

The Advance Planning Briefing to Industry (APBI) is an annual meeting conducted by the Simulators Division, Air Force Life Cycle Management Center, Wright-Patterson Air Force Base, Ohio. The purpose of the APBI is to provide the simulation and training industry with early insight into upcoming acquisition and sustainment actions planned for execution by the Division. The APBI includes briefings on programs which will be issuing solicitations for competitive bids within an approximately three to five year timeframe. The Simulators Division believes that by providing industry with this information, it will be more familiar with future Air Force training needs, and will be better prepared to respond to the Government's Request for Proposals when they are issued.

Due to the impacts of sequestration within the Defense Department, it has become necessary to cancel the 2013 APBI. However, in recognition of the importance of maintaining communication with the simulator industry, the following charts have been prepared to disseminate the information which would have been briefed at the meeting. Industry is encouraged to review the material provided, and contact the points of contact identified for further information.

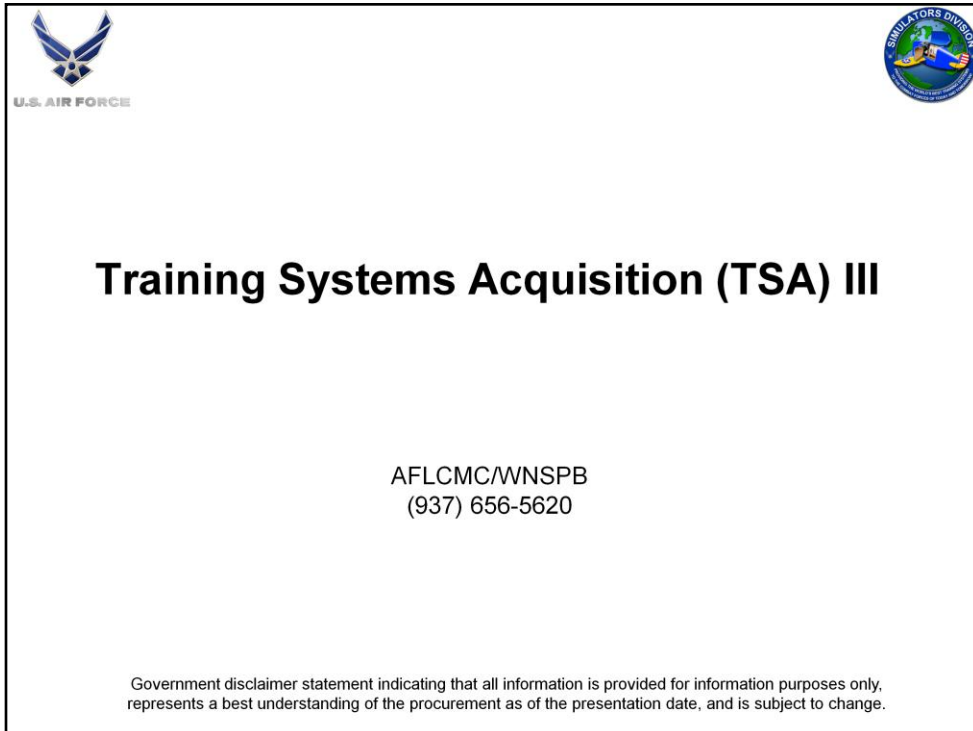


## 2013 Program Forecast

- Training Systems Acquisition III
- C-130J MATS Operations & Sustainment
- Mobility Air Forces Distributed Mission Operations
- KC-10 Training Systems
- Aircrew Training and Rehearsal Support
- Aerospace & Operational Physiology
- T-1A Ground Based Training System
- T-38C Aircrew Training Device
- Visual Threat Recognition & Avoidance Training



The programs listed all expect to award contracts in the next few years. Detailed information for each planned acquisition are provided in the following charts.

A number of programs are tentatively planning to award their work as task orders under the Training Systems Acquisition III (TSA III) vehicle, discussed in the charts immediately following. If the TSA III contract award is delayed, these efforts may be implemented as standalone contracts instead.




TSA III has been in the acquisition planning phase dating back to January 2011. We are very close to finishing the last of the Air Force reviews and releasing the RFP. These reviews may have a direct impact on our acquisition strategy.


As with all of our communications with industry, continue to monitor FedBizOpps (FBO) for not only the anticipated release date but also any significant changes to the RFP from the draft which has already been posted. The FBO link is provided on the last chart in this brief.

 <div style="text-align: center;"> <h1>TSA III</h1> <p><i>Dominant Air Power: Design For Tomorrow...Deliver Today</i></p> </div> 	
<b>Description</b> <ul style="list-style-type: none"> <li>Omnibus contract for all Simulators Division (AFLCMC/WNS) training systems, all training-related acquisitions; i.e., requirements analysis, development/production, modifications, sustainment</li> </ul>	
<b>Acquisition Strategy</b> <ul style="list-style-type: none"> <li>Full and Open Competition with Partial Small Business Set-Aside</li> <li>Multiple awards</li> <li>5-yr Base + 5 (1-yr) Options-- "Refresh" at 5-yr period</li> </ul>	<b>Funding</b> <ul style="list-style-type: none"> <li>Contract Ceiling Value: \$20.9B; 77.5% services-based</li> <li>Fund Type: 3010, 3400, 3600, 3840, FMS</li> <li>Fund Source: AFMC CAMS, various MAJCOMS</li> </ul>
<b>Program Office POC</b> <p>Organization: AFLCMC/WNSPB Phone: 937-656-5620</p>	<b>Procurement Authority POC</b> <p>Organization: AFLCMC/WNSK Phone: 937-255-2915</p>

TSA III is a multi-year, multiple-award ID/IQ contract with a contract ceiling value of \$20.9B. There will be two pools of contracts awarded, an unrestricted pool and a small business pool. Those task orders which are found to have two or more qualified small businesses will be designated as a set-aside. Small businesses can also compete in both the unrestricted and small business pools. All contractors awarded with a TSA III contract will have a base contract of 5 years with five, 1-year options thereafter. At the 5-year point we also plan to do a TSA III "Refresh" where we will post a new solicitation (probably identical to the original RFP). Contractors that either competed initially but did not receive an award, or those that chose to hold off during the first competition, will have a second opportunity to be given an award for the last five years of the contract. Those originally awarded a TSA III contract will not have to resubmit a proposal and their options will automatically be exercised unless we utilize an off-ramp for that contractor. Contractors will only be taken off TSA III, i.e., not having their options exercised, for poor performance; not competing or competing but not winning a task order(s) is not cause for elimination.



# TSA III



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**Summary of Program Requirements**

- Multi-award, Multiple-year Omnibus ID/IQ contract
- Using Organizations: ACC, AMC, ANG, USAFR, USMC, FMS, SOCOM
- 2013 FBO link:  
[https://www.fbo.gov/index?s=opportunity&mode=form&id=042522bde2d70b3f7394e4f9d8d93644&tab=core&\\_cview=0](https://www.fbo.gov/index?s=opportunity&mode=form&id=042522bde2d70b3f7394e4f9d8d93644&tab=core&_cview=0)

**Milestones**

- Draft RFPs posted 27Jan12 and 8 Jan13
- Pre-Solicitation Conference #1 - 15Feb12
- Pre-Solicitation Conference #2 - 22Jan13

**Current Contract**

TSA II awarded in June 2001 with \$3B contract ceiling value. Awarded to 7 Large Businesses and 4 Small Businesses

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Since early 2011, we have strived for open communications with industry which has helped create a contract vehicle with “similar requirements, better processes” in relation to TSA II. There will be standardized templates used for all contracts awarded using TSA III. The internal oversight process will be streamlined and timelines will be reduced. These “better processes” should ease the use of resources for both government and industry. And a core team will be kept in place to ensure that the Simulator Division’s TSA III User’s Guide is being followed.

As mentioned earlier, we’re finishing our reviews with Air Staff which may have a direct impact on our acquisition strategy. The team will keep industry apprised of any significant changes via FBO (see links below).

Note: Not all information for TSA III is covered in this briefing. Please refer to our FBO sites (see below) for conclusive information and draft documents. The best starting point is the “What’s New?” file which is a chronological listing of all FBO posts as well as pertinent program information since the inception of TSA III.

2012 FBO link:



[https://www.fbo.gov/index?s=opportunity&mode=form&id=5b052dd3ffa0e996d933b8207862ae8a&tab=core&\\_cview=1](https://www.fbo.gov/index?s=opportunity&mode=form&id=5b052dd3ffa0e996d933b8207862ae8a&tab=core&_cview=1)

2013 FBO link:

[https://www.fbo.gov/index?s=opportunity&mode=form&id=042522bde2d70b3f7394e4f9d8d93644&tab=core&\\_cview=0](https://www.fbo.gov/index?s=opportunity&mode=form&id=042522bde2d70b3f7394e4f9d8d93644&tab=core&_cview=0)




Government disclaimer statement indicating that all information is provided for information purposes only, represents a best understanding of the procurement as of the presentation date, and is subject to change.

 <h1 style="text-align: center;">C-130J MATS O&amp;S</h1> 	
<i>Dominant Air Power: Design For Tomorrow...Deliver Today</i>	
<b>Description</b> <ul style="list-style-type: none"> <li>O&amp;S requirements consist of Contractor Logistics Support (CLS) and Aircrew Instruction for pilots and loadmasters             <ul style="list-style-type: none"> <li>Locations: Little Rock AFB, AR; Keesler AFB, MS; Dyess AFB, TX; Ramstein AB, Germany; and Yokota AB, Japan (future site)</li> </ul> </li> <li>Maintain high fidelity training systems to meet customer requirements/expectations while reducing risk throughout the aircraft weapon system life cycle             <ul style="list-style-type: none"> <li>Provide Aircrew and Maintenance engine run training for initial, continuation, and transition courses</li> </ul> </li> </ul>	
<b>Acquisition Strategy</b> <ul style="list-style-type: none"> <li>Small Business Set-aside             <ul style="list-style-type: none"> <li>Possible SDVOSB set-aside</li> </ul> </li> <li>Single award contract</li> <li>5-year, FFP contract</li> </ul>	<b>Funding</b> <ul style="list-style-type: none"> <li>O&amp;M funding</li> <li>Approximately \$45M per year growing to \$65M per year</li> </ul>
<b>Program Office POC</b> <p>Organization: AFLCMC/WNSPA Phone: 937-656-7152</p>	<b>Procurement Authority POC</b> <p>Organization: AFLCMC/WNSK Phone: 937-255-3693</p>


This briefing provides an overview of the C-130J MATS O&S acquisition. For additional information, including posted acquisition documents, visit the FBO site at [https://www.fbo.gov/index?s=opportunity&mode=form&id=9dbcfa37fd4566e2638a6c40085c2664&tab=core&\\_cview=1](https://www.fbo.gov/index?s=opportunity&mode=form&id=9dbcfa37fd4566e2638a6c40085c2664&tab=core&_cview=1)





# C-130J MATS O&S

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## Summary of Program Requirements

- CLS responsibilities (98% availability)
  - Aircrew Training Devices (Little Rock, Keesler, Dyess, Ramstein, Yokota)
    - 7(2) Weapon System Trainers
    - 1 Cockpit Procedures Trainer
    - 1 Avionics Systems Maintenance Trainer
  - 2 Fuselage Trainers; 5(1) Loadmaster Part Task Trainers; VTRAT
- Maintenance Training Devices (Little Rock)
  - 2 Integrated Cockpit Systems Trainers; 1 Engine Propeller Trainer
  - 1 Flight Controls Trainer
- Maintain Logistics Support Package

}

CLS and aircrew instruction

}

CLS only

## Milestones

•RFI/Sources Sought Released	5 Oct 12
•Draft PWS Posted	18 Jan 13
•1st Industry Day	14 Feb 13
•Draft RFP Release	Jun 13
•Pre-Solicitation Conf/Site Visit	Jul 13
•Final RFP Release	Oct 13
•Contract Award	Sep 14

## Original Developer/OEM

Company: Lockheed Martin  
Date Delivered: 2003 - continuing

## Current Contract

Company: Lockheed Martin MS&T (will continue TSSC as sole source)  
Contract Number: FA8621-06-C-6300  
PoP: Jul 06 – Sep 14

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This briefing provides an overview of the C-130J MATS O&S acquisition. For additional information, including posted acquisition documents, visit the FBO site at [https://www.fbo.gov/index?s=opportunity&mode=form&id=9dbcfa37fd4566e2638a6c40085c2664&tab=core&\\_cview=1](https://www.fbo.gov/index?s=opportunity&mode=form&id=9dbcfa37fd4566e2638a6c40085c2664&tab=core&_cview=1)



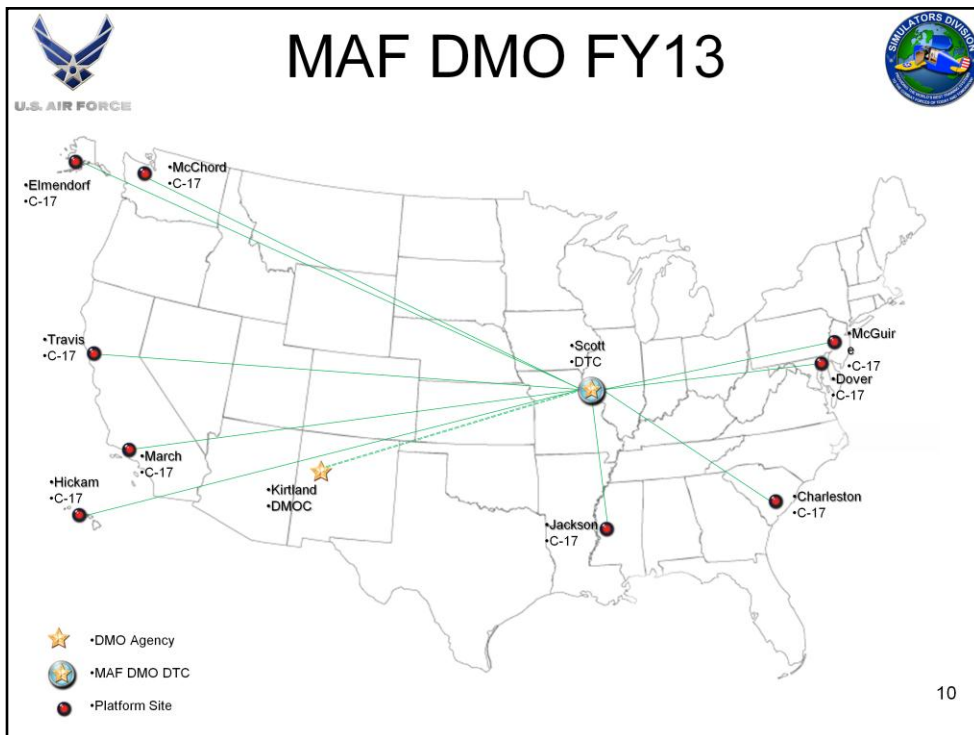
# Mobility Air Forces Distributed Mission Operations (MAF DMO)



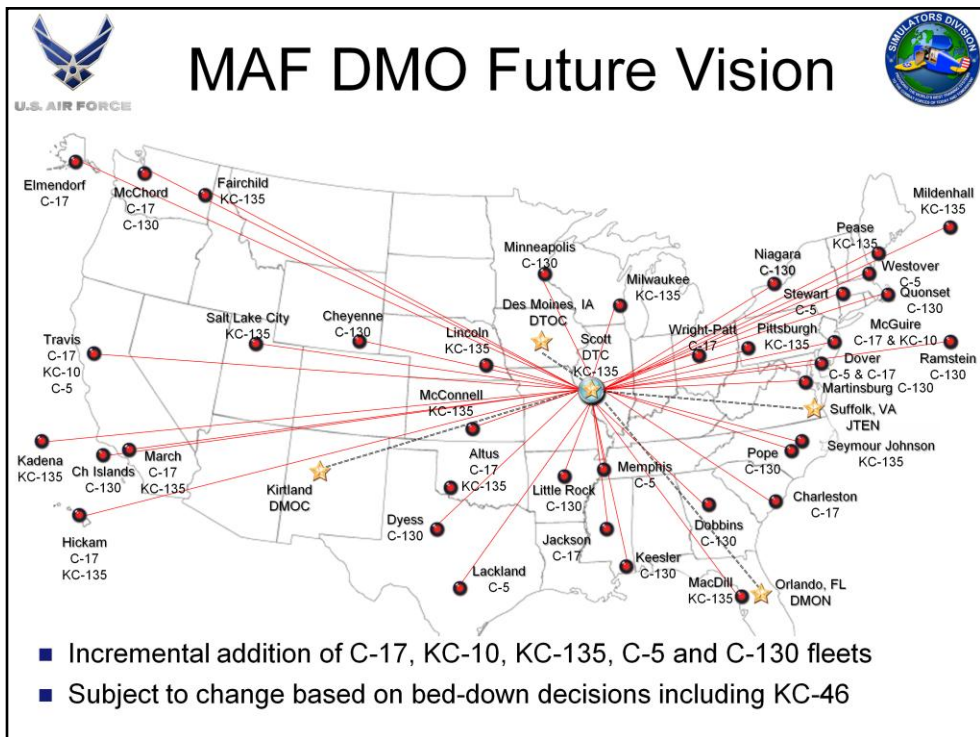
**MAF Distributed Training Center (DTC), Scott AFB IL**

AFLCMC/WNSPA  
937-255-2955



All information contained in this presentation represents the Government's understanding of the nature of the anticipated procurement as of the presentation date. All information is subject to change.



This is the current state of MAF DMO. This will allow the various sites to train together being geographically seperated. The DMOC is an external agency that supports various virtual exercises



This is MAF DMO's future state which reflects all MAF sites connected via the DTC at Scott AFB

 <div style="text-align: center;"> <h1>MAF DMO</h1> <p><i>Dominant Air Power: Design For Tomorrow...Deliver Today</i></p> </div> 	
<b>Description</b> <p>MAF DMO Vision</p> <ul style="list-style-type: none"> <li>Enhance 'Global Reach' through a network of live, virtual, and constructive training capabilities</li> </ul> <p>MAF DMO Mission</p> <ul style="list-style-type: none"> <li>Train in a secure, realistic threat environment via a MAF Network while reducing risk and operating cost</li> <li>Enable live, virtual and constructive participation in a wide range of MAF, USAF, joint, and coalition exercises and training</li> </ul>	
<b>Acquisition Strategy</b> <ul style="list-style-type: none"> <li>Incremental approach</li> <li>Phase 1--DTC, DMOC, JTEN, C-17</li> <li>Phase 2--Air refueling: KC-10, KC-135, DTOC, DMON</li> <li>Phase 3--C-5, C-130, KC-46</li> </ul>	<b>Funding</b> <ul style="list-style-type: none"> <li>\$59.6M (through FY19)</li> </ul>
<b>Program Office POC</b> <p>Organization: AFLCMC/WNSPA Phone: 937-255-2955</p>	<b>Procurement Authority POC</b> <p>Organization: AFLCMC/WNSK Phone: 937-255-2861</p>

## Description

The virtual elements of DMO interconnect simulators via telecommunications network to create a synthetic battlespace that provides high fidelity training on demand at warfighter locations worldwide. These geographically separated, high fidelity, ground, air and space crew simulators are networked and linked to Command, Control , Communications, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR) assets as required to create a real time synthetic battlefield.


## Acquisition Strategy

Increment 1 is the hub and the C-17 sites.

Increment 2 adds the aerial refueling capability to the system by integrating the KC-10 and select


KC-135 sites, with an estimated capability date of 1 Feb 2014.

Increment 3 integrates the remaining Mobility Air Force platforms.



# MAF DMO

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**Summary of Program Requirements**

- Network
- DOD Architecture Framework (DoDAF)
- Information Support Plan (ISP)
- Hardware and circuit plans/requirements
- Security
- DTC Approval to Operate (ATO)
- ATS Authority to Connect (ATC) to the DTCN
- Provided security IAW MAF Physical Security Guide

- Program assessments/analysis/implementation plans
- Strategic plans (roadmap, enabling concept, etc.)
- Tech and ops requirements analysis
- System analyses (threat gen/brief-debrief/ATC)
- Standards
- Network interface, network test, training mgt, event mgt, threat gen, synthetic ATC environment, brief-debrief, virtual air refueling

**Milestones**

MILESTONE	DATE
• NGC Contract Award	Aug 2011
• MAF DMO IOC	Apr 2013
• Tanker IOC	Feb 2014
• Follow-on CLS RFP	Apr 2015
• CLS Contract Award	Dec 2015

**Current Contract**

Company:	} Northrop Grumman Corp. F33657-98-D-2061 Aug 11 – Dec 15
Contract Number:	
Period of Performance:	

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## Summary of Program Requirements

Efforts are ongoing to establish network security accreditation, to develop AMC-unique modeling standards (e.g., supporting the Aerial Refueling Aircraft Simulator Qualification document), and to incorporate centralized threat generation and mission rehearsal capabilities.

The AMC Director of Air, Space, and Information Operations has published a Roadmap and Charter which delineates AMC's design to achieve an integrated Distributed Mission Operations capability for the Mobility Air Forces, and to support the USAF Distributed Mission Operations Concept of Operations (2003) and USAF Distributed Mission Operations Implementation Plan (2004). Ultimately, these efforts will achieve the Mobility Air Force Distributed Mission Operations Vision – "Enhance Global Reach through a network of live, virtual, and constructive training capabilities."

As of August 2011, the initial Distributed Training Center Network has been connected from the hub at Scott AFB to all C-17 sites.

Completion of C-17 testing and integration is expected by November 2012. Contracts are currently under way to formalize the Mobility Air Force Distributed Mission Operations standards and align them as closely as possible to CAF Distributed Mission Operations standards.

The Simulator Division is driving towards the goal of one Air Force Distributed Mission

## Operations.

With advice from various training systems providers, Mobility Air Force Distributed Mission Operations uses technical, security, programmatic, and operations working groups made up of government and support contractor members. These teams are the day-to-day action agents, which carry out the numerous tasks defined in the AMC Roadmap. By 2017, these efforts will connect more than 120 training devices from over 60 locations and move Mobility Air Force training from an already excellent ability to provide aircraft qualification to the goal of enabling full mission qualification in a realistic virtual training environment, greatly reducing the need for live training on operational



# KC-10 Training Systems





AFLCMC/WNSPA  
937-255-2696

All information contained in this presentation represents the Government's understanding of the nature of the anticipated procurement as of the presentation date. All information is subject to change.

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 <div style="text-align: center;"> <h1>KC-10 TS</h1> </div> 	
<div style="display: flex; justify-content: space-between;"> <span>U.S. AIR FORCE</span> <span><i>Dominant Air Power: Design For Tomorrow...Deliver Today</i></span> </div>	
<div style="border: 1px solid black; padding: 5px;"> <div style="background-color: #444; color: white; padding: 2px 5px;"><b>Description</b></div> <ul style="list-style-type: none"> <li>Provide initial qualification &amp; re-qualification KC-10 training to Pilots, Flight Engineers &amp; Boom Operators</li> <li>Customers: AMC</li> <li>Users: AMC, AFRC, FMS</li> <li>Scope of Effort: CLS/Mods for training devices (WST, FTD, BOT, VMT, CLT*, MTD* Trainers) aircrew training, and support equipment</li> </ul> </div>	
<div style="border: 1px solid black; padding: 5px;"> <div style="background-color: #444; color: white; padding: 2px 5px;"><b>Acquisition Strategy</b></div> <ul style="list-style-type: none"> <li>TSA III (pending disposition)</li> <li>New contract start date: 01 Oct 15</li> </ul> </div>	<div style="border: 1px solid black; padding: 5px;"> <div style="background-color: #444; color: white; padding: 2px 5px;"><b>Funding</b></div> <ul style="list-style-type: none"> <li>FY16+ Estimated funding \$150M*</li> </ul> <p>*Funding subject to change due to fiscal environment</p> </div>
<div style="border: 1px solid black; padding: 5px;"> <div style="background-color: #444; color: white; padding: 2px 5px;"><b>Program Office POC</b></div> <p>Organization: AFLCMC/WNSPA Phone: 937-255-2696</p> </div>	<div style="border: 1px solid black; padding: 5px;"> <div style="background-color: #444; color: white; padding: 2px 5px;"><b>Procurement Authority POC</b></div> <p>Organization: AFLCMC/WNSK Phone: 937-904-7499</p> </div>

CLS would be for a 5 year POP

Funding subject to change due to fiscal environment



# KC-10 Training Systems

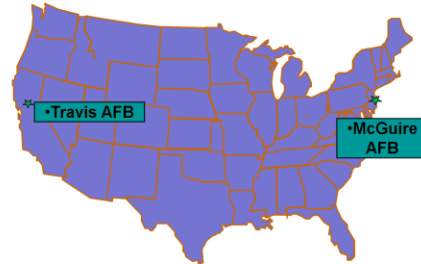


## Description

### Program Composition:

- 4 KC-10 Weapon System Trainers (WST)
- 2 Flight Training Devices (FTD)
- 2 Boom Operator Trainers (BOT)
- 11 Aircrew Systems Trainers
- Cargo Load Trainer @ Travis AFB\*
- 4 Maintenance Training (MTD) Devices\*
- 4 Virtual Maintenance Trainers (VMT)
- Computer-based Training
- Aircrew Instructors

**Two training sites: Travis AFB & McGuire AFB**



*\*Devices to be delivered by FY16*



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# KC-10 TS



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## Summary of Program Requirements

- Contractor Logistic Support
- All aspects of KC-10 Aircrew Training (Pilot, Flight Engineer & Boom Operator Instruction)
- O&M Support for all KC-10 ATS and MTS devices
- Reference Slide #2 for training site locations and numbers of devices
- Re-compete may include
- Computer Re-Host
- BOT Visual Upgrade
- Full implementation of DMO

## Milestones

- RFI / Sources Sought: FY14 – 1st QTR
- Draft RFP: FY14 – 2nd QTR
- Industry Day : FY14 – 3rd QTR
- RFP: FY15 – 1st QTR

## Original Developer/OEM

Company: } Thales Group  
Date Delivered: }

## Current Contract (if re-compete)

Company: } FlightSafety Services Corp  
Contract Number: } F33657-01-D-2078-QP02  
Period of Performance: } 10 Aug 06 – 30 Sep 15



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# KC-10 Cargo Load Trainer



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## KC-10 CLT



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### Description

- A replication of the KC-10 hulk/fuselage

### Acquisition Strategy

- Competitive
- Potentially TSA III
- Set-aside TBD

### Funding

- FY13 Estimated Funding ~\$11M
- CLT and training aids are a portion of this funding

### Program Office POC

Organization: AFLCMC/WNSPA  
Phone: 937-255-2696

### Procurement Authority POC

Organization: AFLCMC/WNSK  
Phone: 937-904-7499



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## KC-10 CLT



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### Summary of Program Requirements

- Dynamic requirements for loading and distributing cargo evenly throughout the aircraft
- Can be reproduced in any of the following configurations:
  - Utilizing an existing DC-10 fuselage (commercial derivative of KC-10 aircraft)
  - Building a mezzanine with a replicated fuselage
  - Combination of the above (mezzanine structure with a DC-10 fuselage on top)
- Project to deliver a training device only
- Powered rollers and winches permit moving heavy loads
- Cargo compartment can accommodate loads ranging from 27 pallets to a mix of 17 pallets and 75 passengers
- Building information
  - Travis AFB building only has a 20ft x 20ft door to put the trainer through
  - Travis AFB building cannot be easily modified
- Scope
  - Deliver only the training device
- No courseware, training, or future support is included



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# KC-10 CLT



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## Milestones

- Sources Sought: FY13 – 3rd QTR
- Draft RFP: FY14 – 1st QTR
- Industry Day : FY14 – 1st QTR
- Final RFP Release: FY14 – 2nd QTR



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Milestones depends on Acquisition Strategy



# Aircrew Training and Rehearsal Support (ATARS)



AFLCMC/WNSPC  
937-255-2703

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# Aircrew Training and Rehearsal Support (ATARS)

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## Description

- Total comprehensive schoolhouse operations includes:
  - Training, Courseware Development, Maintenance, Logistics Support, Mission Rehearsal, Distributed Mission Operations and Aircraft Concurrency Modifications
- Weapon Systems:
  - UH-1N, HH-60G, CV-22, MC-130E/H/P, AC-130H/U/W HC-130P, PC-12, MQ-1/9, EC-130J, HC/MC-130J, M-28, U-28, Do-328, and
- Customers:
  - USSOCOM, AFSOC, AETC, ACC and AFGSC
- Training sites:
  - Kirtland AFB, NM; Hurlburt Field, FL; Cannon AFB, NM; Moody AFB, GA; Davis-Monthan, AZ; RAF Mildenhall, UK; Harrisburg ANGB, PA; Ft. Rucker, GA; and RAF Kadena, JP



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# Aircrew Training and Rehearsal Support (ATARS)

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## Acquisition Strategy

- ATARS requirements accomplished on 10 year ID/IQ contract (FY07-FY17)
- Resource needs derived annually from Programmed Flying Training (PFT)
- Predominantly Firm Fixed Price for Student Management, CLS & Instruction
- Similar CLIN structure for every MDS & training site
- Multiple priced "Bands" for Instruction hrs & Student Management
- Multiple priced tiers for device CLS based on anticipated usage
- ATARS III contract planned to be accomplished under TSA III

## Funding

- ATARS II contract ceiling \$1.07B for 10- years
  - Approx \$90 - \$100M O&M annually for training and sustainment services
  - Approx \$5 - \$15 Procurement annually for fidelity upgrades and obsolesce
  - Approx \$5M - \$10M Procurement annual for aircraft concurrency mods

## Program Office POC

Organization: AFLCMC/WNSPC  
Phone: 937-255-2703

## Procurement Authority POC

Organization: AFLCMC/WNSK  
Phone: 937-255-4390



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# Aircrew Training and Rehearsal Support (ATARS)

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## Summary of Program Requirements

- Provide certified instructors for initial qualification, refresher, continuation and mission qualification for 20+ weapon systems
- Meet training throughput requirements as defined in PFT
- 95% on-time student graduation
- Meet 95% device reliability requirement for 79+ devices
- Device complexity ranges from FAA level-D full-motion weapon system trainers to part task trainers
- Sustain, review and update 4000+ courseware lessons for 79 crew positions
- Meet SCORM requirements & migrate lessons to level 2 or higher
- Manage all aspects of student management and school houses
- Security, scheduling, registrar, computer support (including help desk), librarian, etc.
- Manage ~40k+ pieces of GFE & manage configuration baseline for complete technical data packages and drawings for all devices

## Milestones

- ATARS contract ordering period expires FY17
- May reach contract ceiling prior to FY17 (potentially FY16)
- Plan to begin recomplete efforts in FY14
- Will have industry day prior to RFP release
- ATARS planned to be awarded under TSA III

## Current Contract (if recomplete)

Company: } Lockheed Martin MST  
Contract Number: } FA8223-07-D-0001  
Period of Performance: } Jan 07 – Dec 16

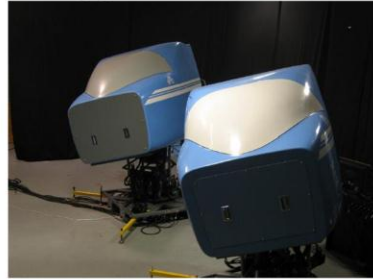
## Original Developer/OEM

Company: } Various (Predominately Flight  
Safety International and  
Lockheed Martin with sub to  
CAE)  
Date Delivered: } Various delivery dates

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# Aerospace & Operational Physiology



AFLCMC/WNSPC  
937-255-7391

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## Hypobaric (Altitude) Chambers

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### Description

- The Altitude Chamber program is a services contract to provide contractor logistics support (CLS) for 17 chambers at 15 locations. The period of performance is FY 12-15, one base year with 3 one year options.
- The Air Education and Training Command (AETC) is designated the lead agency for both programs.

### Acquisition Strategy

- Small business set-aside
- Single award
- 4 year contract
- FFP

### Funding

FY15-18 \$7.86M

### Program Office POC

Organization: AFLCMC/WNSPC  
Phone: 937-255-7391  
:

### Procurement Authority POC

Organization: AFLCMC/WNSK  
Phone: 937-255-4724



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# Hypobaric (Altitude) Chambers



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## Summary of Program Requirements

- Maintenance (Help Desk & Field) support to 17 chambers at 15 locations
- Spares support and inventory control
- Preventive maintenance site visit
- Technical Order support & system modifications

## Milestones

- Draft RFP – Feb 15
- RFP release – Mar 15
- Contract award – Sep 15

## Original Developer/OEM

Company: } Guardite, John Mohr,  
CGS Scientific  
Date Delivered: } (All companies out of business)  
1950's

## Current Contract (if recompet)

Company: } Peerless Technologies Inc.  
Contract Number: } FA8621-11-C-6255  
Period of Performance: } Sep 11 – Sep 15

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U.S. AIR FORCE

## SD Training Systems

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### Description

- The Spatial Disorientation Training System program is an acquisition of four trainers for four locations and includes CLS. The period of performance is FY14-20, one base year with 5 one year options.
- The Air Education and Training Command (AETC) is designated the lead agency for both programs.

### Acquisition Strategy

- Small business set-aside
- Single award
- 6 year contract
- FFP
- FAR Part 12 Commercial

### Funding

FY14-15: \$6.00M

### Program Office POC

Organization: AFLCMC/WNSPC  
Phone: 937-255-7391

### Procurement Authority POC

Organization: AFLCMC/WNSK  
Phone: 937-255-4724



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# SD Training Systems

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## Summary of Program Requirements

- Maintenance (Help Desk & Field) support to 4 trainers at 4 locations
- Spares support and inventory control
- Annual preventive maintenance site visits
- Tech Refreshes on an as-needed basis

## Milestones

- Draft RFP – Jun 13
- RFP release – Sep 13
- Contract award – Mar 14

## Original Developer/OEM (if recompet)

Company: } Company and date delivered  
Date Delivered: } TBD

## Current Contract (if recompet)

Company: }  
Contract Number: } Initial acquisition  
Period of Performance: }

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# T-1A Ground Based Training System (GBTS)



AFLCMC/WNSPC  
937-255-3954

All information contained in this presentation represents the Government's understanding of the nature of the anticipated procurement as of the presentation date. All information is subject to change.

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# T-1A Ground Based Training System (GBTS)

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## Description

- The principle mission of the T-1A GBTS is to provide direct, transferable training of pilot tasks for T-1A Jayhawk aircraft.
- This program is Contractor Logistic Support (CLS). The program provides maintenance and logistics support for the T-1A GBTS consisting of 16 Operational Flight Trainers (OFTs). Two OFTs in use at NAS Pensacola will be equipped with the Combat Systems Officer support modification for USAF CSO training.
- The T-1A GBTS program will also include obsolescence upgrades for the OFTs and Avionics Part Task Trainers (APTTs) as required for maintaining concurrency with the aircraft.

## Acquisition Strategy

- Use TSA III contract
- Firm Fixed Price
- CLS, upgrades/modifications

## Funding

- Funds will be 3400
- Approximate Contract Value - \$30M

## Program Office POC

Organization: AFLCMC/WNSPC  
Phone: (937) 255-3954

## Procurement Authority POC

Organization: AFLCMC/WNSK  
Phone: (937) 255-4724



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# T-1A Ground Based Training System (GBTS)

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## Summary of Program Requirements

- Meet 98% Device Availability (DA), with no more than 5 consecutive hours of downtime followed by 24 hours of up time.
- Compliance of the Configuration Management of Link with the Government Instructions and Directives
- Maintain Currency of all Technical and Requirements Documentation
- TSSC release of error free software for GBTS
- CDRLs delivered are acceptable to government
- No inspections resulting in a non conformed GBTS

## Milestones

- Draft RFP release: Jul 20 2014
- RFP release: Oct 20 2014
- Contract award: Jul 27 2015

## Original Developer/OEM (if recompet)

Company: } OFTs: Quintron  
Date Delivered: } APTTs: Lockheed Martin

## Current Contract (if recompet)

Company: } Link Simulation and Training  
Contract Number: } F33657-01-D-2077 QP02  
Period of Performance: } Oct. 2008 – Sept. 2015



# T-38C Aircrew Training Device (ATD)



AFLCMC/WNSPC  
(937) 255-3787

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# T-38C Aircrew Training Device



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## Description

• The principle mission of the T-38C ATD is to train students in the fighter-bomber tracks of USAF pilot training. Training includes Undergraduate Pilot Training (UPT), Specialized Undergraduate Pilot Training (SUPT) and Introduction to Fighter Fundamentals (IFF) training.

• This program is Contractor Logistic Support (CLS). The CLS efforts include maintenance and logistics support for the T-38C ATD consisting of 14 Unit Training Devices (UTDs), 11 Operational Flight Trainers (OFTs) and 12 Weapon System Trainers (WSTs). The T-38C ATD program will also include Navigational Aid (NAVAID) and Database Generation System (DBGS) updates.

## Acquisition Strategy

- Use TSA III contract
- Firm Fixed Price
- CLS, upgrades/modifications

## Funding

- Funds will be 3400
- Approximate Contract Value - \$31M

## Program Office POC

Organization: AFLCMC/WNSPC  
Phone: (937) 255-3787

## Procurement Authority POC

Organization: AFLCMC/WNSK  
Phone: (937) 656-7503



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# T-38C Aircrew Training Device

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## Summary of Program Requirements

- Meet 95% device availability (37 ATDs: Randolph AFB, Laughlin AFB, Columbus AFB, Vance AFB, Sheppard AFB)
- Simulator Control Working Group (SCWG) taskings incorporated IAW SCWG Annual Plan
- Maintain serviceable Recompensation Support Package (RSP) spares levels at the issued quantities
- Incorporate visual system update taskings to meet user training needs
- CDRLs delivered are acceptable to government

## Milestones

- Draft RFP release: Jul 20 2014
- RFP release: Oct 20 2014
- Contract award: Jul 27 2015

## Current Contract (if recompetes)

Company: } FlightSafety Services Corporation  
Contract Number: } F33657-01-D-2078 QP04  
Period of Performance: } Oct. 2006 – Sept. 2015

## Original Developer/OEM (if recompetes)

Company: }  
Date Delivered: } OFTs: Boeing



# Visual Threat Recognition & Avoidance Training (VTRAT)



AFLCMC/WNSPC  
937-656-9687



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# Visual Threat Recognition & Avoidance Training (VTRAT)



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## Description

- VTRAT is an automated virtual intelligent instructional training aid designed to introduce & refresh visual scanners on their duties during an anti-aircraft threat engagement.
- Employs hardware & software that displays realistic visual characteristics of anti-aircraft weaponry.
- Supports AMC, AFSOC, ACC & RAAF
- Release 2 courseware versions per command/yearly
- The VTRAT system employs a powerful, simulation based platform utilizing automated instruction, intelligent tutoring, Air Intelligence Agency (AIA) certified threat database and voice recognition technology (VRT).
- Target training population is air crew members from pilots to loadmasters who are trained in visually detecting, initiating, and coordinating defensive and/or evasive maneuvers with and without helmets and Night Vision Goggles (NVG).

## Acquisition Strategy

- FA8621-13-R-6303
- Small business set aside
- Single award

## Funding

- Funds will include: 3400 & 3080
- Under \$20M

## Program Office POC

Organization: AFLCMC/WNSPC  
Phone: 937-656-9687

## Procurement Authority POC

Organization: AFLCMC/WNSK  
Phone: 937-656-7503





# Visual Threat Recognition & Avoidance Training (VTRAT)



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## Summary of Program Requirements

- Provide phone and on-site technical support for 62 systems at 52 locations both CONUS and OCONUS
- Refresh 33% of the hardware at these sites yearly
- Provide maintenance updates to the VTRAT courseware for AMC, AFSOC, ACC & RAAF to include two releases per year as well as out-of-cycle critical updates due to changes in tactics
- Present realistic daytime and nighttime depiction of ground-based threats such as Anti-Aircraft Artillery (AAA) and Surface-to-Air-Missiles (SAMs) as well as distractors (spotlights, lasers, etc.)
- Simulate the actual view from the various pilot and scanner crew positions for 22 aircraft
- Provide real-time control of aircraft attitude, speed and flight path
- Provide the ability to monitor student performance and alter the training accordingly. Student responses are in the form of microphone inputs graded through voice recognition coupled with controller inputs (communications/flares switches)
- Provide the use of actual aircraft controls to improve transfer of learning from the training environment to the threat environment.
- Provide audio instruction through text-to-speech and visual instruction through a 67" rear projection display system.
- Provide flexible lesson software allowing for tailored instruction and free-play modes of instruction

## Milestones

- Draft RFP – Jun 2013
- RFP Release – Sep 2013
- Contract Award - Jul 2014

## Current Contract

Company:	}	British Aerospace Enterprises
Contract Number:		FA8530-08-D-0010
Period of Performance:		6 Mar 2009 – 5 Mar 2014