



**UNMANNED AIRCRAFT SYSTEMS
INTEGRATION PILOT PROGRAM
PARTICIPANT SELECTION**

**SCREENING INFORMATION REQUEST
DTFAWA-18-R-00001**

Date: November 02, 2017

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1 PROJECT TITLE

Unmanned Aircraft Systems Integration Pilot Program Participant Selection

2 SCREENING INFORMATION REQUEST (SIR) NO.

DTFAWA-18-R-00001

3 AGREEMENT TYPE

Memorandum of Agreement (MOA)

4 ACQUISITION MANAGEMENT SYSTEM (AMS)

This SIR makes reference to the AMS; however, as the source selection decision will be made by the Office of the Secretary of the Department of Transportation, the FAA is using the AMS for guidance. Lead Participants in the Program would be required to enter into a MOA with the FAA under the agency's Other Transactional Authority (OTA)¹. The Contracting Officer (CO) is signature authority for executing MOAs. The MOA establishes the responsibilities of the FAA and the Lead Participant. The AMS establishes policy and guidance for all aspects of lifecycle acquisition management for the FAA. Lead Applicants² may obtain information on the AMS via the Internet at: <http://fast.faa.gov/>. Some AMS policies are referenced in this document as an established protocol.

5 PERIOD OF PERFORMANCE

Date of issuance through 10/24/2020.

6 FUNDING

No funds are anticipated to be exchanged under the MOAs; however, if the Government and a MOA holder later agree that either party will provide funding, it would be within the scope of the MOA to make such a modification.

¹ 49 U.S.C. 106(l)(6). Using the OTA under FAA's Acquisition Authority serves as a blend to benefit the partners to the agreement as ordered by the Presidential Memorandum for the Secretary of Transportation referenced in this SIR.

² The term "Lead Applicant" is inclusive of the AMS term "Offeror".

7 MILESTONE SCHEDULES

Table 1: Schedule

Schedule	Calendar Days from FRN Publication	Due Date ¹	Time
SIR Issued	0	TBD	
Lead Applicant email of notice of intent: "Declaration of Lead Applicant" for FAA/UAS Portal access	+20	TBD	2:00 P.M. ET
FAA to email Lead Applicant with FAA/UAS Portal access instructions	+25	TBD	2:00 P.M. ET
Lead Applicant questions, concerns, and clarifications submission	+27	TBD	2:00 P.M. ET
FAA response to Lead Applicant questions, concerns, and clarifications	+34	TBD	2:00 P.M. ET
Lead Applicant submission of Volume I - Identification of Lead Applicant	+35	TBD	2:00 P.M. ET
Lead Applicant submission of Volume II - Overview of Lead Applicant Solicitation Concept	+35	TBD	2:00 P.M. ET
Lead Applicant submission of Volume III - Airspace and Concept of Operations (CONOPS)	+57	TBD	2:00 P.M. ET
Lead Applicant submission of Volume IV - Key Considerations	+57	TBD	2:00 P.M. ET
Lead Applicant submission of Volume V - Team Members and Past Performance	+57	TBD	2:00 P.M. ET
Lead Applicant submission of Volume VI - Infrastructure	+57	TBD	2:00 P.M. ET

¹ An Amendment to the SIR with the specific Due Dates will be posted on FAACO.faa.gov once the FRN is published. In the event that the Due Date falls on a weekend or holiday; the Due Date will be the next business day.

8 BACKGROUND

The Presidential Memorandum for the Secretary of Transportation (Presidential Memorandum) (Section 22 **ATTACHMENT A: PRESIDENTIAL MEMORANDUM FOR THE SECRETARY OF TRANSPORTATION**) and the associated Federal Register Notice (FRN) define the objectives of the Unmanned Aircraft Systems Integration Pilot Program (Program). The Program is expected to provide immediate opportunities for new and expanded commercial UAS operations, foster a meaningful dialogue on the balance between local and national interests related to UAS integration, and provide actionable information to the Department of Transportation (DOT) on expanded and universal integration of UAS into the national airspace system (NAS).

The purpose of the Program is to foster mutually beneficial partnerships with government, UAS operators, and other stakeholders to accelerate the safe integration of UAS into the NAS. Information and data gained through these partnerships will be used to enable the FAA to more rapidly authorize operations that currently require special permission and will inform future policy development to help expand this flourishing industry. To facilitate the development of these partnerships, and to foster a robust array of Program objectives, the FAA will accept applications from the state, local, and tribal governments (this includes U.S territories and holdings) and encourages partnerships with UAS operators and other private sector stakeholders. Agreements between the Lead Applicant and each team member must be executed prior to the submission of Volume V. In Volume V – Team Members: Rationale and Past Performance, if the Lead Applicant lists any team members, it must attest that it has a partnering agreement with each team member.

In keeping with the Presidential Memorandum, the Secretary intends to select the Lead Participants and, as described below, the FAA will enter into at least five (5) Agreements under a MOA.

9 INSTRUCTIONS TO LEAD APPLICANTS

9.1 Introduction

- 9.1.1 The DOT, in coordination with the FAA, is conducting a selection process to initially authorize and designate at least five (5) FAA/UAS Agreements in accordance with the Presidential Memorandum mandate. After five (5) Agreements have been signed, if resources permit, the FAA will continue to review and process completed applications. The FAA will notify all Lead Applicants of the selection decisions.
- 9.1.2 Upon the Lead Applicants' selection by the Secretary, the FAA plans to enter into MOAs with the Lead Participants.
- 9.1.3 Submissions are presumed to represent an entity's best efforts to respond to the SIR requirements, including the scope of requirements defined in the draft MOA. Inconsistencies within the entire proposal submission must be fully explained. A significant inconsistency, if unexplained, raises a fundamental question of the Applicant's understanding of the relevant regulatory and technical environment,

as well as the ability to meet and perform the requirements. This may be grounds for rejection of the submission.

- 9.1.4 Failure to submit any of the information requested by this SIR may render the Lead Applicant ineligible for award, in which case the remainder of the submission will not be reviewed.
- 9.1.5 A Lead Applicant may submit only one proposal; however, a Lead Applicant may be included as a team member in proposals from one or more other Lead Applicants.

9.2 Interested Parties List

Interested Parties, including Lead Applicants, may email the FAA to put themselves on the Interested Parties List to facilitate the formation of Pilot Program teams. Prospective public and private sector applicants/partners and Lead Applicants may submit a request to be on the Interested Parties List via email by [INSERT DATE 35 DAYS AFTER FRN PUBLICATION]. The Interested Parties List will be made publicly available at <https://faaco.faa.gov/index.cfm/announcement/search> by [INSERT DATE 5 DAYS AFTER FRN PUBLICATION] and periodically updated.

Email: 9-AWA-UASIPP@faa.gov

The email subject should read:

“Interested Party List Request”

To declare your interest, copy and paste the text exactly as it appears below (then complete the information and send your completed email to FAA):

Please add the following to the Interested Party List for the FAA/UAS Integration Pilot Program:

Point of Contact First Name:

Point of Contact Last Name:

Email Address:

Point of Contact Phone Number:

Entity Type (Private sector entity, State, Local, or Tribal Government):

Entity Name:

Website URL (if applicable):

Note: Once an entity requests listing on the Interested Parties List, there will be no opportunity to remove the name from the list.

9.3 SIR Submission Portal and Questions, Concerns, and Clarifications

A State, local or tribal government must request Portal access to declare its intent to be a Lead Applicant. The Lead Applicant's SIR proposal must be submitted electronically through the Portal.

- 9.3.1 Request for Portal Access - The Lead Applicant must submit a request for access to the FAA/UAS Integration Program Portal to the Contracting Officer (CO) via email by the designated due date on Table 1: Schedule.

Email: 9-AWA-UASIPP@faa.gov

The email subject should read:

“Declaration of Lead Applicant – (insert Lead Applicant Name)”

To declare your intent, copy and paste the text exactly as it appears below (then complete the information and send your completed email to FAA):

Note: A valid unique entity identifier (CAGE code or DUNS number) must be included with the email of intent from the Lead Applicant.

Please establish an FAA/UAS Program Portal Account for:

Name of Lead Applicant (Entity Name):

Entity Type (State, Local, or Tribal government):

CAGE code or DUNS number:

State of Entity (two letter state abbreviation only):

Email Address for All Integration Pilot Program Communications:

Point of Contact First Name:

Point of Contact Last Name:

Point of Contact Phone Number:

Note: The Lead Applicant Name established for the Portal may not be changed at any time during this solicitation. The Lead Applicant must be a State, local or tribal government. The FAA will only accept one Point of Contact for this solicitation. All communications from the Lead Applicant must be through this appointed individual. **The FAA will accept only one email address per Lead Applicant.** Access instructions to the FAA/UAS Program Portal will be provided by the FAA via an automatically generated email from KSNSUPPORT@faa.gov to the Lead Applicant by the designated due date on Table 1: Schedule.

Note: The FAA will confirm receipt of the Lead Applicant's request to establish an FAA/UAS Program Portal Account.

- 9.3.2 If a Lead Applicant does not receive access instructions to the FAA/UAS Program Portal by the designated date shown in Table 1: Schedule, the Lead Applicant must notify the CO via email at:

Email: 9-AWA-UASIPP@faa.gov

The email subject should read:

“Portal Account Instructions Not Received – (Lead Applicant Name)”

The body of the email should read as follows:

“This is to notify the FAA that access instructions to the FAA/UAS Program Portal have not been received.

Entity Name:

Contact Name:

Email:

Phone Number:”

The Lead Applicant should attach evidence of the original email including time stamp.

- 9.3.3 The Lead Applicant is responsible for developing a working knowledge of the FAA/UAS Program Portal prior to submission of any Volumes. This includes all Forms for Volumes II through VI and the Question Submission Form. A modern web browser should be used to access the Portal. The Lead Applicant is strongly

advised to verify its browser configurations and functionality early and often, as some browsers may have limitations.

- 9.3.4 The Program Portal Home Page has the Lead Applicant's Seven Letter Designator (XXXXXXX) below the "Questions and Concerns" area. This designator is assigned by the FAA and is unique to the Lead Applicant.
- 9.3.5 On the Program Portal Home Page on the left side, there is an option for "Site Help". Click on this option, and you will be directed to detailed instructions on the features of and use of the FAA/UAS Program Portal.
- 9.3.6 If the Lead Applicant is unable to gain access to the FAA/UAS Program Portal the Lead Applicant must notify the CO via email at:

Email: 9-AWA-UASIPP@faa.gov

The email subject should read:

"Issue with FAA/UAS Program Portal Access – (insert Lead Applicant Name)"

The body of the email should read as follows:

"This is to notify the FAA of the following issue with respect to the FAA/UAS Program Portal Access by (insert Lead Applicant Name)

Entity Name:

Contact Name:

Email:

Phone Number:"

The Lead Applicant should include a description of the nature of the issue. In the event of a FAA/UAS Program Portal outage, the FAA will notify Lead Applicants via email from either 9-AWA-UASIPP@faa.gov or KSNSUPPORT@faa.gov with a display name 9-FAA-IT-KSN-Support.

- 9.3.7 In the event that a Lead Applicant finds one of the features on the FAA/UAS Program Portal is not functioning or there is an outage about which the FAA has not advised the Lead Applicants by email, the Lead Applicant must notify the CO via email at:

Email: 9-AWA-UASIPP@faa.gov

The email subject should read:

"Functionality or outage with FAA/UAS Program Portal – (insert Lead Applicant Name)"

The email should read as follows:

"This is to notify the FAA that the FAA/UAS Program Portal is not functioning (specify problem) or is unavailable as of (insert date and time).

Entity Name:
Contact Name:
Email:
Phone Number:”

- 9.3.8 User activity on the Portal is logged for security purposes. If a Lead Applicant can access or see another entity’s data/files, the Lead Applicant must notify the CO via email at:

Email: 9-AWA-UASIPP@faa.gov

The email subject should read:

“Unauthorized access to entity on FAA/UAS Program Portal – (insert Entity Name)”

The email should read as follows:

“This is to notify the FAA that (insert Lead Applicant Name) has a document(s) on its Portal which is not a document(s) originated by the Lead Applicant. The document(s) is located in: (provide location of document on the Program Portal) and the file name is: (provide file name).

In the event that the FAA needs to contact me regarding this email, I can be reached at the following telephone number: (Provide telephone number).”

Note: Accessing, viewing and/or opening the data/files of other entities could result in the Lead Applicant’s proposal being rejected.

- 9.3.9 All questions from potential Lead Applicants relevant to SIR content must be submitted through the FAA/UAS Program Portal.

- 9.3.10 The following CO is the designated point of contact for this SIR:

Contracting Officer (CO)
FAA Headquarters
Attn: Gavin Byrne, AAQ
800 Independence Avenue
Washington, DC
Phone: (844) 359-6982
Email: 9-AWA-UASIPP@faa.gov

- 9.3.11 Questions, concerns, and clarifications can only be submitted after completion of Volume I – Identification of Lead Applicant Form.
- 9.3.12 All Lead Applicant’s SIR questions, concerns, and clarifications must be submitted via the FAA/UAS Program Portal Question Submission Form described in Place, Date, Time, and Format for Submission of Proposals.
- 9.3.13 With regard to questions, the Lead Applicant’s name will **only** be seen by the DOT and FAA. The FAA intends to make all questions, concerns, and clarifications visible to Lead Applicants (without the author’s identification or any confidential proprietary information) through the FAA/UAS Program Portal. The Lead Applicant should not include identifying information in the question. (In the event that identifying information is in the question, it will be redacted prior to posting on the FAA/UAS Program Portal or the question may not be answered.) The FAA strongly discourages a Lead Applicant from submitting questions of a proprietary nature. The FAA may choose not to answer such questions. However, if answered, questions and associated answers determined by the FAA to be not suitable for public dissemination because they contain confidential, proprietary information submitted by the Lead Applicant that cannot be sufficiently redacted will be viewable only to the Lead Applicant via its discrete website.
- 9.3.14 Each question submitted to the FAA is assigned a unique identification number. On the Lead Applicant’s and the FAA Public Questions and Answers sites, the numbers will not be sequential because those questions determined to be proprietary will not be contained on the list.
- 9.3.15 A question is submitted by clicking on the SUBMIT button. That action will take the Lead Applicant back to the prior page. The Lead Applicant **should not** use the browser arrows to navigate in the FAA/UAS Program Portal.
- 9.3.16 If a Lead Applicant needs further clarification on a previously submitted question, the Lead Applicant should refer to that question by its identification number and submit the desired clarification. The Lead Applicant must review all previous questions (by others when made publicly available) to ensure that the same question has not already been addressed.
- 9.3.17 It is the FAA’s intent to respond to all written inquiries via the FAA/UAS Program Portal. Answers will be provided prior to the required submission date for Volume II of the Lead Applicant’s proposal as shown on Table 1: Schedule.

To assist the FAA in achieving this goal, each Lead Applicant is encouraged to submit questions as early as possible.

9.3.18 The FAA reserves the right not to answer any question(s) received outside of the timeframes set out on Table 1: Schedule. Furthermore, the proposal due dates will not be extended on the basis of questions received.

9.3.19 The Lead Applicant understands that, in the event that a Lead Applicant withdraws from the selection process or a Volume submission is not made by the designated due date, access to the FAA/UAS Program Portal may be terminated.

9.4 Place, Date, Time, and Format for Submission of Proposals

9.4.1 Questions, concerns, and clarifications relevant to Volumes II through VI must be submitted by the designated due date in Table 1: Schedule via the FAA/UAS Program Portal “My Questions” submission form.

9.4.2 Each question, concern, or clarification must be submitted separately. The Lead Applicant must submit a question using the “SUBMIT” button before closing the “My Questions” form, or the question will not be submitted.

9.4.3 Answers to the questions, concerns, and clarifications relevant to Volumes I through Volume VI will be posted to the FAA/UAS Program Portal “Public Answers”. Questions and their associated answers determined to be proprietary will be viewable only to the Lead Applicant via its discrete website. Answers will be posted by the designated due date in Table 1: Schedule.

9.4.4 All Lead Applicants must submit all Volumes through the Portal using the Forms provided.

9.4.5 Proposals must be submitted in accordance with the schedule established in Table 1: Schedule.

9.4.6 Evaluation of a Lead Applicant’s proposal will begin after final submission by the Lead Applicant of Volumes I-VI.

9.4.7 Prior to 2:00PM ET on the submission dates listed in Table 1: Schedule, Lead Applicants are permitted to edit submissions on the Forms on their discrete Portal; however, at 2:00PM ET on the submission dates, all Lead Applicant Forms for the appropriate Volume(s) will be locked down and become “read only” files.

9.4.8 The FAA will not accept any submission made by email, facsimile, telex, telegraph, or similar devices; nor will paper copies be accepted.

9.4.9 The Lead Applicant must submit all required responses to this SIR on the FAA/UAS Program Portal and complete the designated Forms. Electronic submissions via the FAA/UAS Program Portal will be the only means by which proposals will be accepted by the FAA.

9.4.10 If the CO or his/her designated representative(s) does not receive a proposal (via the Portal) by the specified date and time, it may not be evaluated. Lead

- Applicants assume full responsibility for ensuring that proposals are submitted no later than the date and time specified in Table 1: Schedule.
- 9.4.11 Proposals must be complete and conform to the instructions in this SIR; incomplete proposals or those which deviate from the instructions may result in the exclusion of the proposal from further consideration. The FAA reserves the right to waive any requirements, minor irregularities, and/or discrepancies if it would be in the best interest of the Government to do so. General statements that the Lead Applicant understands the requirements of the work to be performed, or simple rephrasing or restating of the FAA's requirements, will not be considered adequate and will result in lower assessments or may be cause for rejection of the proposal in its entirety.
- 9.4.12 All proposals will be initially screened for completeness, accuracy, and timeliness. Alternate proposals are not authorized, and the FAA will not evaluate any alternate proposal received.
- 9.4.13 It is the Lead Applicant's responsibility to ensure the completeness of the proposal. The evaluation of proposals will solely be conducted on the basis of the information contained in the written proposal. The Government will not assume that a Lead Applicant possesses any capabilities not specified in the written proposal.
- 9.4.14 It is the Lead Applicant's responsibility to ensure that required information is provided within the relevant Volumes as the Government requested. The Government will not be responsible for looking elsewhere within the proposal for information required as part of a particular Volume.
- 9.4.15 For Volumes III, VI, V, and VI submissions, the Portal allows a page count per Table 2: Submission Criteria. The forms on the Portal are set up to use the Arial font at 11 point for the written proposals. Do not alter the font or font size. The FAA equates one page to mean 3,400 characters. Line spacing is single with no additional spacing before or after each paragraph. If additional pages are submitted (beyond the allowable page count) they will not be evaluated.
- 9.4.16 The MOA must be signed by an official who is legally authorized to negotiate on behalf of the Lead Applicant and who is legally authorized to enter into an Agreement.
- 9.4.17 Acronyms should be defined in each of the submitted Volume proposals.
- 9.4.18 The FAA acronym list is provided in Section 22 ATTACHMENT B: SIR ACRONYMS.
- 9.4.19 Failure to comply with the requirements may result in the Lead Applicant's proposal being rejected.
- 9.4.20 The Lead Applicant's proposal must comply with Table 2: Submission Criteria.

Table 2: Submission Criteria

Volume	Description	Method of Submission	Page Count ¹	SIR Section	Evaluator Rating
I	Identification of Lead Applicant	Volume I Form is a link on the FAA/UAS Program Portal and is submitted on the FAA/UAS Program Portal	Page count is not applicable - Use Form on the Portal	10.1	Go / No-Go
II	Overview of Lead Applicant Solicitation Concept	Volume II Form is a link on the FAA/UAS Program Portal and is submitted on the FAA/UAS Program Portal	Page count is not applicable - Use Form on the Portal	10.2.1	Go / No-Go
				10.2.1.1	Go / No-Go
				10.2.1.2	Go / No-Go
				10.2.1.3	Go / No-Go
				10.2.1.4	Go / No-Go
				10.2.1.5	Go / No-Go
				10.2.1.6	Go / No-Go
				10.2.1.7	Go / No-Go
10.2.1.8	Go / No-Go				
III	Airspace and Concept of Operations	Volume III Form is a link on the FAA/UAS Program Portal and is submitted on the FAA/UAS Program Portal Note: If the Lead Applicant selected "none" to: 10.2.1.5 there is no required response for 10.3.1 and/or 10.2.17 there is no required response for 10.3.3.	Page count in Volume III is NTE 3 pages overall. The allocation is at the Lead Applicant's discretion.	10.3	Excellent Good Satisfactory Not Recommended
IV	Key Considerations	Volume IV Form is a link on the FAA/UAS Program Portal and is submitted on the FAA/UAS Program Portal	Page count in this section of Volume IV is NTE 0.5 page.	10.4.1	Acceptable / Unacceptable
			Page count in this section of Volume IV is NTE 0.5 page.	10.4.2	Acceptable / Unacceptable
			Page count in this section of Volume IV is NTE 0.5 page.	10.4.3	Acceptable / Unacceptable
			Page count in this section of Volume IV is NTE 0.5 page.	10.4.4	Acceptable / Unacceptable
V	Team Members: Rationale and Past Performance	There are two Volume V Forms as links on the FAA/UAS Program Portal: a Form to list Team Members and a Form to discuss the rationale for the Team Member selection and Past Performance of the Lead Applicant and the Team Members. Both Forms are submitted on the FAA/UAS Program Portal	Page count in this section of Volume V is NTE 2.0 pages for the discussion of rationale for the Team Member selection and Past Performance of the Lead Applicant and the Team Members.	10.5	Excellent Good Satisfactory Not Recommended
VI	Infrastructure	Volume VI Form is a link on the FAA/UAS Program Portal and is submitted on the FAA/UAS Program Portal	Page count in this section of Volume VI is NTE 0.5 page.	10.6	Excellent Good Satisfactory Not Recommended
Note: Relative Ranking of Importance by Volume: Volume III; Volume IV; Volume V and VI. See Table 6: Volume II – Go Evaluation Criteria.					
¹ 3,400 characters constitute a page: Arial font at 11 point; line spacing = single with no additional spacing before or after each paragraph.					

Table 3: Evaluator Ratings

Volume	Description	Evaluator Rating	TET Roll Up Structure
I	Identification of Lead Applicant	Go / No-Go	Go No-Go (Applicant Ineligible for Award)
II	Overview of Lead Applicant Solicitation Concept	Go / No-Go	Go No-Go (Applicant Ineligible for Award)
III	Airspace and Concept of Operations	Excellent Good Satisfactory Not Recommended	Evaluator Ratings: Excellent Good Satisfactory Not Recommended
IV	Key Considerations	Acceptable / Unacceptable	Acceptable Unacceptable
V	Team Members and Past Performance	Excellent Good Satisfactory Not Recommended	Evaluator Ratings: Excellent Good Satisfactory Not Recommended
VI	Infrastructure	Excellent Good Satisfactory Not Recommended	Evaluator Ratings: Excellent Good Satisfactory Not Recommended

9.5 Communications

The DOT/FAA may enter into Communications with one or more Lead Applicants regarding their submission(s) without entering into Communications with all Lead Applicants. The scope of these Communications may explore, but are not limited to, various topics, options, issues, and/or opportunities that result from this SIR, and are in the best interest of the FAA UAS Pilot Program Selection process.

10 APPLICANT PROPOSAL SUBMISSIONS

10.1 Volume I – Identification of Lead Applicant

10.1.1 Lead Applicants must complete the Volume I - Identification of Lead Applicant Form in its entirety on the FAA/UAS Program Portal.

10.1.1.1 Access to the FAA/UAS Program Portal will be provided by the FAA via an automatically generated email from KSNSUPPORT@faa.gov with a display

name 9-FAA-IT-KSN-Support to the Lead Applicant by the designated due date. The Lead Applicant must access this site using the temporary password and credentialing provided in the FAA KSNSUPPORT@faa.gov email. The Lead Applicant can then gain access to its unique website. The **first time** the Lead Applicant goes to the Portal, the Volume I - Identification of Lead Applicant Form will appear. The Lead Applicant **must fully complete and SUBMIT** Volume I at this time. After submission of Volume I the Lead Applicant will have access to all Portal features and be able to submit questions, concerns or clarifications.

- 10.1.1.2 Federal Agencies may not act as the Lead Applicant.
- 10.1.1.3 The Lead Applicant must be a government of a state of the United States or a local or tribal government of a jurisdiction therein.
- 10.1.1.4 **The Lead Applicant must complete all information and SUBMIT the form on the first visit to the Portal. IMPORTANT** - Volume I information cannot be modified at a later time. Lead Applicants must complete the Volume I - Identification of Lead Applicant Form in its entirety and SUBMIT it.
- 10.1.1.5 Volume I MOA Attestation – The Lead Applicant must attest to its ability to fully execute the MOA within five (5) days of notification of the FAA’s intent to enter into an Agreement.
- 10.1.1.6 The Lead Applicant must submit the Form using the SUBMIT button on the bottom right corner of the Form. Clicking on the SUBMIT button will verify that all information has been properly entered into the required fields. If the CLOSE button is used before the SUBMIT button, the information on the Form will not be saved.

10.2 Volume II – Overview of Lead Applicant Solicitation Concept

The Lead Applicant must complete Volume II - Lead Applicant Solicitation Concept Form in its entirety on the FAA/UAS Program Portal. Volume II is a Form submission on the Portal that uses checkbox lists. Specific rationale of the choices selected will be addressed in Volume III.

- 10.2.1 Volume II Airspace Identification Form - The Lead Applicant must submit at least one (1) airspace and up to five (5) airspaces in this proposal. Using the checkbox lists, each airspace will be identified with its planned use, type of operation(s), supporting technology(s), and industry(s).

Each airspace must be defined using World Geodetic System 84 (WGS-84) standards and saved in Keyhole Markup Language (KML) format.

Note: Airspace access or limitations will not be approved through this selection process.

Note: Although this solicitation limits the submission to five (5) airspaces, the Lead Participant may be authorized to conduct operations in more than five (5) airspaces.

10.2.1.1 Airspace shape files must be accurate and complete and must define a closed polygon shape.

10.2.1.2 Airspace shape files must be within the U.S.

10.2.1.3 Airspace shape files must not overlap existing Special Use Airspace – restricted/prohibited (14 Code of Federal Regulations (CFR) part 73).

10.2.1.4 For each airspace, the Lead Applicant is to select from a checkbox list on the Airspace Identification Form the altitude requirements for the operations it intends to research in each airspace from the following list:

0 - < 200' AGL, 0 - ≤ 400' AGL, and both.

10.2.1.5 For each airspace, the Lead Applicant is to select from a checkbox list on the Airspace Identification Form the type of restriction(s) it may require to research operations in each airspace from the following list:

TFRs, Alerts/NOTAMs, other, and none.

Note: The Lead Applicant can make multiple selections except when choosing “none.” If “none” is selected for this section; a response in Volume III Section 10.3.1 will not be required.

10.2.1.6 For each airspace, the Lead Applicant is to select from a checkbox list on the Airspace Identification Form the type of operation(s) it intends to research in each airspace from the following list:

Advancing Night Operations, Advancing Operations Over Human Beings, Advancing BVLOS, and other.

Note: The Lead Applicant can make multiple selections.

10.2.1.7 For each airspace, the Lead Applicant is to select from a checkbox list on the Airspace Identification Form the type of technology(s) it intends to research in each airspace from the following list:

Identification (ID) & Tracking, Counter-UAS and Other Security-Related Issues, Cybersecurity, Unmanned Traffic Management, Detect and Avoid, other, and none.

Note: The Lead Applicant can make multiple selections except when choosing “none”. If “none” is selected for this section; a response in Volume III Section 10.3.3 will not be required.

10.2.1.8 For each airspace, the Lead Applicant is to select from a checkbox list on the Airspace Identification Form the type of industry(s) it intends to research in each airspace from the following list:

Agricultural, environmental, energy sector, commerce, communications, governmental applications, fire, law enforcement, public safety, search and rescue, emergency management, infrastructure inspections, transportation safety, insurance, land surveillance, media, package delivery, photography, sensor development, survey, training, UAS detection, and other.

Note: The Lead Applicant can make multiple selections.

10.3 Volume III – Airspace and Concept of Operations (CONOPS)

The Lead Applicant must complete all elements in Volume III in its entirety on the FAA/UAS Program Portal. Volume III is a Form submission on the Portal.

Each Lead Applicant must address the exclusions and/or types of planned operations that will be conducted in each airspace identified in Section 10.2.1

- 10.3.1 On the designated Form on the FAA/UAS Program Portal for the proposed airspaces as selected in Section 10.2.1, the Lead Applicant must address any potential prohibitions (exclusions) to airspace operations and explain the extent of the exclusions in specific airspace areas. The Lead Applicant must also address the type of restriction and operations that may be requested from the following list:

TFRs, Alerts/NOTAMs, other, and none.

Note: If “none” was selected in Volume II Section 10.2.1.5, a response in Volume III Section 10.3.1 will not be required.

- 10.3.2 On the designated Form on the FAA/UAS Program Portal for the proposed airspaces as selected in Section 10.2.1, the Applicant must address the proposed advanced UAS operation(s) that will be conducted from the following list:

- Advancing Night Operations** for example, through the identification and utilization of mitigations to increase UAS visibility and to detect and avoid other aircraft and obstacles in the air and on the ground.
- Advancing Operations Over Human Beings** for example, by implementing technical or operational mitigations to safely conduct Operations Over Human Beings. Identifying and implementing mitigations to reduce the potential of harm to non-participants from impacts, and other strategies to reduce or eliminate potential to impact people on the ground.
- Advancing BVLOS** operations for example, by solving the following challenges:
 - a. Detect and Avoid: Identifying scalable solutions that would include technology to permit the UAS to detect other

aircraft and objects, assess the threat of collision with cooperative and uncooperative aircraft, and maneuver to result in a minimum vertical or horizontal aircraft separation.

b. Command and Control Link: Identify, test, and utilize highly reliable scalable link(s) that minimize cyber security threats and maximize ability to control UAS inflight. Testing should also address redundancies required to maintain connectivity, and the identification of mitigations that minimize the impact of link(s) failure on other aircraft and people on the ground.

c. Navigation: Help identify the necessary level of vertical and horizontal navigation accuracy, navigation redundancy required, and implementation of technical scalable solutions.

d. Weather: Evaluate weather information requirements required to support safe BVLOS operations, e.g., preflight planning, weather awareness during flight. Mitigate threats from un-forecasted, unseen weather along route of flight that is beyond aircraft's limitation (icing, wind gust, fog, microburst, etc.). Identify scalable solutions for accessing and using weather information.

e. Human Factors: Evaluate how operators will monitor and manipulate data, systems, displays, and procedures required to safely conduct BVLOS operations.

f. Other: Lead Applicant may identify other BVLOS challenges that it wants to solve.

Other

10.3.3 On the designated Form on the FAA/UAS Program Portal for the proposed airspace as selected in Section 10.2.11, the Lead Applicant must address the proposed advanced UAS technology(s) for use in operations from the following list:

ID & Tracking, Counter-UAS and other security-related issues, cybersecurity, Unmanned Traffic Management, Detect and Avoid, and other.

Note: If "none" was selected in Volume II Section 10.2.1.7, a response in Volume III Section 10.3.3 will not be required.

10.3.4 On the designated Form on the FAA/UAS Program Portal for the proposed airspace as selected in Section 10.2.1, the Lead Applicant must address the proposed industry(s) that may participate in UAS operations from the following list:

Agricultural, environmental, energy sector, commerce, communications, governmental applications, fire, law enforcement, public safety, search

and rescue, emergency management, infrastructure inspections, transportation safety, insurance, land surveillance, media, package delivery, photography, sensor development, survey, training, UAS detection, and other.

- 10.3.5 Lead Applicants should be advised that economic authority from the DOT's Office of the Secretary of Transportation (OST) may be required for some types of operations. Authority may be required where the project entails the transportation of property, including parcels, for compensation. In such cases, UAS operators must be citizens of the United States as defined by 49 U.S.C. 40102(a)(15) to obtain the authority. If the project entails the navigation of foreign civil aircraft as defined in 14 CFR §375.1, separate economic authority is required. Lead Applicants or team members are encouraged to contact OST staff as much in advance as possible with any questions about these authorities.

10.4 Volume IV – Key Considerations

The Lead Applicant must complete Volume IV in its entirety on the FAA/UAS Program Portal. Volume IV is a Form submission on the Portal.

- 10.4.1 Community Outreach - On the designated Form, address plans for effective community outreach. At a minimum, this includes a description of the tools and venues that are currently available or will be made available to effectively engage in community outreach (e.g., websites, public meetings, media releases). The Lead Applicant must provide a strategy to garner feedback from the public on the pros and cons of the proposed operations (including economic benefits, noise, nuisance, effects on underserved populations). To address public comments and concerns, the Lead Applicant must have a system in place to collect and analyze public comments. The Lead Applicant is expected to share this data and a description of mitigation measures to address concerns raised with the FAA.
- 10.4.2 Economic - On the designated Form, describe the breadth of mission³ types expected to be conducted under the pilot program. The discussion must specify whether such UAS operations are to occur primarily within rural and/or urban environments and indicate the size of the private and public sector entities

³ Participants in the UAS Integration Pilot Program should define a UAS Mission as a discrete activity with an economic objective (e.g., inspection of large bridge). These discrete activities may involve a series of UAS flights, or involve at least one launch and landing of a UAS vehicle to perform a task over a specified amount of time.

- engaged in each UAS mission⁴. Size should be based on number of employees affiliated with each private/public sector participant.
- 10.4.3 Capital Needs - On the designated Form, address the required infrastructure assets and investments that will enable UAS integration, including fixed assets and related maintenance costs, and present different investment scenarios. Additionally, address how the infrastructure will be financed. For example, will public revenue be used to fund these investments or will some funding mechanism be developed to collect the necessary revenue from UAS operators?
- 10.4.4 Privacy - On the designated Form, address privacy policies that will govern all operations proposed in Volume III. For guidance on model privacy standards, please reference the DOT's UAS Privacy Policy; and the National Telecommunications and Information Administration's Voluntary Best Practices for UAS Privacy, Transparency, and Accountability developed pursuant to the February 15, 2015 Presidential Memorandum on promoting Economic Competitiveness While Safeguarding Privacy, Civil Rights, and Civil Liberties in Domestic Use of Unmanned Aircraft Systems.

10.5 Volume V – Team Members: Rationale and Past Performance

- 10.5.1 The Lead Applicant must complete all elements in Volume V on team members in its entirety on the FAA/UAS Program Portal. Team members include all entities and individuals with whom the Lead Applicant intends to partner with in the Program.
- 10.5.2 A Federal Agency may not act as a Team Member.
- 10.5.3 On the designated Form, the Lead Applicant must list each team member and provide the team member's location for the planned activities relative to the Program. On this Form the Lead Applicant must attest that an executed agreement exists between the Lead Applicant and the team member.
- 10.5.4 On the designated Form, the Lead Applicant must address the rationale for the teaming and address the UAS experience of the Lead Applicant and team members relative to:
- Quantity of operations conducted
 - BVLOS
 - EVLOS
 - Operations Over Human Beings
 - Package Delivery
 - Operations at Altitudes < 200' AGL

⁴ The distinction between rural vs. urban is based on the U.S. Census Bureau definition. The U.S. Census Bureau identifies two types of urban areas: Urbanized Areas (UAs) of 50,000 or more people and Urban Clusters (UCs) of at least 2,500 and less than 50,000 people. For the purpose of the pilot program both shall be treated as Urban while all other populations, housing, and territory shall be treated as Rural. This distinction is for economic evaluation purposes only and not for safety assessment of UAS operations.

Operations at Altitudes >200' to ≤400' AGL
UAS <55 lbs. including any payload
UAS >55 lbs. including any payload
Nighttime Operations
Part 107 Operations
Section 333 Exemptions
COAs
Public Aircraft Operations
FCC Licensing
Safety Management System processes and safety experience

10.5.5 The Lead Applicant should include advanced UAS technology(s) and industry(s) if applicable.

10.6 Volume VI – Infrastructure

The Lead Applicant must complete all elements in Volume VI in its entirety on the FAA/UAS Program Portal. On the designated Form on the Portal the Lead Applicant must address infrastructure that will support the planned activities and operations. As appropriate, the discussion should include the following areas:

- 10.6.1 Physical and cyber security - Address the physical and cyber security measures that the Lead Applicant is intending to employ during the Program.
- 10.6.2 Communication Networks - Address the type(s) of communication networks that will be used to conduct operations. For example, cellular networks, terrestrial point-to-point, satellite, etc.
- 10.6.3 Spectrum - Address if spectrum, e.g., industrial, scientific, and medical bands; and/or other radio frequency(s), approval by the Federal Communications Commission (FCC) will be required to conduct planned flight operations. The Lead Applicant must address how its proposal will use radio spectrum securely, and in accordance with applicable regulations.
- 10.6.4 Other - Address other infrastructure that the Lead Applicant deems relevant to its intended flight operations.

11 PILOT PROGRAM SELECTION & APPLICANT PROPOSAL EVALUATION

11.1 Pilot Program Selection

The technical evaluation will be conducted in accordance with Section 11 PILOT PROGRAM SELECTION & APPLICANT PROPOSAL EVALUATION of this SIR.

A Technical Evaluation Team (TET) Lead will manage the evaluation with the CO. Lead Applicant submissions will be assessed by Volume Evaluators and a Volume Lead in accordance with SIR Section 11.2.2. Lead Applicants with Volume I and Volume II

evaluations of “Go” will either be recommended for award or held for possible future evaluation.

A Pilot Program Selection Control and Calibration Team (PPSCCT) will be formed for this selection process. The membership of the PPSCCT consists of executives throughout the agency and Department of Transportation (DOT). The PPSCCT will make award recommendations to the Pilot Program Senior Review Team (PPSRT). The CO serves as the business advisor to the PPSRT.

The PPSRT, using sound business judgment, will review the recommendations, consulting the PPSCCT when necessary if additional information or analysis is required. The PPSRT may also seek the advice, expertise, and counsel of other entities to assist in its deliberations. The PPSRT is expected to exercise independent judgment regarding the PPSCCT recommendations and may make recommendations different than those presented to the PPSRT. These recommendations will be coordinated with the Secretaries of Defense and Homeland Security and the Attorney General to ensure risks to public safety and homeland and national security are or will be mitigated when selecting proposals and implementing the Program; and to monitor compliance with relevant laws and regulations to ensure that Program activities do not interfere with national defense, homeland security, and law enforcement operations and missions.

The PPSRT will prepare final recommendations for the Secretary. The Secretary may also seek the advice, expertise, and counsel of other entities to assist in her deliberations. The Secretary is expected to exercise independent judgment regarding the PPSRT recommendations and may make selections different from the recommendations presented to her. After due consideration of the PPSRT recommendations, all underlying analysis and reports, and feedback provided by the Secretaries of Defense and Homeland Security and the Attorney General, the Secretary will select the Pilot Program awardees.

11.2 General Award Information

11.2.1 MOA awards will be issued to Lead Applicants determined by the Secretary to best meet the Presidential Memorandum selection criteria which are in the SIR and reflected in the evaluation of SIR Volumes I through VI. To the extent possible, the DOT/FAA will ensure that the initial awardees collectively meet the Program diversity requirements.

Program diversity requirements include:

- Economic, geographic, and climatic diversity of the selected jurisdictions in the Program as a whole
- Diversity of the proposed models of involvement by State, local, and tribal governments in the Program as a whole
- Diversity of the UAS operations to be conducted in the Program as a whole

Each Lead Participant does not need to meet all the diversity requirements, but the evaluation process will ensure that the recommended awards collectively satisfy the diversity requirements to the greatest extent possible.

11.2.2 Rolling Evaluation and Selection:

Complete and timely applications will be reviewed on a rolling basis and proposal Volumes will be evaluated in the sequence discussed below.

11.2.2.1 Volume I - Identification of Lead Applicant and Volume II - Overview of Lead Applicant Solicitation Concept will be evaluated to determine whether the Lead Applicant meets the criteria based on compliance with the SIR instructions.

- Only Lead Applicants that are determined to be fully compliant with all of the SIR instructions for Volumes I and II will receive a “Go” determination and proceed for the concurrent evaluations of Volumes III and IV. All other Lead Applicants will receive a “No-Go” determination and will not have their remaining proposal Volumes evaluated or considered for selection

11.2.2.2 Volume III - Airspace and Concept of Operations and Volume IV - Key Considerations

These two Volumes will be evaluated concurrently. Lead Applicants must be rated as “Excellent” for Volume III and “Acceptable” for Volume IV to proceed for evaluation of the remaining Volumes. Proposals receiving a rating lower than “Excellent” for Volume III or “Unacceptable” for Volume IV may be ineligible for further evaluation.

11.2.2.3 Volume V – Team Members: Rationale and Past Performance

Lead Applicants must be rated as “Excellent” for Volume V to proceed for evaluation of Volume VI. Proposals receiving a rating lower than “Excellent” for Volume V may be ineligible for further evaluation.

11.2.2.4 Volume VI – Infrastructure

Lead Applicants must be rated as “Excellent” for Volume VI and will be considered for recommendation for award. Proposals receiving a rating lower than “Excellent” for Volume VI may be ineligible for further evaluation.

11.2.3 If, during this process, the Government does not make at least five (5) awards, the evaluation process will continue with the evaluation of proposals that were previously held for potential future evaluation. The Government reserves the option to reopen the proposal process at its discretion.

11.2.4 *At any time* during the submission and evaluation process the FAA may select a Lead Applicant to become a Lead Participant in this Program. The FAA reserves the right to select awardees without reviewing all Lead Applicant proposals. Those Lead Applicant proposals that have not been reviewed will be held for potential future evaluation. At any time during the process, the FAA may enter

into communications with one or more Lead Applicants per Section 9.5 Communications.

11.3 Volume I Lead Applicant Proposal Evaluation

11.3.1 Evaluator Rating - The required submission in Volume I will be evaluated in accordance with “Go” or “No-Go” as defined in Table 4: Volume I and II – Evaluator Ratings. The “Go” evaluation criteria are further defined in Table 5: Volume I – Go Evaluation Criteria.

Table 4: Volume I and II – Evaluator Ratings

Evaluation Assessment Volume I and II	Evaluation Definition
Go	Lead Applicant’s response is acceptable.
No Go	Lead Applicant’s response is not acceptable and deemed ineligible for award.

Table 5: Volume I – Go Evaluation Criteria

Evaluation Assessment Volume I	Evaluation Definition
Go – Individual Application	The Lead Applicant’s completed Identification of Lead Applicant Form in its entirety on the FAA/UAS Program Portal, and
	The Lead Applicant is not a Federal Agency, and
	The Lead Applicant is a United States based state/local/tribal government and located in the United States of America, and
	The Lead Applicant completed the MOA Attestation Form attesting to its ability to fully execute the MOA within five (5) days of notification of the FAA’s intent to enter into an agreement.
Go – Program objectives can be met by Lead Applicant pool	An overall evaluation of the Volume I submissions will be made to determine if there are a sufficient number of Lead Applicants responding to the SIR to achieve the Program objectives.

If the Lead Applicant’s response is rated No-Go (not acceptable) and the Lead Applicant is deemed ineligible for award, no other portions of the Lead Applicant’s submission will be evaluated and the Lead Applicant will be notified of ineligibility.

11.3.2 Volume I - Identification of Lead Applicant Evaluation

11.3.2.1 An overall evaluation of the Volume I submissions will be made to determine if there are a sufficient number of Lead Applicants responding to the SIR in order to meet the objectives of the Program.

11.3.2.2 As required by the Presidential Memorandum, the FAA will evaluate the

Program climatic and geographic diversity using FAA Geographical Information System (GIS) tools and other resources.

11.3.2.3 Responses to Volume I will assist the TET Lead in the determination of the number of necessary evaluators. Based upon the number of responses, the technical evaluation may be broken into separate evaluation groups predicated on assigned attributes.

11.4 Volume II Lead Applicant Proposal Evaluation

11.4.1 Evaluator Rating - The required submission in Volume II will be evaluated in accordance with “Go” - Lead Applicant’s response is acceptable or “No-Go” as defined in Table 4: Volume I and II – Evaluator Rating. The “Go” evaluation criteria are further defined in Table 6: Volume II – Go Evaluation Criteria.

Table 6: Volume II – Go Evaluation Criteria

Evaluation Assessment Volume II	Evaluation Definition
Go – Individual Application	Lead Applicant identified between one (1) and five (5) airspace(s) in this proposal, and
	Each submitted airspace was defined using World Geodetic System 84 (WGS-84) standards and saved in Keyhole Markup Language (KML) format, and
	Each submitted airspaces shape file was accurate and complete and defined a closed polygon shape, and
	Each submitted airspace shape file included flight levels (FL) (i.e. altitude floor and ceiling in feet above ground level (AGL)), and
	Each submitted airspace shape file must be within the U.S., and
	Each submitted airspace shape file did not overlay nor overlap existing Special Use Airspace – restricted/prohibited (14 Code of Federal Regulations (CFR) part 73), and
	For each airspace the Lead Applicant selected (one or more) from a checkbox list on the Airspace Identification Form: TFRs, Alerts/NOTAMs, other and none; and
	For each airspace the Lead Applicant selected (one or more) from a checkbox list on the Airspace Identification Form: Advancing Night Operations, Advancing Operations Over Human Being, Advancing BVLOS, and other; and
	For each airspace the Lead Applicant selected from a checkbox list on the Airspace Identification Form: ID & Tracking, Counter-UAS and other security related issues, cybersecurity, Unmanned Traffic Management, Detect and Avoid, and other; and
For each airspace the Lead Applicant selected from a checkbox list on the Airspace Identification Form: agricultural, environmental, energy sector, commerce, communications, governmental applications, fire, law enforcement, public safety, search and rescue, emergency management, infrastructure inspections, transportation safety, insurance, land surveillance, media, package delivery, photography, sensor development, survey, training, UAS detection, and other.	
Go – Program objectives can be met by Lead Applicant pool	An overall evaluation of the Volume II submissions will be made to determine if there are a sufficient number of Lead Applicants responding to the SIR to achieve the Program objectives.

If the Lead Applicant's response is rated No-Go (not acceptable) and the Lead Applicant is deemed ineligible for award, no other portions of the Lead Applicant's submission will be evaluated and the Lead Applicant will be notified of ineligibility.

11.4.2 Volume II - Overview of Lead Applicant Solicitation Concept Evaluation

11.4.2.1 The Volume II submission will be assessed to ensure that all required information was provided and assigned a Go or No-Go assessment.

11.4.2.2 As required by the Presidential Memorandum, the FAA will review the Volume II submissions relative to economic, climatic, and geographic diversity. The FAA may use this information to ensure program objectives can be met by the Lead Applicant pool and guide the next stages of the evaluation process.

11.5 Volume III Lead Applicant Proposal Evaluation

For the award decisions, the relative importance of the rated Volumes III, V, and VI is as follows:

Table 7: Volume III, V and VI Ranking

Volume	Ranking
Volume III	Most important overall submission in the proposal
Volume V	Significant importance: <ul style="list-style-type: none"> - less important than Volume III - considerably more important than Volume VI
Volume VI	Least importance: <ul style="list-style-type: none"> - considerably less important than Volumes III and V

11.5.1 Evaluator Rating – The evaluations of Volumes III, V and VI, will assess strengths and weaknesses associated in the Volume submissions. This part of the evaluation will result in an adjectival rating for each Volume, as defined below in Table 8: Volume III, V and VI – Evaluator Ratings.

Table 8: Volume III, V and VI – Evaluator Ratings

Evaluation Rating	Evaluation Description
Excellent	The combined impact of the strengths of the response far outweighs the combined impact of any identified weaknesses.
Good	The combined impact of the strengths of the response outweighs the combined impact of the weaknesses.
Satisfactory	The combined impact of the strengths of the response is equal to or slightly outweighs the combined impact of the weaknesses.
Not Recommended	The combined impact of the weaknesses of the response outweighs the combined impact of the strengths.

11.5.1.1 For the purpose of this evaluation criteria, the following definitions apply:

Strength is a feature, element, or process contained in a Lead Applicant's proposal that increases the likelihood of meeting program goals and requirements. Included among the characteristics of a strength are:

- (a) an especially thoughtful, innovative, scalable, or unique solution or approach to a technical, management, or operational problem or requirement;
- (b) an exceptional device, approach, or process which saves time and/or material, reduces risk etc.; and/or
- (c) a thorough and highly detailed knowledge or understanding of the requirement.

Weakness is an element in the Lead Applicant's proposal or obtained from any other appropriate evaluation source such as the communications with the Lead Applicant in Section 9.5 that decreases the likelihood of meeting program goals or requirements.

Included among the characteristics of a weakness are proposals that:

- (a) lack sufficient information to allow the reviewer to conduct a total assessment or evaluation;
- (b) do not satisfy or address the FAA requirement; or
- (c) creates uncertainty as to a Lead Applicant's
 - (i) understanding and/or comprehension of the work;
 - (ii) capability to successfully perform the work;
 - (iii) capability to effectively approach and/or manage the work effort; and/or
 - (iv) probability of successful work performance based upon any aspect of a Lead Applicant's proposal response or any other appropriate source.

11.5.2 Volume III – Airspace and Concept of Operations Evaluation – The Volume III factors below will not be rated separately, but the factors may be used to organize strengths and weaknesses.

In evaluating Volume III the FAA will consider the extent to which the Lead Applicant's proposal encourages the development and testing of new and innovative UAS concepts of operations in a safe manner.

11.5.2.1 With respect to any potential prohibitions (exclusions) to airspace operations, the evaluation team will review the exclusions described relative to time, place, and manner. Proposals will be evaluated based on the extent and complexity of proposed time, place, and manner of exclusions. Proposals with modest exclusions will be favored over those with more complex exclusionary frameworks.

11.5.2.2 With respect to the proposed advanced UAS operations, the evaluation team will review the operations and environments proposed. Proposals will be evaluated based on the extent to which they provide aggressive integration objectives with clear explanations of the technology enablers and associated performance

requirements. Proposals that do so will be favored. Proposals will also be evaluated based on the extent to which they will enable broad integration and operations by the most diverse set of UAS operators. Those that do so will be favored over proposals that only enable operations by the Lead Applicant and its team members.

11.5.2.3 With respect to the proposed advanced UAS technology(s), the evaluation team will examine this section for proposals that include provisions for these functions. Proposals will be evaluated based on the extent to which they include approaches available to all users and utilizing industry standards (or evolving standards).

11.5.2.4 With respect to industry(s), the proposed operations will be considered within the context of the proposed operating areas (ground and air). For example, insurance operations may take place in populated areas as well as remote areas; uncontrolled airspace and controlled airspace, etc. Proposals that address the greatest diversity of operations will be favored. Notwithstanding, proposals that address a diverse set of operations in an equally diverse set of operating environments will be evaluated to determine if the proposal provides sufficient information to substantiate the efficacy of the operations.

11.6 Volume IV Lead Applicant Proposal Evaluation

11.6.1 Evaluator Rating – The required submission in Volume IV will be evaluated in accordance with the rating defined in Table 9: Volume IV – Evaluator Ratings.

Table 9: Volume IV – Evaluator Ratings

Evaluation Rating	Evaluation Description
Acceptable	Lead Applicant’s proposal is acceptable, and is responsive.
Unacceptable	Lead Applicant’s proposal is unacceptable, non-responsive, and deemed ineligible for award.

If a Lead Applicant’s response is assessed “unacceptable”, the Lead Applicant is deemed ineligible for award and no other portions of the Lead Applicant’s submission will be evaluated.

11.6.2 Volume IV – Key Considerations Evaluation

11.6.2.1 Community Outreach - The proposal will be evaluated for the comprehensiveness of the discussion. Those proposals that are deemed responsive will be rated as “acceptable” in accordance with Table 9: Volume IV – Evaluator Ratings.

11.6.2.2 Economic – The proposal will be evaluated for the comprehensiveness of the

discussion. Those proposals that are deemed responsive to the economic discussion will be rated as “acceptable” in accordance with Table 9: Volume IV – Evaluator Ratings. The substantive information provided will be used to ensure the economic diversity of the Lead Participants selected.

11.6.2.3 Capital Needs – The proposal will be evaluated for the comprehensiveness of the discussion. Those proposals that are deemed responsive to the capital needs’ discussion will be rated as “acceptable” in accordance with Table 9: Volume IV – Evaluator Ratings.

11.6.2.4 Privacy – The proposal will be evaluated for the comprehensiveness of the discussion. Those proposals that address privacy policies that will govern operations and are deemed compliant will be rated as “acceptable” in accordance with Table 9: Volume IV – Evaluator Ratings.

11.7 Volume V Lead Applicant Proposal Evaluation

11.7.1 Evaluation Rating - The required submission in Volume V - Team Members: Rationale and Past Performance will be evaluated in accordance with the priority defined in Table 7: Volume III, V and VI Ranking and the rating defined in Table 8: Volume III, V and VI – Evaluator Ratings.

11.7.2 Volume V – Team Members: Rationale and Past Performance Evaluation

11.7.2.1 The proposed team will be evaluated for the combined capabilities to conduct the scope of operations described in Volume III.

11.7.2.2 Team experience will be evaluated for relevance to the operations proposed in Volume III. Team experience should be substantiated by data. Most favored proposals will describe and link this experience to the capability to successfully develop and implement the proposed operations.

11.8 Volume VI Lead Applicant Proposal Evaluation

11.8.1 Evaluator Rating – The required submission in Volume VI will be evaluated in accordance with the priority defined in Table 7: Volume III, V and VI Ranking and the rating defined in Table 8: Volume III, V and VI – Evaluator Ratings.

11.8.2 Volume VI - Infrastructure Evaluation - The adequacy of the infrastructure proposed to support the operations in Volume III will be evaluated. This includes ownership, licenses, or other applicable authority and permissions to use systems, equipment, spectrum, private and public property, and any other asset, existing or planned, necessary for the proposed operations. This also includes access to national, state, local, or tribal systems data services, e.g., weather, air traffic information, emergency notification systems, etc.

12 PERIOD OF OFFER

Lead Applicant’s proposals must be binding for at least 278 calendar days from the date of the final submission. Proposals may offer more than 278 days.

13 EXPENSES RELATED TO APPLICANT SUBMISSIONS

The FAA will not pay for the information solicited, nor reimburse the Lead Applicants for any costs incurred in the preparation or submission of any response to this SIR or in making necessary studies or designs for the preparation thereof.

14 COMMUNICATIONS WITH APPLICANTS

The FAA expects to have communications with potential Lead Applicants throughout the selection process. These communications will be conducted in accordance with AMS Section 3.2.2.3.1.2.2, Communications with Applicants.

15 NOTIFICATION OF SELECTION AND DEBRIEFING OF LEAD APPLICANTS

Written notice of selection will be provided to all Lead Applicants as Lead Participants are selected. Within three (3) business days following execution of the fifth (5th) MOA Lead Applicants will be notified of their application status, unsuccessful or deferred. Lead Applicants may request a debriefing by providing a written request within three (3) business days after receiving the notice of the MOA award(s) via email to the CO at:

Email: 9-AWA-UASIPP@faa.gov

The email subject should read:

“Request for Debriefing– (insert Entity Name)

The email should read as follows:

“In accordance with Section 15 NOTIFICATION OF SELECTION AND DEBRIEFING OF LEAD APPLICANTS (insert Entity Name) is requesting a debriefing. Please contact the individual listed below to schedule a mutually agreeable date.

Entity Name:

Contact Name:

Contact Telephone Number:

Contact Email Address:”

Debriefings will be conducted only after completion of selection activities and award of the first five (5) MOAs. All Lead Applicants who notify the Contracting Officer at 9-AWA-UASIPP@faa.gov within three (3) business days of receipt of the award notification are entitled to a debriefing. The FAA will make every effort to provide a debriefing at the earliest possible date convenient for both parties.

16 DISPOSITION OF PROPOSALS

Proposals from unsuccessful Lead Applicants will not be returned. The original proposals will be retained in the official SIR Portal.

17 NON-GOVERNMENT PERSONNEL PARTICIPATION

- (a) Lead Applicants are advised that employees of firms identified in paragraph (b) will serve as support and technical advisors in the selection process. All non-Government employees are required to sign non-disclosure of information agreements. The exclusive responsibility for selection remains with the DOT. Any objection to disclosure of information to these non-Government employees must be provided in writing no later than 14 calendar days after the SIR release and must include a detailed statement with the basis of the objection. This objection must be emailed to the CO at:

Email: 9-AWA-UASIPP@faa.gov

The email subject should read:

“Objection to disclosure of information to non-Government Personnel–
(insert Entity Name)

The email should read as follows:

“In accordance with Section 17 NON-GOVERNMENT PERSONNEL PARTICIPATION (insert Entity Name) is submitting a statement. The Lead Applicant should attach detailed statement with the basis of the objection and the following information:

Entity Name:

Contact Name:

Email:

Phone Number:”

- (b) The support service and technical advisors include: the MITRE Corporation’s Center for Advanced Aviation System Development (CAASD) the FAA’s Federally Funded Research and Development Center (FFRDC), Science Applications International Corporation (SAIC), Titania Solutions Group, Inc., and iBiz. Therefore, said parties will not be eligible to be a Lead Applicant or Team Member for any of the MOAs that result from this SIR.

18 PRE-AWARD SURVEYS

A pre-award survey is an evaluation of a prospective Lead Applicant’s capability to perform a proposed MOA and is used as a means for assisting the CO in making a determination that a Lead Applicant is a responsible prospective awardee. The FAA reserves the right to conduct a pre-award survey on any Lead Applicant or Team Member. If a pre-award survey is conducted, it does not mean that a Lead Applicant has been selected for award.

19 RESPONSIBLE PROSPECTIVE APPLICANT

Notwithstanding the evaluation methodology outlined in this SIR, the CO will determine whether the Lead Applicant is responsible prior to the award of any resultant MOA. As a

minimum, to be determined responsible a prospective Lead Applicant must: have adequate financial resources to perform the MOA, or the ability to obtain those resources; have a satisfactory record of integrity and business ethics; have a satisfactory performance record; have the necessary organization, experience, accounting and operational controls; and/or, be otherwise qualified and eligible to receive an award under applicable laws and regulations.

20 CERTIFICATION OF REGISTRATION IN THE SYSTEM FOR AWARD MANAGEMENT (SAM)

In order to be issued an MOA, registration in the System for Award Management (SAM) is required.

In accordance with SAM requirements, Lead Applicants must include the DUNS or DUNS + 4 Number on the email "Declaration of Lead Applicant" (see SIR Section 9.3.1).

The following clauses are copied from the FAA Acquisition Management System.

Clause 3.3.1-33 System for Award Management (October 2016)

(a) Definitions. As used in this clause

"Data Universal Numbering System (DUNS) number" means the 9-digit number assigned by Dun and Bradstreet, Inc. (D&B) to identify unique business entities.

"Data Universal Numbering System +4 (DUNS+4) number" means the DUNS number assigned by D&B plus a 4-character suffix that may be assigned by a business concern. (D&B has no affiliation with this 4-character suffix.) This 4-character suffix may be assigned at the discretion of the business concern to establish additional SAM records for identifying alternative Electronic Funds Transfer (EFT) accounts for the same parent concern.

"Registered in the SAM database" means that the Lead Applicant has entered all mandatory information, including the DUNS number or the DUNS+4 number, into the SAM database.

"System for Award Management (SAM) Database" means the primary Government repository for Lead Applicant information required for the conduct of business with the Government.

(b)(1) By submission of an offer, the Lead Applicant acknowledges the requirement that a prospective awardee shall be registered in the SAM database prior to award, during performance, and through final payment of any contract, basic agreement, basic ordering

agreement, or blanket purchasing agreement resulting from this solicitation.

(2) The Lead Applicant shall enter, in Representations, Certifications and Other Statements of Offerors Section of the solicitation, the DUNS or DUNS +4 number that identifies the Lead Applicant's name and address exactly as stated in the offer. The DUNS number will be used by the Contracting Officer to verify that the Lead Applicant is registered in the SAM database.

(c) If the Lead Applicant does not have a DUNS number, it should contact Dun and Bradstreet directly to obtain one.

(1) An Lead Applicant may obtain a DUNS number

(i) If located within the United States, by calling Dun and Bradstreet at 1-866-705-5711 or via the Internet at <http://fedgov.dnb.com/webform>; or

(ii) If located outside the United States, by contacting the local Dun and Bradstreet office.

(2) The Lead Applicant should be prepared to provide the following information:

(i) Company legal business.

(ii) Tradestyle, doing business, or other name by which your entity is commonly recognized.

(iii) Company Physical Street Address, City, State, and ZIP Code.

(iv) Company Mailing Address, City, State and ZIP Code (if different from physical street address).

(v) Company Telephone Number.

(vi) Date the company was started.

(vii) Number of employees at your location.

(viii) Chief executive officer/key manager.

(ix) Line of business (industry).

(x) Company Headquarters name and address (reporting relationship within your entity).

(d) If the Lead Applicant does not become registered in the SAM database in the time prescribed by the Contracting Officer, the Contracting Officer may proceed to award to the next otherwise successful registered Lead Applicant.

(e) Processing time, which normally takes 48 hours, should be taken into consideration when registering. Lead Applicants who are not registered should consider applying for registration immediately upon receipt of this solicitation.

(f) The Lead Applicant is responsible for the accuracy and completeness of the data within the SAM database, and for any liability resulting from the Government's reliance on inaccurate or incomplete data. To remain registered in the SAM database after the initial registration, the Lead Applicant is required to review and update on an annual basis from the date of initial registration or subsequent updates its information in the SAM database to ensure it is current, accurate and complete. Updating information in the

SAM does not alter the terms and conditions of this contract and is not a substitute for a properly executed contractual document. If registered in SAM as a Service-Disabled Veteran-Owned Small Business (SDVOSB), by submission of an offer, the Lead Applicant acknowledges that they are designated as a SDVOSB by the Department of Veterans Affairs, and this designation appears as such on the Veteran Affairs website, <https://www.vip.vetbiz.gov>.

(g)(1)(i) If a Lead Applicant has legally changed its business name, "doing business as" name, or division name (whichever is shown on the contract), or has transferred the assets used in performing the contract, but has not completed the necessary requirements regarding novation and change-of-name agreements in AMS Procurement Guidance, the Lead Applicant shall provide the responsible Contracting Officer a minimum of one business day's written notification of its intention to:

(A) change the name in the SAM database;

(B) comply with the requirements of AMS regarding novation and change-of-name agreements; and

(C) agree in writing to the timeline and procedures specified by the responsible Contracting Officer. The Lead Applicant must provide the Contracting Officer with the notification, sufficient documentation to support the legally changed name.

(ii) If the Lead Applicant fails to comply with the requirements of paragraph (g)(1)(i) of this clause, or fails to perform the agreement at paragraph (g)(1)(i)(C) of this clause, and, in the absence of a properly executed novation or change-of-name agreement, the SAM information that shows the Lead Applicant to be other than the Lead Applicant indicated in the contract will be considered to be incorrect information within the meaning of the "Suspension of Payment" paragraph of the electronic funds transfer (EFT) clause of this contract.

(2) The Lead Applicant shall not change the name or address for EFT payments or manual payments, as appropriate, in the SAM record to reflect an assignee for the purpose of assignment of claims. Assignees shall be separately registered in the SAM database. Information provided to the Lead Applicant's SAM record that indicates payments, including those made by EFT, to an ultimate recipient other than that Lead Applicant will be considered to be incorrect information within the meaning of the "Suspension of payment" paragraph of the EFT clause of this contract.

(h) Lead Applicants and Lead Applicants may obtain information on registration and annual confirmation requirements via the internet at <http://www.sam.gov>.

**21 ATTACHMENT A: PRESIDENTIAL MEMORANDUM FOR THE
SECRETARY OF TRANSPORTATION**

Presidential Memorandum for the Secretary of Transportation

MEMORANDUM FOR THE SECRETARY OF TRANSPORTATION

SUBJECT: Unmanned Aircraft Systems Integration Pilot
Program

By the authority vested in me as President by the Constitution and the laws of the United States of America, it is hereby ordered as follows:

Section 1. Policy. It shall be the policy of the United States to promote the safe operation of unmanned aircraft systems (UAS) and enable the development of UAS technologies for use in agriculture, commerce, emergency management, human transportation, and other sectors. Compared to manned aircraft, UAS provide novel, low-cost capabilities for both public and private applications. UAS present opportunities to enhance the safety of the American public, increase the efficiency and productivity of American industry, and create tens of thousands of new American jobs.

The private sector has rapidly advanced UAS capabilities to address the needs of recreational, commercial, and public users. To promote continued technological innovation and to ensure the global leadership of the United States in this emerging industry, the regulatory framework for UAS operations must be sufficiently flexible to keep pace with the advancement of UAS technology, while balancing the vital Federal roles in protecting privacy and civil liberties; mitigating risks to national security and homeland security; and protecting the safety of the American public, critical infrastructure, and the Nation's airspace. Well-coordinated integration of UAS into the national airspace system (NAS) alongside manned aircraft will increase the safety of the NAS and enable the authorization of more complex UAS operations.

The Federal Aviation Administration (FAA) has taken steps to integrate UAS into the NAS at specific test sites

and has issued operational requirements for small UAS operations in the NAS. Further integration will require continued private-sector cooperation and the involvement of State, local, and tribal governments in Federal efforts to develop and enforce regulations on UAS operations in their jurisdictions. Input from State, local, tribal, and private-sector stakeholders will be necessary to craft an optimal strategy for the national management of UAS operations. A coordinated effort between the private sector and among these governments will provide certainty and stability to UAS owners and operators, maximize the benefits of UAS technologies for the public, and mitigate risks to public safety and security.

Sec. 2. UAS Integration Pilot Program. (a) Within 90 days of the date of this memorandum, the Secretary of Transportation (Secretary), in consultation with the Administrator of the FAA (Administrator), shall establish a UAS Integration Pilot Program (Program) to test the further integration of UAS into the NAS in a select number of State, local, and tribal jurisdictions.

(b) The objectives of the Program shall be to:

(i) test and evaluate various models of State, local, and tribal government involvement in the development and enforcement of Federal regulations for UAS operations;

(ii) encourage UAS owners and operators to develop and safely test new and innovative UAS concepts of operations; and

(iii) inform the development of future Federal guidelines and regulatory decisions on UAS operations nationwide.

Sec. 3. Implementation. (a) To implement the Program, the Secretary or the Administrator, as appropriate, shall:

(i) solicit proposals from State, local, and tribal governments to test within their jurisdictions the integration of civil and public UAS operations into the NAS below 200 feet above

ground level, or up to 400 feet above ground level if the Secretary determines that such an adjustment would be appropriate;

(ii) select proposals by State, local, and tribal governments for participation in the Program according to the criteria listed in subsection (b) of this section;

(iii) enter into agreements with the selected governments to establish the terms of their involvement in UAS operations within their jurisdictions, including their support for Federal enforcement responsibilities; describe the proposed UAS operations to be conducted; and identify the entities that will conduct such operations, including, if applicable, the governments themselves; and

(iv) as necessary, use existing authorities to grant exceptions, exemptions, authorizations, and waivers from FAA regulations to the entities identified in the agreements described in subsection (iii) of this section, including through the issuance of waivers under 14 CFR Part 107 and Certificates of Waiver or Authorization under section 333 of the FAA Modernization and Reform Act of 2012 (FMRA) (Public Law 112-95).

(b) In selecting proposals for participation in the Program under subsection (a) of this section, the Secretary shall consider:

(i) overall economic, geographic, and climatic diversity of the selected jurisdictions;

(ii) overall diversity of the proposed models of government involvement;

(iii) overall diversity of the UAS operations to be conducted;

(iv) the location of critical infrastructure;

(v) the involvement of commercial entities in the proposal, and their ability to advance objectives that may serve the public interest as a result of further integration of UAS into the NAS;

(vi) the involvement of affected communities in, and their support for, participating in the Program;

(vii) the commitment of the governments and UAS operators involved in the proposal to comply with requirements related to national defense, homeland security, and public safety, and to address competition, privacy, and civil liberties concerns; and

(viii) the commitment of the governments and UAS operators involved in the proposal to achieve the following policy objectives:

(A) promoting innovation and economic development;

(B) enhancing transportation safety;

(C) enhancing workplace safety;

(D) improving emergency response and search and rescue functions; and

(E) using radio spectrum efficiently and competitively.

(c) Within 180 days of the establishment of the Program, the Secretary shall enter into agreements with State, local, or tribal governments to participate in the Program, with the goal of entering into at least 5 such agreements by that time.

(d) In carrying out subsection (c) of this section, the Secretary shall select State, local, or tribal governments that plan to begin integration of UAS into the NAS in their jurisdictions within 90 days after the date on which the agreement is established.

(e) The Secretary shall consider new proposals for participation in the Program up to 1 year before the Program is scheduled to terminate.

(f) The Secretary shall apply best practices from existing FAA test sites, waivers granted under 14 CFR Part 107, exemptions granted under section 333 of the FMRA, the FAA Focus Area Pathfinder Program, and any other relevant programs in order to expedite the consideration of exceptions, exemptions, authorizations, and waivers from FAA regulations to be granted under the Program, as described in subsection (a)(iv) of this section.

(g) The Secretary shall address any non-compliance with the terms of exceptions, exemptions, authorizations, waivers granted, or agreements made with UAS users or participating jurisdictions in a timely and appropriate manner, including by revoking or modifying the relevant terms.

Sec. 4. Coordination. (a) The Administrator, in coordination with the Administrator of the National Aeronautics and Space Administration, shall apply relevant information collected during the Program and preliminary findings to inform the development of the UAS Traffic Management System under section 2208 of the FAA Extension, Safety, and Security Act of 2016 (Public Law 114-190).

(b) The Secretary, in coordination with the Secretaries of Defense and Homeland Security and the Attorney General, shall take necessary and appropriate steps to:

(i) mitigate risks to public safety and homeland and national security when selecting proposals and implementing the Program; and

(ii) monitor compliance with relevant laws and regulations to ensure that Program activities do not interfere with national defense, homeland security, or law enforcement operations and missions.

(c) The heads of executive departments and agencies with relevant law enforcement responsibilities (Federal law enforcement agencies), including the Attorney General and the Secretary of Homeland Security, shall develop and implement best practices to enforce the laws and regulations governing UAS operations conducted under the Program.

(d) In carrying out the responsibilities set forth in subsection (c) of this section, the heads of Federal law enforcement agencies shall coordinate with the Secretaries of Defense and Transportation, as well as with the relevant State, local, or tribal law enforcement agencies.

(e) In implementing the Program, the Secretary shall coordinate with the Secretaries of Defense and Homeland Security and the Attorney General to test counter-UAS capabilities, as well as platform and system-wide cybersecurity, to the extent appropriate and consistent with law.

Sec. 5. Evaluation and Termination of UAS Integration Pilot Program. (a) The Program shall terminate 3 years from the date of this memorandum, unless extended by the Secretary.

(b) Before and after the termination of the Program, the Secretary shall use the information and experience yielded by the Program to inform the development of regulations, initiatives, and plans to enable safer and more complex UAS operations, and shall, as appropriate, share information with the Secretaries of Defense and Homeland Security, the Attorney General, and the heads of other executive departments and agencies.

(c) After the date of this memorandum and until the Program is terminated, the Secretary, in consultation with the Secretaries of Defense and Homeland Security and the Attorney General, shall submit an annual report to the President setting forth the Secretary's interim findings and conclusions concerning the Program. Not later than 90 days after the Program is terminated, the Secretary shall submit a final report to the President setting forth the Secretary's findings and conclusions concerning the Program.

Sec. 6. Definitions. As used in this memorandum, the next stated terms, in singular and plural, are defined as follows:

(a) The term "unmanned aircraft system" has the meaning given that term in section 331 of the FMRA.

(b) The term "public unmanned aircraft system" has the meaning given that term in section 331 of the FMRA.

(c) The term "civil unmanned aircraft system" means an unmanned aircraft system that meets the qualifications and conditions required for operation of a civil aircraft, as defined in 49 U.S.C. 40102.

Sec. 7. General Provisions. (a) Nothing in this memorandum shall be construed to impair or otherwise affect:

(i) the authority granted by law to an executive department or agency, or the head thereof;

(ii) the functions of the Director of the Office of Management and Budget relating to budgetary, administrative, or legislative proposals; or

(iii) the conduct of public aircraft operations, as defined in 49 U.S.C. 40102(a)(41) and 40125, by executive departments and agencies, consistent with applicable Federal law.

(b) This memorandum shall be implemented consistent with applicable law and subject to the availability of appropriations.

(c) This memorandum is not intended to, and does not, create any right or benefit, substantive or procedural, enforceable at law or in equity by any party against the United States, its departments, agencies, or entities, its officers, employees, or agents, or any other person.

(d) The Secretary is authorized and directed to publish this memorandum in the *Federal Register*.

22 ATTACHMENT B: SIR ACRONYMS

AGL	Above Ground Level
AMS	Acquisition Management System
BVLOS	Beyond Visual Line of Sight
CAASD	Center for Advanced Aviation System Development
CFR	Code of Federal Regulations
CO	Contracting Officer
COA	Certificate of Waiver or Authorization
CONOPS	Concept of Operations
D&B	Dunn and Bradstreet
DOT	Department of Transportation
DUNS	Data Universal Numbering System
EFT	Electronic Funds Transfer
ET	Eastern Time
EVLOS	Extended Visual Line-of-Sight
FAA	Federal Aviation Administration
FCC	Federal Communications Commission
FFRDC	Federally Funded Research and Development Center
FL	Flight Levels
FMRA	FAA Modernization and Reform Act of 2012
FRN	Federal Register Notice
GIS	Geographical Information System
ID	Identification
KML	Keyhole Markup Language
MOA	Memorandum of Agreement
NAS	National Airspace System
NOTAM	Notice to Airmen
NTE	Not to Exceed
OTA	Other Transaction Authority
PPSCCT	Pilot Program Selection Control and Calibration Team
PPSRT	Pilot Program Senior Review Team
SAIC	Science Applications International Corporation
SAM	System for Award Management
SDVOSB	Service-Disabled Veteran-Owned Small Business
SIR	Screening Information Request
TET	Technical Evaluation Team
TFR	Temporary Flight Restriction
UAs	Urban Areas
UAS	Unmanned Aircraft Systems
UCs	Urban Clusters
WGS-84	World Geodetic System 84