Question 1: What is the difference between Common Launch Vehicle Configuration and Common GLS Configuration?

Answer 1: Common Launch Vehicle Configuration: A distinct combination of core propulsive stages and hardware used to deliver payloads to earth orbit or escape trajectories.

Common GLS Configuration: A distinct combination of the common launch vehicle configuration, including final stages (exclusively used for orbit circularization or escape) and trim stages, and a logistics vehicle.

Question 2: When is the contractor required to have the one successful flight for CLIN 1 and three successful flights for CLIN 2?

Answer 2: The Common Launch Vehicle Configuration is required to meet the successful flight requirements before each CLIN 1, GLS Mission, or CLIN 2, Specialized Delivery Mission. A Common Launch Vehicle Configuration which has not yet flown may be proposed. In this situation, the Offeror shall include a credible solution which shows how the minimum successful flight requirements will be met.

Question 3: If the GLS contractor, subcontracts/partners with a launch service provider, is the launch service provider required to comply with NASA Insight and Approval requirements?

Answer 3: Yes, reference contract clause 2.2.16, *NASA Insight and Approval*.

Question 4: Section 1.7 of the RFP says that the “maximum value of each contract is $7B.” If more than one contract is awarded, can each contractor assume that maximum value?

Answer 4: No. Section 1.7 stipulates that the “total amount of all task orders under all contracts awarded shall not exceed $7B.”

Question 5: Does a failed mission automatically result in a termination for cause?

Answer 5: No. A failed mission does not automatically result in a contract termination for cause.

Question 6: Given this is a FFP contract type, if there is a partial or entire failure, would the contractor still be accountable for cargo delivery?

Answer 6: NASA will not require re-performance of the service (Reference clause 2.2.17, *Mission Success Determination, Investigation, and Corrective Actions*, paragraph (b)(6)).
Question 7: The domestic source clause limits participation in this procurement to Prime and Major Subcontractors meeting the definition of United States commercial provider. Would NASA consider removing the requirement for Major Subcontractors to be United States commercial providers?

Answer 7: The domestic source clause (2.2.22) and provision (5.7) will be updated to remove the applicability of this requirement to Major Subcontractors. Domestic source compliance will be determined in accordance with the National Space Transportation Policy dated November 21, 2013, 51 U.S.C. § 50101 and 51 U.S.C. § 50131.

Question 8: What are examples of the other lunar enterprise elements considered for GLS special delivery?

Answer 8: Examples of lunar enterprise elements considered for delivery under CLIN 2, Specialized Delivery Missions, are the Robotic Arm, Habitation element(s), Human Landing System component(s), etc.

Question 9: What is meant by “Fast Transit to Gateway”?

Answer 9: Fast Transit to Gateway is the ability to deliver cargo within 30 days of launch.

Question 10: Can the one prior, or three prior, successful flight(s) of the commercial launch service be a Low Earth Orbit (LEO) flight or must it be a flight beyond LEO?

Answer 10: The one, or three, successful flight(s) requirement of the Common Launch Vehicle Configuration can be a LEO flight.

Question 11: How do we access the Bidder’s Library?

Answer 11: Vendors are required to logon to the Federal Business Opportunities system and to have a valid Marketing Partner Identification Number (MPIN) on file, to review controlled, unclassified documents. The MPIN is part of the SAM profile for an entity. Export Controlled access level requires that the vendor's company MPIN be certified by the DLA Logistics Information Service's Joint Certification Program to receive unclassified technical data disclosing military critical technology with military or space application.

Reference: FBO Vendor Guide: