



**GENERAL SERVICES ADMINISTRATION
FEDERAL ACQUISITION SERVICE
AUTHORIZED FEDERAL SUPPLY SCHEDULE PRICELIST**

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Mission Oriented Business Integrated Services (MOBIS)
Federal Supply Group: 874 Class R499

Contract Number: **GS-02F-0069W**
For more information on ordering from Federal Supply Schedules
click on the FSS Schedules button at <http://www.gsa.gov/schedules-ordering>

Contract Period: **December 09, 2014 through December 08, 2019**

Contractor: CAE USA Inc. – Training Systems Division Business Size: Large Business
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Tampa, FL 33634

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Web Site: www.cae.com Contract Administrator: Paola Izzo

CUSTOMER INFORMATION:

1. Awarded Special Item Number(s):

Special Item Number (SIN)	Description	Pricing
874-4	Instructor Led Training	See Page 4

1b. Identification of the lowest priced model number and lowest unit price for that model for each special item number awarded in the contract: This price is the Government Price based on a unit of one, exclusive of any quantity/dollar volume, prompt payment, or any other concession affecting price.

1c. Descriptions of all training courses are provided beginning on page 5.

- 2. Maximum Order: \$1,000,000
- 3. Minimum Order: \$300
- 4. Geographic Coverage: Domestic and Overseas
- 5. Point of Production: Same as company address
- 6. Prices Shown Herein are Net (discount already deducted)
- 7. Quantity Discount: None
- 8. Prompt Payment Terms: Net 30 Days
- 9. Government Purchase Cards will be accepted at and below the micro-purchase threshold.
Government Purchase Cards will be accepted above the micro-purchase threshold.

10. Foreign Items: None
11. Time of Delivery: CAE USA Inc. – Training Systems Division shall deliver or perform services in accordance with the terms negotiated in an agency's task order.
- 11b. Expedited Delivery: Consult with Contractor
- 11c. Overnight/2-Day Delivery: Consult with Contractor
- 11d. Urgent Requirements: Consult with Contractor
12. FOB Point: Destination
13. Ordering Address: Same as Contractor Address

For supplies and services, the ordering procedures, information on Blanket Purchase Agreements (BPAs), and a sample BPA can be found at the GSA/FSS Schedule homepage (fss.gsa.gov/schedules).

14. Payment Address: CAE USA Inc.
Accounting Department
P.O. Box 15000
Tampa, FL 33684-5000
15. Warranty Provisions: Contractor's Standard Commercial Warranty
16. Export Packing charges: Not applicable
17. Terms and conditions of Government Purchase Card Acceptance: CAE USA Inc. for terms and conditions of Government Purchase Card acceptance.
18. Terms and conditions of rental, maintenance, and repair: Not applicable
19. Terms and conditions of installation: Not applicable
20. Terms and conditions of repair parts: Not applicable
- 20b. Terms and conditions for any other services: Not applicable
21. List of service and distribution points: Not applicable
22. List of participating dealers: Not applicable
23. Preventive maintenance: Not applicable
- 24a. Environmental attributes, e.g., recycled content, energy efficiency, and/or reduced pollutants: Not applicable
- 24b. Contact CAE USA Inc. for Section 508 compliance information. The EIT standards can be found at: <http://www.section508.gov>
25. DUNS Number: 13-1203585
26. CAE USA Inc. is registered in the Central Contractor Registration (CCR) database.

**Attachment #1
Course Pricing and Descriptions**

SIN	C-130/L-382 Aircrew Courses:			Course Length	(min)	(max)	GSA Course Price
					Class Size Limit	Class Size Limit	
Aircraft Commander							
874-4	AC-01	Initial		20 days	2	2	\$48,892
874-4	AC-02	Transition/Re- Qualification		14 days	1	2	\$33,235
Co-Pilot							
874-4	CP-01	Initial		29 days	2	2	\$68,360
874-4	CP-02	Transition/Re- Qualification		14 days	1	2	\$33,235
Flight Engineer							
874-4	FE-01	Initial		36 days	1	2	\$74,030
874-4	FE-02	Transition/Re- Qualification		14 days	1	2	\$33,235
Loadmaster							
874-4	LM-01	Initial		20 days	1		\$25,200
874-4	LM-02	Recurrent (Refresher)		7 days	1	6	\$8,820
Instructor							
874-4	IP-01	Pilot		10 days	2	2	\$24,656
Aircrew Refresher							
874-4	REF-01	Recurrent(Refresher)		3 days	3 (2 P/1 FE)	3 (2 P/1 FE)	\$13,452
Crew Resource Management							
874-4	CRM-01	Initial		2 days	1	6	\$2,520
874-4	CRM-02	Recurrent(Refresher)		½ day	1	6	\$840

SIN	C-130/L-382 Maintenance Courses:			(min)	(max)	
			Course Length	Class Size Limit	Class Size Limit	GSA Course Price
874-4	SR-01	Structural Repair	15 days	1	6	\$18,900
874-4	HS-01	Hydraulic Systems	10 days	1	6	\$12,600
874-4	AP-01	APU/GTC/ATM	10 days	1	6	\$12,600
874-4	WR-01	Wiring Repair	10 days	1	8	\$12,600
874-4	ES-01	C-130 Electrical Systems	29 days	1	8	\$36,540
874-4	GS-01	C-130 Guidance Systems	19 days	1	8	\$23,940
874-4	ACS-01	C-130 Air Conditioning Systems	10 days	1	6	\$12,600
874-4	FST-01	C-130 Fuel Systems and Fuel Tank Repair	10 days	1	6	\$12,600
874-4	B-01	C-130 Systems Training (B-1)	8 weeks	1	6	\$50,400
874-4	B-02	C-130 Avionics Training (B-2)	4 weeks	1	6	\$25,200
874-4	ER-01	Initial	10 days	1	4	\$21,012
874-4	ER-02	Recurrent (Refresher)	3 days	1	4	\$7,844
874-4	TE-01	T-56 Engine Borescope Training	5 days	1	6	\$6,300

Course Descriptions

Aircrew Training

Instructor-led academic and simulator training is available to the entire aircrew for initial, conversion and recurrent training. Aircrew courses offered include:

Aircraft Commander

The Initial course prepares the qualified C-130 copilot to upgrade to Aircraft Commander. CAE and Specific Customers have jointly developed a training course that specifically meets the unique requirements of the C-130 Aircraft Commander. It consists of 80 hours of academics, 14 hours of Flight Training Device (FTD) training, and 32 hours of flight simulator instruction.

The Transition/Requalification course prepares either an Aircraft Commander transitioning from another aircraft or a previously qualified C-130 Aircraft Commander returning to the cockpit. It consists of 63.5 hours of academics, 8 hours of Flight Training Device (FTD) training, and 20 hours of flight simulator instruction.

Each trainee is issued a student study guide for personal use and it may be retained by the trainee for future reference. All academic training is instructor led using multi-media classrooms and CAE developed training programs. Phase test and an end-of-course test are utilized to determine each individual's level of achievement. All FTD and simulator sessions are instructor guided over-the-shoulder, student hands-on training. The training is conducted in a learning environment with emphasis on learning and not on evaluation. All simulator sessions have a dedicated pre-brief and de-brief period, and are flown in two sorties allowing the pilots to swap seats, if required, at the mid-period break. Pre-briefs thoroughly review lesson objectives, performance data, crew resource management (CRM), systems, and procedures to be covered, approaches (visual, non-precision, and precision) and the operating environment. Debriefings review overall performance, assessment of specific maneuvers, areas requiring improvement, and application of CRM skills. Trainee progress and test scores are documented on CAE training forms. When the trainee is not actively engaged in training, a cockpit mockup, visual animated systems trainer, and/or FTD are available for self-study.

The Initial course for two (2) trainees consists of twenty (20) training days; and the Transition/Requalification course for two (2) trainees consists of fourteen (14) training days. The Academic phase contains all FTD and Simulator session briefing and debriefing hours in order to clearly indicate the actual quantity of practical training hours contained in the course.

Co-Pilot

The Initial course prepares pilots qualified in other aircraft to become C-130 copilots. CAE and Specific Customers have jointly developed a training course that specifically meets the unique requirements of the C-130 Copilot. It consists of 136 hours of academics, 16 hours of Flight Training Device (FTD) training, and 40 hours of flight simulator instruction.

The Transition/Requalification course prepares either a Co-Pilot transitioning from another aircraft or a previously qualified C-130 Co-pilot returning to the cockpit. It consists of 63.5 hours of academics, 8 hours of Flight Training Device (FTD) training, and 20 hours of flight simulator instruction.

Each trainee is issued a student study guide for personal use and it may be retained by the trainee for future reference. All academic training will be instructor led using multi-media classrooms and CAE developed training programs. Phase test and an end-of-course test are utilized to determine each individual's level of achievement. All FTD and simulator sessions are instructor guided over-the-shoulder, student hands-on training. The training is conducted in a learning environment with emphasis on learning and not on evaluation. All simulator sessions have a dedicated pre-brief and de-brief period, are flown in two sorties allowing the pilots to swap seats, if required, at the mid-period break. Pre-briefs thoroughly review lesson objectives, performance data, crew resource management (CRM), systems, and procedures to be covered, approaches (visual, non-precision, and precision) and the operating environment. Debriefings review overall performance, assessment of specific maneuvers, areas requiring improvement, and application of CRM skills. Trainee progress and test scores are documented on CAE training forms. When the trainee is not actively engaged in training, a cockpit mockup, visual animated systems trainer, and/or FTD are available for self-study.

The Initial course for two (2) trainees consists of twenty-nine (29) training days; and the Transition/Requalification course for two (2) trainees consists of fourteen (14) training days. The Academic phase contains all FTD and Simulator session briefing and debriefing hours in order to clearly indicate the actual quantity of practical training hours contained in the course.

Flight Engineer

The Initial course prepares the qualified basic air crewman to become a C-130 Flight Engineer. CAE and Specific Customers have jointly developed a training course that specifically meets the unique requirements of the C-130 Flight Engineer. It consists of 163 hours of academics, 16 hours of Flight Training Device (FTD) training, and 40 hours of flight simulator instruction.

The Transition/Requalification course prepares either a Flight Engineer transitioning from another aircraft or a previously qualified C-130 Flight Engineer returning to the cockpit. It consists of 63.5 hours of academics, 8 hours of Flight Training Device (FTD) training, and 20 hours of flight simulator instruction.

Each trainee is issued a student study guide for personal use and it may be retained by the trainee for future reference. All academic training is instructor led using multi-media classrooms and CAE developed training programs. Phase test and an end-of-course test are utilized to determine each individual's level of achievement. All FTD and simulator sessions are instructor guided over-the-shoulder, student hands-on training. The training is conducted in a learning environment with emphasis on learning and not on evaluation. All simulator sessions have a dedicated pre-brief and de-brief period, and are flown in two sorties allowing the trainees to swap seats, if required, at the mid-period break. Pre-briefs thoroughly review lesson objectives, performance data, crew resource management (CRM), systems and procedures to be covered, approaches (visual, non-precision, and precision) and the operating environment. Debriefings review overall performance, assessment of specific maneuvers, areas requiring improvement, and application of CRM skills. Trainee progress and test scores are documented on CAE training forms. When the trainee is not actively engaged in training, a cockpit mockup, visual animated systems trainer, and/or FTD are available for self-study.

The Initial course for two (2) trainees consists of twenty-nine (29) training days; and the Transition/Requalification course for two (2) trainees consists of fourteen (14) training days. The Academic phase contains all FTD and Simulator session briefing and debriefing hours in order to clearly indicate the actual quantity of practical training hours contained in the course.

Loadmaster

The Initial course is designed to give potential Loadmasters basic aircrew skills and practical knowledge required of the Loadmaster. It consists of 120 hours of academic instruction.

The Recurrent (Refresher) course is designed to help the qualified loadmaster improve on his knowledge of the aircraft and the unique responsibilities of his crew position. It consists of 42 hours of academic instruction.

Crewmembers should understand and demonstrate a practical knowledge of normal and emergency procedures required for safe operation and loading of the aircraft. Emphasis is placed on standardization and reinforcement of the Customer's C-130 aircrew and loading procedures

This course satisfies the Initial Loadmaster Requirements for crewmembers. All scheduled sessions must be attended to receive credit for the course. Study/Reference materials required for the course are Customer Specific and include: Flight Crew Checklist, Loadmaster Checklist and Aircrew Systems Refresher Study Guide.

The Initial course for up to six (6) trainees consists of twenty (20) training days; the Recurrent (Refresher) course is for up to six (6) trainees and consists of seven (7) training days.

Instructor Pilot

This course prepares qualified C-130 Aircraft Commanders to perform the duties of an Instructor Pilot. It consists of 48 hours of classroom instruction and 16 hours of flight simulator instruction. Each of the four simulator days include a one hour pre-brief, a four hour simulator period broken into two-two hour sessions, and a one hour debrief.

All academic training is instructor led utilizing multi-media classrooms. Emphasis in the classroom is based upon the concept of interactive learning and not evaluation. In addition, to the classroom time,

each Instructor under Training (trainee) is required to prepare a 45-60 minute oral presentation on the C-130 or some associated topic. This presentation is presented on the last academic day. Preparation for this presentation occurs after the normal training/academic day.

A course for two (2) trainees consists of ten (10) training days.

Aircrew Refresher

The C-130 Aircrew Refresher course serves to reinforce C-130 Aircrew expertise. CAE and Specific Customers have jointly developed a training course that specifically meets the unique requirements of the C-130 Aircrew. It consists of 12 hours of academics and 12 hours of flight simulator instruction.

Each trainee is issued a student study guide for personal use and it may be retained by the trainee for future reference. All academic training is instructor led using multi-media classrooms and CAE developed training programs. The training is conducted in a learning environment with emphasis on learning and not on evaluation. All simulator sessions have a dedicated pre-brief and de-brief period, and are flown in two sorties allowing the pilots to swap seats, if required, at the mid-period break. Pre-briefs thoroughly review lesson objectives, performance data, crew resource management (CRM), systems, and procedures to be covered, approaches (visual, non-precision, and precision) and the operating environment. Debriefings review overall performance, assessment of specific maneuvers, areas requiring improvement, and application of CRM skills. Trainee progress and test scores are documented on CAE training forms. When the trainee is not actively engaged in training, a cockpit mockup, visual animated systems trainer, and/or FTD are available for self-study.

A course for up to three (3) trainees (two pilots and one flight engineer) consists of 3 training days.

Crew Resource Management

The Initial course covers all aspects of Crew Resource Management. It includes but is not limited to: Communications, Assertiveness, Decision-Making, Team Performance, Workload Management, Stress Management, and Situational Awareness. The instructor lead format covers the basic principles of CRM and detailed accident analysis. It consists of 12 hours of academic instruction.

The Recurrent (Refresher) course touches on the important aspects of Crew Resource Management. It includes but is not limited to: Communications, Assertiveness, Decision-Making, Team Performance, Workload Management, Stress Management, and Situational Awareness. The instructor lead format covers the basic principles of CRM and detailed accident analysis. It consists of 4 hours of academic instruction.

Each trainee is issued a student study guide for personal use and it may be retained by the trainee for future reference. All academic training is instructor led using multi-media classrooms and CAE developed training programs. The training is conducted in a learning environment with emphasis on learning and not on evaluation.

The Initial course for a maximum of six (6) students consists of two (2) training days; the Recurrent (Refresher) course for a maximum of six (6) students consists of one half (1/2) training day.

Maintenance Training

In addition to our Aircrew Training, we offer maintenance courses consisting of academic classroom instruction and practical "hands-on" training, taught by C-130 maintenance professionals. Our maintenance courseware and curriculum can be tailored to meet the specific training objectives. Maintenance courses offered include:

Airframe/Structural Repair

This course provides a solid foundation in understanding the C-130 airframe construction, structural materials, aircraft hardware, structural repair and corrosion control. It covers navigation and use of the Structural Repair Manual (SRM), structural repair techniques and repair procedures. Technicians must be competent on the major skills and knowledge required to affect typical and specific repairs contained in the SRM. It consists of 90 hours of academic instruction and lab.

This course also builds upon the student's basic knowledge of structural repair of the aircraft. It focuses on advanced structural repair procedures to include application and installation of critical fasteners, understanding shear and tensile strength of fasteners and the proper selection of suitable fasteners.

Structural aluminum alloys 2024 and 7075 are discussed and demonstrated to ensure repairs are of the highest quality that is also fatigue resistant. Hands-on training is conducted on actual C-130 structures on which the students complete an applicable repair procedure.

A practical lab is conducted so students can properly prepare, install and remove all fasteners used on the airframe excluding Taper Locks and Huck Crimp fasteners.

A course for a maximum of six (6) students consists of fifteen (15) training days.

Hydraulic Systems Training

The C-130 Hydraulic Systems Course covers system schematic analysis, operation, component location, and replacement. The course covers hydraulic system operation and troubleshooting in accordance with the appropriate maintenance manuals. It consists of 60 hours of academic instruction and lab.

At course completion, the student will be able to operate, inspect, troubleshoot, service and remove and replace components installed on the C-130 Aircraft. The course includes the following systems: Utility, Booster, Auxiliary, Landing Gear, Brakes, Flaps, Primary Flight Controls, Ramp and Door. Hydraulic hose and tubing build up is covered, as well as general hydraulic system maintenance procedures.

A course for a maximum of six (6) students consists of ten (10) training days.

Auxiliary Power Unit (APU)/Gas Turbine Compressor (GTC)/Air Turbine Motor (ATM)

This course covers the system operation, servicing, component location, and maintenance procedures for the Auxiliary Power Unit or the Gas Turbine Compressor and Air Turbine Motor. It consists of 60 hours of academic instruction and lab.

Upon successful course completion, the student should be able to inspect service, troubleshoot and remove and replace components as installed on the C-130 Auxiliary Power Unit or the Gas Turbine Compressor and Air Turbine Motor.

A course for a maximum of six (6) students consists of ten (10) training days.

Wiring Repair

This course provides a thorough discussion of wiring, connectors, coaxial cables, operational checkout, troubleshooting and associated repairs of the aircraft electrical systems and the associated equipment. It consists of 60 hours of academic instruction and lab.

In addition, a comprehensive review of wire selection and replacement, soldering and de-soldering, connector repair, sealing, crimp connectors, coaxial connectors, foam-flex connectors, cable, terminal lugs and boards is completed.

Upon successful completion of the course, the student should be able to troubleshoot and make repairs to aircraft wiring and connectors.

A course for a maximum of eight (8) students consists of ten (10) training days.

C-130 Electrical Systems

This course includes a comprehensive review and discussion of C-130 Electrical Systems and a thorough description of the overall system, component locations, operation, and data flow analysis, operational checkout, troubleshooting, removal/replacement, adjustment and servicing/inspection. It consists of 174 hours of academic instruction and lab.

The course includes the following instruction: Unregulated AC, Regulated AC, DC, NESA, Anti-ice/De-ice Warning Systems, Fire Detection and Extinguishing System, APU/GTC, Power Plant, Temperature Datum, Propeller, Solid State Propeller Synchrophaser, Fuel, Hydraulic Electrical Systems, Trim Tab and Flap Systems and Flight and Engine Instruments.

A course for a maximum of eight (8) students consists of twenty-nine (29) training days.

C-130 Guidance Systems

This course covers a complete system description to include component locations, normal operation, data flow analysis, operational checkout, troubleshooting, removal and replacement, adjustment and routine inspection of the aircraft guidance systems. It consists of 114 hours of academic instruction and lab.

The course includes instruction on the Pilot-Static System, Flight Director System, interface through the navigation instrumentation switching, Inertial Navigational System (INS), Ground Proximity Warning System (GPWS), Traffic Alert and Collision Avoidance System (TCAS), AL-101, CDNU and APS-137 Radar.

Upon successful completion of the course, the student should be able to operate, troubleshoot and maintain the guidance systems equipment.

A course for a maximum of eight (8) students consists of nineteen (19) training days.

C-130 Air Conditioning Systems

This course provides a thorough review of the sources, control and distribution of pneumatic power. It also includes schematic analysis of the various systems that use bleed air, operation of the systems, components, locations and replacement of the various components, along with the electrical system interface. It consists of 60 hours of academic instruction and lab.

Inspection of the various components along with the electrical system interface, bleed air powered systems; troubleshooting failures and malfunctions and routine and preventive maintenance are conducted in accordance with the appropriate maintenance technical order documents.

Upon successful completion of this course the student should be able to operate, inspect, troubleshoot, service and remove/replace components of the C-130 Environmental Control Systems.

A course for a maximum of six (6) students consists of ten (10) training days.

C-130 Fuel Systems and Fuel Tank Repair

This course provides a thorough review of the inspection, maintenance, and sealing of the fuel tanks of the C-130 Aircraft. This course includes a complete description of the fuel tanks, sealant materials, types, and causes of leaks, corrosion identification, and fuel tank safety. Practical training in fuel tank sealing will be provided. It consists of 60 hours of academic instruction and lab.

In addition, the course also covers the basic C-130 Fuel Systems to include system schematic analysis, operation of the various plumbing and pump controls, components and their locations, system troubleshooting and removal and replacement of components in accordance with the applicable technical order documents.

Upon course completion, the student should be able to operate, inspect, troubleshoot, service and remove/replace components in the C-130 Fuel Systems.

A course for a maximum of six (6) students consists of ten (10) training days.

C-130 Systems Training (B-1)

This course is based on the European Aviation Safety Agency (EASA) required training model used in the European Community.

The course is designed to cover all of the C-130 Aircraft Systems that relate to an Aviation Maintenance Technician. It consists of 240 hours of academic instruction and lab.

The course covers system description, operation, fault isolation and repair of the following systems: Ground Handling & Servicing, Air Conditioning, Electrical Systems, Fire Protection, Flight Controls, Fuel Systems, Hydraulic Systems, Ice & Rain Protection, Landing Gear, APU, Aircraft Structure, Propellers and Engine.

A course for a maximum of six (6) students consists of eight (8) weeks.

C-130 Avionics Training (B-2)

This course is based on the European Aviation Safety Agency (EASA) required training model used in the European Community.

The course is designed to cover all of the C-130 Avionics Systems that relate to an Avionics Maintenance Technician. It consists of 120 hours of academic instruction and lab.

The course covers system description, fault isolation, repair, removal and installation of the following systems: ICS, Communication Radios, Navigation Radios, Flight Director System, Inertial Navigation System and Radar Systems.

A course for a maximum of six (6) students consists of four (4) weeks.

T-56 Engine Run

The Initial course prepares the well qualified aircraft mechanic to perform up to full power engine runs on the T-56 Engine. It consists of 28 hours of academics, 20 hours of Flight Training Device (FTD) training, and 12 hours of flight simulator instruction.

The Recurrent (Refresher) course emphasizes safety and reinforces their Engine Run-Up procedures. It consists of 12 hours of academics, 8 hours of Flight Training Device (FTD) training, and 4 hours of flight simulator instruction.

This course is divided into two phases. Academics is covered under Phase I and Simulator is covered under Phase II.

Phase I – Academics consists of intense advanced instruction to the students with respect to gaining the knowledge necessary to perform C-130 Engine Run operations safely. It includes progressive instruction in engines, systems, normal and emergency procedures for starting, operating and shutdown of the C-130 Aircraft. This phase also includes hands-on training in a C-130 Cockpit Procedural Trainer.

Phase II – Simulator involves the student receiving extensive hands-on training, demonstrating the knowledge gained in Phase I, in the flight simulator. This consists of student performance and demonstration of knowledge for normal starting and run-up to include start malfunctions and emergency procedures.

The Initial course for a maximum of four (4) students consists of ten (10) days; and the Recurrent (Refresher) course for a maximum of four (4) students consists of three (3) days.

T-56 Engine Borescope Training

This course covers the required borescope inspections and will be performed on the T-56 Engine under the training and guidance of the Instructor. Where required, the appropriate inspection equipment (borescope) is used to perform the inspection. It consists of 30 hours of academic instruction and lab.

The Method of Performance, Acceptance & Rejection Criteria and Repair Procedures for each listed inspection are covered in the course.

A course for a maximum of six (6) students consists of five (5) training days.