



**Aviation Development Directorate - Eustis  
401 Lee Boulevard  
Fort Eustis, Virginia 23604**

**Pre-Solicitation Notice  
For W911W6-19-R-00XX  
Advanced Teaming Demonstration Program**

**ATTACHMENT 1:  
Advanced Teaming Demonstration  
Program Description**

---

November 16, 2018



Contents

**1.0 Program Information ..... 1**

    1.1 Purpose of Pre-Solicitation Notice ..... 1

    1.2 Problem Statement..... 1

    1.3 Program Objective..... 1

    1.4 Background..... 2

**2.0 Scope of Research Effort ..... 2**

    2.1 Concepts of Operations ..... 3

    2.2 Technical Approach..... 3

        2.2.1 Mission Systems Development and Integration ..... 3

        2.2.2 Subsystems Technology Development and Integration..... 4

        2.2.3 Technology Demonstrations ..... 5

**3.0 Award Information..... 7**

    3.1 Award Dates ..... 7

    3.2 Funding ..... 7

    3.3 Type of Contract/Instrument ..... 7

    3.4 Number of Awards..... 8

    3.5 Period of Performance..... 8

**4.0 Other Information ..... 8**

    4.1 References ..... 8

    4.2 Supplemental Information ..... 8

    4.3 Government Furnished Information, Equipment, Property, or Facilities..... 8

    4.4 Data Rights ..... 9

    4.5 Security Classification..... 9

    4.6 Export Control Considerations..... 10

**5.0 Instructions to Offerors ..... 10**

    5.1 Contractor Support..... 10

**APPENDIX 1 Program Schedule Outline..... 12**

## **1.0 Program Information**

### **1.1 Purpose of Pre-Solicitation Notice**

This pre-solicitation notice, issued under the current Aviation Development Directorate – Eustis (ADD-E) Master Broad Agency Announcement (BAA) W911W6-18-R-0005, seeks to inform interested parties about the objective and requirements of the Advanced Teaming Demonstration Program in order to gather information about prospective offerors and invite their feedback. The Industry Day being held on December 6, 2018 will be another avenue for the Government to present program objectives and requirements and invite industry feedback. Details about the technical requirements of this program are provided as part of the Supplemental Information Package (Section 4.2). Interested parties are requested to follow instructions provided in Section 4.2 of this document to receive the supplemental information. ADD-E intends to issue multiple Special Notices (“Calls”) under the 2019 ADD Master BAA W911W6-19-R-00XX to solicit technologies in support of the technical objective of the Advanced Teaming Demonstration Program. For reference, the 2019 BAA will resemble the current BAA W911W6-18-R-0005.

### **1.2 Problem Statement**

The dominance and asymmetric advantage enjoyed by Army Aviation is eroding as the operational environment becomes more lethal, contested and increasingly complex. Army Aviation urgently requires operational capabilities to achieve and sustain overmatch against adversaries in an era of rapidly evolving technology. These capabilities must provide substantial improvements in lethality, survivability, reach, and agility as well as the flexibility to allow rapid capability modifications and upgrades. The necessity of including these capabilities in Future Vertical Lift aircraft, such as the Future Armed Reconnaissance Aircraft (FARA) and Future Long Range Assault Aircraft (FLRAA), and the Advanced Unmanned Aircraft System (AUAS), requires the synchronized development and timely transition of several enabling mission systems technologies including: a digital backbone, advanced survivability and protection systems, enhanced lethal and non-lethal effectors, secure communications and networking, and highly advanced autonomy technologies. The upcoming Advanced Teaming Demonstration Program solicitation seeks to pursue autonomy technologies necessary to enable teamed, multi-domain operations in lethal, denied environments.

### **1.3 Program Objective**

The objective of the Advanced Teaming Demonstration Program (“A-Team”) is to develop and demonstrate advanced teaming of manned and unmanned aviation assets to execute tactical missions with minimal human intervention, while operating as part of a combined arms team in a contested multi-domain battle space.

A-Team is a Science and Technology (S&T) program funded from the Army’s Research, Development, Test, and Engineering (RDT&E) appropriation, Budget Activities 6.2, Applied Research, and 6.3, Advanced Technology Development, being executed within the U.S. Army’s Aviation and Missile Research Development and Engineering Center’s (AMRDEC) Aviation Development Directorate (ADD). The program will develop, mature, integrate, and demonstrate technologies for autonomy and teaming essential to satisfying operational capability requirements of the FARA, FLRAA, and AUAS ecosystem, enhancing the capabilities of the current fleet and enabling operational concepts envisioned by the Future Vertical Lift (FVL) Cross Functional Team (CFT) and the wider military community. It is anticipated that the program will begin with

technologies at Technology Readiness Level (TRL) 4 and mature them to TRL 6 or 7 with potential to transition into advanced component development and prototypes.

#### **1.4 Background**

The goals of A-Team encompass a breadth of systems, subsystems, and component technologies ranging from manned and unmanned aircraft systems and mission equipment packages to large numbers of software enabled capabilities and end items all integrated to enable complex autonomous operational capabilities. By necessity the program relies on integrating off-the-shelf technologies where applicable and leveraging developmental products from other associated S&T efforts and non-traditional commercial sources where feasible. The program maintains cognizance of relevant efforts across the Department of Defense (e.g., Research, Development and Engineering Command (RDECOM), DARPA, Air Force, and Navy in autonomy and collaborative teaming) and would benefit by leveraging and adapting their products in this program. A-Team will leverage Army Aviation S&T efforts that are nearing completion, including: the Mission Systems Architecture Demonstration (MSAD) effort under the Joint Multi-Role Technology Demonstration (JMR TD) program, the Synergistic Unmanned Manned Intelligent Teaming (SUMIT) program, and the Degraded Vision Environment – Mitigation (DVE-M) program. A-Team will also be closely coordinated with concurrent and planned Army Aviation S&T efforts, including: Integrated Mission Equipment for Vertical Lift Systems (IME), Air-Launched Effects (ALE), Survivability Against Integrated and Networked Threats (SAINT), and Holistic Situational Awareness and Decision Making (HSA-DM). These relationships, instrumental for A-Team to meet its goals, are described in further detail in the Advanced Teaming Demonstration Technical Requirements Document in the Supplemental Information Package.

#### **2.0 Scope of Research Effort**

A-Team is tasked with developing an autonomous teamed operations capability integrated into a mission system that adheres to a systems architecture applicable to several Army Aviation mission sets (Mission Command, Reconnaissance, Surveillance, Target Acquisition, Attack, Decoy, Electronic Warfare (EW), Protection, Utility, Resupply, CASEVAC, and MEDEVAC). The concepts of operations (CONOPS) of interest to the Government include the aforementioned mission sets and involve teams of intelligent aircraft systems working in collaboration with each other (manned-unmanned teams and unmanned-unmanned teams) and with Soldiers and ground systems.

The mission systems architecture to be defined under A-Team, therefore, will need to cover all the functional capabilities for autonomous execution of the above mission sets as laid out in the CONOPS. The Government expects that a subset of this architecture will be selected for implementation during the Mission Systems Integrated Technology Demonstration (MSITD) that is a final capstone event at the end of the program. Several subsystem technologies will be matured in parallel and selected for insertion into the demonstration “mission systems suite.” “Subsystems”, as used here, encompass hardware and software resources for sensor systems, communications systems, effector systems, as well as the intelligent software systems for autonomous command, control and management of these resources and for mission management and collaborative mission task planning and execution by the organic aviation team. Subsystem technologies will be chosen for inclusion in the MSITD based on the capability priorities of the stakeholder community, the

assessed technical performance of each subsystem, their relative technology maturity (TRL), and integration readiness.

## 2.1 Concepts of Operations

The CONOPS for A-Team are illustrated in a series of Operational Views (OV-1s) that are provided in the Supplemental Information Package (Section 4.2). OV-2's, OV-5a's and OV-6c's to provide need lines, operational activities hierarchies, and event traces will be generated and provided to offerors at the time of contract awards and will be updated during program execution.

## 2.2 Technical Approach

The program's technology development and demonstration approach comprises three major interconnected lines of effort executed in parallel: Mission Systems Development and Integration described in Section 2.2.1; Subsystems Technology Development and Integration described in Section 2.2.2; and Technology Demonstrations described in section 2.2.3. Separate BAA Calls will be used to address their requirements. The Advanced Teaming Demonstration Technical Requirements Document in the Supplemental Information Package describes in more detail each of these lines of efforts, their relationships to tasks in other lines of effort, and the tasks likely to be included in each Call.

### 2.2.1 Mission Systems Development and Integration

One of the first Calls under this BAA topic will seek proposals for the Mission Systems Integration (MSI) Lead roles. The focus is on defining the mission systems architecture applicable to A-Team CONOPS, building and integrating the "demonstration mission systems suite" for the MSITD "demonstration system", and conducting the TRL 6 MSITD at the end of the A-Team program. The MSI Leads will have to identify interface definitions and interoperability requirements, as well as integrate subsystem technologies from multiple vendors on multiple aircraft using these interface definitions. The Government will develop demonstration scenarios based on stakeholder priorities for capabilities and the subsystem technologies selected for the demonstration system and will collaborate closely with the MSI Leads to develop demonstration system requirements. The Government will select subsystem technologies described under Section 2.2.2 for inclusion in the MSITD, based on their assessed technical performance, technical maturity (TRL), and integration readiness.

The Mission Systems Development and Integration line of effort will use the model-based system engineering and acquisition process aligned with the JMR Comprehensive Architecture Strategy (JCAS) as implemented by MSAD. The intent is to extend Joint Common Architecture (JCA) artifacts developed under MSAD to apply to highly autonomous teamed operations. The CONOPS developed for A-Team form the basis for defining the functions involved and their relationships to enable autonomous teamed operations.

The Advanced Teaming Demonstration Technical Requirements Document in the Supplemental Information Package describes the tasks in this line of effort in more detail. Offerors will be asked to propose to the full set of tasks as listed in the document. It is anticipated that an initial set of tasks will constitute "Phase I" to be performed by all selected contractors. At the conclusion of Phase I, the Government will make a decision on which contractors will continue into "Phase II" of the effort. The Government's decision for Phase II contractors will be supported by deliverables

submitted by each of the Phase I contractors. Phase II consists of the remaining tasks that will be performed individually by contractor(s) in their MSI Lead roles and will continue execution to the MSITD. The Government reserves the right to update decision criteria after awards against this Call and re-publish them to all contractors. This allows the Government to adjust to learning during execution of initial tasks in this line of effort. The Government may offer an opportunity for contractors to update their proposals for the remaining work before the decision is made.

The Advanced Teaming Demonstration Technical Requirements Document in the Supplemental Information Package describes Phase I and II tasks and the basis for a Phase II decision in more detail.

### **2.2.2 Subsystems Technology Development and Integration**

The Subsystems Technology Development and Integration line of effort will develop, mature, and integrate subsystem technologies to enable and demonstrate advanced teaming capabilities.

A-Team plans to issue a Subsystems Technology Development and Integration FY19 BAA Call for this line of effort within the A-Team program. The primary focus of this Call is on developing and maturing software products that enable autonomous teamed operations. Already available commercial-off-the-shelf (COTS) or Government-off-the-shelf (GOTS) hardware or software products are not sought under this Call. The Government will consider future Calls for such subsystems, especially COTS or GOTS radios, sensors, etc., based on the outcomes of the FY19 solicitation process and better definition of the scope of capability demonstrations. Details below pertain to the planned FY19 Call. Additional information will be provided at a later date for future Calls, as needed.

Likely tasks under this effort are listed in the Advanced Teaming Demonstration Technical Requirements Document in the Supplemental Information Package. In general, tasks in this line of effort are to develop and mature software products and integrate and test them with their respective mission equipment hardware. The Government wants to realize rapid capability growth in all the subsystem technologies matured over the course of this effort. The Government wants to see early and regular demonstrations of progress towards end-state capability objectives. Approaches based on agile software development practices with test-driven development cycles to advance capability in multiple increments are encouraged. The Government favors the use of modeling and simulation events for evaluations of incremental capability growth combined with flight events that could serve as major milestones in the individual contractor's execution plan. Government-owned simulation facilities will be made available for use by successful offerors where suitable. Selected subsystem contractors may be asked to demonstrate their capabilities on representative aircraft platforms as part of Partial Capability Demonstration (Section 2.2.3) conducted by the Government.

Subsystem solutions will be selected for integration into the MSITD depending on their assessed technical performance, technical maturity and integration readiness. Alternatively, the Government may also opt to continue maturation of promising subsystem technologies that are not yet ready for the MSITD. Subsystem providers selected for participation in the MSITD will be required to work with the MSI Lead(s) in integrating and testing their subsystems before the MSITD. Subsystem providers may also be required to work with each other in Partial Capability Demonstrations as

described in Section 2.2.3. The Government will work closely with subsystem providers in the planning and conduct of Partial Capability Demonstrations.

The FY19 Call in this line of effort is organized in 4 different “subtopics”. Each subtopic is intended to represent a domain of mission computing capability. Each subtopic includes several functional capability requirements. Technology solutions that meet the requirements in each subtopic can be implemented in multiple modular, separable subsystems. In other words, requirements in one subtopic are expected to be implemented using many subsystems.

The functional capability requirements under each subtopic in this section are elaborated in further detail in the Advanced Teaming Demonstration Technical Requirements Document in the Supplemental Information Package. The Government seeks separate proposals for each subtopic. Multiple awards are anticipated within each subtopic. Only proposals that offer technology solutions as modular, separable products with a well-defined standalone capability will be considered for award. An individual proposal is not required to address the entirety of the requirements under a subtopic as long as it offers a modular, separable subsystem. The subtopics are briefly described below.

#### **2.2.2.1 Human Machine Interface Management**

This includes subsystem technologies for human-to-autonomous team interaction and supervision. It includes user data input and output management, user interface content and presentation management, and generation of actionable information from user input for direction of autonomous subsystems.

#### **2.2.2.2 Operations Management**

This includes subsystem technologies for autonomous mission management of teamed operations by the organic aviation team. It includes mission planning, execution, monitoring, and re-planning. It includes mission task management for the mission sets in the A-Team CONOPS.

#### **2.2.2.3 Platform Resource Capability Management**

This includes subsystem technologies for platform flight resource capability management such as automated flight or obstacle avoidance. It also includes mission resource capability management for autonomously operating all payload resources available within the organic aviation team such as automated sensor gimbal control, data link discovery, bandwidth management, etc.

#### **2.2.2.4 Situational Awareness (SA) Management**

This includes subsystem technologies for management of SA information and its preparation for use both as local SA by an individual aircraft or as global SA by the organic team. It involves updates and maintenance of shared SA databases, abstraction of knowledge from data, and report generation for use within and external to the distributed team. It includes capabilities for automated object detection and classification, automated target recognition, identification, and geolocation.

### **2.2.3 Technology Demonstrations**

The Technology Demonstrations line of effort entails Partial Capability Demonstrations and the final MSITD. The purpose of this line of effort is to rapidly integrate and demonstrate technology solutions as they mature and assess the capabilities they offer as they progress towards the end-state capabilities of the subsystem. Demonstrations are conducted initially as partial capabilities at



subsystem technology levels and later in the program as integrated capabilities with multiple subsystem technologies, using both simulation and flight events. Technology demonstrations may use Government Furnished Property (GFP), Government Furnished Equipment (GFE), Government Furnished Data (GFD), or Government Furnished Information (GFI), as well as simulation facilities, Army aircraft, and ground systems or test equipment. The effort may also use contractor furnished property from multiple subsystem technology providers integrated on one or more aircraft to demonstrate key operational capabilities. The Government expects to coordinate with contractors to integrate their subsystem technologies with products from other contractors. The Government may elect to provide products and platforms for integration from sources not directly a part of this solicitation process, to include products being developed under related S&T efforts at ADD and other Government agencies (e.g., Group 2 or 3 UAS payloads). Technology demonstrations may include prototype systems and may be in support of or may lead to technology transition into programs of record.

In addition to using Government-owned aircraft (manned or unmanned), the Government may elect to issue a Call at a later date in FY20 or FY21 for other platforms from industry sources, in particular for UAS platforms for use in the MSITD. Successful offerors of platforms (for our purposes defined as an “an air vehicle launched from the ground or air that includes basic aviate, navigate, and communicate functions”) may be asked to support both Partial Capability Demonstrations and the MSITD. Details related to this future Call for platforms will be provided if and when the Government elects to proceed with the Call.

### **2.2.3.1 Partial Capability Demonstrations**

Partial Capability Demonstration events are planned to occur annually during A-Team, and will be used by the Government to assess and demonstrate partial capabilities from subsystem technologies under each subtopic as they are matured. The intent is for Partial Capability Demonstrations to be aligned with incremental growth in products during their agile development processes. It is understood that Partial Capability Demonstrations may have to use subsystems connected in a federated manner to prove out operational capabilities, especially in the early stages of the program. Demonstrations will be led and hosted by the Government. The Government will select subsystem solutions for use in simulation and/or flight demonstrations. Demonstrations may involve products from more than one subsystem technology provider. Demonstrations may also be hosted by a contractor with the support of other contractors under the sponsorship and guidance of Government stakeholders. The Government wishes to keep open all the above avenues for Partial Capability Demonstrations at this time. The Government may use modifications to existing awards made under A-Team to support the conduct of Partial Capability Demonstrations. It is expected that post-award, as specific subsystem technologies in the mix are known, the best approaches for integration of partial capabilities will be defined in greater detail.

### **2.2.3.2 Mission Systems Integrated Technology Demonstration (MSITD)**

This effort includes all the preparation, planning, integration and risk reduction testing and culminates in the final MSITD capstone event towards the end of the program. The demonstration mission systems suite for the MSITD is defined (based on Government’s capability priorities and selection of subsystem technologies) and integrated by MSI Lead(s) as described in tasks under 2.2.1. Subsystem technologies resulting from tasks under 2.2.2 will be included as a part of the demonstration mission systems suite based on assessed technical performance, technical maturity

(TRL), and integration readiness. Subsystems selected for integration into the MSITD will satisfy the interface and interoperability requirements of the demonstration mission systems architecture that will be defined and provided by the MSI Lead(s). Air platforms, ground systems (provided either by the Government or contractor(s)), or subsystem technologies selected for inclusion in the demonstration system may also come from sources external to this solicitation such as related efforts in other Government agencies. Each air platform in the demonstration system will have a mission systems package integrated onboard in accordance with its role in the demonstration. All the required air platforms with their individual mission systems packages, along with any ground control stations or related equipment, externally provided manned or unmanned ground vehicle or armament systems, as well as any simulated air or ground entities constitute the final “demonstration system.” The Government will coordinate closely with the MSI Lead(s) and other Government organizations for availability of necessary ground test equipment, stimulators, externally furnished platforms, etc.

### **3.0 Award Information**

#### **3.1 Award Dates**

Awards for the first two Calls (Sections 2.2.1 and 2.2.2) in this solicitation are anticipated to begin during May 2019 and continue through August 2019. The Government may seek to make additional awards to meritorious proposals using FY20 funding and requests that proposals be offered valid for 12 months. Awards against later Calls, should the Government elect to proceed with them, are anticipated in FY20 and FY21.

#### **3.2 Funding**

Awards will be subject to availability of funds. The Government anticipates multiple awards but reserves the right for awards to only one, part of one, or none, based upon the technical merit and affordability of received technical proposals. Partial awards are conditioned upon the Government and the offeror reaching mutually agreeable terms for such partial awards. The Government anticipates funding multiple efforts using RDT&E funding estimated to total \$100M.

#### **3.3 Type of Contract/Instrument**

The Government will consider a variety of instruments, including cooperative agreements such as Technology Investment Agreements (TIA) and cost-reimbursable contracts for awards under the Calls for Section 2.2.1 Mission Systems Development and Integration and Section 2.2.2 Subsystems Technology Development and Integration. The ADD Master BAA (Section 4.1 References) provides a description of available instrument types. The Government may also consider entering into Other Transaction Agreement for Prototypes (OTAP) to support technology transition and production of specific products for programs of record. The evaluation of proposals will consider the rights in technical data offered and its impact to the Government’s business and technical objectives. The type of instrument preferred by the offeror will influence the Government’s evaluation inasmuch as its impact on the Government’s ability to utilize the offeror’s products without undue restrictions to rights in their technical data.

A draft TIA format and a draft OTAP format will be included as attachments to each Call for proposals.

### 3.4 Number of Awards

The Government anticipates making multiple awards for each anticipated BAA Call. For the Mission Systems Development and Integration Call (Section 2.2.1), the Government plans to make up to four Phase I awards. On the Calls for Subsystems Technology Development and Integration (Section 2.2.2), at least one award per subtopic is planned, with the possibility of more awards should multiple meritorious proposals be received and funding be available.

### 3.5 Period of Performance

The periods of performance on awards are expected to vary. The overall A-Team program is scheduled from FY19-FY23. A top level schedule for the program is at Appendix 1, page 10. Mission Systems Development and Integration efforts may last up to the full duration of the A-Team program. With the need for frequent Partial Capability Demonstrations, Subsystems Technology Development and Integration efforts should be less than 24 months (shorter is desired) in duration; however, exceptions will be considered provided adequately substantiated.

## 4.0 Other Information

### 4.1 References

- a. ADD Master Broad Agency Announcement W911W6-18-R-0005
- b. ARP 4761, MIL-STD 882-E
- c. DoDI 8510.01 Risk Management Framework for DoD Information Technology.

### 4.2 Supplemental Information

Due to the limited distribution authorized on some of the necessary documents, supplemental documentation will be provided to qualified interested parties upon request in writing by email. Requests must be accompanied by a verifiable Joint Certification number or a copy of the Offeror's current and approved DD Form 2345, Militarily Critical Technical Data Agreement. Contact the Defense Logistics Agency (DLA) Joint Certification Program at <http://www.dla.mil/HQ/InformationOperations/Offers/Products/LogisticsApplications/JCP.aspx> for more information. Please review the instructions online and use the form available at the web link to expedite your request. Direct any questions to Mr. Tom Helms, [Thomas.m.helms6.civ@mail.mil](mailto:Thomas.m.helms6.civ@mail.mil).

The supplemental documentation for this Pre-Solicitation Notice includes:

- a. Advanced Teaming Demonstration Technical Requirements Document.
- b. Advanced Teaming Concept of Operations.
- c. Comprehensive Architecture Strategy document
- d. JCA Model Supplement.
- e. JMR MSAD Objective Mission System Definition

### 4.3 Government Furnished Information, Equipment, Property, or Facilities

The Government will make available data, information and property specific to individual awarded efforts as necessary. The Government will prepare for the use of simulation and test range facilities by contractors during this program. Government furnished equipment such as payload hardware and ground systems for use during integration, tests, and demonstrations will be made available as necessary for each contractor's execution effort. A non-inclusive list of documents, data, and information that will be available during program execution is provided below. Offers should

clearly identify and substantiate a means to obtain any required Government furnished information, equipment, property or facilities in their proposal.

- a. Advanced Teaming CONOPS views (OV-1's, OV-2's, OV-5a's, OV-6c's) and Operational Task Decomposition
- b. JCAS Model
- c. JCAS Architecture Requirements
- d. JMR DSDM
- e. STANAG 4586 DSDM
- f. Air Vehicle / Mission System Architecture Interface
- g. AED's Reusable Software Guidance
- h. AED's Mission System Integration Guide

#### **4.4 Data Rights**

The Government will review offerors' assertion of data rights as part of its proposal evaluation process. The Government aims to find a balance between preserving Offerors' intellectual property rights and removing unreasonable barriers to the rapid and affordable fielding of products to deliver operational capabilities and reduce overall lifecycle costs. Rights in technical data that are too restrictive result in closed systems that inhibit the Government's ability to integrate innovative products from different industry sources.

The Government anticipates that deliverables under this research effort will include a mix of content with Unlimited Rights, Government Purpose Rights (GPR), and Limited Rights. Definitions in DFARS Part 227 will form the basis for data rights expected by the Government.

As a general rule, products related to Mission Systems and Subsystems architecture, and functional, software, hardware and data interfaces, and associated model files are expected to carry Unlimited Rights. The Government expects that key interfaces describing the boundaries of system/subsystem components that contractors define as work under the Mission Systems Development and Integration line of effort will carry Unlimited Rights and support the Government's MOSA objectives. Products pertaining to requirements, functionality, modularity, interface definition, application methods, and behavior of a component require GPR at a minimum. Data pertaining to "internal" details of system/subsystem components, such as algorithms used or data exchanged internally, limitations on which do not impede the Government's integration effort and ability to achieve program objectives, may carry Limited Rights. Software end items developed under this effort exclusively with Government funds are also expected to be offered with Unlimited Rights. Software end items developed under this effort with mixed funding are expected to be offered with at least GPR. Offerors may assert less than GPR for software developed exclusively at private expense and deliverables associated with them.

Specific details in regards to rights in technical data will be available in individual BAA Calls.

#### **4.5 Security Classification**

All proposals and research effort under the anticipated BAA Calls are planned be at an unclassified level.

#### **4.6 Export Control Considerations**

Awards made under the anticipated BAA Calls require access to and generate unclassified military critical technical data, the export of which is restricted by the Arms Export Control Act (Title 22, U.S.C., Sec. 2751 et. Seq.) or the Export Administration Act of 1979, as amended (Title 50, U.S.C. App. 2401 et. Seq.). Only Offerors who are registered and certified with the Defense Logistics Agency (DLA) Joint Certification Program may participate in responding to this Pre-Solicitation Notice and the anticipated BAA Calls. Offeror(s) are required to provide an “Export-Controlled DoD Data Agreement” certification number issued in accordance with DoD Directive 5230.25. This certification may be requested from the Defense Logistics Agency (DLA) Joint Certification Program at

<http://www.dla.mil/HQ/InformationOperations/Offers/Products/LogisticsApplications/JCP.aspx>.

#### **5.0 Instructions to Offerors**

The A-Team BAA Calls will use the proposal submission instructions as described in the ADD Master BAA Solicitation Number: W911W6-19-R-00XX. For reference, the current BAA W911W6-18-R-0005 will resemble the 2019 BAA. The Government will further supplement the instructions in each BAA Call.

The Call for the Mission Systems Development and Integration (Section 2.2.1) line of effort will request fully priced proposals that include Phase I and Phase II.

The Call for Subsystems Technology Development & Integration (Section 2.2.2) will request proposals for each of the 4 subtopics. The request will seek fully priced proposals to include all tasks through contractor development and test as well as support for Government simulation demonstrations. A subsystems technology provider’s contracted effort may be modified at a future date to support the Government’s Partial Capability Demonstrations or MSITD. The Government’s decision to request support of Partial Capability Demonstrations or MSITD will be based on assessed technical performance, technical maturity (TRL), and integration readiness of the subsystem(s). An offeror may propose to more than one subtopic, but separate independent proposals are required.

Offerors that submit proposals for the Mission Systems Development and Integration effort (Section 2.2.1) may also submit proposals for the Subsystems Technology Development and Integration effort (Section 2.2.2). Proposals under each Call will be evaluated independently. The Government will require that subsystem technology products by an offeror not be integrated by the same offeror in their role as MSI Lead if such a circumstance presents itself.

#### **5.1 Contractor Support**

The Government intends to use non-Government support contractors to assess industry responses to this announcement and Industry Day. Thus, if responses include proprietary information, it must be marked accordingly. In accomplishing their duties relating to the review process, the above mentioned firms may require access to Proprietary Information contained in the industry responses. The Government will use non-Government support contractors from the following list of firms during this assessment. In the anticipated BAA Calls, the list will grow to include non-Government support contractors from additional firms. To facilitate the non-disclosure agreement

process, email requests for non-Government support contractor POC information to the Contracting Office points of contact listed in this announcement:

U.S. Falcon  
11817 Canon Blvd  
Newport News, Virginia 23606  
Support Provided: Local Area Network Administration & Professional Engineering

JHNA, Inc.  
11602 Lawter Lane  
Clifton, VA 20124-2259  
Support Provided: Operational Analysis and Program Integration

CRL Technologies, Inc.  
9426 Ferry Landing Court  
Alexandria, VA 22309  
Support Provided: Mission System Architecture

Each respondent may elect to sign non-disclosure agreements with these non-Government support contractors so the Government can properly protect the proprietary information submitted. Pursuant to FAR Part 9.505-4, these firms must execute an agreement with each industry respondent that states that they will (1) protect the respondent's information from unauthorized use or disclosure for as long as it remains proprietary and (2) refrain from using the information for any purpose other than which it was furnished. To expedite the review process, should they elect to do so, each industry respondent should contact the above companies to effect execution of such an agreement prior to submission of their response(s). Each industry respondent shall submit copies of the agreements with their response(s) or provide a definitive statement that the industry respondent does not consent to the release of the information to the aforementioned.

**APPENDIX 1 Program Schedule Outline**

