Material (LOM) review. ALCs however do have changes monthly, for example in the last 30 days there has been 29 Item Change Request (ICR's) for kit content changes. On average this fluctuates between 30-60 plus monthly.

How are markings handled for each kit item?

Contractor is responsible for labels on kits.

Are partial kits ever issued?

Yes. Lines within kits should be billed at item (NSN) level.

How many line items are included in multiple kits?

Currently 1483 unique kits made up of 27,648 lines. This is an average of 18 lines/kit.

Performance –

DLA's intent to replace the First Pass Acceptance (FPA) rate with the empty bin rate?

No

Has a rate of 99.5% fill rate ever been achieved?

Yes

What has been the performance over the last seven FYs, or over the course of the IPV program?

Meeting or exceeding performance metrics.

Historical Data –

What is the detail level and what is the span of historical usage and procurement data that will be provided on the RFP?

Not yet decided on how many years back we will provide but will provide demand and current stock situation at a minimum.

Will it be by ALC?

Yes, but only when the Contractor utilizes bin attachment and stock files together to determine.

Will current stock positions be provided at time of RFP?

Yes.

Geographically Separated Units (GSUs)-

How many geographically separated units (GSU) are there worldwide and who will be responsible for the logistics in supporting them?

There are 7 currently and they would all be supported out of OO-ALC.

Could DLA share what GSUs the government anticipates the contractor supporting?

Currently 7 locations.

Will these GSUs operate on the same MRP system?

OO-ALC has 7 GSU's. Some that previously utilized IPV kits no longer do and the others do not utilize IPV.

Other Misc questions—

On Commercial (COMM) CLINs, will all drawing packages (TDP) be immediately available to the successful awardee?

Yes

Will complete technical orders and/or illustrated parts catalogs be provided to the successful vendor(s) covering all end items involved?

Purchase Order Text (POT) file will be given. Contractor should have “know with all” to be able to obtain TDPs if available.

Is it anticipated that items procured from DLA stores (depots) be handled and sold at DLA's cost with no processing or handling fees?

Yes. Any overhead costs should be included in the management fee.

Please further define the exact details behind the statement “the supplier will provide support to all DLA customers worldwide”.

If an item is commercial sourced and at least 51% of the demand for that item is that of the ALCs, then the item is eligible to be priced for World Wide Demand (WWD). The Contractor then would supply these items at lead time away to CONUS DLA depots.

How is it anticipated that SG&A and freight expenses will be billed? Monthly? By a markup by individual CLIN?

Within the Management Fee CLIN and paid monthly.

Is there a breakdown of items per ALC?

GEN III currently has 42K NIINs, but Gov't is estimating that reducing to 36K at time of GEN IV RFP. Current GEN III breakdown is: 42,981 bins and 742 kits at WR-ALC; 71,103 bins and 188 kits at OC-ALC; 38,470 bins and 553 kits at OO-ALC.

Is there a breakdown of line items held at multiple ALCs?

Yes.

If a high level of performance is achieved by the awardee, is it anticipated that line items currently procured and stocked by DLA will transition to the awardee over the course of this contract?

Yes, if the Contractor pricing shows a savings to the Gov't. Items currently on GEN III contract as contractor sourced, but not in the initial market basket population will be priority 1 for commercial pricing proposal request.

First Article Testing (FAT) is a constant bottleneck and deterrent to qualifying new vendors and products.

Comment not a question.

Approximately how many COMM line items will require First Article Testing for new vendors?

None. Items requiring FAT will fall into a category along with Critical Safety Items (CSI) and DNA Marking items called “DLA Mandatory” that are items in which must be purchased from DLA and can not be items supplied by the Contractor.

How do you propose to manage this obvious pain-point and still allow the vendor to achieve 99.5%?

We would grant a FPA waiver for all DLA Mandatory items.

FA Testing for CSI, DNA marked, PVT and PLT items will be required but the current system and facilities are inadequate to handle even the current volumes.

Comment not a question.

What is the USG’s plan to alleviate this bottleneck?

No plan at this time.

What are the current mechanisms regarding access to, and control of inventory removals from the manual bins?

Air Force Mechanics are told to only use bins located in their work station for their needs.

Could DLA share what award criteria they intend to use to select its IPV Gen IV Contractor?

Best Value Tradeoff and not Lowest Priced Technically Acceptable (LPTA).