**SOURCES SOUGHT NOTICE**
**RSLFAC Aircraft Flight Simulators**

CPE ST3 - Sources Sought Notification - Foreign Military Sales (FMS), Flight Simulation Systems

This notice is an update to a previous Sources Sought Notice (Notice ID: W900KKSAUCH47UH60FFS) and has been revised to reflect a significant update to the program's technical and management requirements. All interested parties, including those who responded previously, are encouraged to submit a response addressing the updated requirements outlined below.

**DESCRIPTION**
The U.S. Army Capability Program Executive Simulation, Training, Test & Threat (CPE ST3) is soliciting information regarding potential sources capable of developing, delivering, and supporting high-fidelity flight simulation systems for Foreign Military Sales (FMS) customers. This effort specifically addresses requirements for one (1) CH-47F Flight Training Device (FTD) and one (1) UH-60M Flight Training Device (FTD) to support the Royal Saudi Land Forces Aviation Corps (RSLFAC) training requirements. The CH-47F and UH-60M FTDs included in this effort will be the first of their type to be fielded at RSLFAC, marking a significant expansion of the customer's organic training and simulation capability.

The anticipated performance period for this effort is 5 years, beginning in the fourth quarter of FY27. Given the unique nature of foreign military sales, particularly with respect to funding structures, it is foreseen that foreign customer funds will be utilized for this effort.

This contract will require demonstrated expertise in flight simulation technology, rapid response capabilities, and the ability to provide spare parts and comprehensive lifecycle support including Contractor Logistics Support (CLS). The contractor(s) will require familiarity with, and compliance with, International Trafficking in Arms (ITAR) regulations and the Arms Export Control Act (AECA).

Key updates to this requirement include:

- **CH-47F Device Downgrade:** The CH-47F training device has been downgraded from a Full Flight Simulator (FFS) to a Flight Training Device (FTD).
- **Contractor-Led Interoperability:** The contractor is responsible for identifying, obtaining, and coordinating all necessary interface documentation and software from the Original Equipment Manufacturer (OEM) or other sources to achieve interoperability with legacy simulators.
- **Environmental Hardening:** The contractor must design and verify all hardware for dust and sand ingress protection, suitable for the operational environment in Saudi Arabia.

• **Hybrid Development Model:** The contractor shall employ a hybrid Agile/Waterfall methodology, using Agile for iterative software development and Waterfall for major program milestones.

**BACKGROUND**

CPE ST3 has identified a requirement to support allied nation military readiness through the provision of high-fidelity flight simulation training systems. These systems are critical to maintaining pilot proficiency, reducing training costs, and enhancing flight safety for our FMS partners. The requirement encompasses the design, development, manufacture, delivery, installation, and sustainment of aviation training devices that meet or exceed international training standards.

**REQUIREMENT**

A Draft copy of the Statement of Work (SOW) is available upon request for U.S. Department of Defense contractors only. The high-level requirements are summarized below:

**CH-47F Flight Training Device (FTD)**

The requirement includes one (1) CH-47F FTD to be installed at Al Qassim, Saudi Arabia, that will accurately reproduce the flight performance and characteristics of the Royal Saudi Land Forces-configured CH-47F (Block I) aircraft. The FTD will be designed to FAA FTD Level 7 standards, enabling initial and recurring training for both normal and emergency procedures. The cockpit will be Night Vision Goggles (NVG) compatible, and the system will feature a high-resolution, geo-specific visual database with a wide range of environmental effects, a vibration cueing system, and a seat-integrated tactile cueing capability, consistent with FAA FTD Level 7 expectations, to provide a realistic and immersive simulation experience.

**Key Updated Requirements:**

a. **Interoperability:** The contractor is responsible for obtaining all necessary interface documentation, data exchange protocols, and software from the OEM(s) to achieve interoperability between the CH-47F FTD and the legacy UH-60L Operational Flight Trainer (OFT) and AH-64Ev4 Longbow Crew Trainer (LCT). The contractor shall coordinate directly with the OEM(s) and ensure all required agreements and licenses are in place.

b. **Environmental/Dust Protection:** All hardware, enclosures, and sensitive equipment must be designed and tested for dust and sand ingress protection, meeting or exceeding the requirements of MIL-STD-810H, Method 510, or an equivalent standard.

c. **Development Methodology:** The contractor shall employ a hybrid Agile/Waterfall methodology, using Agile for software development (with iterative demonstrations and government feedback) and Waterfall for major program milestones.

This requirement also includes a complete technical data package, an integrated spare parts package sufficient to support operations for two (2) years, operator and maintenance training, and two (2) years of on-site CLS. The Contractor shall provide at a minimum two (2) qualified Field Service Representative (FSR) and two (2) Instructor/Pilot (I/P) personnel at each training device location to support installation, acceptance, on-site training, and sustained operations.

**UH-60M Flight Training Device (FTD)**

The requirement includes one (1) UH-60M FTD to be installed at King Khalid Military City (KKMC), Saudi Arabia, that will accurately reproduce the flight performance and characteristics of the Royal Saudi Land Forces-configured UH-60M aircraft. The FTD will be designed to FAA FTD Level 7 standards and will include an NVG-compatible cockpit, a high-resolution visual system, a vibration cueing system, and a seat-integrated tactile cueing capability, all consistent with FAA FTD Level 7 expectations, to provide a realistic and immersive simulation experience.

**Key Updated Requirements:**

a. **Environmental/Dust Protection:** All hardware, enclosures, and sensitive equipment must be designed and tested for dust and sand ingress protection, meeting or exceeding the requirements of MIL-STD-810H, Method 510, or an equivalent standard.
b. **Development Methodology:** The contractor shall employ a hybrid Agile/Waterfall methodology, using Agile for software development and Waterfall for major program milestones.

This requirement also includes a complete technical data package, an integrated spare parts package sufficient to support operations for two (2) years, operator and maintenance training, and two (2) years of on-site CLS. The Contractor shall provide at a minimum two (2) qualified Field Service Representative (FSR) and two (2) Instructor/Pilot (I/P) personnel at each training device location to support installation, acceptance, on-site training, and sustained operations.

The Government anticipates the following North American Industrial Code System (NAICS) code for this effort: **333310 - Commercial and Service Industry Machinery Manufacturing**, with an associated size standard of 1,000 employees.

**PURPOSE**
CPE ST3 is seeking information regarding the relevant experience and capabilities from industry partners interested in performing this potential requirement. This information will be used to determine which businesses can meet the requirements and to assess the market's technical capabilities.

**RESPONSE REQUIREMENTS**
This paper shall be organized into two distinct parts not to exceed 20 pages total.

**Part One: Corporate Information and Capabilities**

This section should provide a comprehensive overview of your company's size, status, and relevant experience.

1. ***Capabilities**:* Describe the applicable capabilities of your company and the nature of the products and services you provide as they relate to flight simulation systems. Include contract numbers, a brief description of the work performed, and dates (years) of the performance period. Indicate the NAICS that are applicable to your company and if your company is a large or small business based upon the relevant size standard.

2. ***Small Business Status**:* If your company is a small business under NAICS 333310, please provide the following:

    a. Socio-Economic Status: Indicate any applicable status [e.g., 8(a), Small Disadvantaged Business (SDB), HUBZone, Veteran-Owned Small Business (VOSB), Service-Disabled Veteran-Owned Small Business (SDVOSB), or Women-Owned Small Business (WOSB)].

    b. Prime Contractor Plan: If you intend to be a prime contractor, describe how you will meet the requirements of FAR 52.219-14, Limitations on Subcontracting. If utilizing a “Similarly Situated Entity,” provide their name, UEI/CAGE Code, and small business size status.

    c. Manufacturer Status: Describe if you are a manufacturer of these items or how you will comply with the FAR 52.219-33, Nonmanufacturer Rule.

    d. Workshare Estimate: Provide the estimated percentage of work your company would perform as prime versus the percentage you would subcontract with other small and large businesses.

    e. Subcontractor Interest: If you desire to be a subcontractor, specify the technical areas you are interested in supporting (e.g., visual systems, software development, etc.).

3. ***Corporate Experience & Technical Capabilities**:* Describe your company's specific experience and technical capabilities in the following areas. For each item, provide contract numbers, a brief description of the work, and performance dates.

    a. Core Simulation: Designing, developing, and delivering aircraft flight simulators (e.g., Flight Training Devices).

    b. Interoperability & OEM Coordination: Obtaining and coordinating interface data from Original Equipment Manufacturers (OEMs) or third parties to achieve simulator interoperability.

    c. Environmental Hardening: Designing, testing, and verifying hardware for dust and sand ingress protection (e.g., to MIL-STD-810 standards).

d. Hybrid Development: Implementing hybrid Agile/Waterfall development methodologies for complex simulation programs.

e. FMS & International Operations: Operating in a foreign environment, providing FMS-related products/services, and maintaining ITAR compliance.

f. Key Subsystems: Developing and integrating aircraft systems models, visual systems, motion/vibration cueing systems, and instructor operator stations.

g. Data & Training: Developing complete technical data packages and training curricula.

4. ***Rough Order of Magnitude (ROM) Cost****: ROMs are a critical part of FMS planning and are utilized to determine affordability and case funding requests.* The ROM should estimate all required costs and be decomposed to the maximum extent practicable, but at a minimum must provide separate estimated costs for:

   a. Designing, developing, producing, delivering, and installing the CH-47F FTD

   b. Designing, developing, producing, delivering, and installing the UH-60M FTD

   c. CH-47F interoperability costs (OEM coordination, licensing, data/interface acquisition, and interface development)

   d. Two (2) years of CLS for the CH-47F

   e. Two (2) years of CLS for the UH-60M

   f. One (1) additional year of CLS for the CH-47F

   g. One (1) additional year of CLS for the UH-60M

**Part Two: Execution Strategy**

This part requires your company's perspective on effective strategies for satisfying this requirement. Please address:

1. ***Corporate Experience and Key Relationships****:* Describe your experience as a lead systems integrator, detailing program size and technical complexity. Crucially, detail your corporate relationships with expected key players and past performance working with Boeing, CAE, and government organizations such as the Utility Helicopters Project Office (UHPO) and PM Cargo.
2. ***Stakeholder Management Strategy****:* Describe your approach and strategy for executing and managing a program of this size and complexity with multiple independent stakeholders and OEMs. Provide specific examples of how you have successfully partnered with major OEMs such as Boeing and CAE as part of a single, complex integration effort. Identify any management concerns the USG should be considering to ensure successful integration.

3. ***Technical Approach**:* Provide your technical approach for meeting the specified requirements within typical FMS timeline constraints. Your response should specifically address:

   a. Interoperability: Describe your plan to engage directly with the responsible OEMs—primarily Boeing (AH-64Ev4 LCT) and CAE (UH-60L OFT)—to obtain all Government Furnished Information (GFI), interface definitions, data exchange protocols, software, and licensing needed to achieve full interoperability for the CH-47F FTD. Provide your high-level technical strategy for integrating the CH-47F FTD into the existing RSLFAC simulation ecosystem, including support for multi-ship combined training, synchronized mission execution, and the exchange of real-time state data, tactical messages, and simulation entities. Describe how your solution will enable a centralized Instructor Operator Station (IOS) for cross-platform control, coordinated After-Action Review (AAR) that aggregates data from multiple simulators, and compatibility with mission planning products used across the fleet. Explain how your approach will incorporate Modular Open Systems Approach (MOSA) principles and leverage open standards such as DIS and HLA to avoid proprietary lock-in and ensure long-term extensibility. Additionally, describe how your system architecture is designed to support future interoperability with other RSLFAC training devices (e.g., UH-60L/M OFTs), including a modular, standards-based, plug-and-play integration model that allows new simulators to be added without redesign of the core system. Finally, describe how you will manage technical and programmatic dependencies with the OEMs to ensure the CH-47F FTD seamlessly interoperates with the UH-60L OFT and AH-64Ev4 LCT during OSAT-level mission-based and free-play interoperability testing.

   b. Dust Protection: Describe the design and verification strategy for meeting the environmental dust and sand protection requirements.

   c. Agile/Waterfall: Describe how you would structure an Agile software development process within a Waterfall milestone framework to ensure transparency, maintain configuration control, and manage schedule and technical risk.

   d. Schedule Approach: Describe the time your company anticipates needing to accomplish the major requirements of this effort. Outline the key schedule drivers, assumptions, long-lead items, OEM/GFI dependencies, and any other factors that would influence your proposed timeline. Provide enough detail to help the Government understand how you would sequence major activities (e.g., development, integration, testing, and installation), without submitting a full Integrated Master Schedule.

4. ***Risk Mitigation**:* Describe your risk mitigation strategies for international programs. Address at a minimum:

   a. OEM/GFI Dependency: Risks related to delays, costs, and technical challenges in obtaining data, documentation, software, and interface information from Boeing, CAE, or other OEMs.

b. Environmental Qualification: Risks associated with meeting performance requirements for dust and sand protection, including mitigation strategies tied to environmental qualification testing.

c. Hybrid Contract Management: Risks related to managing an Agile development team within a firm-fixed-price (FFP) FMS contract structure and how you will maintain cost, schedule, and technical performance discipline.

d. Multi-Stakeholder Technical Integration: Identify interoperability or architectural risks related to integrating technologies from different OEMs into a unified system.

5. ***Contractor Logistics Support****:* Describe your approach to providing effective on-site CLS in a foreign environment. Address personnel sourcing, Living Quarters Allowance (LQA), local labor considerations, parts supply chain, government-to-government shipment constraints, maintenance performance monitoring, and coordination with RSLFAC site personnel.
6. ***Open Architecture and Scalability****:* Describe your approach to designing an open, modular architecture that supports future expansion. Identify the standards or frameworks you would employ to enable RSLFAC to integrate additional aircraft types, subsystems, or future upgrades with minimal redesign.
7. ***User Configurability****:* Describe your approach for providing RSLFAC with meaningful user configurability. The intent of this requirement is to ensure that RSLFAC can independently configure and manage their own mission scenarios, terrain, entities, and other training elements without contractor intervention and without requiring access to OEM proprietary source code.

   If your solution relies on any proprietary software components, clearly identify:
   a. The proprietary software being used.
   b. The owner/vendor of the software.
   c. Any limitations on Government use, modification, or redistribution.
   d. Any required runtime or perpetual licenses.

   Your response should describe how your proposed toolset enables long-term autonomy for the RSLFAC training enterprise while maintaining appropriate protections for OEM-controlled data and software.
8. ***Technology Transfer and ITAR Compliance****:* Describe your strategy for meeting technology transfer requirements while maintaining strict compliance with ITAR, the Arms Export Control Act (AECA), and all applicable security and export regulations. Describe processes used to protect sensitive or controlled information while ensuring the foreign partner receives all deliverables required for full operational use.
9. ***Programmatic Value****:* Describe any realized or potential programmatic value or efficiency gains (cost, schedule, or performance) benefits derived from your proposed approach. This may include efficiencies gained through technology reuse, common architectures, rapid-prototyping workflows, modular design, or innovations that reduce overall program cost or risk.

## SUBMISSION FORMAT

Contractors shall include the following information with their submission:

1. A cover page. The cover page should include company name, address, points of contact (including phone numbers and email addresses), Unique Entity Identifier (UEI), CAGE code and status as a large or small business.
2. Submissions shall be prepared using Microsoft Word; each page shall include page numbers and be marked with the company name.
3. Submission shall not exceed 20 pages.

## DISCLAIMER

This notice does not constitute an invitation for bids or a Request for Proposal (RFP) and is not a commitment by the U.S. Government to procure subject products or services nor will the Government reimburse any parties for costs associated with this request. The Government may review each submission submitted in response to this SSN. It is advised that all interested vendors submit the most complete and relevant information, as the Government may use the submissions as part of its market research in determining the most appropriate acquisition strategy. All submissions provided in response to this notice shall not contain any classified information. Any proprietary information provided in response to this SSN shall be properly marked.

## RESPONSE REQUESTED

Interested parties are requested to respond by **June 15th, 2026, no later than 1:00 PM Eastern Time (ET)**. To prepare a response, interested parties must request a copy of the Draft Statement of Work (SOW). Final responses and all correspondence, including requests for the Draft SOW, should be submitted via email to the following Points of Contact (POCs):

ACC Orlando Contracting Officer: Jason Holden
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