

**HR0011SB20254-09**  
**Turbulent Boundary Layer Drag Reduction via Surface Actuators**  
**Frequently Asked Questions (FAQs)**

1. Is the solicitation restricted to DBD actuators or open to drag reduction using other actuators such as synthetic jets, piezos, etc?  
**A: The solicitation is restricted to DBD actuators.**
2. Does DARPA plan to specify the test aircraft?  
**A: No**
3. Is the contractor expected to provide the test aircraft?  
**A: Yes**
4. Are there preferred test vehicle operating and aerodynamic characteristics (Reynolds number, Mach number)?  
**A: That should be proposed, and we will evaluate**
5. Is there a minimum Mach number and Reynolds number of interest for the test aircraft?  
**A: No – it should be based on the range of operability of the actuators.**
6. Is there a minimum acceptable size scale for the test aircraft (other than turbulent boundary layers exist and the vehicle has the SWaP claim available for the power supplies and actuators)?  
**A: The proposer should make a case for what they propose – they should explain why their proposer aircraft makes sense – we will not pre-decide this.**
7. Will DARPA be the airworthiness authority for this effort?  
**A: No**