

dRFP -Questions and Answers

Commercial Crew Transportation Capability Contract (CCtCap)

1. How can an Offeror clearly show Contractor investment in our proposal?

The simplest way is through the use of the spreadsheet (Attachment L-05, *Life Cycle Template*) used in the evaluation of MA03, *Approach to Lifecycle Cost Management*. This sheet should permit a straight forward method by indicating the actual cost to the company for performance contrasted against the Government payment. The remainder is investment. The cumulative sum of these amounts is the total company investment.

2. Can you please provide more specifics about the Government QA activities and logistics?

We expect to perform 100% surveillance of all safety-critical systems, processes and items identified as high risk through a risk based analysis (RBA). The Government Quality Assurance Functions (within clause H.15, *Government Insight*) are specifically intended to be minimally intrusive to the Contractor's processes with no stop-work authority except thru program channels. We expect reasonable notice from Contractor to perform Government surveillance activities; however failure of the Government to participate is not a stop-work condition.

3. Is there any correlation between CLIN 001 and CLIN 002 price evaluation?

The correlation between CLIN 001 price and CLIN 002 price is that they are both part of the overall evaluated price.

4. Is there correlation between Mission Suitability and the CLIN evaluation of price (i.e. is price reasonable in relation to management & tech approach proposed)?

Evaluation of price data may result in a technical or management weakness. (Reference M.2, *Mission Suitability Factor*, 1st paragraph).

5. How is company financial investment / commitment handled in the price evaluation?

It is not. It will be evaluated under MA03, *Approach to Lifecycle Cost Management*.

6. Is training of the NASA crew flying the spacecraft included in the CLIN 002 cost/price or is that to be added via contract change later?

Yes it should be included in the CLIN 002 cost/price.

7. Will the pilot be NASA provided or contractor provided?

The approach should be proposed by the Contractor.

- a. If NASA provided, is training of pilot included in CLIN 001 or CLIN 002 pricing?

Yes, pilot training included in CLIN 001 for flight tests and CLIN 002 for missions.

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- b. If Contractor provided, is ISS habitation training provided free by NASA?

For pricing purposes, ISS habitation training for the pilot will be provided by NASA at no cost. (To be confirmed with ISSP and NASA Headquarters prior to Final RFP.)

- c. If Contractor provided, is ISS supplies the responsibility of NASA or the Contractor? Must we pay for the accommodations up mass?

Reference CCT-REQ-1130, 3.1.1.7 Supplies for non-NASA crew. “The CTS shall provide habitable consumables, such as food, water, clothing, oxygen, nitrogen, CO2 removal, personal hygiene, and other required consumables, for non-NASA crew during the docked portion of the mission when the non-NASA crewmembers are on the ISS.” The Contractor is not required to pay for non-NASA crew and pilot supplies provided the supplies are not part of the NASA allocation for cargo up mass.

8. Trilateral Range Discussions: who speaks for the Program—NASA or contractor?

NASA/CCP speaks to policy and requirements related issues, the contractor speaks for their specific design and operations approach.

9. Have you considered providing launch services as GFP via NLS?

NASA’s goal for the Commercial Crew Program is to provide a commercially available safe, reliable, cost efficient crew transportation system for NASA crew to LEO and ISS which may be used for other than NASA purpose. Under CCtCap, NASA has established a requirement for the Contractor to develop, test and certify an integrated commercial system which NASA may purchase for its crew transportation needs to the ISS. NASA expects the Contractor to provide the full integrated system.

10. Do you anticipate a “smart buyer” aspect (NESC) as part of insight or certification?

NASA CCP will be performing the insight activities necessary to validate industry’s crew transportation system meets CCP requirements for certification. CCP draws upon various expertise within the Agency when appropriate, including NESC resources.

11. How will in-kind NASA scope be priced?

Reference H.14, *Use of Government Property, Facilities, Assets or Services*, of the dRFP for RSAA related activities.

12. Can you clarify the difference between recovery operations & SAR services with respect to Contractor requirements?

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According to CCT-PLN-1100, recovery is defined as “The process of proceeding to a designated nominal landing site, and retrieving crew, flight crew equipment, cargo, and payloads after a planned nominal landing” The Contractor is required to provide end to end transportation service including crew recovery for nominal landings.

Search and Rescue (SAR) is defined as “the process of locating the crew, proceeding to their position, and providing assistance.” NASA retains the responsibility to ensure a SAR capability exists for ascent and reentry phases of flight. The Contractor is responsible for interfacing with the SAR service in order to ensure survival of the crew (interface between CTS system and SAR forces).

13. Can you tell us more about ISS Services Contract?

It's very early to say much about this contract at this time. What information we have is preliminary and subject to change. We anticipate this will be Firm Fixed Price. We also think that this will be a FAR Part 12 commercial contract. We don't know the time frame. Early planning is being coordinated between CCP & ISSP.

14. Can you clarify how CLIN 004 will be considered in the price evaluation?

Price for CLIN 004, Cargo, if proposed, will be included in the fair and reasonable determination as part of the price evaluation and in accordance with FAR 15.404-1(g), *Unbalanced Pricing*. Its price will not be included in the overall evaluated price as defined in section M.3, *Price Factor*, of the dRFP.

15. For PCMs, 20% payment max at DCR, does that mean that no payment is possible at ATP?

Offerors may propose an ATP interim milestone as long as work performed under that milestone is commensurate with the proposed milestone price. Payment for PCM interim milestones made prior to (and including) the completion of DCR shall not exceed 20% of the price of the mission (refer to clause H.19, *Post Certification Mission Payments, Milestones and Authority to Proceed (ATP) Criteria*). As an example, the Offeror may choose to identify work related to the ATP milestone such as the purchase of long lead items or accomplishment of certain testing. The CCP is considering enabling advance payment at ATP for the final RFP.