

STATEMENT OF WORK AND/OR SPECIFICATIONS

STATEMENT OF WORK

LIVE TACTICAL AIRCRAFT TRAINING IN SUPPORT OF (INSERT GOVT ENTITY)
GROUP ONE
JOINT TERMINAL ATTACK CONTROLLER TRAINING

4.1. BACKGROUND

(INSERT GOVT ENTITY) plans, coordinates, schedules and executes (INSERT GOVT ENTITY), (INSERT GOVT ENTITY) training for Navy SEALs prior to deployment. (INSERT GOVT ENTITY) duties appear similar to other fire support specialties. (INSERT GOVT ENTITY) must maintain situational awareness (SA), know the supported unit's concept of operations (CONOPS), and validate and execute targets of opportunity. The specific job specialization that sets (INSERT GOVT ENTITY) apart from their fire support counterparts is the skill sets associated with air strike control, which includes in-depth knowledge of the capabilities and limitations of air power and advising the maneuver commander how best to employ its use in support of (INSERT GOVT ENTITY), and specifically, (INSERT GOVT ENTITY). This skill set has proven to be essential to Naval Special Warfare mission success on the battlefield.

(INSERT GOVT ENTITY) requires the support of a vendor specializing in (INSERT GOVT ENTITY) training and support areas because current (INSERT GOVT ENTITY) deployment tempo and training pipeline/ requalification process has created shortfalls in required numbers of qualified military (INSERT GOVT ENTITY) available as instructors within (INSERT GOVT ENTITY). TLC provides that support under the H92240-10-C-0018 (INSERT GOVT ENTITY)

4.2. OBJECTIVES

The objective for (INSERT GOVT ENTITY) under the present contract with TLC is to acquire instructional services and training support, including LIVE AIRCRAFT TRAINING SUPPORT during Field Training Exercises (FTX) in Joint Terminal Attack Controller (JTAC) Close Air Support (CAS) operations and procedures, to include:

- Academic Instruction
- Theater Orientation
- Scenario Development
- Field Training Exercise
- (INSERT GOVT ENTITY) Specific Training/Certification Evolutions
- Live Tactical Aircraft Training Support

This statement of work is specifically for Live Tactical Aircraft Training Support .

4.3. SCOPE

The scope of this subcontract is to support (INSERT GOVT ENTITY) as they assist (INSERT GOVT ENTITY) in maintaining (INSERT GOVT ENTITY) currency and competency for the base year 13 Feb 2012 to 12 Feb 2013 with two additional option years. The subcontractor is to assist (INSERT GOVT ENTITY) in development of advanced (INSERT GOVT ENTITY) training in accordance with (IAW) US Special Operations Command (USSOCOM) M 350-5 Joint Terminal Attack Controller Training and JCAS AP MOA.

4.4. TASK ORDER SUPPORT REQUIREMENTS

Subcontractor will support specific training task orders with Live Aircraft Training Support. TacAir will provide pilots trained in Close Air Support procedures, support equipment and mechanics as necessary; and aircraft as necessary to fulfill training requirements.

A. Aircrew Requirements. TacAir Training Support aircrew shall have:

- A minimum of 1500 tactical flight hours in U.S. military fighter, strike-fighter, or attack aircraft. Graduates of USAF or USN Fighter Weapons School preferred.
- FAA Type Rating and currency in aircraft to be flown, with appropriate category and class commercial rating and instrument rating.
- Current FAA Class II flight physical

B. Mechanic Requirements. TacAir support mechanics will have documented training on aircraft servicing and maintenance inspection, signed off in accordance with the TacAir Maintenance Plan and Ground Operating Procedures.

C. Aircraft Requirements. TacAir will provide support from aircraft with the following specified capabilities:

1. Embraer EMB-314 Super Tucano

- Speed envelope—max endurance speed approx 130 KIAS, max level speed approx 250 KTAS
- Endurance—Up to 4.5 hours with external tanks
- Carriage Capability—NATO standard 14” suspension, with three pylons available, five preferred.
- Comms—UHF, VHF, plus capability to include optional radio suites (up to four total)
- Previous NAVAIR clearances for LGB, GP bomb, 2.75” rockets and .50 cal strafe
- Able to operate MX-15 or STAR SAFIRE III 15” EO/IR sensor

2. Aero-Vodochody L-29 Super Delfin (JT-12 Engine Equipped)

- Speed envelope—max endurance speed approx 0.35M, max speed approx 0.65M, level (400 KTAS).
- Endurance—Up to 2.0 hours with external tanks

- Carriage Capability—two external tanks, plus option for 19” standard electronic equipment rack in aft cockpit
- Comms—UHF and VHF

3. Cessna A-37

- Speed envelope—max endurance speed approx 0.35M, max speed approx 0.75M, level (450 KTAS).
- Endurance—Up to 3.0 hours with external tanks
- Carriage Capability—8 external pylons, (six plumbed for fuel). NATO standard 14” suspension.

4. SIAI-Marchetti SM -1019

- Speed envelope—max endurance speed approximately 100 KIAS, max speed 170 KIAS
- Endurance—Up to 8.0 hours with external tanks
- Carriage Capability—4 external pylons, (two plumbed for fuel). NATO standard 14” suspension.
- Short-field Takeoff and Landing capability

5. Cirrus SR-20/SR-22

- Speed envelope—max endurance speed approximately 100 KIAS, max speed 170 KIAS
- Endurance—Up to 4.0 hours

4.5. DELIVERY

Contractor shall provide delivery of services at locations specified in each Task Order. Training locations may include, but are not limited to:

- China Lake, CA
- Eglin AFB, FL
- Hurlburt Field, FL
- Fort Irwin (NTC), CA
- NAS Fallon, NV
- Nellis AFB, NV
- Cannon AFB,
- Greyling ANG/AGR
- MCAS Yuma, AZ
- Camp Billy Machen, CA
- Camp Morena, CA
- Toole, UT
- San Clemente Island, CA

4.6. GOVERNMENT FURNISHED PROPERTY, MATERIAL, EQUIPMENT, OR INFORMATION (GFP, GFM, GFE, OR GFI) OR TLC FURNISHED EQUIPMENT

Equipment furnished either by the Government or TLC will be specified in each Task Order.

4.7. SECURITY

TacAir aircrew shall have an active SECRET security clearance or higher. As required, Subcontractor will supply documentation for DD254s to the following locations:

- China Lake, CA
- Eglin AFB, FL
- Hurlburt Field, FL
- Fort Irwin (NTC), CA
- NAS Fallon, NV
- Nellis AFB, NV
- Cannon AFB, NM
- Greyling ANG/AGR
- MCAS Yuma, AZ
- Camp Billy Machen, CA
- Camp Morena, CA
- Gila Bend
- Avon Park

4.8. TRAVEL

A. Travel will be required to each training location.

B. For each trip, the subcontractor support team composition and number will be approved as part of the firm-fixed price proposal for each Task Order. Task Order trip durations vary, but generally average 4 to 12 days.

END OF STATEMENT OF WORK

(INSERT GOVT ENTITY) **Indefinite Delivery Indefinite Quantity (IDIQ)**
Contract Number (INSERT GOVT CONTRACT NUMBER)

APPENDIX A: TacAir Aircraft Baseline Lease Rates

For the Base Period: 2/12/2012 through 2/11/2013

Aircraft	Charge	Fee	Notes
EMB-314			
	Equipment lease	\$4830/hour	
	Pilot	\$800/hour	2.0 per aircraft on TO
	Mechanic	\$480/hour	1.5 per aircraft on TO
	Total Hourly rate (dry)	\$6110.00/hour	2 per aircraft on TO
	Fuel Burn	70 gal/hour	JP-8/Jet-A
L-29 Super Delfin			
	Equipment lease	\$1180/hour	
	Pilot	\$600/hour	1.5 per aircraft on TO
	Mechanic	\$320/hour	1 per aircraft on TO
	Total Hourly rate (dry)	\$2100/hour	
	Fuel Burn	170 gal/hour	JP-8/Jet-A

Aircraft	Charge	Fee	Notes
Cessna A-37			
	Equipment lease	\$3460/hour	
	Pilot	\$800/hour	1 or 2 per aircraft on TO
	Mechanic	\$640/hour	1 or 2 per aircraft on TO
	Total Hourly rate (dry)	\$4900/hour	
	Fuel Burn	300 gal/hour	JP-8/Jet-A
SM-1019	Equipment lease	\$780/hour	
	Pilot	\$400/hour	1 or 2 per aircraft on TO
	Mechanic	\$320/hour	1 or 2 per aircraft on TO
	Total Hourly rate (dry)	\$1500/hour	
	Fuel Burn	24 gal/hour	JP-8/Jet-A
Cirrus SR-20 / SR-22			
	Equipment lease	\$400	
	Pilot	\$400/hour	1 per aircraft
	Mechanic	\$110/hour	1 per three aircraft
	Total Hourly rate (dry)	\$910	
	Fuel Burn	12 gal/hour	AVGas / 100LL

Fee Schedules for follow-on periods will increase by 3.5% per year to account for inflation. These periods are defined as follows:

Option Period 1: 2/13/13 through 2/12/14

Option Period 2: 2/13/14 through 2/12/15

APPENDIX B: TacAir Aircraft Baseline Capability Definitions and Aircraft Options

EMB-314 Super Tucano:

Baseline:

- A. Basic airframe with three pylons, one external fuel tank.
- B. Mission Recorder
- C. Computed bombing system with simulation mode / No-Drop Bomb Scoring
- D. Pilot and Weapons System Operator
- E. Non-secure two-radio communications suite, with one military band VHF radio and one military band UHF/VHF radio
- F. Integrated GPS/INS Navigation System
- G. 1553 Data-bus and Mission Computer system running representative tactical Operational Flight Program.

Options available at additional negotiated cost:

- A. Second external fuel tank for up to 4 hours endurance
- B. EO/IR Sensor with Laser Pointer
- C. Video Data-Link
- D. Digitally-Aided CAS Emulator
- E. BDU-33 / MK-76 Practice Bomb carriage and release
- F. 2.75" Rocket carriage and release
- G. MK-81/82 GP bomb carriage and release
- H. .50 cal strafe capability
- I. NVG capability

L-29 SUPER DELFIN

Baseline:

- A. Basic airframe with two external fuel tanks on wing pylons
- B. Pilot

- C. Non-secure two-radio communications suite, with one military band UHF radio and one civil band VHF radio
- D. GPS navigation system

Options available at additional negotiated cost:

- A. Digitally-Aided CAS Emulator
- B. NVG capability
- C. Weapons System Operator
- D. 19" standard electronics rack installation in rear cockpit
- E. Mission recorder system

CESSNA A-37

Baseline:

- A. Basic airframe with up to six external fuel tanks on wing pylons
- B. Pilot
- C. Non-secure three-radio communications suite, with one military band UHF radio and two military band VHF radios
- D. GPS navigation system
- E. In-flight refueling capability

Options available at additional negotiated cost:

- A. Digitally-Aided CAS Emulator
- B. NVG capability
- C. Weapons System Operator
- D. Mission recorder system

SIAI-MARCHETTI SM-1019

Baseline:

- A. Basic airframe with two external fuel tanks on wing pylons
- B. Pilot
- C. Non-secure two-radio communications suite, with one military band UHF radio and one civil band VHF radio
- D. GPS navigation system

Options available at additional negotiated cost:

- A. Digitally-Aided CAS Emulator
- B. NVG capability
- C. Weapons System Operator
- D. EO/IR sensor with Laser Pointer
- E. Mission recorder system
- F. Video Data-Link
- G. 2.75" Rocket carriage and release

CIRRUS SR-20/22

Baseline:

- A. Basic airframe
- B. Pilot
- C. Non-secure two-radio communications suite, with two civil band VHF radios
- D. GPS navigation system

Options available at additional negotiated cost:

- A. Digitally-Aided CAS Emulator
- B. NVG capability
- C. Weapons System Operator
- D. 19" standard electronics rack installation in rear cockpit
- E. Mission recorder system
- F. EO/IR sensor with Laser Pointer