E-6B In-Flight Trainer

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Industry Day
21 July 2004
E-6B In-Flight Trainer

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Industry Day
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Agenda

• Introduction
• Purpose
• Background
• Requirement
  - Contractor Instructor Pilot
  - Sample Flight Ops
• Contracting Approach
  - Potential Contract Option Structure
• Facilities/Equipment
• Schedule
• Summary
• Questions & Answers
Introduction

• PMA-271
  – CAPT Bill Okoniewski
  – Mr. Dan Skane
  – CDR Blake Weber
  – Ms. Amy Houle Caruso
  – Mr. Kevin Wilhelm
  – LCDR Michael Nash

• VQ-7
  – LT Richter

• Contracts
  – Ms. Christina Hall (PCO)
  – Mr. Chris Rawlings

• NAVAIR Small Business Office
  – Mr. Gil Naru
Purpose

• Improve Industry’s understanding of the Government’s requirements
• Improve the Government’s understanding of Industry’s capabilities
• Enhance the Government’s ability to obtain quality services to satisfy the Fleet’s needs
• TC-18F IFT Aircraft grounded Dec 00 for wing spar cracks; beyond economical repair
• Utilization of Air Force EC-18 as IFTs for an interim period
• NAVAIR is currently utilizing Air Force Contract, L-3 Communications, for two Boeing 737s
  – Currently one -200 and one -600
  – Contract ends Jan 05
Requirement

• Provide Flight Instructor Services to achieve 2,000 Flight Hours/6,000 cycles annually in commercial 737-NG aircraft for Navy pilot training
• Navy Instructor pilot will be pilot in command with Contractor Pilot available as subject matter expert
• Approximately two five-hour flights per day, five days per week
• Six weekend flights yearly (may include Remain Over Nights (RONs))
Requirement (con’t)

• Six hour notice for unscheduled sorties
• Sortie origination at Tinker Air Force Base
• Aircraft must support 80% availability
• Operate in accordance with Federal Aviation Regulation (FAR) Part 91
  • FAA Airworthiness Certificate
  • OEM/FAA approved maintenance plan
    - Identify any planned modifications required to support aircraft availability
• Navy flight clearance not required
• Maintain insurance at all times in accordance with following clauses:
  - Insurance-Work on a Government Installation, FAR 52.228-5 (JAN 1997)
  - Liability Insurance, NAVAIR 5252.228-9501 (MAR 1999)
• Government provides fuel for Government Service flights
Requirement (con’t)
Contractor Pilot

- Qualified in accordance with Federal Aviation Regulation (FAR) Part 61
  - Boeing 737-NG Type rated
  - FAA Certified Multi-Engine Instructor
  - FAA Certified Flight Instructor/Instrument
- Must be on each flight
- Will not routinely participate in the conduct of the flight or the flight training; but shall
  - Be thoroughly briefed on the flight and will be prepared at all times to answer questions relative to the aircraft systems and operation
  - Assist with the development of training processes and procedures, assess training risks, and provide quality assessment of training procedures.
  - Observe the overall flight training program and make recommendations, to the commanding officer, VQ-7
# Current Requirement Sample Flight OPS

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Maximum Flt Hrs/Year & Cycles/Year: 2000.0, 6000
Average Flt Hrs/Month: 166.7
E-6B In-Flight Trainer

Chris Rawlings
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Contracting Approach

- Federal Acquisition Regulation (FAR) Part 12, Acquisition of Commercial Items
- Firm Fixed Price by the Flight Hour
- Indefinite Delivery Indefinite Quantity (IDIQ)
- Minimum guarantee for Flight Hours in base year
- Small Business Teaming is encouraged

Government intends to award to the Lowest Price - Technically Acceptable (LPTA) Offerer
Potential Contract
Option Structure

• Base Contract (FY05)
  - approx 8 months
  - Minimum guarantee of 1000 Flight Hours
  - Up to 2000 Flight Hours
• Option 1 (FY06,)
  - 12 months
  - Up to 2000 Flight Hours Maximum
• Option 2 (FY07)
  - 12 months
  - Up to 2000 Flight Hours Maximum
• Option 3 (FY08 Oct-Mar)
  - 6 months
  - Up to 1000 Flight Hours Maximum
• Option 4 (FY08 Apr-Sept)
  - 6 months
  - Up to 1000 Flight Hours Maximum
• Option 5 (FY09 Oct-Mar)
  - 6 months
  - Up to 1000 Flight Hours Maximum
• Option 6 (FY09 Apr-Sept)
  - 6 months
  - Up to 1000 Flight Hours Maximum
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Facilities/Equipment*

- Facilities and Maintenance Hangars at Tinker AFB
  - Space is Available; Building 267 - 2,500 square feet
  - adequate electrical and pneumatic power for a wide range of office equipment and power tools

- Tinker AFB Ramp Space
  - aircraft parking is under the management of the Tinker Air Force Base Airfield Manager
  - current aircraft parking area is immediately south of Building 267 and immediately east of Building 260
  - be prepared for aircraft operations and maintenance at alternative locations as required by the Airfield Manager

- Security
  - The Government will provide external physical security
  - The contractor shall provide internal security

* Note: Offerer has the option to use own facilities and equipment or Government Provided
Facilities/Equipment* (Continued)

• Ground Support Equipment (GSE) Support. The government will provide the following aircraft maintenance support equipment on a non-interference basis if Offerer elects to utilize:

  • Powered Equipment:

    H-1 Diesel Heater
    Forklift (2K-15K)
    Landoll De-icer
    MC-2A Low-Pac
    NF-2D Lite-All
    Universal Maintenance Stand
    Diesel ACE Air Conditioner
    (A/M32-60A/-60) Electric Gen/Start Cart
    (A/M32A-95) Start Cart
    (A/M32A-103) Tri-Lectron Electric Generator Cart
    Tennant 1550 Suck Cart to clean up de-icer fluids
    Essex Electric Generator Set B809A.

* Note: Offerer has the option to use own facilities and equipment or Government Provided.
Facilities/Equipment*
(Continued)

• Non-Powered Equipment:
  40-Ton Rhino Jack
  B-5 Maintenance Stand
  B-4 Maintenance Stand
  B-2 Maintenance Stand
  B-1 Maintenance Stand with C-1 Maintenance Stand mounted on top.

• The contractor shall otherwise provide all Boeing 737 common support equipment, special tools and hand tools needed to accomplish work.

• Tinker AFB Disaster Preparedness
  • Comply with AFI 32-4001 and Tinker AFB Plan 32-1 in preparing for disaster conditions.

* Note: Offerer has the option to use own facilities and equipment or Government Provided
Environmental Protection and Hazardous Material/Waste Management

- Establish an Environmental Protection/Hazardous Waste organization to administer and execute the environmental requirements of the contract
- Designate an environmental, safety and health coordinator
- Establish a Hazardous Communication Program Plan
- Implement an Environmental Protection/Hazardous Waste Program
- Handle, use, and store Class I hazardous material in accordance with OPNAVINST 5090.1B
- Be responsible for processing Class I hazardous material/waste for turn-in or disposal
- Interface with the Base Environmental/Safety Office to achieve overall environmental regulatory compliance
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Proposed Schedule

Solicitation Released - Late Aug ‘04
Pre-Proposal Conference - One week later
At Tinker AFB
Proposals Due - Sep ‘04
Contract Award - Dec ‘04
First Delivery Order - Dec ‘04
Summary

• Federal Acquisition Regulations Part 12, Acquisition of Commercial Items
• Operate in accordance with Federal Aviation Regulation Part 91
• Contractor Pilot will be Qualified in accordance with Federal Aviation Regulation Part 61 and is required on each flight
• Facilities and Equipment may be provided at Tinker AFB
• Environmental and Waste Management Requirements must be observed
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QUESTIONS & ANSWERS

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WEBSITES

• http://www.e-publishing.af.mil/
• http://neds.nebt.daps.mil/
• http://www.faa.gov/

• www.navair.navy.mil/index.cfm?fuseaction=doing_business.default
Aircraft availability shall be determined as defined below where Chargeable Deviations are defined as:

- Air or ground aborts due to aircraft mechanical problems
- Cancellations due to maintenance
- Late takeoffs departing 60 minutes or more after scheduled departure due to maintenance or unavailability of a contractor pilot resulting in a non-effective flight

\[
\text{Availability} = \frac{\text{Scheduled Sorties} - \text{Chargeable Deviations}}{\text{Scheduled Sorties}}
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