SOURCES SOUGHT SYNOPSIS (SSS)

Department of the Air Force | AFLCMC/WNDT

T-38C Contractor Field Team (CFT) Installation: Video Data Transfer Unit (VDTU), Cockpit Television Sensor (CTVS), and Canopy Open Warning (COW) Systems

Solicitation Number: TBD-T38C-CFT-INSTALL-2027/FA822027RB001

Notice Type: Sources Sought/Request for Information (RFI) & Request for Rough Order of Magnitude (ROM)

NAICS Code: 488190 – Support Activities for Air Transportation

Small Business Size Standard: $47.0 Million

1.0 DISCLAIMER

This announcement constitutes a Sources Sought Synopsis (SSS) and Request for Information (RFI) for planning and market research purposes only. This is not a Request for Proposal (RFP) or an Invitation for Bid (IFB), nor is it to be construed as a commitment by the United States Government (USG) to form a binding contract. The USG will not pay for any information, draft product samples, or administrative costs incurred in response to this SSS. All costs associated with responding to this SSS will be solely at the interested party's expense.

The purpose of this notice is to:

1. **Assess Market Capability:** Identify qualified, capable sources across the entire industrial base—including both Large Businesses and Small Businesses (to include 8(a), Service-Disabled Veteran-Owned Small Businesses [SDVOSB], HUBZone, and Women-Owned Small Businesses [WOSB])—capable of deploying experienced Contractor Field Teams (CFTs) to perform avionics and safety system modifications on the T-38C fleet.

2. **Optimize Deployment Strategy:** Solicit industry feedback on the most cost-effective and schedule-efficient deployment strategies (e.g., permanent concurrent teams at all bases vs. rotating/leapfrogging mobile teams) to minimize overall execution costs (travel, per diem, and mobilization).
3. **Gather Rough Order of Magnitude (ROM) Pricing:** Collect preliminary pricing estimates based on the defined technical parameters to shape the upcoming acquisition strategy and secure project funding.

2.0 BACKGROUND & PURPOSE

The AFLCMC/WNDT T-38 Program Office at Hill AFB, UT, is preparing an acquisition strategy to perform critical fleet-wide modifications on T-38C aircraft. The systems to be installed have already undergone extensive development, integration, and flight-test verification. The technical instructions are fully defined and will be executed via a formal, step-by-step Time Compliance Technical Order (TCTO) (TO 1T-38C-XXX).

Because the TCTO acts as a rigid, step-by-step playbook, the technical risk regarding *how* to perform the physical installation is exceptionally low. However, the operational execution requires high-performance logistics, certified manpower, and strict adherence to military aerospace maintenance standards.

The Program Office requires a qualified contractor to supply mobile, self-sufficient Contractor Field Teams (CFTs) to execute three concurrent modifications on-site at various USAF installations:

1. **Video Data Transfer Unit (VDTU) Upgrade:** Replacing the legacy Data Transfer Drive (DTD) and installing the new Video Data Transfer System (VDTS).
2. **Cockpit Television Sensor (CTVS) Replacement:** Replacing the legacy cockpit camera (Cockpit Television System) with a modernized, form-fit-function equivalent system.
3. **Canopy Open Warning (COW) System Installation:** Installing an active safety modification that adds aural warning capabilities ("Canopy, Canopy") to the pilot's headset, requiring extensive wiring modifications in both the front and rear cockpits.

3.0 SCOPE OF TASK & CORE TECHNICAL REQUIREMENTS

The selected contractor will be required to deploy skilled, certified technicians to various military installations to perform the modifications. Contractors must prove capability and hold certifications in the following core areas:

3.1 Certified Military Maintenance Disciplines

The contractor must provide a workforce certified, current, and competent in the following specific USAF maintenance specialties (or contractor equivalents):

- **Aircrew Egress Systems (AFSC 2A6X3):** Specifically certified for Class 1.3/1.4 energetics, ejection seats, and canopy pyrotechnics. This is a critical requirement as both the VDTU and COW modifications require physical removal of the forward and aft canopies and the front ejection seat.
- **Advanced Fighter Aircraft Integrated Avionics (AFSC 2A3X5):** Qualified to handle advanced digital systems integration, wiring modification, and system line checkouts.
- **Tactical Aircraft Maintenance (AFSC 2A3X3):** Qualified for general aircraft handling, disassembly, and flight-line preparation.
- **Aircraft Structural Maintenance (AFSC 2A7X3):** Qualified for structural modifications, brackets, and physical panel integrations.

3.2 Three-Phase Technical Execution

The contractor will be required to execute the modifications in three rigid, technical phases:

- **Phase I: Disassembly & Access:** Safe the aircraft for maintenance; remove the Forward Canopy, Ejection Seat, Windscreen, legacy avionics (including the Mission Display Processor [MDP], GPS receiver, Upfront Control Panel [UFCP], Heads-Up Display [HUD], Multi-Function Display [MFD], and legacy drives), and necessary cockpit/console panels.
- **Phase II: Core Installation & Wiring:** Route new Ethernet cabling (90" and 108" cables); modify legacy MUX Bus Coupler wiring; terminate D-Sub 25-pin connectors; establish internal backshell grounds; and physically install the new VDTU and CTVS hardware.
- **Phase III: Reassembly & Operational Checks:** Reinstall all structural panels, canopies, ejection seats, and avionics components. Perform follow-on operational checks including: Electronic Engine Display (EED) Initiated Built-In Test (IBIT); MFD/MDP operational checks; VDTU data/flight program uploads;

HUD/Camera power supply checkouts; and COW system aural checks prior to USG QA acceptance.

4.0 EXECUTION LOCATIONS AND QUANTITIES

The total scope of this effort involves the modification of **376 T-38C aircraft** located across five operational bases. The government plans to execute these modifications over an estimated **32-month period of performance (scheduled to begin in April 2027 and run through December 2029)**.

To avoid training delays and logistical ferry flight constraints, **no aircraft will be flown off-site**. All work must be performed on-site at the operational installations listed below:

Installation Base	Location	Estimated Aircraft Quantity
Randolph Air Force Base	Universal City, TX	90
Columbus Air Force Base	Columbus, MS	87
Vance Air Force Base	Enid, OK	66
Sheppard Air Force Base	Wichita Falls, TX	123
Naval Air Station Patuxent River	Patuxent River, MD	10
TOTAL FLEET SCOPE	**—**	**376**

5.0 TECHNICAL PARAMETERS FOR ROM ESTIMATION

To assist interested vendors in formulating a realistic and high-fidelity Rough Order of Magnitude (ROM) cost estimate, the government has established the following operational baselines and assumptions:

- **Estimated Labor Hours:** The government's engineering and prototyping data indicates that the combined labor time required to execute the complete TCTO package (including disassembly, egress removal, wiring integration, component installation, reassembly, and follow-on operational checks) is **approximately 50 direct maintenance man-hours per aircraft**.
- **Government Furnished Property (GFP) & Facilities:** T
  - **T**he government will provide 100% of the installation kits as GFP. This includes:
    - **Kit A (Structural/Wiring):** Connectors, backshells, brackets, and pre-fabricated wiring harnesses.
    - **Kit B (Primary LRUs):** The new VDTU (Data Transfer Set) and CTVS units.
    - **Specialized Tooling:** The government will provide specialized tools, such as the specific wire strippers (Part No. 77-1553) and specialized ground support test equipment required for operational checkouts.
    - **Government Provided Facilities:** The government will provide adequate hangar space, electrical power, compressed air, and hazardous waste disposal services at each installation base.
- **Contractor Furnished Equipment (CFE) & Support Responsibilities:**
    - **Standard Tooling:** The contractor shall provide all standard and common tools required for aircraft maintenance and avionics installation (e.g., standard hand tools, multimeters, etc.) that are not explicitly listed as specialized Government Furnished Property (GFP).
    - **Support Equipment:** Due to concurrent maintenance operations at the designated sites, the Government will not provide support equipment for egress and canopy removal. The contractor must provide their own ejection seat stands, seat slings, and canopy stands for all operating locations.
    - **Logistics:** The contractor is solely responsible for the freight, shipping, and logistical management of their CFE and support equipment between operating locations. This must be factored into the ROM estimate.

- **Disposition of Removed Equipment**:
  - All legacy components and equipment removed from the aircraft during the modification shall be documented and turned in to the local site Defense Logistics Agency (DLA) Disposition Services or base supply point.

    - The contractor is not responsible for the ultimate disposal or demilitarization of the equipment but must adhere to local turn-in and property tracking procedures.
    - A dedicated Property Administrator is not required; the contractor's on-site Team Lead will ensure proper accounting and hand-off to the local site.
- **Aircraft Throughput Constraint:** To maintain critical pilot training pipelines, operational wings can only spare a limited number of aircraft at any one time. Vendors should assume a **maximum throughput of 1 to 2 aircraft down simultaneously per base** (with the exception of NAS Pax River, which is limited to 1 aircraft down at a time).
- **Security Requirements:** Field team personnel must possess, at minimum, an active Secret security clearance or be eligible for a National Agency Check with Inquiries (NACI) to gain unescorted access to active flightlines and secure hangar environments.

6.0 INFORMATION REQUESTED FROM INDUSTRY

Interested parties who possess the capabilities to perform this effort are requested to submit a response containing the following information:

6.1 Corporate & Administrative Information

1. Company Name, Address, and Website.
2. CAGE Code and DUNS/UEI Number.
3. Point of Contact (Name, Title, Phone, and Email).
4. Business Size Status under NAICS 488190 (e.g., Large Business, Small Business, 8(a), SDVOSB, HUBZone, WOSB).
5. Describe any potential teaming arrangements, joint ventures, or subcontracting strategies. (Please delineate the percentage of work to be performed by the Prime vs. Subcontractors to satisfy the limitations on subcontracting under FAR 52.219-14).

6.2 Technical Capability Statement (Limit: 8 pages)

1. **Relevant Experience:** Describe your organization's experience in performing aircraft modifications using TCTOs or Technical Orders on active military aircraft (specifically fighter/trainer platforms like the T-38, F-15, F-16).
2. **Egress Qualifications:** Confirm your capability to deploy certified egress systems technicians (AFSC 2A6X3 or equivalent) current in the removal, safe

transport, compliant storage, and reinstallation of explosive canopy/seat energetics.

3. **Avionics & Structural Experience:** Detail your team's familiarity with routing high-speed Ethernet cabling, modifying military-standard MUX bus architectures, and performing formal military operational checkouts (EED, VDTU, CTVS, COW).
4. **Quality & Safety Systems:** Confirm your organization's adherence to AS9110 (or equivalent) aerospace maintenance quality standards, DCMA 8210.1C compliance, and Foreign Object Debris (FOD) prevention programs.

6.3 Technical Execution & Cost Optimization Feedback

The government is seeking industry-driven strategies to reduce overall execution costs (especially travel and per diem) while maintaining high quality and strict schedule compliance. Please answer the following questions:

1. **Optimal Team Footprint:** What CFT deployment model do you recommend to minimize costs? For example, is it more cost-effective to establish permanent, dedicated field teams at all five bases, or would you recommend utilizing highly mobile teams (e.g., 2-3 rotating teams) that move sequentially from base to base to complete the modifications?
2. **High-Density vs. Low-Density Logistics:** Would a hybrid approach (e.g., permanent teams stationed at high-density bases like Sheppard and Randolph, and a mobile "leapfrog" team handling Columbus, Vance, and Pax River) yield the best balance of cost and schedule?
3. **Throughput Maximization:** Based on your recommended team size, what is the maximum monthly throughput of aircraft your field teams could modify per base under a 1-to-2 aircraft limit?

6.4 Rough Order of Magnitude (ROM) Estimate (Excel or Table Format)

Please provide a high-level ROM pricing structure based on your recommended execution strategy, broken down by the following categories:

1. **Direct Labor:** Estimated flat-rate touch labor cost per tail for execution of the technical scope (Phases I through III). Labor pricing must be broken out by operating location/site to account for differing local Department of Labor (DOL) Wage Determinations (SCA/Davis-Bacon).
2. **Over & Above (O&A):** A fully burdened hourly rate and an estimated O&A ceiling per aircraft for unplanned maintenance (e.g., wire corrosion or structural damage discovered during disassembly).

3. **Travel and Per Diem:** Estimated cost of mobilization, demobilization, lodging, and meals for your proposed team structure.
4. **Egress/Energetics Logistics:** Cost and plan for safe removal, transport, and compliant storage of explosives at each operational base for the duration of the modifications.
5. **Assumptions and Cost Drivers:** Identify any major cost drivers, risks, or assumptions (e.g., ramp-up times, facility expectations) built into your ROM.

6.5 Commerciality Feedback: Based on the military-unique nature of the T-38C aircraft and the execution of a government-mandated modification process, the Government anticipates this effort to be acquired as a Non-Commercial Service under FAR Part 15. Please state in your response whether your company concurs with this assessment or views this effort as a Commercial Service (under FAR Part 12) and provide supporting market rationale.

7.0 SUBMISSION INSTRUCTIONS

Please submit your electronic response (Capability Statement in PDF format and ROM in Excel or PDF format) to the T-38 Program Office Point of Contact listed below.

- **Response Deadline:** 4:00 PM Mountain Standard Time (MST) on **2 September 2026**
- **Primary Point of Contact:**

  Mark Parker
  Contracting Officer, AFLCMC/WNDT
  Hill AFB, Utah
  Phone: (801) 586-0690
  Email: mark.parker.1@us.af.mil

All correspondence and questions regarding this SSS must be directed to the POC above. Please label all proprietary information clearly.