Proposed Q&A for Questions 1-23 (Cargo-UAS Experiment)

**Question #1:** If an applicant was capable of meeting or exceeding all evaluation criteria with the exception of the size, would this prohibit participation?

**Answer #1:** The evaluation criteria for the experiment have been revised to relax the original size restriction of 13.0 feet. Participating air vehicles must be capable of landing onboard the vessel used for the experiment (vessel specifications are now articulated in the evaluation criteria). Although air vehicles with dimensions larger than 13.0 feet will be considered for participation, it is the Government’s desire that the air vehicle dimension does not exceed 13.00 feet; as such, smaller vehicles will be evaluated more favorably.

**Question #2:** If current payload capacity, as designed, is 20kg as opposed to 50lbs would this prohibit participation?

**Answer #2:** The minimum required cargo capacity has been relaxed from 50 pounds to 20 pounds. However, the Government’s desired payload capability is 50 pounds.

**Question #3:** Can we apply for participation in the experiment if the rotor diameter of our vehicle is larger than 13.0 feet?

**Answer #3:** See Answer #1 above.

**Question #4:** Is the Cargo-UAS Limited Objective Experiment scheduled for March 2019 in conjunction with the NAVAIR PEOU&W PMA-263 Delivery Drone Concept RFI (RFI-201806281519)?

**Answer #4:** No, this Limited Objective Experiment is not related to the PMA-263 RFI (RFI-201806281519).

**Question #5:** If our vehicle won’t meet the minimum range criteria of 50nm (25 nm each way), will we be considered for participation?

**Answer #5:** During the limited objective experiment, the surface vessel will be stationed up to 25 nautical miles from the shore-based launch site, so the range criteria stated in the experiment announcement is a firm requirement.

**Question #6:** If our vehicle is equipped with an ADS-B transceiver, will that satisfy the Mode-3/C requirement?

**Answer #6:** Participating vehicles must be equipped, at a minimum, with Mode-3/C capability. ADS-B transceivers are not required, but if installed, will satisfy the Mode-3/C requirement.

**Question #7:** Can we apply for participation if our vehicle is incapable of transporting a 50-pound payload over the distance specified in the announcement?

**Answer #7:** See Answer #2 above.
Question #8: Can you provide more information regarding expectations related to the flight termination procedure?

Answer #8: The flight termination behavior expected during the experiment will be for the vehicle to immediately return to a specified shore-based recovery location via direct flight path and land.

Question #9: As part of the Flight Termination / Safety Procedure, is it possible to locate a person and/or ground control station on the ship as safety backup?

Answer #9: Participants may have an observer posted at the shore-based recovery location. Due to vessel space limitations, the Government cannot guarantee that observers will be permitted aboard the test vessel.

Question #10: Can you provide any insight into payloads intended for operationally deployed vehicles?

Answer #10: The minimum payload requirement for this experiment is 20 pounds (although the Government’s desired capability is 50 pounds). The operational payload requirement is not yet defined.

Question #11: Would a Mode-S transponder satisfy the Mode-3/C requirement?

Answer #11: Participating vehicles must be equipped, at a minimum, with Mode-3/C capability. AIMS-certified Mode-S will satisfy the Mode-3/C requirement.

Question #12: What is the UAS expected to do, if anything, between the time the UAS lands on the ship and takes off?

Answer #12: During the experiment, the air vehicle will loiter for 10 minutes, then autonomously land aboard the vessel, and then be required to autonomously launch from the vessel and return to the initial shore-based launch site. The vehicle will not perform any other function while aboard the test vessel.

Question #13: What data is expected to be provided by participants in support of the NAVAIR Airworthiness Certification Process?

Answer #13: There is no requirement for NAVAIR Airworthiness Certification for this limited objective experiment.

Question #14: What data is expected to be provided by participants in support of the DoD Commercial Off-the-Shelf (COTS) waiver?

Answer #14: The information required for the DoD Commercial Off the Shelf (COTS) Waiver application will be posted on the IMPAX application webpage at http://impax.tech/cargo-uas-experiment.

Question #15: Does the application for participation in the Cargo UAS experiment consist of only the web-based application on the IMPAX website or is there also a requirement to submit a separate "proposal" document?

Answer #15: Application for participation consists only of the IMPAX website submittal. Additional proposal documentation is neither required nor desired. However, applicants which are selected for
invitation to the limited objective experiment will receive additional information requests (COTS waiver form, documentation for maximum range and other performance data, etc.) in their invitation package.

**Question #16:** On what dates will the ship be available for advanced visit by participants?

**Answer #16:** Advanced visits to the test vessel will be permitted and coordination information for visits will be included in the invitation package.

**Question #17:** Since the experiment is "pay to play", what would be the post-experiment next steps and timing?

**Answer #17:** Future events are still in the planning phase, and depend largely on the outcomes of the limited objective experiment. However, it is noted that successful participation in this experiment may result in the award of an other transaction agreement (Under 10 U.S. Code, Section 2371 or 2371b) or award of procurement contract for experimental purposes (10 U.S. Code, Section 2373) or a combination of these authorities.

**Question #18:** Will the customer likely pay for next step(s), beyond the initial experiment?

**Answer #18:** See Answer #17 above.

**Question #19:** Is there information on potential order quantities?

**Answer #19:** Future intentions regarding systems acquisition have not yet been defined.

**Question #20:** Is it possible to postpone the limited objective experiment?

**Answer #20:** It is not possible to postpone this limited objective experiment.

**Question #21:** Our aircraft can meet all of your requirements except the 20-pound payload. There is a path to scale up the vehicle to carry more payload in the future. Is it still possible for us to participate in the experiment?

**Answer #21:** See Answer #2 above.

**Question #22:** Is a battery swap acceptable in order to enable the ship-to-shore return flight? What CONOPs is the Navy envisioning?

**Answer #22:** A battery replacement will not be permitted aboard the vessel. The entire flight profile must be completed with the fuel/power source installed in the vehicle at launch. Refer to Answer #10 regarding operational use.

**Question #23:** Will the payload remain inside or attached to the air vehicle during the entire flight profile, even aboard the test vessel?

**Answer #23:** The payload will remain inside or attached to the air vehicle for the duration of the flight profile and will not be removed aboard the test vessel.