

QUESTIONS AND ANSWERS FROM ISR SERVICES PRE-SOLICITATION CONFERENCE			
Tracking Number	Reference	Question	Answer
1	General	Able to get a list of attendees?	For disclosure and privacy reasons, the list of attendees will not be distributed.
2	General	Will Government reimburse Bid & Proposal costs for subsequent Task Order competitions ?	The Government will not provide separate funding for bid and proposal costs.
3	General	Can vendors use government owned assets of their companies manufacture that are already in theater?	This contract requires the contractor to provide all personnel and equipment necessary to provide the ISR Services. They cannot use Government owned resources except as identified in the Task Order (i.e. ship board fuel and handler).
4	General	Will this contract be funded with OCO funding?	OCO funding is the only funding currently identified and anticipate to be used to fund Task Orders under this contract.
5	General	Is the Mission Commander Government or contractor?	The Mission Commander is Government.
6	General	What are the duties, roles and responsibilities of the government Mission Commander? What are the duties, roles and responsibilities of the government Shipboard UAS ISR Detachment Officer in Charge (Mission Commander)?	Mission commanders supervise and coordinate the proper execution of UAV missions. Mission execution is controlled by the mission commander. Mission Commanders are responsible for coordinating airspace control by liaising between airspace control authorities and the AV Operator. The Mission Commander will have the authority to direct changes to the designated target set. The Mission Commander role may be further defined in the unit SOP.
7	General	Regarding the potential for air vehicle loss in a war zone – is the Government insuring the loss of aircraft in the war zone? If the contractor cannot obtain insurance coverage (likely, based on our experience), and if the Government is not insuring for a replacement at full value, then attrition needs to be estimated in the quote. Is this how the Government desires the contractor to quote? Any guidance that can be provided would be welcome.	The Government is not responsible for the loss of air vehicles in a war zone. This is a firm fixed price contract and any insurance for loss of an air vehicle is the responsibility of the contractor. Chances to re-supply will be made available. No Government provision or anticipation for normal attrition or operating losses.
8	General	Does this solicitation reflect the new DOD Source Selection Procedures?	On 4 Mar 2011 OSD issued the Source Selection Procedures effective 1 Jul 2011. This solicitation incorporates substantial portions of this procedure.
9	General	Other US Government Agencies are also soliciting proposals for ISR Services? Can this RFP consolidate those agency requirements.	It is not NAVAIR's intention to solicit for a consolidate requirement. The contracts to be awarded in response to this solicitation will be flexible and Task Orders may be issued for other agencies.
10	General	Does ISR Services in support of other Government agencies include State Department, JIEDDO, etc?	The contracts to be awarded in response to this solicitation will be flexible and Task Orders may be issued for other agencies.
11	General	The NAVAIR long range Acquisition forecast shows over 15 business opportunities to supply UAS ISR services. Will this contract incorporate those requirements or are they separate opportunities?	This solicitation addresses the UAS ISR Services requirements as covered in the attached Sea-Based and Land-Based PBWSs. There may be other separate business opportunities.
12	General	Will the Government support expedited ITAR approvals?	Yes, if it is required.
13	General	MIL-STD-810 is given as a Recommended Best Practice. Is qualification to that standard a requirement?	No.
14	General	Does the UAS have to be compatible with CREW? If so, what version of CREW?	No -- there is no requirement for the UAS ISR-Services to be compatible with Counter Radio-controlled improvised explosive device Electronic Warfare (CREW) jammers. Nor is CREW currently envisaged as a potential payload for UAS ISR-Services.
15	General	Will the Government support expedited ITAR approvals?	Yes, if it is required.
16	RFP Section F	Does the 60 month ordering period imply a 90 month potential POP?	Since this contract provides for a service that is considered non-severable, there is potential for the period of performance of individual Task Orders to extend beyond the ordering period. The exact amount of time beyond 60 months has historically been limited by financial regulation based on the type of funds.
17	RFP Section F	Is there a minimum dollar amount and minimum period of performance for this contract? Initial guess for the price range	As stated on page 8 of the Draft RFP in Contract Clause 5252.216.9506 the contract minimum is \$100,000 per contractor. There is no minimum period of performance.
18 a	RFP Section H-1	Never seen the use of sensor data hours before – how are we going to determine usage. Ominous point – difficult to track. Get plan the night before time to take off time to get there on target with camera delivering the product at that point and then return time. Transit time does not Define Billable Sensor Data Credit Hour ? Convert to a different target?	Task Order Section C for the Deployments CLINs states, "ISR Services shall be at the monthly level of support set forth in Section B. The level of monthly support described in Section B characterizes a range of support, not the exact number of sensor hours." All payment is on a fixed monthly basis. Payment is not based on a billable hour rate. Special Contract Requirement, H-1 REDUCED PAYMENTS, has been modified to include: "Credited Missions Hours may include time for sensor data transmitted during transit if scheduled or requested by the LNO or Mission Commander.
18 b	RFP Section H - 1	How does the government define a credited sensor hour that is billable to this contract?	
18 c	RFP Section H - 1	Is it when the sensor is assigned against a mission number?	
18 d	RFP Section H - 1	Is it when the sensor is tracking a target or target area?	
18 e	RFP Section H - 1	Is it when the sensor is turned on?	

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18 f	RFP Section H-1	Not purchasing flight hours, yet everything discussed is measured in hours, explain.	
19	RFP Section H - 1	What data is required for Information Assurance/CDS	It is addressed in CDRL A007.
20	RFP Section H - 1	How does the contract address diverts or switches to higher priority targets?	Diverts or switches to higher priority targets are not scheduled missions and become adjustments to the credited hours.
21	RFP Section H-1	Level of effort is measured in hours of data. If an objective sensor is added and two sensors transmit simultaneously, is the data measured / credited twice? I.E. On a 12 hour sortie EO/IR add Notional Modular payload stream to the GCS. Does the contractor get credit for 24 hours of data?	Missions are scheduled for the sensor data requirements as defined in the Task Order. If a Task Order is developed for dual sensor missions the missions will be schedule accordingly and hours will be credited to reflect that requirement.
22	RFP Section H - 4	If we are proposing for both land and sea based requirements and we are using different AVs , will \$100K be provided for each of the Air worthiness Certification efforts?	On page 15 of the Draft RFP Special Contract Requirement H-4 States; "Each successful Offeror will receive only one Category 3 Flight Clearance Task Order for these efforts at a firm fixed price of \$100,000.00 regardless if it is awarded Sea-Based, Land-Based, or both and regardless of the number or types of air vehicles the Offeror proposes to use or the completeness of the supporting documentation. "
23	RFP Section I	The RFP does not contain FAR clause 52.249-14, Excusable Delays- The Special Provision for MRR has a formula for Penalties for mission reliability. The clause does not have a provision for impact due to events outside of the contractors' control. The inclusions of an Excusable Delay clause in the contract may provide some joint remedy to this situation	FAR 52.249-14 EXCUSABLE DELAYS is to be included in cost-reimbursement contracts, not fixed priced contracts such as this requirement. Special Contract Requirement H-1 REDUCED PAYMENTS, already covers events beyond the contractor control on page 12 of the Draft RFP; " (c) The contractor shall not incur reduced payments when performance MRR falls below required levels as a result of causes beyond the control of the contractor and without the fault or negligence of the contractor as defined in FAR 52.249-8, "Default (Fixed-Price Supply and Service)", Section I of this contract.
24	RFP Section I	Clause 252.225-7043 ANTITERRORISM/FORCE PROTECTION POLICY FOR DEFENSE CONTRACTORS OUTSIDE THE UNITED STATES (MAR 2006) The clause does not specifically state that the Government provides force protection for contracted personnel.	Security for contractor personnel is covered in Section I Clause - 252.225-7040 CONTRACTOR PERSONNEL AUTHORIZED TO ACCOMPANY U.S. ARMED FORCES DEPLOYED OUTSIDE THE UNITED STATES, paragraph (c) on page 42 of the Draft RFP.
42	RFP Section I	Clause 252.227-7013 Rights in Technical Data -Non Commercial Items and 252.227-7015, Technical Data- Commercial Items. The contract is for ISR services. No hardware is being purchased. As such, the major components of the Contractor UAV systems may have been developed at the Contractors expense. Having these clauses in the RFP allows the Government to request data for which no Government expense was ever paid for the development of such data.	Concur, these clauses will be deleted from the final RFP
25	RFP Section L -2.0	Can the NAVAIR team attend System Demonstrations being conducted for other customers?	No, the NAVAIR team cannot attend.
26	RFP Section L 2.1.1.1 & 2.2.1.1	Solicitation includes requirements that challenge currently existing technical roadmaps and timelines. Confirm that well-documented provisions that meet all threshold PBWS requirements prior to deployment (as opposed to MAC/IDIQ contract award), are acceptable.	It must be noted that this is not a program of record. As a Non-Developmental Item with zero RDT&E funding, many of the traditional programmatic requirements/obstacles do not apply. Since SAASM-compliant PPS GPS (PBWS paragraph 2.5.1.1) and the Bandit/Vortex radios (PBWS 2.5.5) are emergent requirements for potential Offerors, Section L has been changed to read, "Proposed approach must demonstrate ability to meet all system capability requirements at the time of proposal submittal except PBWS paragraphs 2.5.1.1 (use of either L-3 Communications' Bandit or Vortex radios for video downlink) and 2.5.5 (use of Selective Availability Anti-Spoofing Module (SAASM) GPSs). Offeror shall describe how they will meet all requirements specified in PBWS paragraphs 2.5.1.1 and 2.5.5 within 3 months of contract award." (RFP Section L, 2.1.1.1 and 2.2.1.1)
27	RFP Section L - 2.1.1.2, 2.1.1.3, 2.2.1.2 & 2.2.1.3	For EO modeling, several target spectral reflectivities and background spectral reflectivities are listed, as well as several atmospheric profiles (i.e., Rural – 23Km vis, Maritime 23 Km vis, US Std. 1976). Are there specific combinations of target/background/atmospheric parameters that are preferred for D-R-I modeling?	Each combination of target/background/atmosphere will be considered in the model
28	RFP Section L - 2.1.1.2, 2.1.1.3, 2.2.1.2 & 2.2.1.3	There is no Display Height specified in the EO modeling inputs from the Government, yet it is specified in the IR modeling input spreadsheet. Should the same height be used with both the IR & EO modeling?	Yes, the EO Display Height should be the same height as was specified for IR. This will be corrected in the final version of the documentation.
29	RFP Section L - 2.1.1.2, 2.1.1.3, 2.2.1.2 & 2.2.1.3	For IR NIIRS modeling, it is the intent of the RFP to consider "Sea NIIRS" the requirement when modeling with MODTRAN (US Std. 1976, Maritime Vis-23 km) and "Land NIIRS" the requirement when modeling with MODTRAN (US Std. 1976, Rural 23 Km Visibility)?	Yes, Maritime 23 km visibility for the Sea based system and Rural 23 km visibility for the Land based system

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30	RFP Section L - 2.1.1.2, 2.1.1.3, 2.2.1.2 & 2.2.1.3	The modeling codes specified by the RFP are not the latest released versions of the NVESD codes. Will the Government entertain use of more recent codes?	No. The software versions of SSCAM and NVTHERM cited within the RFP are the specific versions preferred by the Government Subject Matter Experts (SMEs). This preference is due to a number of technical reasons. The software versions specified are available commercially from Georgia Tech's Military Sensing Information Analysis Center (SENSIAC, https://www.sensiac.org/external/about/mission.jsf) as part of their "M5: NVESD Models Package 2002 - 2009 (CD-ROM)" package.
31	RFP Section L 2.1.1.2.B and 2.1.1.3.B	Why is the Government requiring the use of earlier versions of the SSCAM and NVTHERM software instead of the most current versions?	The software versions of SSCAM and NVTHERM cited within the RFP are the specific versions preferred by the Government Subject Matter Experts (SMEs). This preference is due to a number of technical reasons. The software versions specified are available commercially from Georgia Tech's Military Sensing Information Analysis Center (SENSIAC, https://www.sensiac.org/external/about/mission.jsf) as part of their "M5: NVESD Models Package 2002 - 2009 (CD-ROM)" package.
32	RFP Section L 2.1.1.2.B and 2.1.1.3.B	Since NIIRS calculations are independent of target size and cycle criteria inputs in the codes, why is that information specified by the RFP? Are D-R-I results for the IR and EO sensors requested or desirable for the RFP response?	Target size and cycle criteria are independent of NIIRS calculations, but are required by the Government for video assessment. D-R-I is not a requirement per the PBWS. However, well-documented DRI performance could be used to demonstrate benefits within the system. It would be up to the Offeror to articulate how D-R-I is an operational benefit and enhances performance.
33	Section L - 2.1.1.3 & 2.2.1.3	If D-R-I modeling is performed for the EO sensor, what Sky-to-Ground ratio (SGR) should be utilized?	SGR = 3. It will be corrected within the final version of the documents.
34	Section L - 2.1.1.3 & 2.2.1.3	If D-R-I modeling is performed for the IR sensor, "constant gain" is specified for Recognition and Identification. Should the more typical "gain varies by range" be used for those tasks instead?	Yes, it is preferred to use "gain varies by range".
35	Section L 2.1.1.5d & 2.2.1.5d	Implies worst-on-worst conditions of temperature, altitude and endurance. Therefore, implies no single operational point from which to measure operational performance, specifically, endurance.	RFP Section L 2.1.1.5 and 2.2.1.5 have been clarified to read "For the purposes of system assessment, maximum endurance shall be based upon the following profile: launch shall be at 0' MSL (all parameters shall be on a standard day, unless otherwise specified), with immediate climb-out to 3,000', then cruise out to 50 nm operational radius (assuming zero winds aloft, and @ average speed of 50+ KTAS from launch to target), loiter and data-collection over-target, then return to mission origination site (@ 50+ KTAS) and recovery. "
36	RFP Section L - 2.1.1.10 & 2.2.1.10	What MIL-STD-464 elements will be assessed in E3 Evaluation ?	Refer to PBWSs Section 4.1.1.2 and RFP Section L, Paras. 2.1.1.10 and 2.2.1.10.
37	RFP Section L 2.1.2 & 2.2.2 and Clause 5252.215-9503	Program Schedule - The Draft RFP and the Pre-Solicitation Conf. Brief indicate 1 Feb 2012 for Contract and Task Order award. How valid is this date, will it move to the right or left?	1 February 2012 is provided for evaluation purposes and as an estimated contract award date. As in any competitive procurement there is the potential for the actual award dates, both Contract and Task Orders, to move to either earlier or later.
38	RFP Section L- 2.1.3 & 2.2.3	As a subcontractor, do a Small Business plan?	A subcontractor is not required to submit a Small Business Subcontracting Plan.
39 a	RFP Section L- 2.1.3 & 2.2.3	The evaluation will include an assessment of several areas, including "small business utilization strategy." Are there specific SDBA minimum goals being levied? Since the government is contracting for ISR sensor data, whereby commercial hardware may be utilized to perform this service, why is small business an important element in the evaluation criteria? Additionally, clarify USG definition of supplier vs. vendor in a service-based contracting approach.	No target subcontracting goals are being provided.
39 b	RFP Section L- 2.1.3 & 2.2.3	Does the Government have a specific Small Business goal/expectation established for this contract?	
40	RFP Section L Volume 5 Price	Given all pricing is FFP, will attachments 14-16 be all that is requested as pricing data?	RFP Section L, 5.2 a. requires the offeror to provide a description of the pricing methodology in addition to the completion of the Price Worksheets, Attachments (14), (15) and (16), required per L-5.2 e. The method of describing the pricing methodology is at the offeror's discretion. It should be a narrative, but may include a spreadsheet or other method that adequately describes the pricing structure.

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41	RFP Section L 6 Terms & Conditions, Assumptions, Exceptions or Deviations	Will it be counted against the contractor if a single UAS cannot sustain the 10 hours minimum in a single flight and they use two UASs if, all other things equal, the cost per flight hour and capability/ quality of video product is equivalent?	The requirement is for 10 hours of continuous video sensor data. There is no requirement that this be accomplished with a single AV, nor any prohibition against meeting this requirement with multiple AVs. However, if multiple AVs are airborne simultaneously, each must be under positive control as defined in OPNAVINST 3710.7U, Chapter 14.
42	RFP Section L & M	All requirements made equal? Are the requirements scaled in some way, shape, or form?	There are no emphasis areas listed in Section M, nor are requirements "scaled". All threshold requirements listed in the PBWS must be met. See Section L, Part B, Para 2.0a for a discussion on the threshold and objective requirements.
43	RFP Section M	The RFP does not contain FAR clause 52.228-7, Insurance Liability to Third Parties. Although the RFP states that Contractors are required to carry Insurance, the level of Contractor insurance requirements may be insufficient to cover <u>all unknown risks</u> and or liabilities for potential injuries to 3 rd parties, which are never quantifiable.	FAR 52.228-7 is applicable to cost reimbursable contracts, not firm fixed price contracts such as this requirement. The level of insurance the contractor obtains to cover known and unknown risks is to be determined by the contractor.
44	PBWS	Is a maturity level of TRL 9 the requirement?	No specific TRL is specified for the UAS.
45	PBWS 2.1.2 Sea / Land	Please clarify the verification specification and/or standard for the NRIB assessment.	Government requests clarification before addressing this question. Please clarify whether information is requested for the complete verification/assessment process, or just information on measurement equipment.
46		RESERVED	
47	PBWS 2.1.5	Clarify what is driving the minimum amount for 15,000 ft. maximum?	The service ceiling capabilities are driven by the topographic environments in which we anticipate the systems to be operating.
48	PBWS 2.1.5 Table 1 Sea / Land	Are multiple air vehicles acceptable to support Endurance Objective 18 hours of continuous sensor data?	Multiple-AV systems are not explicitly prohibited anywhere within our requirements documentation. However, any systems proposed shall meet ALL parameters defined with the RFP.
49	PBWS Land Section 2.1.5, Table 1	In the 100'x100' launch and recovery area, can a runway be used?	The operational environment is as defined within the Land-Based PBWS, Section 2.1.5, Table 1. Use of a "runway" is not explicitly prohibited, so long as such a runway can be established within the 12-hour set-up period, using resources limited to contractor personnel and contractor-provided equipment, with contractor able to conduct operations immediately after the 12-hour set-up period. refer to Land-Based PBWS, sections 2.1.5, Table 1, and 2.2.2.3.
50	PBWS Land Section 2.1.5, Table 1	What is the basis of the Footprint Size – 100 x 100 meters ?	Requirement originates from the Warfighters' definition of operating environment at hubs. Clarification will be provided within the Land-Based PBWS, under section 2.1.5, to better characterize perimeter of LZ as "...surrounded by obstacles up to 15 feet tall".
51	PBWS Land Section 2.1.5, Table 1	Surrounded by obstacles 50 feet tall	Clarification will be provided within the Land-Based PBWS, under section 2.1.5, to better characterize perimeter of LZ as "...surrounded by obstacles up to 15 feet tall".
52	PBWS Sea 2.1.5 Table 2	What is the Reference Coordinate?	The point-of-reference for ship-motion parameters is at the center of the flight-deck.
53	PBWS 2.1.7	Is there a requirement or desire for laser payloads in the sensor (e.g. rangefinder, pointer or designator)?	1. Laser Rangefinder: There is no explicit requirement for a laser-based rangefinder to be incorporated into the UAS. As these requirements are performance-based, whether or not the individual Offeror(s) decide that such a subsystem is warranted in order to meet the PBWSs' requirements is solely up to the Offerors. 2. Laser Designator: No, a laser-designator is not required for this system, as it is to be operated under this contract. As this is a Contractor-Owned / Contractor-Operated (COCO) system, it cannot be in the "kill-chain".
54	PBWS 2.1.7.1	Are there size, weight and power (SWAP) requirements for the EO/IR sensor?	No.
55	PBWS 2.1.7.2	Do you have any clue on what the form factor is on the additional modular payload at this time?	No, we are not defining the "modular payloads" in terms of weight, size, shape, power-consumption, or other interface parameters. For the purposes of this MAC Award, payload modularity is defined solely by the ability to swap them out with existing payloads within 2-hours of elapsed time. The interface is for the Contractor(s) to define, based upon the specific capabilities of your system(s).
56	PBWS 2.1.7.2	The modularity payload within two hours, will that include the swap out time?	Yes, the two-hours is the elapsed time to remove the original payload from a flight-ready system, to install the new modular payload, and to prepare the system for flight. This is to be done solely with Contractor resources.

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57	PBWS 2.1.9 Sea	Additives to be used in JP-5. Limitations imposed – Safety issues would need to be addressed.	<p>Clarification provided via paras 2.1.9 of PBWSs. Actual words attached as object herein. " For Sea-Based Systems: 2.1.9 If the AV uses an internal combustion engine, then the AV shall operate on JP-5 Aviation Grade Turbine Fuel per MIL-DTL-5624U. Note that the JP-5 specification includes a range of technical parameters and the powerplant/engine must be able to operate using fuel from throughout these ranges.</p> <p>2.1.9.1 Fuel Additives:</p> <p>2.1.9.1.1 Lubricant Engine Additives: Engine lubricants are allowed and must be provided by the Contractor. No limitations are placed upon the quantity/volume of engine lubricants required for a complete (~7 month) deployment.</p> <p>2.1.9.1.2 Non-Lubricant Additives: Additives other than engine-lubricants are only allowed if the following criteria are met. If the following criteria are met, there are no explicit quantity limitations as to shipboard storage of additives (although total shipboard space for the UAS is defined elsewhere within this PBWS):</p> <p>2.1.9.1.2.1 The flash point of the additive(s) must be above 140 degrees F.</p> <p>2.1.9.1.2.3 The additive(s) must be compatible with JP-5 fuel, all approved Specification MIL-DTL-5624 JP-5 fuel additives, and all materials they come into contact with in the UAV and propulsion system.</p> <p>2.1.9.2 All additives and their related systems must be capable of being approved via the NAVAIR Flight Clearance and NAVSEA Ship-Integration processes (including System Safety evaluation/approval per MIL-STD-882).</p> <p>2.1.9.2.1 IAW OPNAVINST 5100.19E, all additives shall be assessed as potential hazardous material to determine the risk to the UAS, ship and ship systems, personnel and the environment during stowage, handling, operations, and as waste.</p> <p>For Land-Based Systems:</p> <p>2.1.9 Fuel Additives:</p> <p>2.1.9.1 Lubricant Engine Additives: Engine lubricants are allowed and must be provided by the Contractor.</p> <p>2.1.9.2 Non-Lubricant Additives: Additives other than engine-lubricants must be provided by the Contractor and shall meet the following criteria:</p> <p>2.1.9.2.1 All additives and their related systems must be capable of being approved via the NAVAIR Flight Clearance process (including System Safety evaluation/approval per MIL-STD-882).</p> <p>2.1.9.2.2 All additives shall be assessed as potential hazardous material(s) to determine the risk to the UAS, ship and ship systems, personnel and the environment during stowage, handling, operations, and disposal."</p> <p>Related information: Provided herein is NAVSEA's listing of Prohibited & Controlled Chemicals for shipboard use:</p>
58	PBWS 2.2.2 or 4.6	What UAS subsystem must be Air Transportable by Helicopter?	For the Sea Based UAS only the AV must be Air Transportable with a H-60 IAW PBWS 2.2.2.1 For the Land Based UAS the entire system must be Air Transportable by H-53 IAW PBWS 2.2.2.1. Helicopter transport may be either via internal or external loads.
59	PBWS 2.2.2.3 Land	Each UAS shall be capable of being set-up and operational within 12 hours of arrival at a forward operating location. The term "forward operating location" is ambiguous	The forward operating location is any location in the theater of operations from which the contractor is not currently operating. This RFP requirement means that the contractor needs to have ample flexibility in their system to set-up and become operational within 12 hours after arrival.
60	PBWS 2.3	What is the maximum distance between hubs and spokes?	Maximum UAV operational radius from GCS is 50nm. Hence, given Hub & Spoke model, maximum distance for UAV is 150nm: 50nm out from Hub, hand-over of control to Spoke GCS, +50nm to be overhead the Spoke, +50nm to operational radius from the Spoke.
61	PBWS Para 2.3.1 vs. Para 2.4.7 Sea / Land	The spoke had identical capabilities as the hub, except..." It did not exclude administration and mission planning. Para 2.4.7 specifies the spoke GCS shall provide STANAG 4586 Level 4 interoperability. Can you confirm that the Government desires the hub to have administrative and mission planning capabilities? If so, will the hub possess all the support necessary for mission planning in particular? Please define hub and Spoke capabilities.	The PBWS will be clarified to read as follows: "A hub and spoke operational model has the hub as the center of operations and the spoke as the downrange extension which allows the system to continue to operate at a distance from the central hub. The HUB is defined as a location wherein the contractor shall be responsible for all activities necessary for UAS operations, including but not limited to: Administration, Mission Planning, AV Launch and Recovery, AV Command & Control (C2), Networked Data Dissemination, and Maintenance and Logistics Support. The SPOKE has the identical C2 capabilities of the hub but lacks the capabilities of AV Launch and Recovery, Networked Data Dissemination, and Maintenance and Logistics Support. The spoke will participate in the administration and mission planning processes, but will not have the same stand-alone capabilities as the hub."
62	PBWS Para 2.3.2 Sea / PBWS 2.1.5 Land	Can the Government provide endurance profile for Hub and Spoke operations?	Table 1 refers to the Maximum Endurance scenario where the target is 50 nm out from the UAV launch-site and no spokes are utilized. It is recognized that missions requiring spokes and increased distance-to-target will have commensurately reduced time on station.

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63	PBWS 2.4 Land	Can the Government clarify the assumptions regarding flight line emplacement locations with respect to the GCS located within a short cable run to the COC/TOC?	There is no single solution for occupying the terrain within the secured zone of the Forward Operating Areas. The Terrain and tactical considerations will influence the solution. The purpose of the Contractor's Site Survey is perform a reconnaissance with the GSR to determine appropriate locations to site the Contractor's equipment in a suitable fashion to support the tactical mission. PBWS 2.4 provides general guidance to help the Contractor envision site setup. "The GCS shall be installed within proximity to the Combat Operations Center (COC)/Tactical Operations Center (TOC). Short length cable runs to areas such as the COC/TOC should be expected. 2.4.3 The Contractor shall have the ability to provide full motion video feeds directly to a contractor provided display in the COC/TOC. 2.4.4 The Contractor shall have the ability to operate with its antenna/antennae located up to 500 feet away from the GCS." It is likely that the Launch and Recovery area will be located remotely.
64	PBWS 2.4 Land	Can the definition of proximity to the COC/TOC as "short length cable runs" be quantified?	No quantifiable distances can be provided due to the variability of the terrain and tactical situation.
65	PBWS 2.4.8.1 Land	Will the Government provide communications radios for ATC for the land-based requirement?	Communications with ATC is a Government responsibility and provided by the LNO or Mission Commander.
66	PBWS 2.5.2	How will Communications Spectra be allocated?	Specific bands and/or frequencies required will be defined within the TO before deployment, with the final frequency definition to be made as part of the pre-deployment work-ups. Of course, it is always possible that operational needs will force change-over of frequencies in mid-deployment (refer to PBWSs, sections 2.5.2 and 4.1.1.7).
67	PBWS 2.5.2	1. Is there an excluded band for the flight control comms link ? 2. Are links for BOTH payload and vehicle control restricted to the dictated L-3 units?	1. C2 is restricted to L, S, and C bands. Refer to PBWSs section 2.5.2 for spectrum requirements for both C2 (L, S, and C, PBWSs 2.5.2.1) and sensor-data (L & S, PBWSs 2.5.2.2). 2. No specific radio(s) is defined for C2 purposes. Bandit or Vortex radios are only specified for transmission of video/sensor-data Refer to PBWSs, Section 2.5.1.1.
68	PBWS 2.5.3	Can one use another datalink if it is lighter and still meets the transmission requirements.	For Command and Control purposes, the selection of subsystems is left entirely up to the Offerors. It is only for video / sensor-data transmission purposes that the Offerors are constrained to the L-3 Bandit or Vortex.
69	PBWS 2.5.3 Sea / Land	What is the mechanism and process for acquiring AES keys from the Government?	You must first establish a COMSEC account with NSA to obtain the AES encryption key. The key is currently distributed on a CD, but may be distributed wirelessly in the future.
70	PBWS 2.5.4.2 sea / Land	Please clarify the payload downlink interface requirements for interoperability with RVTs (Rover IV+, VideoScout, and OSRVT) in the context of the Bandit/Vortex mandated payload <u>downlink, digital FMV, and datalink encryption requirements.</u>	The requirement is to be interoperable with the digital waveforms supported by Bandit in L and S and Vortex in C, L, and S bands and the encryption supported by these systems. The specific PEDs cited are the ones which also support these criteria.
71	PBWS 2.5.5.1 Sea / land	Is SAASM a replacement for differential GPS?	SAASM is not a replacement for Differential GPS. SAASM is a security architecture that provides GPS signal protection and anti-tamper methods. The use of two channel PPS GPS (L1 and L2) may be able to replace Differential GPS -- the feasibility of this depends upon the requirements for accuracy, availability, and integrity for the specific system.
72	PBWS 2.5.5.1 Sea / land	Is SAASM required for both payload and UAV control?	The US DoD directives require SAASM-compliant PPS GPS for all combat, combat support, and combat service support missions and training for those missions. This applies to any ISR-Services' systems/subsystems that utilize GPS for C2 -- including both UAV and payloads.
73	PBWS 2.5.5.1 Sea / land	Is SAASM required for launch and recovery or can the UAS use standard GPS?	There is no relief given for the SAASM-compliant PPS GPS requirement for all phases of flight.
74	PBWS 2.5.5.1 Sea / land	Please clarify the applicability of the SAASM requirement for non-deliverable COCO UAS.	A SAASM-compliant Precise Positioning System (PPS) GPS is required by DoD policy for this UAS, to be used throughout the flight-regime.
75	PBWS 2.6.1 sea & land	For video display, the draft RFP discusses several different PED systems. Is there a requirement or expectation that control of the sensor is combined with those systems?	No, there is no such expectation or requirement. Only the GCSs at the hubs and spokes are required to control the UAV and its sensors. The PEDs are only expected to receive video / sensor-data from the UAS.
76	PBWS 2.7.1 Sea	Does the Government have a particular AIS relay that they prefer the Contractor use, or is that left to our own discretion?	No specific AIS relay hardware is being directed by the Government. The specific design-solution provided by the contractor will be considered adequate so long as it provides AIS data which is compatible with the ship's TransView 32 (TV32) system.
77	PBWS 4.0	Is the Contractor authorized to accomplish training as long as it is transparent to the Government? Deployed training is not addressed in the RFP, but is typically not authorized by Theater ROE. Is the Contractor authorized to train personnel during deployment on operational Sortie's?	Deployed training is not addressed in the RFP and theater ROE will apply. However, there is no restriction on training personnel during deployment on operational sorties provided that a fully-qualified AV operator is present at all times, it does not interfere with the operational mission, and the training takes place with the approval of the site LNO and mission commander.
78	PBWS 4.1.1.2.1 Land	When during the pre-deployment schedule does E3 assessment take place?	E3 assessment is conducted as early as possible after Task Order is awarded, and will take place concurrently with the Airworthiness Process and Authority To Operate (ATO) Certification.

QUESTIONS AND ANSWERS FROM ISR SERVICES PRE-SOLICITATION CONFERENCE			
Tracking Number	Reference	Question	Answer
79	PBWS 4.1.1.2.1 Land	During pre-deployment activity please describe the Government and Contractor activities anticipated to support E3 certification.	The contractor and Government activities necessary to complete E3 certification are dependent on the maturity of the Contractor's proposed system and the completeness of the supporting documentation. The contractor will sit down for a planning meeting with NAVAIR 4.0P representatives at the beginning of the Airworthiness Process. During this planning meeting, the government will assess the technical data, personnel support, and/or equipment that will be needed for both the Airworthiness Process and E3 testing. The contractor will then provide that equipment, personnel support, and any technical data to the government for evaluation. The contractor's role will be to answer any remaining technical questions for these processes.
80	PBWS 4.1.1.2.1 Land & Pre-Solicitation briefing chart #138, Electromagnetic Environmental Effects (E3)	What is expected of contractors for the "additional governments testing at the system/subsystem level?"	That is dependent upon specific technical solution proposed by the Offeror(s) as well as on completeness of the data/documentation made available from the Offeror. In the most extreme case, where the UAS does not demonstrate robust E3 design principles and where data/documentation from the vendor is limited, this may include E3 testing of the complete system to the point of failure.
81	PBWS 4.1.1.4	Is there a standard Government approved rate to be used for training of contractors for defense/deployment? How about coverage of the cost of flak vests and other necessary equipment. Is this a contractor responsibility to provide of the deployed personnel that is expected to be included in the pricing structure?	All contractors have to go through a CONUS Replacement Center (CRC) where medical records and other documents are assessed by the government. Flak vests/body armor and other necessary personal protective equipment will be provided by the Government, however the contractor may bring their own personal protection equipment (Personal preference) instead of relying on CRC. NBC gear is government issued. There is no charge for Government provided training at CRC if it is not a special request. The Deployment Processing Center (DPC) at Camp Pendleton is required for all UAS services provided to the Marine Corps. DPC at Camp Pendleton is 6 days in duration, and should be scheduled no later than 2 weeks in advance. There is currently not a limit to the number of slots available. The National Deployment Center (NDC) at Camp Atterbury, IN is highly recommended for all other UAS services provided under the Land Based PBWS. Training at Camp Atterbury is 6 days in duration, and should be scheduled no later than 4 weeks in advance. The program office has negotiated 5 training slots per week. These timelines are subject to change based on operational needs.
82	PBWS 4.1.1.5 and 4.1.1.5.1	What specific IA and AT features or subsystem implementations does the USG require for an ISR service contract?	Refer to requirement documented within PBWSs, Section 4.1.1.5, for Information Assurance (IA) and Anti-Tamper (AT) requirements.
83	PBWS 4.1.1.11 Sea	<i>The contractor shall provide detailed and comprehensive system description documentation data-package including both physical and communications/data-aspects of the system. This data-package shall contain the information necessary to validate the ability of their systems to comply with the ship-integration and interface requirements listed within this PBWS. The contractor shall provide data to support the Ship Installation Drawing package preparation (CDRL A004).</i> Is not clear whether the Government requires both a SDD and Interface Control Documentation (ICD) since CDRL A004 only addresses the ICD and drawing package support.	Both SDD and ICD are required. CDRL for SDD is called-out as CDRL A001. CDRL for ICD is A004.
84	PBWS 4.1.2.1	Are the site-specific Standard Operations Procedures (SOPs) contract deliverables?	No.
85	PBWS 4.1.2.2	Does everything have to fit in one shipment?	Multiple shipments are acceptable, per PBWS 4.1.2.2. The Contractor shall perform site surveys at ordered deployment locations to implement integration/installation. 2.2.2.2 All UAS and supporting equipment shall be air transportable by C-130 and CH-53 Aircraft. The Contractor shall be responsible for any required shipping containers. 2.2.2.3 Each UAS shall be capable of being set-up and operational within 12 hours of arrival at a forward operating location.
86	PBWS 4.2.4 Land	How many non-scheduled launches in a 24 hour period.	There is no specified number of non-scheduled launches within a 24 hour period. The site LNO will work with the site lead to manage available assets and system capabilities and balance those against the unscheduled requirements.
87	PWBS 4.2.4	<i>"The Contractor shall respond to a launch request for a non-scheduled mission within 30 minutes, weather conditions permitting, when the site is operational and in an active standby status."</i> There is no limit mentioned to the capability number of non-scheduled launches required in a given time period.	There is no specified limit to the number of non-scheduled launches required in a given time period. However, non-scheduled launches are not the typical mode of operation. The primary mode of operation is to schedule a mission. The site LNO will work with the site lead to manage available assets and system capabilities and balance those against the unscheduled requirements.
88	PBWS Land 4.2.7	Will the Government provide or transport JP-5 to remote sites?	JP-5 is not a requirement for Land Based UAS. The Government is not making JP-5 available for Land-Based deployments.
89	PBWS 4.4.1 Sea	Will the number of billeting spaces be limited to 5 persons per ship?	Per PBWS 4.4.1, the number of billeting spaces shall typically be limited to 5 persons per ship. If an option for increased support is exercised, additional billeting spaces may be made available upon Government approval.

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Tracking Number	Reference	Question	Answer
90	PBWS 4.6	How does the Contractor increase their personnel/equipment to support the increased hours required under Option CLINS once in theatre.	The contractor can send more resources if option CLINS are exercised. Options will be concurrent with the base execution. PBWS 4.6 describes Transportation for equipment and personnel. In order to insure the government is not overwhelmed, the quantity of equipment, spares and personnel must be coordinated with the supported unit, be IAW the SOP and approved by the government.
91	RFP Attachments (1 & 2) PBWS Para 4.6	Where is the OCONUS government pick up point? Should the contractor assume full responsibility for transportation of hardware and personnel to the final destination, or to a specific airport such as Kandahar or Baghdad?	Government will transport equipment and personnel from designated Point of Embarkation to area of operations. The Point of Embarkation will be defined in the Task Orders.
92	PBWS 5 Land	Can the Government please provide the map resolution? Will the Government provide DTED map data for area of operation?	The PBWS included in the final RFP will specify that the government will provide the contractor with the DTED data for the specific area of operations. Typically the data is Level 2 or 3.
93	PBWS 5 Sea	Will ships NARS data be made available to the onboard GCS?	Yes, during the Pre-deployment phase, the NARS data is worked into the integration drawing.
94	PBWS 5 Sea	Will voice power phones be made available for UAV crew communication?	Communications capability will be provided by the government based on the specific ship requirements.
95	PBWS 5.0 Land	Can the Government provide a minimum square footage that will be provided for maintenance operations and parts storage space on the land-based requirement?	No minimum square footage for maintenance and storage will be provided. The available space is dependent on location, and will be coordinated with the LNO during the site survey
96	PBWS 5.0 Land	Will the Government be providing office spaces or should the contractor plan on providing our own? Will the Government provide internet and phone connectivity for the contractor?	The offeror should assume that no office space, phone or internet connectivity is available at the land based sites. The offeror should plan on bringing whatever is needed to maintain connectivity. Reasonable workspace will be given by the Government if space is available. Internet and telephone connectivity will be dependent on the location and determined during the site survey.
97	PBWS 5.5	If you move the Hub and Spoke's around is the Government going to move the contractor personnel around?	Yes the Government will relocate their personnel/equipment around in theatre. PBWS 5.5 - The Government will provide transportation within the operating area to assist in the initial setup and relocation of the operational deployments as required.
98	PBWS 5.5	Are Land based locations inside protected perimeter?	Yes, the Contractor will be within a protected perimeter and embedded with the supported units and provided force protection by the unit. Force Protection is the government responsibility. No weapons are allowed for contractors IAW clauses.
99	PBWS Sea / RFP Attachment (4)	Based on current experiences – are there specific design locations for antenna locations?	Based upon past experiences, antenna locations on bridge-wings and mast have been approved. Note that this may or may not be applicable to a specific Offeror's design-solution.
100	RFP Attachment (4)	Is the Ship install TO awarded after the Flight Certificate is received? What is the timeline leading to ship deployment?	It is the Government's intent to award Task Orders One and Four concurrently based on availability of funding, immediately upon contract award. However either Task Order can be awarded first. The Government anticipates that the Interim Flight Clearance will be granted in advance of the Contractor's Ship Install, (Contractor's "B Kit"). All timelines presented are notional and are used for explanation purposes only.
101	RFP Attachment (4)	What is the role of the contractor during the shipboard installation?	See RFP Attachment (4), Task Order One Section C.
102	RFP Attachments (4) (5)	Surge services definition can cover a broad array of contingencies and parameters and does not clearly define expectations. As currently defined, surge capabilities would allow for up to 8 out of 12 months surge (i.e., 2 months surge, 1 month off, etc.)	Section C, deployment CLINS, of Task Orders One, Two and Three are being modified to read: "ISR Services shall be at the monthly level of support set forth in Section B. The level of monthly support described in Section B characterizes a range of support, not the exact number of sensor hours. The sensor hours within the range may vary from month to month depending on operational requirements. Variations in the levels of support in a given month not greater than 10% of the stated range are considered to be within scope of the task order. The contractor shall not be required to perform variations in the levels of support greater than 10 % of the allotted range of sensor data hours in a given month for three or more consecutive months."
103	RFP Attachments (4) (5) (6)	Does the contractor have the option to deny options?	No - Per H-2 the Contracting Officer may unilaterally exercise the option.
104	RFP Attachments (4) (5) (6)	Increasing hours/month for both sea and land will require increased resources to accomplish including manpower, equipment, consumables, etc. Additionally, lead time after ATP is 30 days to become operational.	Option exercises during a deployment period will allow for adequate lead-time to get resources on station. Task Orders have been modified to clarify.
105	RFP Attachments (4) (5) (6)	Given a mid May final RFP release and a 45 day turnaround, what is the notionally anticipated date of contract award? What pre-deployment timeline is acceptable prior to IOC?	As stated in Draft RFP page 88, Section L Clause 5252.215.9503; the anticipated award date for this requirement is February 2012. The pre-deployment period of performance for Task Order One is 12 - 15 months. The pre-deployment period of performance for Task Orders two and Three are 180 days.
106	RFP Attachments (4) (5) (6)	What is the max number of birds that need to hover at one time	The performance based requirements do not specify minimum or maximum number of AVs required to be airborne at one time.
107	RFP Attachments (4) (6)	What is the typical Pattern of Life for sea and smaller land.	PBWS para 4.2.5.1.1 describes the mission definition.
108	RFP Attachments (4)(5)(6)	Surge Requests – will impact MRR in turn will impact cost/price. Is there a penalty for not supporting surge requests?	A scheduled mission hour is a scheduled mission hour, regardless of how many missions hours are scheduled within a month. For the purpose of MRR calculations the formula does not change.
109	RFP Attachments (4), (5), & (6)	Is security (physical and housing/ transportation) to be provided by the Government for deployed personnel ? Will the Government provide sustenance and lodging for contractor personnel in theater ?	Yes, for Attachments (4),(5), and (6) within theater security, housing, transportation, and sustenance will be provided by the Government for applicable Contractor personnel.
110a	RFP Attachment (5)	3600 Flight Hours – CLIN 0006 – Task Order 2 – LD3, USMC- How many Hub's and Spokes are required by each Task Order?	The hub and spoke requirement as applied to Task Order Two is being defined as:
110b	RFP Attachment (5)	CLIN 0006- 3600 sensor hours; how is that broken out?	Sensor Data Hours Hubs Spokes Up to 3600 Hrs per month NTE 3 NTE 4

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Tracking Number	Reference	Question	Answer
110c	RFP Attachment (5)	USMC LD-3 Task Order, effort is not bounded within numbers of hours in base and optional CLINs. Current verbiage can lead to numerous solutions that cannot be evenly compared.	Up to 4200 Hrs per month NTE 4 NTE 5 Up to 5400 Hrs per month NTE 5 NTE 7
111	RFP Attachment (5)	What is the intention of the familiarization training at 29 Palms..CLINS 0008? How frequently is the training? May this training opportunity be used for company personnel training. May this training be conducted at a company site? Is the expectation of CLIN 0008 to have a training system dedicated and available on that timeline?	The purpose of CLIN 0008 is to support USMC Pre-deployment Squadron Training exercise activities at Marine Corps Air Ground Combat Center (MCAGCC) Twenty-nine Palms, California. The frequency of this training varies, but typically occurs about 10 times per year. Each event lasts approximately 2 weeks. The squadron training is only conducted at 29 Palms and cannot occur at a contractor site. Contractor may elect to have dedicated equipment at 29 Palms or bring in equipment as required.
112	RFP Attachment (5)	CLINS 0008 familiarity training @ 29 palms; Will they be allowed to be established at 29 Palms? (ie: permanent storage) Do they pair up with VMU?	Storage of contractor equipment at 29 Palms may be coordinated through the COR, dependent on availability at the site.
113	RFP Attachment (5)	Section C, Para Item 0008 and Option 1008 and 2008 Can the Government provide a monthly spread of hours (based on historical usage) for CLIN 0008 ISR Land-Based Familiarization Training?	The frequency of this training varies, but typically occurs about 10 times per year. Each event lasts approximately 2 weeks.
114	RFP Attachment (6)	Who is the sponsoring command for the USAF CLINS?	That information is not available.
115	RFP Attachment (7)	All requirements regarding EME/EMI should include the flexibility to be "tailored as appropriate."	The NAVAIR Cat 3 Flight Clearance is tailored for the Contractor's System and the environment in which it will be used.
116	RFP Attachment (7)	Please clarify that the NAVAIR Cat 3 Flight Clearance is an Interim Clearance	Task Order Four has been clarified to show the NAVAIR Cat 3 Flight Clearance is an Interim Clearance.
117	RFP Attachment (7)	Is there a period of performance associated with the flight clearance order?	The estimated period of performance for Task Order Four is 90 - 180 days. The Task Order provides for a period of performance not-to-exceed 180 days.
118	RFP Attachment (7)	Task Order 4 and CLIN 0009 need to be amended to clarify that a Category 3 Flight Clearance is satisfied by and equivalent to an existing Interim Flight Clearance.	Special Contract Requirement H-4 already covers "an approved NAVAIR Category 3 Flight Clearance already in existence." No change to the solicitation is required.
119	RFP Attachment (7)	What is the contract and funding mechanism for any supplemental recertification required when flying with a GFE modular payload?	If a Task Order is developed with a GFE payload that requires a recertification, the Government will develop a mechanism to facilitate a revised NAVAIR Cat 3 Flight Clearance if required.
120	RFP Attachment (7)	Will other TO's be awarded before the awardee finishes the Cat 3 flight clearance?	Based on availability of funding, it is the Government's intent to award Task Orders One, Two, Three and Four(s) immediately upon contract award. Task Orders One, Two and Three have a Pre-deployment phase of 180 days or more, which will allow for the concurrent completion of Task Order Four.
121	RFP Attachment (7)	Prior to Contract Award, can the offeror have access to ships in order to perform testing to obtain data to support flight clearance? Can they get underway testing to help with the Flt Clearance?	Prior to the TO award, there is no provision under this contract to provide Offeror(s) access to ships for systems integration development/testing. Once the Flight Clearance TO is awarded, a Test Flight Clearance to operate from the ship will be issued to the awardee (if the awardee can present adequate documentation to support this). Thereafter, a certain amount (details dependent upon the specific Vendor's system) of integration testing will be conducted aboard-ship, with the resultant data being used to support the Category 3 Flight Clearance that will permit operational deployment aboard ship.
122	RFP Attachment (7)	1. Can we provide the same data that was supplied to another service for a Flight Clearance? 2. Can they start the flt clearance process with AIR 4.0P?	1. There exists a tri-service Memorandum of Agreement that enables NAVAIR to use a sister-service's preexisting Flight Clearance as support for the Navy/USMC clearance. However, note that this is based upon the assumption that both services share a similar operating environment -- which is not always the case. 2. Contractors need a DoD sponsor to enter into the Flight Clearance process. Therefore, the process cannot be initiated before award of TO#4. However, as the process is data-driven, it would behoove Industry to develop/collect data upon their UASs as early as practicable. NAVAIR makes available a training-class on the Airworthiness/Flight-Clearance process. The next class with openings is scheduled for 14SEP2011 at NAS Patuxent River, MD. Contact Ms. Fay Hammett, fay.hammett@navy.mil, (301) 342-8385, to register or obtain more detailed information.
123	RFP Attachment (7)	Can the Government give us a sense of the level of effort on our side to obtain an Category 3 Flight Clearance?	The level of effort associated with a Cat. 3 Interim Flight Clearance is highly variable and, by nature, possibly iterative. The level of effort will be dependent upon the specific technical solution proposed by the Offeror(s) as well as on the completeness of the data/documentation made available from the Offeror.
124	RFP Attachment (7)	Does NAVAIR have to witness or participate in testing for the Category 3 flight clearance?	There may be data-elements that need to be filled via Government testing. However, that depends upon the specifics of the design-solution and amount of data that the vendor produces.
125	RFP Attachment (7)	Does MIL-STD 9.0.1.b Shock Testing destroy the system? Does the testing require hardware and personnel?	Per the Sea-Based PBWS; "The Contractor shall support a Ship Shock Assessment (Grade B) IAW MIL-S-901D of 17MAR89 and NAVSEAINST 9072.1A of 24NOV89." In this respect, support includes both hardware and personnel resources, as necessary to achieve certification. Compliance with this specification is primarily via explosive shock-testing, which is destructive to the UAS subsystems. However, it may be possible for the vendor to show sufficient compliance via other methods short of this destructive-testing (such as modelling, analysis, etc.). The decision as to whether destructive-testing is necessary will be made as part of the Engineering Data Requirements Agreement Plan (EDRAP) Planning Meeting.
126	RFP Attachment (7)	For the Flight Clearance process it is unclear as to the contractor required hardware and/or personnel to support this requirement. This testing potentially leaves all test assets non-functional depending on scope and details of assessment.	The level of Government testing is dependent upon the specific technical solution proposed by the Offeror(s) as well as on the completeness of the data/documentation made available from the Offeror. In the most extreme case, where the data/documentation from the vendor is limited, this may include testing of the complete system up to the point of destruction. This destructive-testing would not be intentional, but would be the result of the UAS being unable to withstand the test parameters of the anticipated operational environment.

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Tracking Number	Reference	Question	Answer
127	RFP Attachment (7)	Expected timeline: With an RFP release based on mid-May and Task Order award of Feb 2012, when would Flight Clearance been complete and ready for deployment?	The timeline to complete the NAVAIR Cat 3 Flight Clearance is dependent of the maturity of the Contractor's proposed system and the completeness of the supporting documentation. It is estimated the flight clearance process will take from 90 to 180 days.
128	RFP Attachment (7) Pre-solicitation Conference slides	CAT 3 flight clearance, on your chart you specified it was only good up to a 55 lb. aircraft, is that exact?	The parameters provided on the referenced chart are only a guide. There are no hard-and-fast gross weight limits for CAT 3 clearances.
129	RFP Attachment (10)	Is attachment 10 what you expect for personnel?	Attachment (10) is to used to provide a representation of the personnel required under your proposed solution for Deployment phase of the requirement. Please note there are no "Key Personnel" or "Substitution of Key Personnel Clause" in this solicitation.