

**Question 1:** Does the Government still intend to restrict award to MSRA holders?

**Government Response:** After receiving constructive feedback from Industry during the MAC-MO Industry day, the Government has determined that restricting award of MAC-MO contracts to MSRA holders is unduly constraining. Therefore, the Government no longer intends to use the MSRA as an eligibility requirement for this solicitation, so it will be issued on a full and open basis to Offerors capable of completing the work in San Diego, CA.

**Question 2:** Will any Delivery Orders (DOs) be set aside for Small Businesses?

**Government Response:** The Government does not currently anticipate setting aside DOs for Small Businesses. However, the Government may elect to set aside orders placed under the MAC-MO pilot depending on the nature and complexity of the Delivery Order's requirement and the number of small businesses responsible to complete that requirement who have been awarded MAC-MO contracts.

**Question 3:** On slide 5 of the presentation, the Government says "Award will be made to multiple offerors based on evaluation of both price and non-price factors". What is the definition of non-price factors?

**Government Response:** Non-price/cost factors are described at FAR 15.304(c) (2). They may include such factors as past performance, technical excellence, management capability and prior experience.

The specific non-price factors for the MAC-MO pilot will be provided in the solicitation.

**Question 4:** Will specification writing be a requirement of the MAC-MO contract holders for growth or new work when an availability is cost plus?

**Government Response:** The Government does not anticipate ordering specification writing services under the pilot MAC.

**Question 5:** Will Selected Restricted Availability (SRA) Delivery Orders include only items under the FY14 standard work item list? If not, what type of work items will be included and how will prospective bidders be notified?

**Government Response:** A Request For Proposal (RFP) package will be provided to all MAC holders for each Delivery Order (including SRAs, Continuous Maintenance Availabilities (CMAVs), , Emergent Maintenance (EM)) and will include the specifications, drawings and other applicable documents necessary for offerors to prepare proposals.

**Question 6:** Given that this is a pilot program being compared to MSMO, will the same contractor performance standards currently expected under the MSMO be required under the MAC-MO: EV compliance, safety, work certification, EPCP development, etc.

**Government Response:** Yes. All technical and quality requirements will be the same.

**Question 7:** For concurrent work execution, will packages be singly awarded at the work item level, or collectively at the availability level (to a single awardee)?

**Government Response:** In the normal course of business, packages are expected to be awarded at the availability level to a single awardee.

**Question 8:** Will each availability require a technical proposal?

**Government Response:** The Government will issue orders in accordance with FAR 16.505, which allows for significant streamlining of the process compared with Source Selections conducted in accordance with FAR Part 15. The Government does not anticipate requiring a technical proposal for each availability, but may do so if appropriate, based on the specifics of the requirement.

**Question 9:** In the scope of work, can you define the requirement for Modernization?

**Government Response:** The requirements for modernization, if any, will be provided in each delivery order.

**Question 10:** What determines whether an availability will be offered as a cost or fixed price Delivery Order (DO)?

**Government Response:** The Government will look at a variety of factors when determining the appropriate DO pricing structure. The two biggest considerations will be the urgency of the requirement and the degree to which the statement of work can be defined.

**Question 11:** How will the customer handle daily delay and disruption costs during the performance after competition?

**Government Response:** Delays and disruptions will be handled in accordance with the terms and conditions of the solicitation/contract. The Government anticipates many of the same and/or similar terms and conditions as those in the existing MSMO contracts and standalone "C" type contracts.

**Question 12:** How will the Government provide Program Management Organization (PMO) funding in order to maintain contractor expertise between awarded Task Orders?

**Government Response:** The Government does not intend to fund PMO outside of the individual DOs.

**Question 13:** Do offerors need to have a pier to be eligible for MAC award? Will the piers at Naval Station San Diego be available for use under this contract?

**Government Response:** No. Generally, in the normal course of business, CNO scheduled availabilities are completed at the Contractor's facility, and CMAVs are completed at Naval Station San Diego. However, the place of performance will be specified in each DO and will be based on conditions surrounding the specific requirement. Therefore, while a pier is not required to receive a MAC award, a pier may be required for specific DOs.

**Question 14:** Will there be any guaranteed availabilities for each awardee?

**Government Response:** No. Each MAC Contractor will be guaranteed a minimum dollar amount. The Government may unilaterally issue orders to satisfy that minimum guarantee, but MAC holders will not be guaranteed an availability.

**Question 15:** Will the contractor partnerships that have developed over the last 8 years of MSMO continue to be encouraged under this new contracting construct?

**Government Response:** Yes. Teaming is often desirable from both a Government and industry standpoint as it can enable the companies involved to complement each other's unique capabilities and offer the Government the best combination of performance, cost, and delivery for the system or product being acquired. Therefore, teaming is encouraged within the limitations of FAR 9.604.

**Question 16:** Will the Government re-evaluate and validate MSRAs in accordance with the 1996 NAVSEA instruction on MSRA prior to issuance of the solicitation for the MAC?

**Government Response:** See Question 1

**Question 17:** There was no mention of Windows of Opportunity (WOOs). How do you plan to incorporate WOOs into the MAC-MO pilot?

**Government Response:** The planned availabilities under this pilot are SRAs and CMAVs. Windows of Opportunity (WOOs) are not currently expected to be completed under the MAC-MO pilot.

**Question 18:** How does the customer envision administration of the MAC-MO/ use of a new code or use of the existing DDG and CG Maintenance teams?

**Government Response:** The Government's current plan is to use the same personnel who administer the current DDG and CG class ships contracts.

**Question 19:** How will the Government evaluate Small Business (SB) percentage on these contracts?

**Government Response:** The contemplated small business subcontracting requirement is that prime contractor(s) subcontract to small businesses, either directly and indirectly, over the course of all scheduled availabilities and inter-availability work completed within an Evaluation Period (defined as Base Year period of performance, and if exercised, the Option Year period of performance) to the extent that small business subcontracting averages forty percent (40%) of direct costs related to production work for Delivery Orders associated with scheduled availabilities and inter-availability work (i.e. Continuous Maintenance and Emergent Maintenance) completed within the evaluation period.

**Question 20:** How will the Government determine if the MAC-MO pilot is successful? On what terms will the comparison be made between MAC-MO and MSMO?

**Government Response:** It is currently expected that the Government will use a variety of metrics to analyze the MAC-MO pilot and compare it with the MSMO strategy, as well as other contract approaches, such as standalone "C" contracts for availabilities.

Some of the areas the Government will be looking at include:

- The extent that the Government can obtain fair and reasonable pricing through price competition;
- The flexibility and responsiveness of the strategy to war-fighter and mission needs;
- The Government's ability to provide a well-defined planning package and the success of the 3<sup>rd</sup> party planner concept;
- The impact to the ship repair industrial base, including both large and small business concerns;
- The impact to Navy personnel resources required.

**Question 21:** Why did the Government choose CG 47 and DDG 51 class ships and the San Diego port?

**Government Response:** The Government considered a variety of factors in selecting the ship classes and port. These factors included, but were not limited to, the complexity of typical availabilities for each ship class, the schedule of those availabilities in each port, the schedule of existing contract vehicles, and the number of expected potential competitors available in each port.

**Question 22:** How and when will MAC-MO be implemented nation-wide? What types of set-asides will be offered for ABRs and Small Businesses?

**Government Response:** Any responses related to future acquisition strategies would be premature and purely speculative at this time.