

**Presidential Aircraft Recapitalization****Solicitation Number: FA8625-15-C-6599**

Agency: Department of the Air Force

Office: Air Force Materiel Command

Location: AFLCMC/PK - WPAFB (includes PZ, WL, WW, WI, WN, WK, LP, WF, WK)

Notice Type:

Award

Original Posted Date:

January 28, 2015

Posted Date:

September 29, 2016

Response Date:

- Eastern

Original Response Date:

Feb 12, 2015 5:00 pm Eastern

Archiving Policy:

Automatic, 15 days after award date

Original Archive Date:

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Original Set Aside:

N/A

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N/A

Classification Code:

15 -- Aircraft & airframe structural components

NAICS Code:

336 -- Transportation Equipment Manufacturing/336411 -- Aircraft Manufacturing

Contract Award Date:

September 29, 2016

Contract Award Number:

FA8625-16-C-6599-P00004

Contract Award Dollar Amount:

\$16,029,455.00

Contract Line Item Number:

0001

Contractor Awarded Name:

The Boeing Company

Contractor Awarded DUNS:

039267141

Contractor Awarded Address:

7755 E Marginal Way S

Seattle, Washington 98108-4002

United States

Synopsis:

Added: Jan 28, 2015 3:22 pm

The Air Force intends to issue a solicitation and award a sole source contract to The Boeing Company for the Presidential Aircraft Recapitalization (PAR) Program. The scope of the effort will include the management, design (to include any necessary studies or analyses), integration, modification (including but not limited to structural modifications), test/verification, certification, pre-operational support, and training to deliver up to three Boeing 747-8 aircraft to be Presidential ready. This effort entails a highly complex integration of extensive modifications and numerous subsystems which must seamlessly interface with each other and the 747-8 commercial aircraft systems in order to meet the Presidential "no fail" mission.

This solicitation will result in a contract award to reduce program schedule risk by conducting subsystem studies, performing requirements decomposition and analysis on the 747-8 aircraft subsystems and delivering an initial Layout of Passenger Accommodations (LOPA) for the PAR aircraft.

As the designer and manufacturer of the commercial 747-8 aircraft, The Boeing Company has the unique capability to perform necessary tasks to provide a Presidential aircraft. Boeing is also uniquely capable of satisfying all Federal Aviation Administration (FAA) certification requirements with the highest confidence to meet the established program operational need date. This unique capability is based on Boeing's exclusively private development of the aircraft and sole ownership of the 747-8 aircraft stress, loads, and aero design data. Boeing declined to sell or otherwise provide the United States Government or other contractors the license rights needed to conduct an adequate competition or to provide additional engineering services in lieu of data rights.

The nature of the effort needed to meet PAR Program requirements is such that a non-Original Equipment Manufacturer (OEM) attempting the extensive modifications required for a Boeing 747-8 aircraft to meet PAR Program requirements would face significant challenges in securing required FAA Supplemental Type Certificates (STC) without availability of OEM technical data and technical support. Without the OEM's technical data and technical support, a non-OEM would be responsible for generating and recreating basic aircraft technical design data. The FAA would require a significant amount of proof in terms of data development, compliance methodology, and reverse-engineering type design data needed to substantiate and certify the modifications required for the PAR Program. Non-OEM reverse engineering type design data introduces significant cost and schedule risk into this program, which would jeopardize having an initial operating capability by 2023.

For information on the PAR requirements, please refer to the Sources Sought Synopsis posted by this office to FedBizOpps on 9 Sep 2013, which can be accessed at: https://www.fbo.gov/index?s=opportunity&mode=form&id=904b9445a58553ade5cee5251cb9a41c&tab=core&_cview=1

All responses to the Sources Sought Synopsis were carefully considered and extensive market research was conducted.

This is a notice of intent, not a solicitation. The Air Force does not intend to provide any further information on this requirement. Responsible sources, however, may submit a capability statement, proposal, or quotation which shall be considered by the Air Force if received within 15 calendar days of the posting of this notice. Any respondent is to specify in its response whether it is a large business, small business, small disadvantaged business, 8(a) concern, women-owned small business, HUBZone small business, veteran-owned small business or service-disabled veteran-owned small business.

Respondents should also specify whether they are a U.S. or foreign-owned firm. Any responses will be fully evaluated by this office before a final decision is made to solicit and negotiate with only one source in accordance with FAR 6.302-1, "Only One Responsible Source and No Other Supplies or Services Will Satisfy Agency Requirements." The Government is not responsible for any costs incurred by responding to this notice.

Added: Jan 29, 2016 5:08 pm

This actual contract award number is FA8625-16-C-6599. An "A" was included in the contract number in this notice due to technical difficulties.

The Boeing Company has been awarded a cost plus fixed fee contract for Presidential Aircraft Recapitalization Program Phase 1 Pre-Milestone B Activities. Contractor will conduct activities aimed at improving affordability and reducing program execution risk. These activities will include the definition of detailed requirements and design trade-offs required to support informed decisions. These will lead to a lower-risk engineering and manufacturing development program and lower life cycle costs.

This contract is being awarded on a sole-source basis. As the designer and manufacturer of the commercial 747-8 aircraft, The Boeing Company has the unique capability to perform necessary tasks to provide a Presidential aircraft. Boeing is also uniquely capable of satisfying all Federal Aviation Administration (FAA) certification requirements with the highest confidence to meet the established program operational need date. This unique capability is based on Boeing's exclusively private development of the aircraft and sole ownership of the 747-8 aircraft stress, loads, and aero design data. Boeing declined to sell or otherwise provide the United States Government or other contractors the license rights needed to conduct an adequate competition or to provide additional engineering services in lieu of data rights.

The nature of the effort needed to meet PAR Program requirements is such that a non-Original Equipment Manufacturer (OEM) attempting the extensive modifications required for a Boeing 747-8 aircraft to meet PAR Program requirements would face significant challenges in securing required FAA Supplemental Type Certificates (STC) without availability of OEM technical data and technical support. Without the OEM's technical data and technical support, a non-OEM would be responsible for generating and recreating basic aircraft technical design data. The FAA would require a significant amount of proof in terms of data development, compliance methodology, and reverse-engineering type design data needed to substantiate and certify the modifications required for the PAR Program. Non-OEM reverse engineering type design data introduces significant cost and schedule risk into this program, which would jeopardize having an initial operating capability by 2024.

Added: Jan 29, 2016 5:10 pm

This Justification and Approval encompasses all activities required to field up to three Presidential mission ready aircraft, except for the procurement of the commercial 747-8 platform. This authority includes but is not limited to contracting for the management, design (to include any necessary studies or analyses), integration, modification (including but not limited to structural modifications), test/verification, certification and pre-operational support to deliver up to three Boeing 747-8 aircraft to be Presidential mission ready. The PAR Program aircraft modifications will include, but not be limited to, air stairs, electrical power generator upgrades, and dual Auxiliary Power Units (APUs), to meet the full range of PAR Program requirements.

Added: Jul 15, 2016 5:10 pm

The Boeing Co., Seattle, Washington, has been awarded a \$127,300,000 modification to previously awarded contract FA8625-16-C-6599 for Presidential Aircraft Recapitalization Program Pre-Milestone B Activities Phase 2. This modification is another step in a deliberate process to control program risk and life cycle costs. The contractor will conduct risk reduction activities needed to address PAR sustainment requirements and costs that are additional to those initially awarded on Jan. 29, 2016. These activities will most notably focus on the system specification, the environmental control system, the aircraft interior, the electrical and power system and sustainment and maintenance approaches. They will aid in further defining detailed requirements and design

trade-offs required to support informed decisions that will lead to a lower risk engineering and manufacturing development program and lower life cycle costs.

This contract is being awarded on a sole-source basis. As the designer and manufacturer of the commercial 747-8 aircraft, The Boeing Company has the unique capability to perform necessary tasks to provide a Presidential aircraft. Boeing is also uniquely capable of satisfying all Federal Aviation Administration (FAA) certification requirements with the highest confidence to meet the established program operational need date. This unique capability is based on Boeing's exclusively private development of the aircraft and sole ownership of the 747-8 aircraft stress, loads, and aero design data. Boeing declined to sell or otherwise provide the United States Government or other contractors the license rights needed to conduct an adequate competition or to provide additional engineering services in lieu of data rights.

The nature of the effort needed to meet PAR Program requirements is such that a non-Original Equipment Manufacturer (OEM) attempting the extensive modifications required for a Boeing 747-8 aircraft to meet PAR Program requirements would face significant challenges in securing required FAA Supplemental Type Certificates (STC) without availability of OEM technical data and technical support. Without the OEM's technical data and technical support, a non-OEM would be responsible for generating and recreating basic aircraft technical design data. The FAA would require a significant amount of proof in terms of data development, compliance methodology, and reverse engineering type design data needed to substantiate and certify the modifications required for the PAR Program. Non-OEM reverse engineering type design data introduces significant cost and schedule risk into this program, which would jeopardize having an initial operational capability by 2024.

Added: Sep 12, 2016 3:22 pm

The Government intends to solicit and award a sole source contract modification to The Boeing Company for Engineering and Manufacturing Development (EMD) activities for the Presidential Aircraft Recapitalization (PAR) Program. The purpose of EMD is to complete detailed design, modification, test and fielding of two aircraft which will provide Presidential worldwide airlift support starting in the 2024 timeframe. The Request for Proposal is attached to this announcement. The Justification and Approval in accordance with FAR 6.302-1 "Only one responsible source and no other supplies or services will satisfy agency requirements," dated 23 Feb 2015 can be accessed at: <https://www.fbo.gov/?s=opportunity&mode=form&id=cd8446bfe8695d18e65dc3b6ce5e003d&tab=core&cvview=1>

This notice was originally identified as FA8625-15-C-6599. The contract was awarded in Fiscal Year 2016, therefore the number was changed to FA8625-16-C-6599. This request for proposal is based upon authorization received from Mr. Frank Kendall, Under Secretary of Defense for Acquisition, Technology and Logistics, continuing a deliberate, step-by-step approach to reduce program and cost risk. Two previous contract actions were issued for engineering risk reduction studies concentrated in specific technical areas of future design and integration work. Most notably were studies on the layout of passenger accommodations, system specification, the environmental control system, the aircraft interior, and the electrical and power system, as well as other areas to ensure completion of presidential missions. This data will greatly influence the aircraft design and will lead to a lower risk Engineering and Manufacturing Development program.

The scope of this effort includes the modification by Boeing to the already-Federal Aviation Administration certified Boeing 747-8 aircraft to meet presidential operational requirements. The modifications to the 747-8 aircraft will include electrical power upgrades, a mission communication system, a medical facility, executive interior, a self-defense system, and autonomous ground operations capabilities.

Respondents to this solicitation are requested to submit a capability statement or proposal by the Response Date listed in this notice.

For more information on the PAR requirements, please refer to the attachments, the Presolicitation Notice posted on 28 Jan 2015 and the Sources Sought Synopsis posted on 9 Sep 2013, the latter of which can be accessed at: https://www.fbo.gov/index?s=opportunity&mode=form&id=904b9445a58553ade5cee5251cb9a41c&tab=core&_cvview=1

All responses to the Presolicitation Notice and the Sources Sought Synopsis were carefully considered and extensive market research was conducted.

Any proposals will be fully evaluated by this office before award of a sole source contract modification. The Government is not responsible for any costs incurred by responding to this notice. Please refer any questions to the points of contact listed below:

James B. Patterson, Jr., Procuring Contracting Officer, (937) 255-1578
Ashlee J. Green, Contract Negotiator, (937) 656-9539

Added: Sep 29, 2016 5:09 pm

The Boeing Co., Seattle, Washington, has been awarded a \$16,029,455 modification for classified requirements to previously awarded contract FA8625-16-C-6599 for the Presidential Aircraft Recapitalization Program Pre-Milestone B Phase 2 Activities. This modification is yet another step in a deliberate process to control program risk and life cycle costs. This modification supplements ongoing risk reduction activities needed to address PAR sustainment requirements and costs that are in addition to those unclassified Phase 2 Activities awarded on July 15, 2016. This modification will aid in further defining detailed requirements and design trade-offs required to support informed decisions that will lead to a lower risk engineering and manufacturing development program and lower life cycle costs.

This contract is being awarded on a sole-source basis. As the designer and manufacturer of the commercial 747-8 aircraft, The Boeing Company has the unique capability to perform necessary tasks to provide a Presidential aircraft. Boeing is also uniquely capable of satisfying all Federal Aviation Administration (FAA) certification requirements with the highest confidence to meet the established program operational need date. This unique capability is based on Boeing's exclusively private development of the aircraft and sole ownership of the 747-8 aircraft stress, loads, and aero design data. Boeing declined to sell or otherwise provide the United States Government or other contractors the license rights needed to conduct an adequate competition or to provide additional engineering services in lieu of data rights.

The nature of the effort needed to meet PAR Program requirements is such that a non-Original Equipment Manufacturer (OEM) attempting the extensive modifications required for a Boeing 747-8 aircraft to meet PAR Program requirements would face significant challenges in securing required FAA Supplemental Type Certificates (STC) without availability of OEM technical data and technical support. Without the OEM's technical data and technical support, a non-OEM would be responsible for generating and recreating basic aircraft technical design data. The FAA would require a significant amount of proof in terms of data development, compliance methodology, and reverse engineering type design data needed to substantiate and certify the modifications required for the

PAR Program. Non-OEM reverse engineering type design data introduces significant cost and schedule risk into this program, which would jeopardize having an initial operational capability by 2024.

Solicitation 1

Type: Solicitation

Posted Date: June 15, 2015

[FA8625-15-R-6599 for Synopsis.pdf](#) (14,152.60 Kb)

Description: A solicitation is now attached to the above notice. The Government anticipates the issuance of a sole source award to The Boeing Company for the Presidential Aircraft Recapitalization (PAR) Program. Also, please find the attached Justification and Approval in accordance with FAR 6.302-1 "Only one responsible source and no other supplies or services will satisfy agency requirements", dated 23 Feb 2015.

The scope of this effort includes Pre-Milestone B Studies and Analysis. Pre-Milestone B activities will be conducted to improve affordability and reduce program execution risk.

Respondents to this solicitation are requested to submit a phase I proposal, within 60 days of the posting of this notice. The phase I proposal shall include all requirements in PWS paragraphs 1.0 through 3.8.1 and 4.0 through 7.0. Respondents to this solicitation are requested to submit a phase II proposal, within 120 days of the posting of this notice. The phase II proposal shall include all requirements in PWS paragraphs 3.8.2 through 3.24. The efforts included under PWS paragraph 3.24 will be transmitted via secure channels upon request, if appropriate. Submittal of proposal for the effort required under PWS paragraph 3.24 will be submitted in accordance with the attached DD254 and associated cover.

For more information on the PAR requirements, please refer to the attachments, the Presolicitation Notice posted on 28 Jan 2015 and the Sources Sought Synopsis posted on 9 Sep 2013, the latter of which can be accessed at: https://www.fbo.gov/index?s=opportunity&mode=form&id=904b9445a58553ade5cee5251cb9a41c&tab=core&_cview=1

All responses to the Presolicitation Notice and the Sources Sought Synopsis were carefully considered and extensive market research was conducted.

Any proposals will be fully evaluated by this office before award of a sole source contract. The Government is not responsible for any costs incurred by responding to this notice. Please refer any questions to the points of contact listed below.

Redacted J&A

Type: Other (Draft RFPs/RFIs, Responses to Questions, etc..)

Posted Date: June 15, 2015

[Final Redacted J A.pdf](#) (2,981.38 Kb)

Description: Attached is the Sole Source Justification and Approval Document which was approved on 23 Feb 15.

Justification and Approval Document**Type:** Other (Draft RFPs/RFIs, Responses to Questions, etc..)**Posted Date:** January 29, 2016[Final Redacted J A.pdf](#) (2,981.38 Kb)**Description:** Justification & Approval Document for Presidential Aircraft Recapitalization Program is attached.**Solicitation 2****Type:** Solicitation**Posted Date:** May 10, 2016

Model Contract Modification and all Exhibits and Attachments.pdf (4,049.91 Kb)

Description: The Government intends to solicit and award a sole source contract modification to The Boeing Company for Preliminary Design activities for the Presidential Aircraft Recapitalization (PAR) Program. The Request for Proposal is attached to this announcement. The Justification and Approval in accordance with FAR 6.302-1 "Only one responsible source and no other supplies or services will satisfy agency requirements," dated 23 Feb 2015 can be accessed at: https://www.fbo.gov/?s=opportunity&mode=form&id=cd8446bfe8695d18e65dc3b6ce5e003d&tab=core&_cview=1

This notice was originally identified as FA8625-15-C-6599. The contract was awarded in Fiscal Year 2016 and the number was changed to FA8625-16-C-6599.

The scope of the effort will include, but is not limited to, preliminary design activities required to begin development of two Presidential mission ready aircraft, based on two Government furnished Boeing 747-8 Aircraft procured under a separate contract action on this contract. This effort will use the results up through completion of System Requirements Review (SRR) and System Functional Review (SFR) performed under a separate contract action on this contract. The PAR System will consist of two PAR Aircraft and associated data, software, Support Equipment (SE), initial spares, training program, System Integration Laboratories (SILs), mockups, services, and support infrastructure.

Respondents to this solicitation are requested to submit a capability statement or proposal within 160 days of the posting of this notice.

For more information on the PAR requirements, please refer to the attachments, the Presolicitation Notice posted on 28 Jan 2015 and the Sources Sought Synopsis posted on 9 Sep 2013, the latter of which can be accessed at: https://www.fbo.gov/index?s=opportunity&mode=form&id=904b9445a58553ade5cee5251cb9a41c&tab=core&_cview=1

All responses to the Presolicitation Notice and the Sources Sought Synopsis were carefully considered and extensive market research was conducted.

Any proposals will be fully evaluated by this office before award of a sole source contract modification. The Government is not responsible for any costs incurred by responding to this notice. Please refer any questions to the points of contact listed below:

Tiffanie Gustin, Procurement Contracting Officer, (937) 256-9300

Mark Sauls, Contracts Negotiator, (937) 255-1044

Solicitation 3

Type: Solicitation

Posted Date: September 12, 2016

PAR FBO FA8625-16-C-6599_DRAFT P00008 EMD RFP 20160912.pdf (5,941.79 Kb)

Description: PAR EMD RFP

Contracting Office Address:

2275 D Street
Wright-Patterson AFB, Ohio 45433-7218
United States

Place of Performance:

7755 E Marginal Way S
Seattle, Washington 98108-4002
United States

Primary Point of Contact.:

Mark D. Sauls,
Buyer
mark.sauls@us.af.mil
Phone: 9372551044

Secondary Point of Contact:

Tiffanie J. Gustin,
Contracting Officer
Tiffanie.Gustin@us.af.mil
Phone: 9376569300

ALL FILES

[Solicitation 1](#) 

Jun 15, 2015

[FA8625-15-R-6599_for](#)

[Redacted J&A](#) 

Jun 15, 2015

[Final_Redacted_J_A.pdf](#)

[Justification and Approval Document](#) 

Jan 29, 2016

[Final_Redacted_J_A.pdf](#)

[Solicitation 2](#) 

May 10, 2016

[Model_Contract_Modific](#)

[Solicitation 3](#) 

Sep 12, 2016

[PAR_FBO_FA8625-16-C](#)

Opportunity History

- Original Synopsis
Presolicitation
Jan 28, 2015
3:22 pm
- Changed
Jun 15, 2015
9:39 am
Solicitation

- Changed
Jun 15, 2015
9:49 am
- Award
Jan 29, 2016
5:08 pm
- J&A
Jan 29, 2016
5:10 pm
- Changed
May 10, 2016
1:42 pm
Solicitation
- Award
Jul 15, 2016
5:10 pm
- Changed
Sep 12, 2016
3:22 pm
Solicitation
- Award
Sep 29, 2016
5:09 pm