Federal Aviation Administration (FAA)

Unmanned Aircraft Systems (UAS)

UAS Integration Office (AUS)

Broad Agency Announcement (BAA)

Solicitation # 697DCK-25-R-00278

Posting Date: September 30, 2025

TABLE OF CONTENTS

I. Background 3

Legislation 3

II. UAS BAA Overview 5

General Information 5

Points of Contact 10

III. UAS Integration Focus Areas 10

IV. Whitepaper Information 12

Requirements 12

Preparation 14

Submission Instructions 15

Evaluation 16

Whitepaper Selection and Request for Proposal (RFP) 16

I. Background

The Unmanned Aircraft Systems (UAS) Broad Agency Announcement (BAA), solicitation number 697DCK-25-R-00278, is sponsored by the Federal Aviation Administration (FAA), Unmanned Aircraft Systems Integration Office (AUS), Research, Engineering & Analysis Division (AUS-300). The UAS BAA is being posted to the FAA's Contract Opportunities website https://sam.gov/ as a means of soliciting Whitepapers from Respondents within the UAS industry. The UAS BAA outlines focus areas related to the integration of UAS into the national airspace system (NAS). This UAS BAA is open through September 30, 2028, unless terminated sooner.

Legislation

The FAA Reauthorization Act of 2024 (Public Law 118-63) was signed into law on May 16, 2024. This authorization runs through Fiscal Year 2028 and communicates congressional priorities for how the agency carries out its mission to provide the safest, most efficient aerospace system in the world.

Section 925 UAS TEST RANGES of the FAA Reauthorization Act of 2024 states:

> **§ 44803. Unmanned aircraft system test ranges**
> **(a)TEST RANGES. —**
> **(1)IN GENERAL.—**The Administrator of the Federal Aviation Administration shall carry out and update, as appropriate, a program for the use of unmanned aircraft system (in this section referred to as UAS) test ranges to—
> **(A)** enable a broad variety of development, testing, and evaluation activities related to UAS and associated technologies; and
> **(B)** the extent consistent with aviation safety and efficiency, support the safe integration of unmanned aircraft systems into the national airspace system….I
>
> (h) AUTHORIZATION OF APPROPRIATIONS. —
> (1) ESTABLISHMENT. —Out of amounts authorized to be appropriated under section 106(k), $6,000,000 for each of fiscal years 2025 through 2028, shall be available to the Administrator for the purposes of—
> (A) providing matching funds to commercial entities that contract with a UAS test range to demonstrate or validate technologies that the FAA

considers essential to the safe integration of UAS into the national airspace system; and
(B) supporting or performing such demonstration and validation activities described in subparagraph (A) at a test range designated under the section.
(2) DISBURSEMENT. —Funding provided under this subsection shall be divided evenly among all UAS test ranges designated under this section, for the purpose of providing matching funds to commercial entities described in paragraph (1) and available until expended.
(i) TERMINATION. —The program under this section shall terminate on September 30, 2028.

Note: Funding is subject to the availability of funds each fiscal year and will be outlined on each BAA Call for White Papers. Respondents should be aware that due to unanticipated budget fluctuations BAA awards may be below or above $6 Million per year. The cumulative total of funds obligated under this BAA shall not exceed $24 Million.

49 U.S.C. §44803.

UAS Test Sites Program

Under the authority of the FAA Modernization and Reform Act (FMRA) of 2012 (P.L. 112-95) and the FAA Extension, Safety and Security Act (FESSA) of 2016 (P.L. 114-190), the FAA established seven UAS Test Ranges, hereafter referred to as UAS Test Sites (UASTS), to support the integration of UAS into the NAS. Under the FAA Reauthorization Act of 2018 (P.L. 115-254), UASTS Pilot Program was extended to September 30, 2023. The FAA Reauthorization Act of 2024 (Public Law 118-63) extended the program to September 30, 2028.

The seven UAS FAA designated Test Sites are:

- Alaska Center for Unmanned Aircraft Systems Integration (AK)
- Northern Plains UAS Test Site (ND)
- New Mexico State University UAS Test Site (NM)
- New York UAS Test Site (NY)
- State of Nevada UAS Test Site (NV)
- Texas A&M Corpus Christi Autonomy Research Institute (TX)
- Mid-Atlantic Aviation Partnership (VA)

FAARA 2024 through 49 U.S.C. 44803 provides that the FAA may select and designate up to two additional test ranges. No more than nine test ranges will be active at any given time.

For more information on the UAS Test Sites and points of contact, visit the following website:

https://www.faa.gov/uas/programs_partnerships/test_sites

II. UAS BAA Overview

General Information

1. This UAS BAA is issued under the FAA Acquisition Management System (AMS) under authority 49 USC 106(1) and (m). This issuance of a UAS BAA is a means of soliciting Whitepapers or Proposals related to the integration of UAS into the NAS. A UAS BAA may be used by agencies to fulfill the requirements for scientific study and experimentation directed toward advancing the state-of-the-art or increasing knowledge or understanding, rather than focusing on a specific system or hardware solution. The UAS BAA is only used when meaningful Whitepapers or Proposals with varying technical / scientific approaches can be reasonably anticipated.

2. Two-Step UAS BAA process:

   Under the two-step UAS BAA process, Respondents will first be required to submit a Whitepaper for preliminary consideration. The Government may issue a Call for Whitepapers under this UAS BAA using the https://sam.gov/ website to bring attention to one or more areas of interest. These "Calls" may further define specific FAA UAS integration interests or may simply request Whitepapers for a specific focus area.

   When providing a response to a specific Call under this UAS BAA, Respondents are advised that they are responsible for reading and complying with all of the requirements in both the UAS BAA Solicitation and the Call.

   An interested Respondent may also submit a Whitepaper for one of the Focus Areas identified in this UAS BAA, even if there is no active call.

For the second step, the FAA may, at its discretion, then provide a request for proposal (RFP) from those selected from the Whitepaper evaluation process.

Respondents that submit a Proposal without first submitting a Whitepaper and receiving an RFP, may be ineligible for award, unless otherwise specified in a specific Call.

3. Whitepapers and Proposals will be evaluated according to the instructions described herein.

4. Whitepapers may be submitted at any time during the life of this UAS BAA, not solely in response to a specific Call. The FAA may award a contract at any time during the term of this UAS BAA. An award may also be made after the UAS BAA expiration date if the Whitepaper was received before the expiration date. An award may occur up to six (6) months after the UAS BAA expiration date if the test range program has not sunset.

5. This announcement is general in nature, identifying essential FAA UAS integration areas of interest, including criteria for submitting and evaluating Whitepapers, and informs the participation of all Respondents capable of satisfying the FAA's needs.

6. The FAA will consider Contractor Teaming Arrangements, as set forth in AMS Policy section 3.2.2.7.3 Contractor Team Arrangements.

7. The Offeror, by submission of a Proposal or execution of a contract in response to this UAS BAA, certifies that the Offeror is not debarred, suspended, declared ineligible for an award of public contracts, or proposed for debarment pursuant to AMS 3.2.2.7.4. If the Offeror cannot certify or if the status of the Offeror changes prior to award, the Offeror must provide detailed information as to its current status.

8. This UAS BAA is an expression of interest only and does not commit the FAA to make an award or pay for any costs associated with Whitepaper or Proposal preparation in response to this announcement or any Call. The cost of Whitepaper and, if requested, Proposal preparation for response to a UAS BAA is not considered an allowable direct charge to any resultant contract. Additionally, the BAA should not be construed as a commitment or authorization to incur costs in anticipation of a contract. Any awards made from this solicitation or associated UAS BAA Call will be made subject to the availability of appropriated funds. Prospective Respondents are reminded that only a duly warranted Contracting Officer has the authority to enter into contracts and agreements and obligate Government funds.

The Government reserves the right to select all, some, one, or none of the Whitepaper submissions and to fund all, some, one, or none of the final Proposals received under this UAS BAA. While the FAA anticipates making multiple awards subject to the availability of funds, the government is not bound to make any awards under this UAS BAA.

9. This UAS BAA may be amended as necessary, including revising existing focus areas or adding new focus areas. Any and all amendments to this UAS BAA will be published on the https://sam.gov/ website.

10. The FAA encourages industry and other entities interested in assisting the FAA with integration of UAS into the NAS, to submit Whitepapers.

11. This UAS BAA addresses the development of non-specific UAS technologies or Non-System Specific Development (NSSD) and procedures after they have gone through the applied research phase. There is a preference for systems or technologies that have demonstrated technological readiness in an operational environment (ground or airspace). The system or technology should contain ample functions for demonstration and testing. The agency reserves the right to consider other options.

12. This UAS BAA will support increasing knowledge in the specified focus areas and the advancement of systems or technologies to enable safe UAS integration in the NAS.

13. The FAA has ultimate approval over all test plans and reserves the right to inspect all locations where testing is being proposed or taking place.

14. Funding for the UAS BAA program is available for the purposes of providing matching funds to selected Respondents that contract with a UAS Test Site designated under 49 U.S.C. §44803. 49 U.S.C. §44803(h)(1)(A). To accomplish this, the resulting contracts from this BAA shall be cost-sharing contracts. This contract type will be a cost reimbursement contract where the contractor receives no fee and is reimbursed only for an agreed upon portion of its allowable cost. It may be used when the contractor agrees to absorb a portion of the cost in the expectation of substantial compensating benefits. The contractor's accounting system must be adequate for determining costs applicable to the contract. Appropriate government surveillance during performance will provide reasonable assurance that efficient methods and cost controls are used.

Cost-sharing may be accomplished by a contribution to either direct or indirect costs, provided such costs are reasonable, allocable and allowable in accordance with the cost principles of the resulting contracts. Allowable costs which are absorbed by the contractor as its share of contract costs may not be charged directly or indirectly to the Agency or the Federal Government.

Cost-sharing may be accomplished in various forms or combinations. These include, but are not limited to: cash outlays, real property or interest therein, personal property or services, cost matching, or other in-kind contributions.

In-kind contributions represent non-cash contributions provided by the performing contractor which would normally be a charge against the contract. While in-kind contributions are an acceptable method of cost-sharing, should the booked costs of property appear unrealistic, the fair market value of the property shall be determined.

In-kind contributions may be in the form of personal property (equipment or supplies) or services which are directly beneficial, specifically identifiable and necessary for the performance of the contract. In-kind contributions must meet all of the following criteria before acceptance.

(1) Be verifiable from the contractor's books and records;
(2) Not be included as contributions under any other Federal contract;
(3) Be necessary to accomplish project objectives;
(4) Provide for types of charges that would otherwise be allowable under applicable Federal cost principles appropriate to the contractor's organization; and
(5) Not be paid for by the Federal Government under any contract, agreement or grant.

In-kind contributions accepted from a contractor will be addressed on a case-by-case basis provided the established values do not exceed fair market values. Where the FAA receives title to donated land, building, equipment or supplies and the property is not fully consumed during performance of the contract, the Contracting Officer will establish the property's value based on the contractor's booked costs (i.e., acquisition cost less depreciation, if any) at the time of donation. If the booked costs reflect unrealistic values when compared to current market conditions, the Contracting Officer may establish another appropriate value if supported by an independent appraisal of the fair market value of the donated property or property in similar condition and circumstances. The Contracting Officer will monitor reports of in-kind costs as they are incurred or recognized during the contract period of

performance to determine that the value of in-kind services does not exceed fair market values. The value of any services or the use of personal or real property donated by a contractor should be established when necessary in accordance with generally accepted accounting policies and Federal cost principles.

14.1The UAS BAA program includes a 1:1 (one-to-one) minimum cost-share requirement. The FAA will pay no more than 50% of the total cost of the work that will be specified in any award under this BAA. The amount of FAA funding under any contract award under this BAA and the portion of the specified work to be funded under the contract, either at any particular time or cumulatively under the award, in all instances, must be at the sole discretion of the FAA. The FAA's liability at any particular time or cumulatively under an award against this BAA must not exceed the amount identified as obligated under the contract. Any additional matching funds requirements will be outlined in the BAA Calls for White Papers. If the Contracting Officer requires the submission of certified cost or pricing data, upon completion of negotiations and agreement of contract price, in association with cost and pricing data submitted, the offerors must submit a Certificate of Current Cost or Pricing Data.

14.2. The total amount of funding available for the UAS BAA program each fiscal year will be divided evenly among all UAS Test Sites designated under 49 U.S.C. §44803 for the purposes of providing matching funds to Respondents as outlined herein. 49 U.S.C. §44803(h)(2). Distributed funding is limited to policies and procedures outlined within this UAS BAA and the UAS BAA Call for Whitepapers. All funding is subject to the availability of funds. The FAA anticipates awarding at least 7 contract awards under this BAA program (one associated with each FAA UAS Test Site) but reserves the right to make more or fewer awards after assessing the needs of the program.

15. Reports and Submission: BAA awards shall track activities and submit financial and technical reports that will be incorporated into final contract awards. The Contracting Officer's Representative will monitor the Contractor's performance and track the contractor's progress with cost sharing requirements.

16. Invoices: Invoicing will be done through the FAA's Delphi e-Invoicing system and instructions will be outlined in resulting BAA contract awards.

Points of Contact

All submissions, contractual and/or technical questions/clarifications as well as questions relative to funding availability associated with this UAS BAA are required to be sent via email to the Contracting Officer/s listed below.

Scott Raber, Contracting Officer
Scott.E.Raber@faa.gov

Kristin Frantz, Contracting Officer
Kristin.T.Frantz@faa.gov

Any correspondence relative to this UAS BAA must include the UAS BAA Solicitation # and associated Focus Area.

III. UAS Integration Focus Areas

This section of the UAS BAA contains statements of interest represented as Focus Areas from the FAA.

NOTE: Respondents should select one of the following Focus Areas as the primary for the Whitepaper. When responding/inquiring on a specific Focus Area, refer to the Focus Area # in all correspondence.

Focus Area Number UAS001: Unmanned Aircraft Systems Traffic Management (UTM)
Development and integration of unmanned aircraft system traffic management into the national airspace system: This topic supports obtaining data and information related to the implementation of UTM services as defined by the FAA Concept of Operations v2.0. As indicated by this Concept of Operations, UTM will provide an equivalent set of services to UAS as Air Traffic Management (ATM) provides to existing aviation operations. The FAA encourages efforts that address topics including the demonstration / validation of systems, concepts, and/or procedures related to or enabling traffic management, and flow and capacity management for UAS.

Focus Area Number UAS002: Beyond-Visual-Line-of-Sight (BVLOS) Operations
BVLOS refers to UAS operations where the UAS is not within Visual Line of Sight (VLOS) of the pilot. For small UAS, a waiver to part 107 is currently required for a UAS to operate beyond visual line of sight of its pilot, which limits the operational range of the UAS. The FAA has moved away from prescriptive standards towards performance-based standards and encourages efforts to mature technology to support a means of compliance for safe BVLOS operations that adhere to industry consensus standards.

Focus Area Number UAS003: UAS Integration Industry Consensus Standards
This includes but is not limited to the following Focus Areas and Standards Development Organizations (SDOs):

Focus Areas – Aircraft to Anything (A2X); Safety and Certification; BVLOS; C2; DAA; Electronic Conspicuity; UTM, counter UAS, etc.

SDOs - RTCA; ASTM; SAE, etc.

Focus Area Number UAS004: Electronic Conspicuity (EC)
To allow manned aircraft and UAS to operate in the same airspace, EC devices have been identified as a potential means to enable DAA, as this novel EC technology has the potential to be used to report a non-ADS-B-equipped aircraft's position in low-altitude airspace.

Focus Area Number UAS005: Noise and Environmental Impacts
As UAS are integrated into the NAS, the noise generated may have an impact on community acceptance of UAS operations in general. Research is needed on this and other impacts to the UAS operating environment to inform the development of industry consensus standards.

Focus Area Number UAS006: Command and Control (C2) Link Technologies
C2 provides the remote pilot in command (RPIC) with a reliable link to and from the UAS. This allows the RPIC to maintain positive control over the UAS, and for the UAS to send any relevant data to the RPIC, including system health or identification of any collision threats. This includes, but is not limited to, Control Non-Payload Communication (CNPC) as well as links over C-Band, L-Band, satellite, and cellular. The FAA has moved away from prescriptive standards towards performance-based standards and encourages efforts to mature technology that adheres to industry consensus standards; use of these standards and participation in their development is encouraged.

Focus Area Number UAS007: Detect and Avoid (DAA) Technologies
DAA technology provides for collision avoidance protection between the UAS and other users of the airspace, or other obstacles. These include, but are not limited to, manned aircraft, other UAS, birds, buildings/structures, and terrain. The FAA has moved away from prescriptive standards towards performance-based standards and encourages efforts to mature technology to support development of a Technical Standard Order, and that adheres to standards that are being developed by ASTM and RTCA for UAS DAA and surveillance systems; use of these standards and participation in their development is encouraged.

Focus Area Number UAS008: UAS Collision Safety
Collisions and near collisions involving UAS of various sizes, traveling at various speeds.

Focus Area Number UAS009: Autonomous Operations
Autonomous operations refer to systems or processes that can operate with minimal or no human intervention, relying on advanced automation, AI, and other advanced technologies to manage tasks and make decisions. This evolution from traditional automation involves systems that can learn, adapt, and optimize operations based on real-time data and feedback, often in complex environments.

Focus Area Number UAS010: Advanced Air Mobility (AAM)
AAM is an evolving sector of the aerospace industry focused on integrating highly automated aircraft, including Vertical Takeoff and Lift (VTOL) vehicles, into the existing NAS. AAM aims to revolutionize transportation by offering more efficient, safer, and potentially more sustainable ways to move people and goods.

AAM and other advanced operations represent a significant shift in aviation, offering the potential to transform how people and goods move, particularly in urban and regional areas. While challenges remain, ongoing research, development, and collaboration are paving the way for a future where AAM plays a vital role in our transportation ecosystem.

IV. Whitepaper Information

The FAA may issue a Call for Whitepapers at any point throughout the duration of this UAS BAA. Interested Respondents are required to submit a Whitepaper with details of the proposed project to be considered for Request for Proposal (RFP) selection. After reviewing the Whitepaper submissions, the FAA may, at its discretion, send RFPs from selected Whitepapers.

Below are details on the Whitepaper Requirements, Preparation, Required Information and Documents, Submission Instructions, Evaluation, and Whitepaper Selection and Request for Proposals.

Requirements

1. In accordance with this UAS BAA, the primary basis for Whitepaper selection will be determined by a review of the operational readiness of the technology proposed by the Respondent, the importance to mission/agency programs, and the availability of funding. Therefore, those contemplating submission of a Whitepaper without a specific Call identified, are highly encouraged to contact the Contracting Officer to ascertain the level of interest and available funding for the intended effort.

3. AMS Guidance T3.1.5 “Conflict of Interest” and AMS Policy 3.1.7 “Conflicts of Interest” apply to this UAS BAA. If a prospective Respondent believes a potential conflict of interest may exist, the situation must be brought to the attention of the Contracting Officer before expending time and effort in Whitepaper preparation.

4. Respondents that include data within the Whitepaper to which they do not want disclosed to the public for any purpose or used by the Government except for evaluation purposes by the FAA, must specifically identify the data in the summary Whitepaper and mark the data as proprietary.

5. Respondents are expected to provide an attestation of their ability to adhere to the following deliverables for the proposed project:

a. Project Kickoff Briefing
b. Integrated Master Schedule
c. Data Analysis Plan
d. Safety Risk Assessment
e. Flight Test Plan and Test Cards
f. Post Flight Test Reports
g. Monthly Progress Reports
h. Quarterly Program Management Review Briefings
i. Draft Final Report
j. Non-Proprietary Final Report
k. Final Project Briefing
l. Standards Designated Organization Briefings

6. All Flight Testing under any award must be in partnership with at least one of the seven (7) FAA UAS Test Sites referenced below (see #7) and under the UAS Test Site’s authorization.

7. Respondents must obtain and submit a Letter of Attestation (LOA) from one of the seven (7) FAA UAS Test Sites referenced below. The LOA should detail the UAS Test Site's ability to work in partnership with the Respondent, support the proposed project, and, and include reference to the requirement of respondent to test under UASTS authorization. It should also be signed by the UAS Test Site Director. For a full list of FAA UAS Test Sites, their locations and points of contact, visit the official UAS Test Sites website at:

https://www.faa.gov/uas/programs_partnerships/test_sites/locations

Preparation

In preparing Whitepapers, the focus must be on experimentation directed toward advancing the state-of-the-art or increasing knowledge or understanding of technologies that the FAA considers essential to the safe integration of UAS in the NAS. It should include all the information specified in this announcement to avoid delays in evaluation. Respondents are advised that the quality of the information presented in the Whitepaper is significantly more important than the quantity.

Required Document Format and Information

Whitepapers must include the following to be considered for an RFP:

a) Not to exceed 10 pages in length, size 12 Times New Roman font, with 1-inch margins (single sided, single spaced)
b) Cover Page *(not included in 10-page limitation)*
   i. Legal Name and Address of the Respondent's Organization
   ii. Respondent's Country of Incorporation and Citizenship
   iii. Date of Whitepaper submission
   iv. Cage Code and SAM UEI
   v. Focus Area Number and Title – if more than one Focus Area is being addressed in a Whitepaper, identify the primary Focus Area for the project.
   vi. Title of the proposed project
   vii. Project Estimated Cost (ROM)
   viii. Name and Title of Respondent Technical Point of Contact
c) Rough Order of Magnitude (ROM) Cost Estimate *(not included in 10-page limitation)*
   i. An estimated cost of effort consisting of the total cost-plus profit/fee, if applicable. A ROM is a best guess, good faith estimate of the cost of the effort. The ROM should be consistent with any dollar value or ranges, if any, specified in the announcement, as well as the level of work being proposed.
   ii. Specify Cost Match Breakdown with a total estimated Project Cost (i.e. Respondent Cost = $5.00, FAA Cost = $5.00, Total Project Cost (ROM) = $10.00)
   iii. Clearly identify the partnering UAS Test Site cost estimate
   iv. This should be included as an Appendix to the Whitepaper.
d) Letter of Attestation (LOA) *(not included in 10-page limitation)*
   i. Required from the partnering UAS Test Site on the proposed project.
   ii. Must detail the partnership agreement on the proposed project.
   iii. Must be submitted on UAS Test Site letterhead.
   iv. Must be signed by the UAS Test Site Director or an Authorized Representative.. Letters signed by designated UAS Test Site Operators will NOT be accepted.
   v. Must include reference to requirement of respondent to test under UASTS authorization.
   vi. Should be included as an Appendix to the Whitepaper.

e) The Whitepaper *(10-page maximum limitation)* must address all of the following:
   i. Include a high-level description of the system or technology being proposed; Must answer all of the following questions:
      i. What is the system or technology that you plan to evaluate with this research?
      ii. What are the objectives of this research project in relation to advancing the system or technology for safe UAS integration?
      iii. Describe the degree of operational readiness of the system or technology. Please include a sufficient amount of information to substantiate your operational readiness assessment.
      iv. Is this system or technology being used operationally today? If so, to what extent? Are there any known limitations to using the system or technology?
      v. Describe the research approach and your measure of success.
      vi. If known, identify every UAS you plan to use in testing, including the country of the manufacturer of the UAS.
      vii. How close to operational deployment can you advance the technology at the conclusion of the proposed project? Please include a sufficient amount of information to substantiate your response.
      viii. Are you leveraging any existing research and/or data from another entity? Please explain.
      ix. What are the expected outcomes and benefits of the proposed research? How will they expand UAS integration?
      x. Please identify which industry Standards Development Organizations (SDOs) this research will benefit. Explain how the outcomes will advance UAS industry consensus standards. Identify any current and/or prior engagements with SDOs.
      xi. Please identify any potential areas of risk or concern that may occur during project execution.
      xii. Is the maturation of the system or technology reliant on waivers and exemptions to current regulatory rules? If so, what rules and waivable elements of those rules?
      xiii. Are you proposing testing at multiple locations? If so, specify the number and details of the locations, keeping in mind that an FAA UAS Test Site must be one of the locations and all other locations must be under the FAA UAS Test Site's authorization.

Submission Instructions

Whitepapers must be submitted electronically via email to the Contracting Officer/s by the due date specified within the UAS BAA Call.

Respondents are required to first submit a Whitepaper for preliminary consideration. Respondents that submit a Proposal without first submitting a Whitepaper and receiving an RFP, may be ineligible for award, unless otherwise specified in a specific Call.

Evaluation

Whitepapers will be reviewed for applicability to the FAA's mission and strategic goals and potential value to the FAA mission. Technical representatives from the FAA will review submitted Whitepapers to determine the operational readiness of the technology proposed by the Respondent, the importance to mission/agency programs, and the availability of funding. Whitepapers may be declined without further review if they are not considered to be technology that is not operationally ready or relevance to the safe integration of UAS in the NAS, if funds are not expected to be available, for other reasons in the best interests of the FAA, or if they fail to meet the requirements as stated within the announcement. The team of technical representatives will select White Papers to advance to the RFP stage based on the proposed technologies operational readiness, the importance to mission/agency programs and the availability of funding.

Whitepaper Selection and Request for Proposal (RFP)

If the FAA selects a Respondent's Whitepaper, the Contracting Officer will send the Respondent an RFP providing specific details and instructions regarding Proposal submission requirements. It is incumbent upon the Respondent to comply with the instructions of a specific RFP to be eligible for a potential award.