NNG12FA82-RFI

Questions and Responses

1. What is the anticipated duration of the Government mission/s referenced in Model #1 and #2? When would the servicing spacecraft become available for commercial use under Model #2 and for how long?

   The anticipated duration of the Government mission(s) would be 90 days. Thereafter the servicing spacecraft would be available for commercial use. In Model #2, the availability of the servicing spacecraft would depend on the amount of fuel expended by the servicing spacecraft as it services and/or fuels each client and then returns itself to geosynchronous Earth orbit. Separate from commercial considerations, one hundred kilograms would be reserved to service a yet undefined Government asset as the final servicing mission. The design life of the bus is the option of the commercial partner. A call back clause would be included in the rent agreement to cover this last mission.

2. What are the fuel requirements (type, mass) for the anticipated Government refueling missions in Models #1 and #2?

   The anticipated fuel delivered for the first mission is 25 kilograms. The fuels would consist of nitrogen tetroxide and monomethyl hydrazine.

3. In Model #2, does NASA own and operate the servicing spacecraft? This seems to be implied by the description, but is never stated explicitly.

   Yes, in model #2 NASA would own and operate the servicing spacecraft. After the first mission, NASA would rent or lease out the system to the commercial partner.

4. Are there any restrictions (US vs. foreign) on the launch vehicle and or launch site for any of the three proposed business models?

   Only U.S. launch sites would be permitted for all three models. But, under certain conditions associated with security procedures, the Ariane launch complex and launch vehicle could be considered. Models involving the launch of US Government-owned payloads are subject to the requirements of the U.S. Space Transportation Policy.

5. Can you provide a list of the relevant Intellectual Property (IP) including the six Government patents referenced on p. 2 of the RFI, the "Government-developed technology" referenced in Model 1, and "NASA IP" referenced in Model 3?

   Please see the modification to the SSCO RFI released on November 21: http://prod.nais.nasa.gov/cgi-bin/eps/synopsis.cgi?acqid=149253

6. Regarding Model #1, can you provide and/or describe any restrictions or limitations on the “existing Government patent/IP rights” as referenced under letter d?

   Patents and government-produced intellectual property will be made available non-exclusively to future U.S. providers on request. Partner-developed patents and intellectual property will be treated as non-disclosed property. ITAR rules will apply to all designs and patents.

7. It is our interpretation of the RFI term "domestic" and "U.S. commercial entities" that a US registered (incorporated) company, employing US personnel, is able to participate in this RFI regardless of foreign ownership. Please confirm that our interpretation is correct?

   The majority of the work has to be performed in the U.S. All work on this effort would have to be firewalled off from any non U.S. company and/or government entity. All U.S. Government security and ITAR requirements must be complied with.

8. Is there a limit to the foreign content (subcontracted work) that can be included in response to this RFI and subsequent RFP?

   Parts, components and subsystem foreign work are permissible assuming the mission, the intent and design interfaces can satisfactorily be firewalled. Otherwise, the answer is no. Foreign operations are definitely not acceptable.