Request for Information (RFI)

N00019-27-RFI-PMA208BQM34SEP

Title: BQM-34S Engine Prototype and Maintenance Plan

Issued By: Naval Air Systems Command (NAVAIR), on behalf of Program Management Office, Aerial Targets (PMA-208)

Date of Issuance: 12 June 2026

Response Due Date: 14 July 2026, 5:00 PM ET

1.0 GENERAL INFORMATION & DISCLAIMER

THIS REQUEST FOR INFORMATION (RFI) IS ISSUED SOLELY FOR INFORMATION AND PLANNING PURPOSES AND DOES NOT CONSTITUTE A SOLICITATION. THE GOVERNMENT MAY USE THE INFORMATION RECEIVED TO INFORM A POTENTIAL PROTOTYPE PROJECT UNDER OTHER TRANSACTION AUTHORITY (OTA), PURSUANT TO 10 U.S.C. § 4022. THIS ANNOUNCEMENT DOES NOT CONSTITUTE A COMMITMENT BY THE GOVERNMENT. ALL INFORMATION SUBMITTED IN RESPONSE TO THIS RFI IS VOLUNTARY AND THE GOVERNMENT WILL NOT COMPENSATE ANY RESPONDENT FOR ANY COST INCURRED IN DEVELOPMENT OF INFORMATION PROVIDED TO THE GOVERNMENT. THIS IS NOT A REQUEST FOR PROPOSAL; YET IS A MARKET RESEARCH TOOL TO DETERMINE POTENTIAL FIRMS CAPABLE OF PROVIDING THE SUPPLIES DESCRIBED HEREIN PRIOR TO AN ISSUANCE OF A REQUEST FOR PROPOSAL. THE GOVERNMENT IS NOT OBLIGATED TO PAY FOR ANY INFORMATION RECEIVED FROM POTENTIAL SOURCES AS A RESULT OF THIS RFI. THIS DOES NOT CONSTITUTE A SOLICITATION AND SHALL NOT BE CONSTRUED AS A COMMITMENT BY THE GOVERNMENT OF ANY KIND. RESPONSES IN ANY FORM ARE NOT OFFERS AND THE GOVERNMENT IS UNDER NO OBLIGATION TO AWARD A CONTRACT OR NON-FAR BASED AGREEMENT (E.G. OTHER TRANSACTION) AS A RESULT OF THIS ANNOUNCEMENT. NO FUNDS ARE AVAILABLE TO PAY FOR PREPARATION OF RESPONSES TO THIS ANNOUNCEMENT. ANY INFORMATION SUBMITTED BY RESPONDENTS TO THIS TECHNICAL DESCRIPTION IS STRICTLY VOLUNTARY. FAILURE TO SUBMIT A RESPONSE WILL NOT PREVENT A COMPANY FROM PARTICIPATION IN ANY FUTURE COMPETITION RELATED TO PMA208's BQM-34S ENGINE PROTOTYPE AND MAINTENANCE PLAN. INFORMATION PROVIDED SHOULD BE UNCLASSIFIED. ANY INFORMATION SUBMITTED MAY BE REVIEWED AND USED ACROSS THE GOVERNMENT (INCLUDING BY CONTRACTOR SUPPORT PERSONNEL).

2.0 BACKGROUND

The Naval Air Systems Command (NAVAIR), on behalf of the PMA-208 Aerial Targets Program Office, is issuing this Request for Information (RFI) to seek industry's capability to design, develop, qualify, and manufacture approximately 100-150 turbojet engines. The engines are in support of a BQM-34S production restart to bridge the gap to the next Full-Scale Aerial Target.

NAVAIR is considering awarding one or more Other Transaction Agreements (OTA), pursuant to 10 U.S.C. 4022 "Authority of the Department of Defense to carry out certain prototype projects," for turbojet engines in support of the BQM-34S production restart.

The Government reserves the right to, but in no way guarantees that it will, pursue production of a

successful prototype(s).

The USN is committed to advancing combat readiness by delivering next-generation threat representative targets like the BQM-34S, that replicates the capabilities and behaviors of potential adversarial weapons, ensuring that fleet training and testing takes place in realistic scenarios, both over land and sea.

The BQM-34S is a jet powered, high subsonic speed aerial target, capable of accommodating high performance payloads for threat emulation. The size, weight, and power (SWaP) of the BQM-34S fulfills the rising demand to test new weapon systems against increasingly complex payloads designed to emulate airborne threat radars and jammers and electronic attack and electronic protection payload presentations.

The USN took final BQM-34S production deliveries in 1998. The BQM-34S production restart program will be based on the existing target design and will address obsolescence where required. The USN plans to procure a minimum of 100 units, with additional other service agency procurements also anticipated. The BQM-34S production restart will bridge the gap for full scale aerial targets until the replacement is fielded. Production of the BQM-34S target is to begin no earlier than 2030 with the delivery of the BQM-34S target to begin no earlier than 2031 and continue at a rate of ~25 targets per year until all targets are delivered.

3.0 CAPABILITY REQUIREMENT

3.1 The USN is seeking firms that have the capability to deliver approximately 100-150 turbojet engines for the BQM-34S production program. The engines must be developed, qualified, and/or have a certified overhaul procedure by 2029 to support target qualification. Interested parties are requested to respond to this RFI with a Statement of Capabilities addressing the following questions:

3.2 Regarding Engine Development and Production:

High-level engine design requirements: Prospective replacement engines would have to produce a minimum of 2850 lbf (pounds force) continuous Sea Level Static (SLS) thrust for a platform flying at high subsonic speeds from altitudes of 10 ft. Above Ground Level (AGL) up to 45,000 ft. Mean Sea Level (MSL). The entire propulsion system must fit into a cylindrical cavity roughly 40” long and 22” in diameter. The BQM-34S will be exposed to open oceans and land recoveries and decontaminated prior to re-use. The proposed engine can be a modification of an existing design or a brand new design so long as the development cycle meets the above stated schedule thresholds.

Required auxiliary systems shall be addressed as part of this RFI. Auxiliary systems should include power generation (approximately 300A), engine and fuel controls, gearbox, lubricant and any other subsystems required for BQM-34S integration.

Please provide pertinent Technology Readiness Level (TRL) for the relevant bullets below utilizing the following definition table for TRL:

Level	Definition
TRL 9	Actual system proven through successful mission operation.
TRL 8	Actual system completed and qualified through test and demonstration.
TRL 7	System prototype demonstration in an operational environment.
TRL 6	System/subsystem model or prototype demonstration in a relevant environment.
TRL 5	Component and/or breadboard validation in a relevant environment.
TRL 4	Component and/or breadboard validation in a laboratory environment.
TRL 3	Analytical and experimental critical function and/or characteristic proof of concept.
TRL 2	Technology concept and/or application formulated.
TRL 1	Basic principles observed and reported.

Table 1: Technology Readiness Level (TRL) Definitions Table

3.2.1 What candidate engine(s) are you considering offering?

3.2.2 What % of your candidate engine(s) is commercial?

3.2.3 What applications are currently flying/operating this engine?

3.2.4 What (if any) additional development does this engine(s) require?

3.2.5 What stage of "new" development is your candidate engine(s) at today? How much do you anticipate the non-recurring cost to be to finish and qualify the candidate engine?

3.2.6 What is the current technology readiness levels (TRL) for any new systems/technologies, and how much development do you anticipate is required in order for these systems/technologies to be made fully operational?

3.2.7 What level of technical details of the design can be shared? Maximum SLS thrust, maximum thrust at service ceiling, Specific Fuel Consumption (SFC) at various conditions, airflow, electrical power generation, dimensions, etc.? Has a cycle model been developed and is it shareable?

3.2.8 What is the manufacturing readiness level for this engine? Are there any currently known material availability issues? Does the engine design use modern (tool-less, reconfigurable tooling, or additive manufacturing) production methods that would facilitate improved long-term on- demand production of spares? Would that intellectual property be available to the Government for long-term on-demand

production of spares?

3.2.9 Does the engine require any special tooling or any support equipment? Are any special tooling and support equipment available or will there be a need to develop and procure them? Are there sub-contractors, suppliers, and/or vendors able to support special tooling or support equipment? What is the timeline and cost for development and validation of special tooling and support equipment?

3.2.10 What facilities are there for maintenance and overhaul of special tooling and support equipment? Will there be any field support for support equipment? Will the government be granted access to the technical data packages (TDP) in terms of hardware and software?

3.2.11 Will there be a need to provide government-furnished property or government-furnished information to support this effort?

3.2.12 Where do you intend to build your candidate engine? What is your production facility status? How long will it take you to stand up production capability? Are you able to initiate production in time to support deliveries starting in 2030? What are your current and projected production capabilities and delivery rates? Is there a minimum production rate (quantity per year) that you would need to realize in order to consider competing for this requirement; if so, what is it?

3.2.13 What is your target unit cost for the engine if the prototype is selected for production and quantities provided?

3.2.14 What is your ROM of cost and schedule to meet the prototype requirements? What is the expected transition schedule and cost to move from prototype to the stated production levels?

3.3 Engine Repair and Overhaul

3.3.1 Is there a Repair and Overhaul capability within your facility? What type-model-series engines are worked on at these locations? What are the minimum and maximum scopes of work performed, i.e. minor parts replacements, complete engine teardowns and rebuilds, part sourcing, engine acceptance test, etc.?

3.3.2 Would your organization be able to take on repair and overhaul of the consideredengine design? Would facility expansion be required? Would additional technician talent need to be hired? How would relationships with part suppliers be established? Is engineering support available to assist with developing new work instructions?

4.0 Security

Responses must answer the following security questions:

4.1 Is your facility able to handle and store classified information up to and including Secret material?

5.0 Corporate Capability and Risk

Responses must answer the following questions regarding corporate capability and risk:

5.1 Identify the top 3-5 technical, operational, and industrial base risks to successfully delivering this capability and your proposed mitigation strategies.

5.2 If your solution includes a teaming arrangement, please cite previous examples of such contract(s) and teaming arrangement(s).

5.3 Describe your organization's experience delivering propulsion solutions and supplies to Department of War end users.

6.0 DISCLAIMER

Any information received in response to this request will be properly protected and handled accordingly; In order to complete its review, NAVAIR must be able to share information within the Government and with contractor support staff.

7.0 RESPONSE SUBMISSION

7.1 All responses shall be submitted via email in Microsoft Word or Adobe PDF format to the points of contact below no later than the 5:00 PM on 14 July 2026. Interested parties are advised against submitting Capability Statements that merely mimic information in this RFI, provide brochure-like information, or provide general information. Responses to this RFI are not to exceed 30 pages in length (not inclusive of a cover page) on 8.5X11 inch paper with one-inch margines and font no smaller than 10 points Times New Roman.

- **Primary:** Joseph Perriello, Contract Specialist, joseph.c.perriello.civ@us.navy.mil
- **Secondary:** Raymond Cannon, Contracting Officer, raymond.c.cannon2.civ@us.navy.mil

7.2 Questions regarding this RFI shall be submitted via email to the primary point of contact. The Government is not obligated to respond to questions submitted by industry as part of this RFI. The Government is not accepting phone calls or meetings regarding this RFI at this time. Classified material SHALL NOT be submitted. All submissions shall include this RFI Reference Number, company name, company address, CAGE code, Unique Entity Identifier (UEI) number, and a point of contact information (including name, position, phone number, and email address) who is able to discuss the Capability Statement submitted.

All information submitted will be adequately safeguarded from unauthorized disclosure. As previously noted, RFI responses will be reviewed by contractor support personnel. The Government will not accept responses marked with Distribution F per DoDI 5230.24.

Responses that fail to comply with the above instructions or present ideas not pertinent to subject, may not be reviewed. All information received in response to this Notice that is marked proprietary will be handled accordingly. Information submitted in response to this RFI is submitted at no cost to the Government and will not be returned. The Government is under no obligation to provide responses or comments to information received from interested parties.

The Government is considering utilizing the Naval Air Systems Consortium to potentially award one or more OTAs pursuant to 10 U.S.C. 4022 “Authority of the Department of Defense to carry out certain prototype projects”. This effort will be briefed by the Government at the NASC Membership Meeting on 25 June 2026. This forum is limited to the members of the NASC. For more information about membership as well as the Robust Communications briefing, please visit nascsolutions.org.

Note: If an interested person is a foreign concern or if a U.S. interested person has a team member or partner who is a foreign entity, adherence to all International Traffic and Arms Regulations (ITAR) is required.