

ANNEX 6

DRAFT ADDITIONAL INFORMATION PREPARATION INSTRUCTIONS FOR INVITED RESPONDENTS

Written Responses to Support Experimentation Campaign (Invited Respondents Only)

1. Integration timeframe for additional communications and sensor options that are an equivalent of form, fit and function replacement (such as a different EO/IR ball or a different radio / datalink fit) for systems showcased in the experiment. Please indicate the need to change/update the Operational Flight Program (OFP) to support addition of these new capabilities.
2. Additional information on cost and development/integration time required for all-weather precision and non-precision weapons employment via both on-board and off-board targeting data, installation of missile warning system, and aircraft wiring with MIL-STD-1760 databus architecture and cabling.
3. Describe how production quantities / lot buys could be structured in lots of 40-50 aircraft for a total buy of up to 300 aircraft to be delivered within six years from a production decision. Describe planned acquisition of long lead-time items with schedule and costs for meeting above production schedules. Describe feasible production rates. Provide notional production profile and unit cost data for optimal production rate. Provide production profile and cost for lowest cost production rate.
4. Given the requirements to estimate costs for follow-on aircraft purchases, provide an Airworthiness Certification Plan that outlines the applicant's plan for obtaining a full USAF Airworthiness Certification, utilizing MIL-HDBK-516C as the certification basis, ultimately resulting in a TAA-issued Military Type Certificate (MTC) before delivery of the first follow-on aircraft purchase.
5. For planning purposes, define aircraft unit cost (dollars) for aircraft that are combat-equipped IAW Annex 1 and the total procurement cost for lots of 40-50 aircraft for a total buy of up to 300 aircraft. Required training devices, unique support equipment & tools, suspension equipment, external fuel tanks and recommended initial spares kit are separate items covered in items 9 and 11 and should not be included in total procurement cost per aircraft.
6. For the example mission events in Annex 3 of this document, identify the cost per flying hour, including details regarding unit level manpower, unit operations, maintenance, sustaining support, continuing system improvements and indirect support. Examples of relevant costs include but are not limited to fuels, labor, parts, sustaining engineering, and software maintenance. Clearly define assumptions for projected failure rates.
7. Cost and schedule estimate for any additional required equipment not demonstrated during the experiment, installed and integrated onboard the aircraft in order to meet the aircraft notional requirements listed in Annex 1.
8. Cost and schedule estimate for advanced ground-based simulators (one per 20 aircraft).

9. Provide projected maintenance infrastructure – processes, procedures, spares and rough order of magnitude (ROM) costs to support:
 - a. Organizational level (O-level) Contractor Logistics Support (CLS) in place 3 months before 1st aircraft delivery
 - b. On-site 12 month CLS, transitioning to USAF organic O-level maintenance
 - c. Spare Parts package commensurate with the operations tempo defined in Annex 1-1.d.
 - d. Plan for Contractor provided Depot Level Maintenance (if necessary) at an Airworthiness Authority-approved facility
10. Provide data impacting potential exportability. Specify processes, procedures, and configurations needed to create an exportable variant, including but not limited to the following subsystems: radios, sensors, weapons/stores/data bus, datalink, and defensive systems. Also include any previous Government export approvals.
11. Provide data on training infrastructure – processes, procedures, throughput and ROM costs to support:
 - a. Training thirty (30) Maintainers for O-level maintenance
 - b. Maintenance Program of Instruction
 - c. Personal computer (PC)-based flight simulators (12 licenses)
 - d. Contractor-run Initial Qualification Course, with planned 6-8 flights per student for an initial instructor cadre of 6 experiment aircrew, followed by a class of 12 experiment aircrew. Initial class may be at contractor facilities, the second class to be at USAF facilities in Continental United States (CONUS).
 - e. Contractor-supported Mission Qualification Course for an initial instructor cadre of 6-10 experiment aircrew, followed by a class of up to 12 experiment aircrew, both to be at USAF facilities in CONUS.
 - f. Courseware for academic instruction, Multi-Function Display (MFD) functionality training, and a Hands on Throttle and Stick (HOTAS) trainer that emulates and simulates actual training.
 - g. An aircrew Ground Based Training System to support flight and simulator training.

Response Composition

If invited to participate in the light attack experimentation event, SDPE office requests that participants provide information in items 1-11 above to support analysis activity. Please provide these responses in Microsoft Word compatible documents, Microsoft PowerPoint compatible presentations, Adobe pdf files, Microsoft Excel compatible Spreadsheets, or any combination thereof.

Submit responses in both electronic (soft) and printed (hard) copy form. Submit electronic copies via e-mail to patrick.kelleher.3@us.af.mil not later than **1600 hours Eastern Time 79 calendar days from the ITP release date**. Title e-mail responses in the subject line of the e-mail as follows: "Invited Response for Participation in Light Attack Experimentation".

Additionally, provide two printed (hard) copies of each response either by mail or hand delivery to 2275 D St. Bldg 16 Rm 120, WPAFB, OH 45433, no later than **1600 hours Eastern Time 79 calendar days from the ITP release date.**

Manufacturing Readiness Assessment (MRA)

If invited to participate in the light attack experimentation event, the SDPE office will request the participants to support an MRA at their final assembly facility. The purposes of the MRA are to (1) evaluate the manufacturing maturity of the aircraft and (2) determine if the participant has the manufacturing capability and capacity to meet the intended production quantities and lot buys.

The MRA will be conducted using the *DoD Manufacturing Readiness Level Deskbook* as a guide and the on-site review will not exceed one week in duration. The deskbook is available at www.dodmrl.com. The MRA will focus on MRLs 8 and 9. Prior to the on-site review, the government will provide relevant questions from the MRL criteria matrix. The SDPE will request the participant to use these questions to conduct an MRL self-assessment and provide the results to the government MRA team one week prior to the on-site review. Additional details about the MRA will be provided with invitations to participate in the experimentation campaign.