Document Type: Sources Sought Notice (SSN)

Posted Date: 16 Jun 2026
Original Response Due Date: 16 Jul 2026
Archive Date: 31 July 2026

Standard Industrial Classification Code: 3721- Aircraft

Product Service Code: 1510 - Aircraft, Fixed Wing

North American Industry Classification System (NAICS) code: 336411- Aircraft Manufacturing

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Description

1. **THIS IS NOT A REQUEST FOR PROPOSAL/QUOTE.** This synopsis is not to be construed as a commitment on the part of the Government to award a contract, nor will the Government provide reimbursement of cost associated with any information, documentation, or responses submitted because of this synopsis.

2. This is a Sources Sought Notice (SSN); there is no solicitation available at this time. This SSN is published for market research purposes only and is intended to identify potential sources. Your response will be treated as information only and will not be used as a proposal. Any resulting contract effort will be subject to Federal Acquisition Regulation (FAR) 52.232-18, Availability of Funds.

3. The information in this notice is based on current information available to date. This information is subject to change and is not binding on the Government. Any updated information will be provided in future announcements and posted electronically on www.sam.gov. This Sources Sought Synopsis addresses both a range of potential modernization updates to the T-7 Family of Systems (FoS) and sustainment activities, beginning as early as Fiscal Year 2029. For the purposes of this document, the T-7 FoS includes the T-7 Air Vehicle, Ground Based Training System (GBTS), Maintenance Training System (MTS) and associated systems. GBTS is defined as all Aircrew Training Devices (ATD), Ground Training Devices (GTD), other training system components, GBTS Support Equipment, academics, and Interactive Multimedia Instruction (IMI).

4. The T-7 FoS was initially envisioned as the Advanced Pilot Training Program, an inclusive training solution meant to replace the aging T-38C fleet in Air Force inventory used for pilot training purposes. It was determined through a competitive source selection that tailored development of a purpose-built, single-engine, high-performance jet aircraft, matching ground-based training system, support equipment, required courseware, and other necessary

systems best supported the needs of the Air Force, and would equip Air Education and Training Command with the ability to train pilots well into the 21st century. Eventually the T-7 program will consist of 351 aircraft operating out of five training bases across the continental United States (CONUS) as well as test locations and will be co-located with required ground training and support equipment. The T-7 is now entering the Low-Rate Initial Production (LRIP) Phase, based on an approved Milestone C decision.

5. All potential requirements identified in this document will involve military certification requirements. Supporting tasks may be executed at Government facilities, contractor facilities, CONUS operational bases, and/or test locations.

6. The requirement(s) may include level of effort and discrete tasks for sustainment of the existing aircraft configuration, as well as planning, development, test, qualifications, integration, production, installation, fielding, and sustainment of current, new, or upgraded T-7 capabilities.

7. Modernization/upgrade capabilities may include, but are not limited to:

    a. **Terrain and Air Collision Avoidance Capability.** Delivering a terrain avoidance system for the T-7 is critical to prevent ground collisions. The system will interface with on-board navigation to identify whether an automatic recovery is required. The system will incorporate Pilot Vehicle Interface (PVI) via Warnings, Cautions, and Advisories to alert aircrew to system health as well as imminent recovery. The system is to provide protection to students and aircraft to prevent impact with the ground due to inattention or G-induced loss of consciousness (G-LOC). In addition, the related Automatic Air Collision Avoidance System (Auto ACAS) will be implemented to prevent mid-air collisions. In a training environment, Auto ACAS provides an added layer of safety against mid-air collisions during dynamic air-to-air maneuvers, especially critical for solo students or dual crews in high task load (e.g. Basic Fighter Maneuvers or Air Combat Maneuvers) environments. The proposed solution should be software only, unless hardware changes are necessary for full implementation, and include selectable buffers for terrain (GCAS) or aircraft (ACAS) clearance. The system should use Digital Terrain Elevation Data (DTED) appropriate for effective protection, based on processing capability and safety margin required. DTED will be loadable in mission planning. The system will utilize system wide integrity monitoring to ensure 'do no harm' with the function performing recovery located in the primary flight controls. It will always fly the aircraft away from terrain (GCAS) or aircraft (ACAS) and have a set criterion for max sustained G-loading. The G-load onset/roll rates/accelerations will avoid pilot injury. It will contain interlocks to prevent departure from controlled flight or ability to put the aircraft in a dangerous energy state. It will not interfere with the mission (e.g. activate with appropriate time prior to collision, not operate during landing operations, and provide crew over-ride ability). The system will activate when necessary/safe, provide crewmember alerts, and lock out crewmember input counter to commanded recovery unless in over-ride mode.
    b. **Barrier Capability.** Unknown risk to aircrew/aircraft that engage barriers during

takeoff or landing emergencies, or that attempt to avoid barrier contact during emergencies increases the risk of aircraft loss from premature ejection. Net arrestor (BAK-15) and cable systems (MA-1A) are currently installed at AETC pilot training installations and have a proven history. Evaluation of T-7 aircraft with these systems will provide data needed to inform T-7 compatibility during high-speed engagements and development of appropriate procedures for the use or avoidance of such arresting systems. Likewise, aircrew understanding of the aircraft's ability to operate over raised cables is needed to make informed operational risk decisions on runway operations with a BAK-12/14 or similar cable system. The solution should provide an analysis of compatibility of the current design to engage BAK-15 and MA-1A barriers in relevant (near-takeoff/high-speed abort) scenarios, followed by technical order guidance for aircrew as to whether to risk barrier engagement or abandon the aircraft during at-risk takeoff/landing emergencies. The objective is to ensure any modifications made to the aircraft outer mold line and/or internal structure ensure safe BAK-15/MA-1A barrier engagement at relevant air speeds while reducing the potential for cockpit entrapment. T-7 ability to take off or land over a BAK-12/14 type barrier should be thoroughly understood and barrier compatibility for Air Force arresting systems added to the relevant technical orders and aircrew checklists.

c. **Selectable G-limits.** Provide "Dial-A-G" capability for the T-7. Due to the T-7's high performance and G-level capability, combined with use for initial training, a pilot-selectable G-limiter is desired with the ability to restrict inexperienced students to a lower G-capable aircraft. This feature will allow a selectable function so increased G-load can be presented to the student as experience is gained. The G-limiter will be pilot selectable in both front and aft cockpits. The G-limiter function will be programmable during mission planning and Data Transfer Cartridge (DTC)-loadable. The system must allow for pilot override via paddle switch to allow full G capability on-demand, but G-response must be ramped up slowly to prevent GLOC/injury when selected. The current G-limit must always be clearly displayed to the pilot in a manner that does not require detailed analysis of HUD/LAD display (e.g., use bold color-coded border of PFR instrumentation based on g-level selected).

d. **Pilot Vehicle Interface (PVI) Improvement.** T-7 Pilot Vehicle Interface (PVI) includes aircrew control of aircraft systems through the Large Area Display (LAD) and Hands On Throttle and Stick (HOTAS) switches. Future capability upgrades will include enhancements that allow for 4th and 5th generation fighter/bomber skills to be trained including the ability to perform HOTAS intensive tasks. The following list is a draft for informational purposes only, meant to inform potential responders of PVI efforts the government may implement in the near future:

1. Divert Mode: will allow rapid selection of and navigation to several of the closest suitable airfields, similar to capabilities currently available in the T-38, including climb/cruise/descent cues (airspeed and altitude), and navigation.
2. Situational Awareness (SIT) Line Color/Style: Display of line colors, styles, polygons, and circles equivalent to T-38.
3. SIT Display improvements:
   a. Make compass rose more legible, make the GPS ground track diamond usable, enable the ability for Bullseye (BE) to show up under the cursors vs. only latitude/longitude.

b. Allow selection of navaids/steer points via Large Area Display (LAD) touch.

4. Navigation improvements:
   a. Ability to manage navigation displays similar to current T-38 capabilities, including heading bug and course arrow auto slew.
   b. BE selection on Up Front Control Display (UFCD) similar to T-38.
   c. Automatic International Civil Aviation Organization (ICAO) Identifier and Tune Identify and Monitor (TIM) confirmation.
5. Flameout Landing Guidance: provide landing guidance to selected airfield, including airspeed, descent angle, and energy cues (clean, configured, configured with speed brake) to achieve an executable solution.
6. Tactical Situation Display (TSD) Sensor cueing: allows sensor cueing (A/A & A/G RADAR, Tgt Pod, etc.) from TSD display.
7. Markpoints:
   a. Ability to set a markpoint with elevation for both real-world and training purposes.
   b. Ability to designate markpoint with any/all sensors and use it immediately.
8. Add Military Grid Reference System (MGRS) coordinate system as a selectable option.
9. Hands on Throttle and Stick (HOTAS) Remap: re-map all stick and throttle buttons to match existing commands.

e. **T-7 Embedded Global Positioning System (GPS) Inertial Navigation System (INS) [EGI].** Upgrade T-7 navigation capability from Inertial Measurement Unit (IMU) with Global Position System (GPS) updates to an Embedded GPS and Inertial Navigation Unit (INU) [EGI], with a ring-laser gyro. The EGI platform offers significant advantages in all navigation, datalink and tactical operations and retains accuracy without GPS signals. The proposed solution will utilize an Embedded GPS/INS (EGI) navigation system with ring-laser gyro to increase the navigation system accuracy of the T-7 and increase anti-jamming/GPS signal retention capability. The solution will integrate existing on-board systems and the T-7 datalink to reduce latency and increase accuracy/tracking of the navigation solution. It will fully integrate with existing avionics and maintain position accuracy without GPS input. It will provide a robust platform for safe operations in all weather conditions and provide better accuracy and reliability over a wider range of operating conditions.

8. Sustainment activities for planned and existing aircraft and training systems will include analysis, planning, and execution of depot maintenance; product support, software maintenance; interim contract support, as required; Technical Order development, publication, maintenance; configuration and data management; and spares and support equipment procurement and sustainment. T-7 acquisition and sustainment support requires robust expertise in multiple functional areas including systems engineering, program management, contracting, pricing, financial management, subcontract management, and facilities management. Core technical engineering disciplines requiring robust competency include electrical systems, flight systems, information assurance, cybersecurity, software, avionics, operational safety and suitability, effectiveness, systems, structures, and aerospace. Sustainment and Maintenance support may include, but is not limited to:

a. Crisis management team support, including technical evaluation and mishap investigation, as required.
b. Maintenance of reliability databases, failure reporting, analysis and corrective action system support.
c. Contract support to include repair, maintenance, and inventory management/data management tracking for modernization efforts (per Air Force Instruction 63-101, Chapter-3).
d. Technical data management, sustainment, and modification (OMIT data, TOs, TCTOs, product baselines, etc.).
e. Documenting discrepancies in verified TOs and submitting Recommended Changes (RC) to the Government using the Enhanced Technical Information Management System (ETIMS).
f. Diminishing Manufacturing Sources and Material Shortages (DMSMS) program management.
g. Product Improvement Working Group (PIWG) support.
h. Fleet management support (e.g., alignment/scheduling of aircraft modifications and updates to planned A-/C-check cycles and operational requirements, technical order updates, and fleet status reporting).
i. Procurement, distribution, repair, and management of common and peculiar support equipment.
j. Supply Chain Management. Manage total supply chain, including spares, support equipment, consumables, and the procurement, replenishment, and sustainment thereof.
k. Delivery of data generated from all aircraft/systems/subsystem/component modifications, changes, and/or updates that is required to achieve the appropriate level of government purpose rights necessary to incorporate changes into the T-7 Family of Systems.
l. Depot level support, including planning, analysis, and execution support for unscheduled depot level maintenance, component-level depot repair, and maintenance-driven modification(s).

9. The USAF T-7A Program Office is surveying the market to determine if sources exist that are qualified to fulfill any or all the requirements described above. Interested companies/firms shall submit information in writing or electronically (limited to 30 8.5x11 pages – 12-point font, single-spaced, 1" margins) to permit assessment of technical capabilities. Send responses to the Air Force Life Cycle Management Center, AFLCMC/WNB, **ATTN**: Sonia Taylor, 1970 Monahan Way, Building 11A, Wright-Patterson AFB, OH 45433-7142. **NOTE**: Oral submissions of information are not acceptable. If there are any questions, please contact Sonia Taylor, Contract Specialist, AFLCMC/WNB, email sonia.taylor.1@us.af.mil or Sarah Coontz, Contracting Officer, AFLCMC/WNB, e-mail: sarah.coontz@us.af.mil.

10. The response should be concise and clearly demonstrate an ability to individually meet the stated requirements above. **Respondents shall address each of the following in their responses:**

a. Ability to address some/all the Modernization requirements listed in paragraph 7 above.
b. Experience in providing sustainment engineering support for complex aircraft systems, comparable in scope and complexity to the T-7. Sustainment engineering requires the contractor to identify, evaluate, and recommend and integrate solutions to resolve T-7 weapon system hardware and software technical and supportability anomalies, deficiencies and problems. Sustaining engineering includes all engineering and management activities related to trend analysis, health of fleet analysis, integrity programs, systems safety, configuration management, field issue resolution/implementation, and overall sustainment engineering management.
c. Proven ability to manage and execute all required sustainment engineering tasks, including experience working with OEMs and other vendors.
d. In-depth knowledge of T-7 systems and subsystems, or the demonstrated ability to attain it in a reasonable period should a contract award occur. This includes general aircraft, avionics/electrical, flight technologies, subsystems, engines/propulsion integration, fuel, and structures.
e. A robust supply chain management system for parts support, including experience with OEM parts management and DMSMS mitigation.
f. Demonstrated expertise in software sustainment, including the ability to work with complex data rights arrangements and develop and utilize specialized software development and testing environments.
g. The ability to obtain minimum data requirements (e.g., engineering drawings, engineering analyses/models, test/qualification reports parts list, and/or technical orders) and additional Government support required to provide the scope of T-7 services required.
h. Experience with sustaining aircraft and/or related training systems.
i. The technical and management infrastructure to manage the development, test, production, retrofit, product support, sustainment, and modernization of the T-7.
j. Description of processes that would be used to install/integrate required modifications/updates/upgrades onto existing or production T-7 aircraft and experience performing similar work on other airframes or training devices.
k. Government and/or contractor facilities that would be necessary to install modifications to T-7 aircraft/systems. If contractor facilities are required, indicate if these facilities are available now, and if not, when they would be available.
l. Experience accessing data from other vendors to support a complex air frame and related systems, such as the T-7 and Support Equipment (SE).

11. Teaming and/or subcontracting arrangements should be clearly delineated and previous experience in teaming must be provided. If a company or team is capable of some, but not all the requirements, please provide a response that explains the specific requirements for which you are capable.

12. Companies/Firms responding to this announcement shall indicate whether they are a large business, other than small business, small business, Small Disadvantaged Business (SDB), Woman-Owned Small Business (WOSB), Economically Disadvantaged Women-Owned

Small Business (EDWOSB), 8(a)-certified business, Service-Disabled Veteran-Owned Small Business (SDVOSB), Veteran-Owned Small Business (VOSB), or Historically Underutilized Business Zone (HUBZone) small business. All prospective contractors shall be registered in the System for Award Management (SAM) database to be awarded a DoD contract. Note that the NAICS code for this requirement, if applicable to the company's capabilities, should be included in the company's NAICS code listing in SAM (www.sam.gov).

a. **NOTE:** If there is sufficient demonstrated interest and capability among small business contractors, a key factor in determining if an acquisition will be a Small Business Set-Aside is that two or more potential small business prime contractors must be capable of performing at least 50% of the effort, as defined in FAR clause 52.219-14, *Limitations on Subcontracting*. If it is determined that a Small Business Set-Aside is appropriate and your company anticipates submitting a proposal as the prime contractor for a Small Business Set-Aside, please provide specific details and rationale as to how compliance with FAR clause 52.219-14 would be achieved, including specific details regarding teaming arrangements. If subcontracts are to be used, provide anticipated percentage of effort to be subcontracted and whether small or large businesses will be used. Teaming and/or subcontracting arrangements should be clearly delineated and previous experience in teaming must be provided.
b. Request that large and small businesses provide a reasonable expectation for small business utilization as an approximate percentage. Please provide supporting rationale for the recommended percentage.

13. The acquisition strategy for this effort has not yet been determined. Market research results will assist the Air Force in determining whether this requirement will be a full and open, a small business (or other socioeconomic) set aside, or a sole source acquisition.

14. It is anticipated that appropriate security classifications for personnel and facilities will be required up to the Secret level to address requirements. Appropriate security requirements will be required before contract award.

RESPONSES ARE DUE NO LATER THAN 16 JUL 2026.

Point of Contact

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