

Pre Flights - Mandatory Req.

		Aircraft#1	
Parameter	Criteria/Threshold	Value	* Fill in the BLUE cells
Cockpit seat arrangement:			
	Two seated, Tandem		
Performance: ^{note1}			
Stall speed @landing: ^{note}	<90KCAS		
Max speed – low altitude	>270KTAS		
Max speed – 15Kft	>290KTAS		
Side wind limit at landing	>23Knots		

note: **Conditions:** Sea Level, Standard atmosphere. A/C configuration – 50%fuel, no external stores.

@Landing = Landing Cofiguration :
LG extended, flaps in landing configuration

Avionics & Weapon Sys.		Value - 1/0	* Fill in the BLUE cells
	2 UHF Band Radio		
	Stop Watch		
	TSD (Tactical Situation Display)		
	TCAS		
	ILS		
	GPS NAV. Systems (Including Inertial)		
	IFF- Identify Friend-Foe		
	G Meter		
	Warning Lights Panel		
	Instrumental Flight Capability		
	2 Debriefing DVDR		
	HUD		

Branch summary	Grade	Threshold	Bonus Threshold	Branch's Weight	Branch's Grade
Pilot Vehicle Interface	0	70	100	5	0.0
Handling Qualities	0	75	100	20	0.0
Training Qualities	0	75	85	20	0.0
Avionics & Weapon Sys.	0	65	85	15	0.0
Aircraft Performance	0	70	100	15	0.0
Safety	0	70	100	15	0.0
General Impression	0	70	100	10	0.0
Total Grade	0	80		100	0

(notes)
Conditions: : The evaluation erobatic flights will be conducted in the following heights:
9Kft - 25Kft

Branch	Parameter	Grade	Threshold	Weight	Bonus Threshold	Branch's Weight	Branch Grade
Pilot Vehicle Interface		70	60	5		0.00	
	Entrance and Exit	60	5	100			
	Crew change	60	5	100			
	Seating comfort	65	5	100			BLUE
	Field of view	70	5	100			RED
	Normal procedures operations		5	100			GREEN
	Pilot emergency operations	70	5	100			
	Glare		5	100			
	Lighting & reflection		5	100			
	Cockpit Noise - Pilots ears perspective	70	5	100			
	Cockpit instruments, handles and switches	70	5	100			
	Night Flight Compatibility	60	10	100			
Handling Qualities		75	267	20		0.00	
	Natural Flying characteristics	60	10	80			
	Rudder Trim - Low Pilot Workload	60	15	100			
	Roll Rate - Better then 90°/sec	60	5	100			
	Formation Flight Capabilities	70	15	100			
	Low Level Navigation Capability	70	15	100			
	Safe Operation - Solo Flight	70	15	80			
	Aerobatic Team - Compatibility		15	90			
	Taxi slow and moderate speed		2	100			
	Braking	70	2	100			
	Ground steering	70	2	100			
	Task rating for ground tasks (e.g. line capture, turn etc.).		2	100			
	Engine ground handling.		2	100			
	Takeoff – handling qualities	70	15	100			
	Takeoff trim changes		2	100			
	Takeoff normal and abnormal procedures (e.g. no flaps)	70	15	100			
	Landing normal and abnormal procedures.	70	15	100			
	Precision landing rating		5	100			
	Control sweep		5	100			
	Static & maneuver Stability – all axes		3	100			
	Sideslips		3	100			
	Stalls – including accelerated stalls entry and recovery.	70	15	80			
	Spins – including pro spin inputs and recovery from developed spin.	70	15	80			
	Pitch, heading & bank capture		2	100			
	Trim & trim changes		2	100			
	Aerobatics	70	15	80			
	A-A gunnery and basic Fighter Maneuvers	70	15	90			
	A-G Pop -Ups	65	15	90			
	High gain tasks –cooper-harper ratings		5	100			
	Slow speed flight		10	100			
	Offset landing	70	10	100			
Training Qualities		75	164	20		0.00	
	Rear Cockpit - Flight Indicators	60	5	90			
	Rear Cockpit - Nav. Systems	60	5	90			
	Rear Cockpit - Engine Indicators	60	5	100			
	Simulate Failures / Malfunctions (Goal two-ways - Rear-Forward / Forward-Rear)	60	10	80			
	Inter-Communication System (including VOX)	60	10	90			

NOTES:
 1. Filling the BLUE cells, based on flight evaluation & RFI response. Minimal Grade = 50. Max=100.
 2. RED := grade lower then the Threshold Value == The a/c is disqualified
 3. GREEN := grade higher then the bonus Threshold Value == Extra points to the grade.

Rear Cockpit Override communication	60	5	100
Rear Cockpit Engine Inflight Startup (Goal-Ground)			
	60	10	100
Rear Cockpit - Landing Capability - Day/Night	60	10	80
Rear Cockpit - Instrumental Flight Capability	60	10	90
Over-the-Shoulder Training Capability - Visual Monitoring of student from Rear Cockpit	60	10	90
Over-the-Shoulder Training Capability - Monitoring student's actions from Rear Cockpit	60	10	80
Instructor Mission Awareness from Rear Cockpit	60	10	80
Rear Cockpit - Field Of View		10	80
Normal procedures omission at various flight		10	100
Taxi with excessive power		2	100
No Flaps Takeoff and landing	60	5	100
Un trimmed Takeoff	60	2	100
Aborted landing (go around)	60	10	100
Fast and slow final approach		5	100
High/low final approach		10	100
High power final		5	100
Crab landing	60	5	100
			100

Avionics & Weapon Sys.

	65	200	15	0.00
2 UHF Band Radio	60	10	100	
Stop Watch	60	5	100	
IFF- Identify Friend-Foe	60	5	100	
G Meter	60	5	100	
Terrain Awareness Warning System (EGPWS or comparable)		5	90	
TSD (Tactical Situation Display)	60	5	80	
TCAS	60	20	90	
Warning Lights Panel	60	5	100	
Electronic Altimeter		5	90	
ILS	60	5	100	
TCN		10	100	
GPS NAV. Systems (Including Inertial)	60	15	80	
Instrumental Flight Capability	60	15	90	
HUD	60	15	90	
A-A Aiming capability		5	90	
A-G Aiming capability		5	90	
Audio Warnings		10	100	
2 Debriefing DVDR	60	15	90	
Debriefing system (DVDR&AACMI) + Ground Station		10	90	
HOTAS Capability		5	90	
Auto pilot eval		10	100	
Growth Potential		15	80	

Aircraft Performance

	70	255	15	0.00
External Lights	60	5	100	
Parking Brake	60	5	100	
Airbrakes		5	100	
ECS Performance @ ISA+20	60	20	100	
Engine Startup - W/O External system		15	80	
Max Load Factor: above 6G (Goal 7G)	60	5	90	
Pitostatic errors – Manufacturer provided		5	100	
Climb Performance		10	100	
Level Acceleration		10	100	
Max sustained turn		5	100	
Glide performance		10	100	
Throttle response at full range		15	100	
Slow speed- throttle response		15	100	
Sideslip – throttle response		15	100	
Max takeoff runway length (Ground roll, clean aircraft, full fuel) MIN 1200 (800)	60	10	90	
Max landing runway length (Ground roll, at maximum landing weight, no braking Parachute) MIN 1800 (1200)	60	10	90	
Service Ceiling MIN 25K (30K)	60	10	90	
Operation radius of action for clean aircraft, Lo-Lo-Lo MIN 110 NM (150NM)	60	10	90	

External fuel tank		10	90
mission time for average mission MIN 50 minutes (80 minutes)	60	10	90
Long range optimal cruise speed , low altitude (KTAS) MIN 240 (360)	70	10	90
Energy for aerobatic maneuvers	70	15	80
Inverted flight time limit MIN 10 sec (60)	60	10	90
Max. Sink rate at touchdown at maximum landing weight MIN 12 ft/sec (13 ft/sec)	60	10	90
Min. number of landings in one sortie including landing gear operation MIN 5	60	10	100

Safety 70 72 15 0.00

In-flight manual ejection capability	60	5	100
Ejection Seat 0/0		5	90
Backup for Critical Systems - enabling safe landings	60	10	100
Rear Cockpit Operation of Critical Systems	70	5	100
Compatibility to Standard IAF's Safety&Rescuing Equipment	60	10	100
Compatibility for flying in icing conditions		5	100
2 Safety mechanisms for each suspension system		5	90
Standard IAF's G-Suit ICD		5	90
Emergency gear operation	60	10	100
Emergency flaps operations		5	100
Simulated Flame-out approach	70	7	80
Safety record - compatible to IAF's training requirements (*details followed this chart)	80		100

General Impression 70 25 10 0.00

General Impression - Airframe		5	100
General Impression - Avionics		5	100
General Impression - Performance		5	100
General Impression - Training Qualities		5	100
Exceptional Characteristics		5	80

(*) Safety record - compatible to IAF's training requirements (Safety incidents per Flight Hours) <small>note1-2</small>	
Actual Aircraft lost-with death casualties, Per 100K F/H, for aircraft with accumulated flight-hours, above 50,000	
Total - actual Aircraft lost, Per 100K F/H, for aircraft with accumulated flight-hours, above 50,000	
Design criteria - aircraft lost, Per 100K F/H	
Total Safety incidents (class A, B and C), Per 100K F/H	
Additional safety data - NTSB / FAA, operators etc	-

* Fill in the BLUE cells

Notes:
 1. This information in this section should be applicable/relevant to the specific A/C type that is proposed. The relevance will be examine by the IAF.
 2. Aircraft with accumulated flight-hours, less then 50,000 - will be graded based on the design creteria.

Aircraft#1				
Parameter/requirement	Weight	Grade	Threshold	Grade
Manufacturer experience	10	0	60	
Aircraft experience	10	0		
Aircraft - Technical req.	80	0	80	
Aircraft Total Grade		0		

Branch	Parameter	Criteria/Threshold	Value	Total Grade (0/100)
Manufacturer experience ^{note1}		60		
	Number of full production aircrafts sold and delivered	More then 20 = 100 Less = 0		
	Number of full production aircrafts ordered	More then 50 = 100 Less = 0		
	Period of active production line: Actual	at least 5 years= 100, Less =0 (in the period 1995-2005)		
	Period of active production line: Predicted	al least 3 years= 100, Less=0 (in the period 2005-2010)		
	Number of fleet operators , with a min number of a/c (sold and delivered)	at least 2 operators= 100, Less= 0 (operator = at least 10 a/c)		
Aircraft experience ^{note1}		0		
	Accumulated Flight hours	Above 15,000 F/H = 100, Less = 0		
	One year average - accumulated Flight hours	Above 8,000 F/H = 100, Less = 0 ,in the period of 2003-2005		

* Fill in the BLUE cells

NOTES:

1. Please specify if the information is applicable to the specific A/C type that is proposed or the basic model, or a derivative/upgrade version.
2. if relevant, please specify the differences between the a/c versions (i.e. - in the air-vehicle platform (airframe, engine, control systems/surfaces and aerodynamics), systems etc.).
3. The relevance of the data to this RFI will be examined by the IAF.