

United States Deorbit Vehicle Pre-Proposal Conference
Question and Answers

Question #	Question	Answer
1	<p>The Final RFP states that final acceptance of the USDV will take place prior to entering Dwell if Dwell is necessary. However, the SOW summary of scope for CLIN 3 also states that certain Dwell activities supporting L-12 call up are CLIN 2 scope. Will NASA please clarify?</p>	<p>It is the Government's intention to complete as much of the AI&T effort as possible prior to Dwell, if Dwell is required, to reduce risk to the government. A System Acceptance Review will be held prior to Dwell, if Dwell is required. If the full scope of the System Acceptance Review contents is not completed prior to Dwell, the C2-4 System Acceptance and C2-5 Shipment to Acceptance Destination Milestones will remain open during Dwell.</p> <p>Any assembly, integration, and test activities that are completed in parallel with dwell are included in the CLIN 2 scope. Activities that are related to long-term storage for USDV that are completed during dwell are included in the CLIN 3 scope.</p>
2	<p>Specifically related to the previous question - how does NASA anticipate final acceptance payment working with the AIT scope potentially extending out over several years of dwell? Is acceptance at delivery or after call up? How is payment of AIT scope structured?</p>	<p>USDV acceptance occurs upon successful completion of milestones C2-4 and C2-5.</p> <p>If the full scope of the System Acceptance Review contents is not completed prior to Dwell, the C2-4 System Acceptance and C2-5 Shipment to Acceptance Destination Milestones will remain open during Dwell. Payment for these milestones will be held until the completion criteria for the milestones are satisfied.</p> <p>The payment of AIT Scope is in accordance with the Offeror's proposed Attachment J-30 Work Plan.</p>
3	<p>The RFP implies SAR occurs prior to dwell. However, this conflicts with the acknowledgment that some CLIN 2 activities may need to occur at the end of dwell. Please clarify that SAR should be conducted after all CLIN 2 work is complete and that SAR is not a prerequisite to dwell.</p>	<p>Please see prior responses to Questions 1 and 2 above.</p>
4	<p>Section 3 of the USDV LV Summary document states that in the event of late USDV delivery, "NASA will utilize the terms and conditions in the USDV contract to resolve the impacts to the Government for the</p>	<p>The methods and specific clauses that are used will be based on the factual circumstances of the situation. The USDV contract does contain multiple clauses including the following clauses to manage delays:</p>

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	<p>delay."</p> <p>Will NASA please clarify what specific methods NASA would invoke?</p>	<ul style="list-style-type: none"> • FAR 52.242-15, Stop-Work Order • FAR 52.242-17, Government Delay of Work • FAR 52.249-8, Default • FAR 52.249-14, Excusable Delay
5	<p>Please clarify intent with respect to the delivery date of 08/01/2028 in clause F.3. Specifically, does NASA intend to modify this provision to move the delivery date requirement day for day with the launch date, preserving the same "L-" spacing?</p>	<p>The August 1, 2028, date is intended to communicate NASA's need date which provides ISS end-of-life contingency protection versus the nominally planned deorbit. NASA's use of the "L-12-month call-up" is to ensure upon call-up that any remaining work can be completed during this timeframe.</p> <p>If the launch date as documented in Clause F.3 moves, the Government will assess any resulting impacts to the contract based on the factual circumstances of each potential situation.</p>
6	<p>What is the latest NASA would inform contractors of the need to delay the launch and plan for dwell? Is that also intended to be NLT L-12?</p>	<p>NASA's intention is that a "delay" to USDV launch as a result of a major decision, like ISS extension, would occur NLT L-12 months.</p>
7	<p>Please clarify if NASA intends for CLIN 4 (launch vehicle integration) to cover all launch vehicle product development (such as ICDs), and if CLIN4 should also overlap in time with CLIN 2 and CLIN 3 since LV procurement will presumably happen 2+ years before launch?</p>	<p>Launch Vehicle integration preparation and product development must occur throughout the project lifecycle, therefore scope is included in General Requirements (SOW Section 2.0), CLIN 1 (SOW Section 3.0) and CLIN 2 (SOW Section 4.0). Therefore, there is no expectation to authorize CLIN 4 concurrently for launch vehicle integration preparation since the scope is included in CLIN 1 and CLIN 2.</p>
8	<p>Previous RFPs involving GTAs provided for discussions between offerors and the performing orgs. These conversations were valuable to scope the GTAs. Can NASA provide a mechanism for these discussions?</p>	<p>NASA is able to respond to GTA questions, but due to the Contract blackout period, all GTA-related questions must be routed through the NASA GTA POC, Kristi Duplichen, who will coordinate necessary discussions with the performing orgs.</p>

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9	Will NASA please clarify what the total contract value calculation is for small business goals?	The total contract value is all of the CLINs 1 and 2 CORE work, CLIN2A Option and the minimum IDIQ value for CLINs 3-5. There will be one subcontracting plan for the entire contract (all CLINs). Therefore, whatever cost the offeror is proposing for the entire contract, the small business goals will be a percentage of that value.
10	FAR 15.403-1 provides specific situations that are exceptions to certified cost/pricing requirements such as competition and commercial items. Please confirm Major Subs with an exception to certified cost or pricing requirements will not be required to complete Att. L-01A or B.	Offerors' major subcontractors are required to complete Attachment L-01A or L-01B regardless of the commercial nature of the item. The Government is not requesting Certified Cost/Pricing Data (CCPD) at proposal submission. If the Contracting Officer determines later that adequate price competition does not exist, the Government reserves the right to require submission of CCPD to support evaluation of realistic and reasonable costs/prices. The end item vehicle is not commercial.

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The following question was posed during the Pricing Pre-Proposal Conference session:

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1	FAR 15.403-1 provides specific situations that are exceptions to certified cost/pricing requirements such as competition and commercial items. Please confirm Major Subs with an exception to certified cost or pricing requirements will not be required to complete Att. L-01A or B.	The Contractor is required to complete attachment regardless of commercial nature of the item. The government not requesting CCPD at proposal submission but only in the event we don't have adequate competition. The end item vehicle is not commercial.