

Commercial Crew Program - Industry Touchpoint One-on-One Topics

Commercial Crew Transportation System Certification – Phase 2

NASA’s Commercial Crew Program (CCP) will host an Industry Touchpoint Briefing plus One-on-One sessions on April 8, 2013, at the Embassy Suites in Colorado Springs, Colorado. The Touchpoint Briefing will be held from 9:00 am until 10:45 am and the One-on-One Sessions will be held from 12:00 pm until 6:15 pm.

The purpose is to provide preliminary information for NASA’s potential procurement strategy for the Commercial Crew Transportation System Phase 2 Certification contract and to solicit industry feedback.

One-on-One Topics

Topic 1 – Potential Ways for Maintaining Competition for ISS Services

One of CCP’s priorities throughout the lifecycle of the program is to optimize competition for the ISS Services phase. As such, the CCP is considering alternatives to maintain competition through Phase 2 with the goal of having more than one award. However, given the current budget environment, constraints may create challenges to achieve CCP’s goal. As an alternative approach, CCP is considering awarding at least two contracts that may include different funding profiles. See Figure 1 below for *notional* depiction of circumstance. This approach would potentially create a differential in certification timing between the two Contractors. CCP’s goal would be to limit this differential as much as possible.

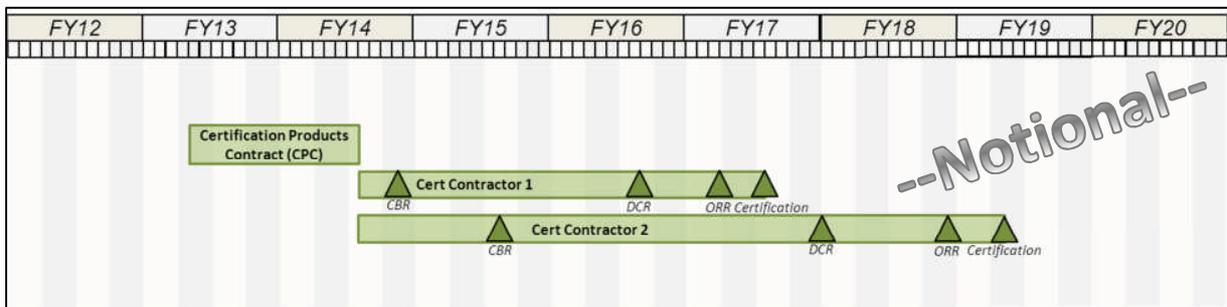


Figure 1 – Potential Competition Scenario

CCP is requesting industry to express ideas, concerns, and issues for these potential approaches to maintain competition. Specifically, CCP is seeking feedback on the following:

1. General thoughts regarding industry’s perspective for maintaining competition through Phase 2.

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2. Industry feedback on the viability of a unique funding profile which provides much less funding in the early years which then substantially increases in the last few years.
3. Whether industry would consider providing additional commercial investment to enable earliest date for certification.
4. Identification of issues and other alternatives for maintaining competition.

Topic 2 – Contract Characteristics under Consideration

The Phase 2 Certification Contract will cover all aspects of final development and certification of a Crew Transportation System (CTS), including design, manufacturing, testing, qualification, production, and operation. For Phase 2, CCP is considering the use of a Firm Fixed Price (FFP) Contract. As part of the FFP consideration, CCP also desires to develop alternatives for risk reduction activities and is currently considering the use of an Indefinite Delivery Indefinite Quantity (IDIQ) feature for work not already included in the base. As part of the Phase 2 Contract, CCP is considering the use of additional performance incentives to emphasize continuous improvement of crew safety and mission assurance. CCP is considering establishing a Performance Incentive Pool, with specific incentive criteria determined after contract award. If the incentive is utilized, the award can be all, some, or none of the pool's value.

CCP is requesting industry to express ideas, concerns and issues with these potential contract characteristics. Specifically, CCP is seeking feedback on the following:

1. Ideas for ways to implement Government-directed risk reduction activities, any issues/concerns with the concept described, or other proposed mitigations.
2. From an industry perspective, is there a need for additional safety performance incentives? If yes, provide an example of how industry would implement the described performance incentives approach, and if there would be any issues/concerns with it. What level of funding is necessary for incentives?
3. Differentiating between the framework and provisions established for IDIQ for risk reduction and safety performance incentives.

Topic 3 – Flight Test Considerations

As planning continues for the Phase 2 transition from design to operations, CCP is considering its current flight test requirements. As part of this, CCP is assessing the implementation of a requirement for a crewed Test Flight Program to include a crewed flight with NASA participation to the International Space Station prior to achieving certification. This program could consist of a joint test team approach in which NASA crews would partner with a

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Contractor-led flight test team for the operations certification effort. The effort would remain scoped to focus on operational interfaces with the vehicle during flight testing in accordance with Program requirements. The joint test team would leverage existing Partner Integration Team (PIT) personnel to provide focused and integrated operations insight.

CCP is seeking industry identification of any issues or concerns on the potential flight test requirement and joint test team approach as well as any ideas for implementation.

Topic 4 – Operations Considerations

CCP is also assessing alternatives to mitigate transition timing between Phase 2 Certification and ISS Services (contracts). One approach being considered is to potentially include multiple post-certification mission(s) within the scope of the Phase 2 contract. The Government is considering these post-certification mission(s) to be optional (e.g. IDIQ or contract options); awarded at the Government's discretion and based on Contractor performance. The mission(s) would be defined as the CCT-DRM-1110 of a certified configuration. During Phase 2 contract performance, flight specific objectives for optional mission(s) could be tailored to fit Agency requirements. The post-certification optional missions are expected to be licensed by the FAA for public safety.

CCP is requesting industry to express ideas, concerns, and issues for these operations considerations. Specifically, CCP is seeking feedback on the following:

1. Industry input on the potential post certification mission approach.
2. Identify any areas where more information is required to reasonably price missions.
3. If a Firm Fixed Price contract is utilized, what pricing and payment structure would best accomplish the potential post certification missions?

Topic 5 – Crew Rescue Alternatives

CCP is also assessing its requirements for Crew Rescue as well as the DoD capability and associated costs to meet those requirements. As such, CCP is considering alternatives for Crew Rescue services with the goal of exposing the crew to the least amount of risk while at the same time minimizing cost to both the Contractor and the Government. Further, NASA is analyzing whether crew rescue services should be provided by the DoD as a Government Furnished Service (GFS) on the contract.

CCP is seeking feedback on impacts of providing Crew Rescue as GFS or other alternatives for

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industry to provide this service.

Topic 6 – Potential NASA Docking System Approaches

As part of the planning for the Phase 2 contract, CCP is considering provisioning the NASA Docking System (NDS) hardware as Government Furnished Property (GFP). There are several approaches being considered at this time that include:

- Government provisions flight NDS hardware to industry as GFP.
- Government provisions NDS Engineering to industry as Government provided data such that they can build their own hardware per the Engineering.
- Industry designs and builds their own docking system that is compliant with the International Docking System Standard (IDSS) and ISSP 50808 requirements.

As industry prepares their proposals for the Phase 2 contract, the above approaches should be considered for compatibility and use with a given system.

CCP is requesting industry feedback on preference of NASA Docking System approaches. CCP is seeking feedback on the following:

1. Identification of any issues or concerns on the docking system approaches.
2. Industry preference for provisioning of NDS.

Topic 7 – Other Information

On January 11, 2013 NASA released a Request for Information (RFI), # NNK13ZOP001L, to collect information from industry to assist NASA in further developing the Phase 2 procurement strategy for the CCP Certification. Industry may clarify the information provided in their responses.

In addition, NASA invites industry to identify any alternatives, enhancements, or other ideas, which better achieve or improve the efficiency of meeting the contract strategy objectives for NASA's certification of an integrated Crew Transportation System. NASA will consider additional feedback related to this and other key Commercial Crew aspects in support of the FAR-based contracting approach the Agency has established.

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