LEVEL III RFI
QUESTIONS AND ANSWERS

1. **QUESTION:** Is Level III the same as Group III UAS? Just want to verify what aircraft weight you are willing to work with.

   ANSWER: "Level III" is an internal CBP designation of capability within that category or class of Group 1 SUAS. Level III is not to be confused with industry Group 3 standards. This RFI is for Group 1 and/or 2 weight (≤ 20 – 55 lbs.) and performance class.

2. **QUESTION:** Please confirm whether this is a new requirement, or if there has been a similar or preceding requirement.

   ANSWER: Similar requirements building upon previous capabilities CBP projects (FY22 – Advanced Technology RFI, FY24 – High Performing RFI, FY25 – VTOL RFI)

3. **QUESTION:** Can a link to an online video be provided as part of an RFI response.

   ANSWER: No.

4. **QUESTION:** Does CBP perform TAK integration with vendor support, or rely on industry to perform the integration?

   ANSWER: Given that CBP does not currently possess a TAK test environment, it is ideal and expected that the vendor will provide a 90% TAK solution that has been thoroughly tested within their own TAK environment prior to delivery.

5. **QUESTION:** In terms of Predictive Maintenance – what components are needed to be tracked? Will a "change oil timer" meet the requirement?

   ANSWER: Preventive maintenance efforts should prioritize components of the SUAS that are prone to failure if not properly maintained or replaced within a specified usage threshold. For instance, implementing a "change oil timer" or scheduling "motor replacement after 500 hours of operation" are effective examples of maintenance protocols designed to mitigate risks, extend operational lifespan, and ensure optimal performance. The goal it to help proactively address wear and tear, reducing the likelihood of unexpected failures and enhancing overall system reliability.

6. **QUESTION:** In terms of a simulator – is a 3D environment required? Can this be done from a laptop or it needs to be done from the GCS? Will the air vehicle be in the loop? Is the objective to learn to fly the air vehicle or simulate missions?

   ANSWER: The simulator is desired as a training tool to increase user familiarity and confidence with flying the aircraft prior to flying the real thing. As part of that flight training, the ability to simulate a mission, i.e. flying the drone in an orbit while fixing the

payload on an item of interest while under different environmental conditions (wind, lighting, etc.), would be of interest.

The simulator can be standalone software. The actual aircraft does not need to be in the loop for the training.

7. **QUESTION:** In terms of the Password Protection, will having a password required in the GCS meet the requirement?

ANSWER: Yes, a password at GCS startup meets the requirement.