PEO-TIS: Channelized Wing Hybrid Electric Vertical Takeoff and Landing (CHEVTOL) Unmanned Aerial Systems (UAS) Assessment Event (AE)
Q&A Telecon Transcript
08 JUNE 2026

1. **Why so specific on the channel wing? Who is certain this is the only answer to the capability gap? What is differentiating it from other designs/options?**

The effort is specifically focused on evaluating the potential of channelized wing technology combined with hybrid-electric propulsion and VTOL capability. The channelized wing concept is a foundational element of the assessment and is considered a non-negotiable requirement. While all submissions will be evaluated holistically, the channelized wing configuration represents the primary area of interest for this effort.

2. **Channel wings only provide partial ducting, acoustical shielding, and lift augmentation. Will ducted concepts be accepted, especially those not requiring tilting wings or propulsion?**

Ducted concepts alone do not meet the intent of this effort. Submissions must incorporate a channelized wing design, hybrid-electric propulsion, and VTOL capability. The method used to achieve VTOL is left to the proposer, provided all required characteristics are satisfied.

3. **Advances have been made in batteries via ARPA-E PROPEL-1K and ARPA RESILIENCE, among other efforts. What is the appetite for advanced batteries (perhaps single use) in this aircraft's powertrain?**

No specific battery chemistry is required. Any battery technology may be considered if it supports the stated performance requirements and overall system objectives.

4. **The white paper template states “addendum for video/photo encouraged/permitted.” Is that addendum included in the six (6) page count?**

No. Videos, photographs, and supporting addenda are not included in the six-page white paper limit.

5. **This event seems to focus on Group 2 and 3 UAS categories. Is SOFWERX also interested in Group 4 hybrid VTOL UAS capabilities, and would that involve a separate assessment?**

This effort is specifically focused on Group 3 UAS. Aircraft must have a maximum gross takeoff weight of 330 pounds or less. Group 4 systems are outside the primary focus of this assessment.

6. **Is the focus of the program VTOL range, speed, or payload—or is it a combination of all three? How important is endurance to your objectives? How important are sling load capabilities?**

The primary requirements are those specified in the evaluation criteria. Endurance is considered extremely important and is a key performance objective. VTOL capability must support launch and recovery within the specified operating area. No additional sling load requirements have been established.

7. **Is it safe to assume this is for an uncrewed, autonomous UAS?**

Yes. This effort is intended for an uncrewed autonomous system (UAS).

8. **Is a payload mass and volume defined as yet?**

Payload mass and electrical power requirements are specified in the evaluation criteria. No payload volume requirement has been established.

9. **The RFP was released on May 29, only two weeks before the submission deadline. Is there any possibility of extending the submission deadline?**

No extension is planned. All participants will be provided with the same submission timeline and evaluation opportunity.

10. **Are tables and diagrams within the white paper excluded from the 12-point font rule?**

Yes. Tables, diagrams, and graphics may use alternate formatting as needed.

11. **Is the channel-wing design primarily intended to provide low-speed cruise capability or short takeoff performance? If it is intended to achieve both objectives, which is the more important performance metric?**

The priorities are those identified in the evaluation criteria. The emphasis is on achieving the required operational performance, particularly endurance and payload capability. No additional preference has been established regarding specific channel-wing performance characteristics beyond the stated requirements.

12. **Is a channelized wing a strict requirement, or is a straight-wing platform acceptable? Are the parameters (14-hour endurance, ship-based landing, heavy-fuel propulsion) strict minimums, or would slightly lower specifications be considered? What can future order volumes be?**

A channelized wing is a strict requirement. Submissions will be evaluated holistically against all criteria. Future procurement quantities were not discussed.

13. **If follow-on demonstrations are required by SOFWERX to proceed, can you explain how a demonstration typically works for SOCOM?**

No demonstrations are currently planned. Any future demonstration requirements would be addressed separately if needed.

14. **When sending links to videos demonstrating capabilities, does SOCOM/SOFWERX have a preferred hosting platform?**

Videos may be uploaded directly through the submission portal. If necessary, private YouTube links or other secure cloud-hosted links may be provided. Short demonstration videos of approximately five minutes are strongly encouraged.

15. **Why so specific on the channel wing? Who is certain this is the only answer to the capability gap? What is differentiating it from other designs/options?**

The channelized wing concept is a core requirement of the effort and serves as the foundational technology area being evaluated. The Government is specifically assessing the potential operational advantages of this configuration.

16. **Is there a desired range, payload, speed, or aeroacoustic signature requirement? Where will this aircraft perform (desert, jungle, city)? Will operational altitude be commensurate with the small-arms threat?**

Required performance characteristics are contained within the evaluation criteria. No specific operating environment was identified. The capability is expected to be adaptable across a wide range of operational environments.

17. **Does a requirements document exist?**

No separate requirements document has been published. Participants should use the evaluation criteria as the primary source of requirements.

18. **Is a BAA or OTA published?**

The solicitation is available through SOFWERX and SAM.gov. Future acquisition approaches may include an OTA, FAR-based contract, or other agreement structure, depending on Government decisions.

19. **Does a gas turbine coupled to an electric generator that drives an electric motor satisfy the hybrid-electric requirement?**

Yes. Such a configuration would satisfy the hybrid-electric propulsion requirement.

20. **The assessment criteria state "Max Ground Takeoff Weight (MGTOW): 330 lbs or less preferred." During the teleconference it was stated that 330 lbs or less is required. Which is correct?**

The effort is focused on aircraft at or below 330 pounds maximum gross takeoff weight. This is considered a highly important evaluation criterion. While submissions are reviewed holistically, significantly exceeding this threshold would likely reduce competitiveness.

21. **Can you provide more detail with respect to the Phase 4 timeline?**

SOFWERX will provide details to industry partners selected to proceed any potential next phase(s).

22. **You mentioned TRL 7 is not required. Is there a minimum TRL?**

No minimum TRL has been established. Technologies below TRL 7 are encouraged to apply if they demonstrate a credible path toward meeting the desired end-state capability.

23. **Can designers define the propeller size themselves, or are there restrictions on that?**

There are no propeller size requirements. Propeller sizing is left to the proposer.

24. **Is it a hard requirement that you demand propellers?**

No. Alternative propulsion concepts may be considered provided they satisfy the channelized wing, hybrid-electric, and VTOL requirements.

25. **Is heavy fuel a hard requirement?**

No. Heavy fuel capability is highly desired but is not a mandatory requirement.

26. **Preferred operating voltage? Voltage maximum?**

No voltage requirements or maximum voltage limits have been specified.

27. **Are there any maritime requirements (batteries on ships have additional safety requirements)?**

Yes. Maritime operation is an important consideration. Factors such as shipboard launch and recovery, fuel compatibility, battery safety, and logistics compatibility may influence evaluation outcomes.

28. **Are there any specified sensors such as EO/IR or DAA, or are those considered payloads?**

Sensors such as EO/IR systems are considered part of the payload allocation. The stated payload requirements include cameras, SIGINT systems, and other mission equipment.

29. **Is there a requirement to combat GPS-denied or GNSS-denied environments?**

No specific requirement has been established. However, any capabilities that provide enhanced performance in denied environments should be clearly identified in the submission.

30. **Are there any teardown or minimum-footprint requirements for storage or placement on a deck?**

No specific teardown or storage footprint requirements have been established. However, system size and storage considerations may be evaluated as part of the overall assessment.

31. **How favorably will references to those already in the military test community be viewed?**

Existing testing and evaluation experience may help demonstrate technology maturity. However, all submissions will undergo independent Government assessment and validation.

32. **How soon should we expect responses to white papers?**

Participants should expect notification regarding selection decisions on or around **17 June 2026**.

33. **Will we know how many were selected?**

No, USSOCOM will not publicly announce how many/who was selected to proceed to next phase(s).

34. **Will you be accepting proposals for propeller-only submissions?**

No. Propeller-only submissions are not within the scope of this assessment. Participants are encouraged to partner with other organizations when appropriate.

35. **Our company is planning a transition to piston-driven hybrid propulsion to improve cruise efficiency over microturbines. Will you be accepting proposals for powerplant-only submissions?**

No. Powerplant-only submissions are not within the scope of this assessment. Teaming arrangements with other industry participants are encouraged.

36. **Is a specification available which allows designers to properly size the UAS?**

Participants should utilize the published evaluation criteria, including the maximum gross takeoff weight and payload requirements, to size proposed systems appropriately.

37. **Would active flow control using bleed flow be allowed?**

Yes. Additional performance-enhancing technologies such as active flow control may be incorporated, provided the aircraft continues to satisfy all required channelized wing, hybrid-electric, and VTOL characteristics.