

BAA 09-031
Amendment 0002

The purpose of this amendment is to provide a list of the questions asked to date and the responses.

1. In the BAA the heat rate was provided. Can you also provide the average heat flux? If not, can you provide the average deck area affected by one of the impinging exhaust jets?

Answer: ONR does not have an average heat flux – that information is tightly protected yet it is agreed that it is important to know to quantify the magnitude of the problem.

Assume an average affected deck area of 3 to 10 feet in diameter.

2. I don't see any mention of compatibility with existing flight deck firefighting systems in the technical requirements for the Flight Deck Thermal Management "system." If any of the concepts or systems for thermal management disable or diminish the firefighting capability, that could be an issue. Can the requirement for compatibility with flight deck firefighting systems be added to the BAA?

Answer: This was covered in the BAA requirement that the system be compatible with ship operations; however, it is correct that any thermal management system will need to be compatible with the fire-fighting system. This is why Northrup Grumman Corp. (the ship systems integrator) will be actively involved as an advisor or more with this program to ensure the systems meet all requirements before final deployment.

3. We are looking to respond to your RFP on Flight Deck Thermal Management and have a question regarding the solicitation. Are we only to consider passive systems? The talks list contains: Task 3 – Develop passively cooled DTMS.

Answer: Do not expect the ship to provide power or water to the thermal management system. The fluid could be in a closed system.