

# REQUEST FOR INFORMATION

From: T-6A Texan II Program Office, AFLCMC/WLDJ

Regarding: T-6A Avionics System Replacement

## 1 Purpose:

This is a Request for Information (RFI) announcement for the purposes of conducting Market Research only on an avionics system replacement for the T-6A Texan II aircraft. There is no solicitation available at this time. REQUESTS FOR A SOLICITATION WILL NOT RECEIVE A RESPONSE. This RFI is in support of Market Research being conducted by the United States Air Force (USAF) to identify potential solutions for a T-6A avionics system replacement.

Problem Statement: The current T-6A federated avionics system is comprised of analogue and first generation digital components which have become increasingly impacted by obsolescence issues in recent years resulting decreased component reliability, declining aircraft availability rates and increased lifecycle sustainment costs. A comprehensive avionics system replacement is being considered to resolve the obsolescence issues and posture the T-6A for a long-term avionics lifecycle sustainment framework which is both reliable and cost effective. The replacement avionics system would require integration with the T-6A configuration at the time of installs and be capable of adapting to changes in the T-6A configuration over time. Desired objective is to understand the avionics system capabilities available that are compatible and interoperable with the T-6A.

## 2 Program Information:

The T-6A is a derivative of the Beechcraft PC-9 Mk II which was manufactured by Textron Aviation Defense (TAD) and is powered by a single PT-6A-68 Pratt & Whitney turboprop engine. The joint Air Force and Navy T-6A fleet is managed by the T-6 Program Office at Tinker AFB in coordination with Program Management Administration, (PMA)-273 located Naval Air Station Patuxent River.

The Air Force utilizes the T-6A to conduct primary pilot training which includes exposing entry level pilots to the cockpit environment and basic tactics associated with navigation, formation, and aircraft operation. The Air Force T-6A fleet operates from Air Education and Training Command (AETC) Training Wings located at Columbus AFB, Laughlin AFB, Randolph AFB, Sheppard AFB, Vance AFB, and Naval Air Station (NAS) Pensacola. Additionally, the Navy utilizes the T-6A to conduct Combat Systems Officer (CSO) training at NAS Pensacola alongside the Air Force.

## 3 Capabilities

The contractor shall be capable of furnishing labor, material, Systems Integration Laboratory (SIL) facilities, software and equipment necessary to deliver an integrated T-6A avionics system.

Non-Recurring Engineering to achieve compatibility and interoperability with the T-6A configuration to include integration, installation, upgrade, modernization and sustainment for the avionics system shall also be the responsibility of the contractor. The contractor shall be responsible for logistics and mission support to include supply chain management, parts forecasting, long-lead parts procurement, reparable parts forecasting, obsolescence issues and delivery of serviceable assets as well as modernization efforts to achieve compatibility and interoperability with the T-6A platform. The government requests that interested parties respond to this notice in writing to include details of your company's ability to provide the requirements listed above.

### 3.1 Required Capabilities

- a. Retain Current Capabilities. The avionics system must enable the T-6A to retain its current capabilities relative to aeronautic performance and meet all statutory regulations and compliance standards.
- b. Open System Architecture. All components delivered as part of the avionics replacement must be interoperable and contain a flexible software convention capable scalability and incorporating new components.
- c. Integrated. The mission computer shall integrate the operations of all avionics components.
- d. Adaptive Mission Computer (AMC). A digital, integrated, open system architecture shall enable the AMC to rapidly adopt emerging hardware/software technology combinations to ensure enduring utility for the T-6A and the replacement avionics system.
- e. Global Positioning System (GPS). The GPS shall be Federal Aviation Administration (FAA) compliant and support all capabilities required by the T-6 flying operations manual, Air Force Instruction (AFI) 11-2T-6.
- f. Multi-functional Displays (MFD). Graphical avionics information generated by the AMC shall be displayed on flexible, and customizable digital displays.
- g. Moving Map and Tactical Situation Display.
- h. Standby Attitude / Heading Indicator
- i. Updated Radio Suite.
- j. Data Entry Keypad.
- k. ADS-B-In.
- l. Controlled Flight Into Terrain-Prevention (CFIT-P).

The proposed North American Industry Classification Systems (NAICS) Code is 366411. *The Government is interested in all businesses to include, Large Business, Small Business, Small Disadvantaged Businesses 8(a)s, Service-Disabled Veteran-Owned Small Businesses, Hubzone Businesses, and Women-Owned Small Businesses, as well as SB Teams.*

#### 4. Responses

Respondents to this RFI shall submit up to 5 page response (no marketing materials will be accepted and may disqualify you from further consideration), Times New Roman 12 font minimum, with attachments on the following items:

4.1 The government requests that interested parties respond to this notice, if applicable, and identify your small business status to the identified NAICS code. Additionally, please provide any anticipated teaming arrangements, along with a description of similar services provided to the Government and/or to commercial customers. Any responses involving teaming agreements should delineate between the work that will be accomplished by the prime, and the work accomplished by the teaming partners (provide in Attachment 1 Teaming and Product WBS not to exceed three (3) pages).

4.2 Technical approach description to include avionics system/component capabilities, integration compatibility with current T-6A; interoperability with the current T-6A, experience with systems integration and installation (provide in Attachment 2 not to exceed three (3) pages); and proposed approach for this avionics system procurement, integration and fielding effort.

4.3 Provide an Induction Tab, listing (does not count towards page count but should be in a separate tab) not exceeding two (2) pages):

- a. Company Name and Address
- b. Cage Code
- c. DUNs Number
- d. Company business size by NAIC code
- e. Small Business Type (s), if applicable
- f. Point of Contact for questions and/or clarification
- g. Telephone Number, fax number, and email address
- h. Web Page URL
- i. OEM License/Agreement/Manual

4.4 Response Submissions. If you are interested in submitting your company's capability to perform the outlined requirements, submit your company's response to Mr. Gregory Benjamin at [Gregory.benjamin.3@us.af.mil](mailto:Gregory.benjamin.3@us.af.mil). This request does not constitute a solicitation for proposal or the authority to enter into negotiations to award a contract. Any proprietary information should be marked as such and will be safeguarded as proprietary.

Describe how you/your organization will develop, deliver and integrate a comprehensive avionics system replacement for the T-6A.

Demonstrate your ability and experience for the same or similar services, which are currently provided in the commercial and/or military environment by providing the following information on the same or similar items:

- a) Contract Number
- b) Procuring Agency
- c) Contract Value
- d) Services Provided

*TRAINERS CONTRACTING SECTION*  
AFLCMC/WLK

## 5. Industry Discussions

The T-6 Program Office is providing an opportunity to participate in an industry as described in appendix 1. Industry day participants are encouraged to submit a response to this RFI.

## 6. Questions

Questions may be submitted electronically to the Contracting Officer, Mr. Gregory Benjamin II at [gregory.benjamin.3@us.af.mil](mailto:gregory.benjamin.3@us.af.mil)

## APPENDIX 1

### T-6A Avionics System Replacement Industry Day

Location: Virtual via Microsoft Teams

Time: by appointment

Date: 26 March 2021

The T-6 Program Office of the Air Force Life Cycle Management Center's (AFLCMC) Legacy Aircraft Training Division at Tinker Air Force Base (AFB) Oklahoma will conduct a virtual Industry Day on 26 March 2021 on Microsoft Teams. The purpose of the event is to provide information on the T-6 program, inform industry of the T-6A avionics replacement program requirements, address questions and learn of the existing capabilities which possess the potential to meet the T-6A avionics system replacement requirements. An Industry Day presentation will be posted to <https://beta.sam.gov/> by 19 March 2021.

If you would like to attend the virtual event the attached Registration Form must be received no later than 16:00 PM CST, 19 March 2021. Three (3) attendees will be allowed per firm/company. An e-mail confirmation will be sent upon receipt. This is an UNCLASSIFIED event; no clearances are required. Ensure your response contains your company's name, street address, point of contact with phone number, CAGE Code and email address, company web page URL. All responses must be unclassified. Companies responding to this request should indicate whether they are a large or small business, small disadvantaged business (SDB), woman-owned small business, HUBZone small business and/or service disabled veteran-owned small business. Please inform us if your company intends to perform the work as the prime contractor or if you desire to subcontract with a prime contractor. Information presented at the event will be made available via <https://beta.sam.gov/> to offerors unable to attend.

The industry day will take the form of the Government conducting “One-on-One” discussions with no more than three (3) attendees from each firm/company. “The One-on-One” discussions will be limited to 45 minutes. All questions asked during a One on One discussion will be posted non-attributable to <https://beta.sam.gov/>. Please do not use One on One discussion as a marketing tool, but as an opportunity to better understand requirements and provide feedback to the Government.

The Government welcomes any feedback, questions, or comments to assist us in developing a successful acquisition. As such, the Government reserves the right to incorporate suggested changes into the acquisition without identifying the submitter or obtaining approval. All questions must be submitted in writing on company letterhead to the Contracting Officer, Mr. Greg Benjamin, by e-mail ([gregory.benjamin.3@us.af.mil](mailto:gregory.benjamin.3@us.af.mil)). Questions should be limited to matters not involving classified and/or business proprietary matters. At any time after receipt of comments/questions, the Government reserves the right to contact respondents for further clarification of the submittal. The Government does not intend to answer all questions at Industry Day; however, all questions received from potential offerors and Government responses will be posted to <https://beta.sam.gov/> after the event.

This announcement is not a contract, request for proposal (RFP), a promise to contract, or a commitment of any kind on the part of the Government. Attendance at Industry Day is strictly voluntary. The Air Force will not assume liability for costs incurred by an attendee or for travel expenses or marketing efforts; therefore, attendee's cost in response to this notice is not an allowable direct charge and will not be reimbursed by the Government.