

# CAPABILITY UPGRADES FOR THE COMBAT RESCUE HELICOPTER (CRH)

## US Air Force CRH Program Office

The Air Force Life Cycle Management Center (AFLCMC) Helicopter Program Office, Combat Rescue Helicopter (CRH) Division (AFLCMC/WIH) is officially conducting market research that will be used to assess the ability of companies and industry at large to perform development, integration, verification, production, and installation of a broad spectrum of capability upgrades. This announcement constitutes a Sources Sought Synopsis (SSS) only. AFLCMC/WIH is issuing this SSS to explore cost-effective options to provide these capabilities and to obtain valuable industry feedback. The Government is issuing this SSS solely for information and planning purposes. The Government will consider responses to determine the acquisition strategy for a prospective CRH capability upgrade contract.

This is not a request for a quote, request for proposals, or an invitation to bid, nor is this to be construed as a commitment by the Government to issue a solicitation or ultimately award a contract, nor does it restrict the Government to a particular acquisition approach. The Government will not reimburse or pay for any information submitted in response to this SSS or any follow-up information requests. Please be advised that all submissions become Government property and will not be returned. All costs associated with responding to this SSS will be solely at the responding party's expense. ***Responses and/or questions related to this SSS must NOT contain classified information.***

### RESPONDENT INFORMATION

Each company response should include the following information:

- a. Company/Institute name:
- b. Address:
- c. Point of Contact:
- d. CAGE Code:
- e. DUNS Number:
- f. Phone Number:
- g. E-mail Address:
- h. Web page URL:

All interested contractors must be registered in the System for Award Management (SAM) database to be awarded a DoD contract. The North American Industry Classification System (NAICS) Codes for this requirement are 336411 and 541611. Based on the NAICS Code, state whether your company qualifies as a:

- a. Small Business (Yes/No):
- b. Women-Owned Small Business (Yes/No):

- c. Economically Disadvantaged Women Owned Small Business (Yes/No):
- d. 8(a) Certified (Yes/No):   
 (If yes, SBA Certification Date:   
 SBA Graduation Date:
- e. HUB Zone Certified (Yes/No):
- f. Veteran Owned Small Business (Yes/No):
- g. Service Disabled Veteran Owned Small Business (Yes/No):
- h. Statement as to whether your company is domestically or foreign owned (if foreign owned, please indicate country of ownership).

**BACKGROUND**

The CRH requirements were baselined in 2012 prior to contract award of its Engineering and Manufacturing Development (EMD) phase. The current system specification reflects the 2012 requirements baseline. During EMD execution, this requirements baseline has continued to evolve—driving the need for planning in support of a new contract vehicle to address a broad spectrum of known and undefined operational capabilities. This SSS will gather information on the current experience and capabilities of prospective industry sources to address CRH capability upgrades. While not exhaustive of the requirements that could be addressed under a five-to-ten year capability upgrade contract, candidates are outlined in the table below.

**Table 1: Representative CRH Capability Upgrade Candidates**

Candidate	Comment
Distributed Aperture Infrared Countermeasures (DAIRCM - USN)	Parallels HH-60G JUON; more-capable defensive technologies required to detect/counter advanced IR threats
Overlaid Electro-Optical/Infrared with Tactical Symbology	Legacy HH-60G functionality required for effective HH-60W Combat Search and Rescue operations
Global Positioning System Anti-Jam/ Anti-Spoof	Counters low-cost jamming/spoofing devices
Degraded Visual Environment System	Sense/display uncharted en-route and terminal terrain, obstacles, and wires to enhance aircrew situational awareness
Integrated Vehicle Health Monitoring System (IVHMS) Control via Cabin Multi-Function Displays	Distributes aircrew workload among special mission aviators and pilot/co-pilot
Blue Force Tracker (BFT) 2	Replaces obsolete miniature transmitter/BFT
Video Data Link	Receive live-streaming full-motion video from supporting off-board assets; transmit on-board sensor video to supported ground teams

Radar Frequency (RF) Jammer	Denies, degrades, and disrupts RF threat systems
Electronic Flight Bags (EFB)	Replace flight info pubs when they are discontinued
Automated Dependent Surveillance Broadcast-In Device	Displayed on EFB; provides traffic info service broadcasts, weather updates, notices to airmen, and temp flight restrictions
Mandates	Program requirements that are mandated by the Office of the Secretary of Defense and/or the Federal Aviation Administration
Hardware Changes for Diminished Manufacturing Sources	Addresses parts obsolescence of current equipment
Deficiency Report Resolution	Addresses deficiencies found during developmental and operational testing
New Support Equipment Requirements	Associated with respective capability upgrade candidates
Weapon System Trainer/Operational Flight Trainer Simulator Certification Test Discrepancies	Associated with CRH training devices
Capability Upgrade Updates to Training Systems to Align with Platform Upgrades	Maintain concurrency of CRH training systems (courseware and devices)
Software Licenses	Associated with Operational Flight Programs, re-hosted Operational Flight Programs, or Lockheed Martin/Sikorsky/Flight Safety-unique applications used in Simulators (e.g., Advanced Mission Computer, Flight Management Systems, IVHMS, Plug Locator, After Action Review Station, Virtual Reality Devices)

## SYNOPSIS QUESTIONS

1. Please identify those fixed or rotary wing aircraft for which you have performed the modification or production cut-in-related development, integration, verification, production, and/or installation of capabilities represented by the candidates in **Table 1**.
  - Air Force fixed wing
  - Air Force rotary wing
  - Navy fixed wing
  - Navy rotary wing
  - Army rotary wing
2. Based on the response(s) to Question #1, how many years of modification-related development, integration, and verification (inclusive of a standard EMD phase) experience do you have while under contract to the Department of Defense (DoD)? If one or more years, briefly describe the scope of your modification-related actions. (*Please limit to 500 words*)
  - None
  - Less than 1 year
  - 1-5

- 6-10
- 11-16
- 17-21
- 22 or more

3. Based on the response(s) to Question #1, how many years of your DoD–related experience do you have related to upgrading training devices and courseware to maintain concurrency with a combat platform’s revised functional baseline?
- None
  - Less than 1 year
  - 1-5
  - 6-10
  - 11-16
  - 17-21
  - 22 or more
4. Based on the response(s) to Question #2, how many years of your DoD–related modification experience were accomplished as a prime contractor?
- None
  - Less than 1 year
  - 1-5
  - 6-10
  - 11-16
  - 17-21
  - 22 or more
5. Based on the response(s) to Question #2, how many years of your DoD–related modification experience involved the development, integration, and verification of both hardware and software elements?
- None
  - Less than 1 year
  - 1-5
  - 6-10
  - 11-16
  - 17-21
  - 22 or more

6. In support of the development of a modification or production cut-in, do you have experience with the development, maintenance, and delivery of a Technical Data Package (TDP) to DoD contract specifications?

- Yes
- No

7. Based on the response to Question #2, do you currently own and maintain a System Integration Laboratory (SIL) capable of verifying the functional baseline (to a specification) reflecting the candidates in **Table 1**?

- Yes
- No

8. Based on the response(s) to Question #2, which design verification phase(s) have you completed or supported as a prime contractor?

- Component/sub-system
- SIL
- System-level (Contractor-executed)
- Development Test and Evaluation
- Operational Test and Evaluation

9. Based on your responses to Questions #1-8, what do you foresee as the top three challenges to on-time completion of development, integration, and verification requirements based on the representative candidates in Table 1? (*Please limit to 500 words*)

10. Based on your responses to Questions #1-8, what do you foresee as the top three challenges to on-time completion of development, integration, and verification requirements for courseware and aircrew/maintenance trainers based on platform upgrades. (*Please limit to 500 words*)

11. Based on the candidates represented in Table 1, which of the following TDP components would you require to complete related development, integration, and verification requirements? (**MARK AS MANY AS APPLICABLE**)

- Interface control documents
- Wiring diagrams
- System/subsystem specifications
- Special tooling design data

- Software documentation
- Level III drawings (or equivalent)
- Others (please specify below) (*Please limit to 500 words*)

12. Based on the response(s) to Question #1, how many years of modification kit production and installation experience do you have while under contract to the DoD?
- None
  - Less than 1 year
  - 1-5
  - 6-10
  - 11-16
  - 17-21
  - 22 or more
13. Based on the response to Question #1, how many years of modification kit production and installation experience is specific to rotary wing aircraft while under contract to the DoD?
- None
  - Less than 1 year
  - 1-5
  - 6-10
  - 11-16
  - 17-21
  - 22 or more
14. Based on the response to Question #12 and for your last two applicable DoD contracts, what was the maximum number of modification kits that you produced in a year?
- None
  - 1-5
  - 6-10
  - 11-16
  - 17-21
  - 22 or more
15. How many modification kit installations or production cut-ins have you completed on DoD fixed or rotary wing aircraft in the last five years?
- None
  - 1-10
  - 11-30
  - 31-50

- 51-70
- 71 or more

16. How many modification kit installations have you completed on DoD fixed or rotary wing aircraft, per a Time Compliance Technical Order, in the last five years?

- None
- 1-10
- 11-30
- 31-50
- 51-70
- 71 or more

17. Do you currently own and maintain a facility capable of supporting interior and exterior/outside (i.e., on available ramp space) modification-related installs on an HH-60-class helicopter?

- Yes (If “Yes,” please identify (in the block below) the maximum number of helicopters that can be inducted inside the facility at one time) (*Please limit to 500 words*)
- No

18. Based on your responses to Questions #12-17, what do you foresee as the top three challenges to on-time completion of production and/or installation requirements based on the representative candidates in Table 1? (*Please limit to 500 words*)

19. Based on the response(s) to Question #1, how many years of sustaining engineering support (e.g., engineering/logistics analyses, reliability/maintainability analyses and/or redesigns, service life analyses and fix implementations) have you provided for DoD aircraft and rotary wing systems?

- None
- Less than 1 year
- 1-5
- 6-10
- 11-16
- 17-21
- 22 or more

20. Based on the response(s) to Question #1, how many years of your software sustainment support (e.g., diagnostics, coding, verification, and integration) have you provided for DoD aircraft and rotary wing systems?

- None
- Less than 1 year
- 1-5
- 6-10
- 11-16
- 17-21
- 22 or more

21. Based on your responses to this synopsis, would you intend to bid on a modification/upgrade effort if it was competed?

- Yes
- No

If “Yes,” please provide the contract numbers for the Government vehicles under which you are executing for this type of work. *(Please limit to 500 words)*

### **GENERAL GUIDANCE**

Please provide your SSS responses to [abby.hoefler@us.af.mil](mailto:abby.hoefler@us.af.mil) and [douglas.palomaki.1@us.af.mil](mailto:douglas.palomaki.1@us.af.mil) by **12:00pm EST on 25 October 2019**. Title e-mail responses in the subject line as follows: **“Response to Capability Upgrades for the Combat Rescue Helicopter SSS #WIHK-20-1”**.

Respondents should indicate which portions of their responses are proprietary and mark accordingly, and all proprietary information must be clearly marked on the outside container and on the materials inside. The Government will handle all information properly marked as proprietary information. The Government is not liable for, or suffer any consequential damages, for any proprietary information not properly identified.

The Government will answer responses to questions from interested parties promptly and will post on the FBO website, unless some release of proprietary information is involved or the answer addresses a question specific to a company or that company’s response. The AFLCMC/WIH Points of Contact for this SSS are as follows:

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The Government will answer all written questions by posting answers to this FBO website, except as provided above. The Government reserves the right to not address questions received after **25 October 2019**.