

DEFENSE SBIR/STTR PROGRAM QUARTERLY REVIEW

Q2 VOLUME 2 ISSUE 2



Susan Celis Director Defense SBIR/STTR Program Office Office of the Under Secretary of Defense for Research and Engineering

Message from the Defense SBIR/STTR Program Director

As we enter the third quarter of fiscal year 2023, Matt and I are pleased to share with you Defense Small Business Innovation Research (SBIR)/Small Business Technology Transfer (STTR) Program second quarter updates, statistics, news from our Components, outreach events and more. In this issue, we will also update you on the implementation of the Due Diligence program mandated in the SBIR/STTR Extension Act of 2022. Please **thoroughly review** the entirety of the SBIR/STTR BAAs to remain apprised of these important programmatic and contractual changes.

Due Diligence Program to Assess Security Risks

The SBIR and STTR Extension Act of 2022 (Pub. L. 117-183) requires the Department of Defense, in coordination with the Small Business Administration, to establish and implement a due diligence program to assess security risks presented by small business concerns (SBC) seeking a Federally funded award. The full text of the SBIR and STTR Extension Act of 2022 is available at: https://www.congress.gov/117/plaws/publ183/ PLAW-117publ183.pdf.

The Small Business Administration (SBA) SBIR/STTR Policy has been revised, effective May 3, 2023, to incorporate the utilization of the Appendix III, Disclosure Questions, as Attachment 2 "Disclosures of Foreign Affiliations or Relationships to Foreign Countries". The Federal Register Notice is available at: https://www.federalregister.gov/documents/2023/04/03/2023-06870/small-business-technolo-gy-transfer-program-policy.

In accordance with Section 4 of the SBIR and STTR Extension Act of 2022, the Department of Defense will review all proposals submitted in response to published SBIR/STTR Broad Agency Announcements (BAAs) and Commercial Solutions Openings (CSOs) to assess security risks presented by small

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Matthew Williams Technology Portfolio Manager Defense SBIR/STTR Program Office Office of the Under Secretary of Defense for Research and Engineering

business concerns seeking a Federally funded award. In addition, the Department will use information provided by the SBC in response to the Disclosures of Foreign Affiliations or Relationships to Foreign Countries (Attachment 2) and the proposal to conduct a risk-based due diligence review on the cybersecurity practices, patent analysis, employee analysis, and foreign ownership of a small business concern, including the financial ties and obligations (which shall include surety, equity, and debt obligations) of the small business concern and employees of the small business concern to a foreign country, foreign person, or foreign entity. The Department will assess proposals utilizing open-source analysis and analytical tools, for the nondisclosures of the information set forth in 15 U.S.C. 638(g)(13).

DoD has partnered with Project Spectrum to provide an online course on Understanding Foreign Ownership, Control, or Influence (FOCI). This course defines FOCI, explains what it means to be under FOCI, and details FOCI's effect on a company seeking initial or continued eligibility for access to a federally funded award. SBC's can register and access this course by following the instructions below:

- 1. Go to projectspectrum.io
- Click "Profile/Dashboard" in the top right and then click "Sign Up" from the dropdown menu.
- 3. Follow the instructions to sign up for an account. Descriptions of the account types are provided below each option.
- 4. Verify your email by entering the code sent to the email address you provided when signing up.
- Log in to Project Spectrum by clicking "Profile/Dashboard > Login" in the top right.
- 6. Find the Training Course on "Understanding Foreign Ownership, Control, or Influence (FOCI)" by clicking "Courses > Training Courses"
- 7. Copy the provided password.
- 8. Click on the course and log in to Encite.io using your email address and the copied password.
- 9. Enroll in the course and click "Enter" to begin

For assistance with registration or access to the Project Spectrum website, please contact support@projectspectrum.io.

We will continue to communicate as we learn and evolve the process. As always, we remain thankful for your contributions and support of the Department's SBIR/STTR programs.

The Hill

Over these past months, our SBIR/STTR Due Diligence tiger team has made great strides in implementation of the Foreign Risk Management requirements for disclosure and due diligence. In order to keep Congress informed as the Department-wide due diligence program takes shape, our office has provided briefings every 30 days to professional staff members from the Senate and House Small Business Committees and the House Science, Space, Technology Committee, and Senate Armed Services Committee.

Looking toward the busy legislative season ahead, our office remains committed to promoting improvements to the SBIR and STTR programs, such as permanency of SBIR and STTR authorities as well as flexibility in awarding funding to small business concerns.

DoD SBIR/STTR Program Statistics

The following data provide a snapshot of second quarter statistics.







SBIR Awards by Component



SBIR/STTR Contract Awards by State

STTR Proposal Submissions by Component



STTR Awards by Component





Funding Opportunities

In the second quarter, the Defense SBIR/STTR Program Office released approximately 170 Small Business Innovation Research (SBIR) topics and 34 Small Business Technology Transfer (STTR) topics across three Broad Agency Announcements (BAAs) and two Commercial Solutions Openings (CSOs). This included topics under the DoD-wide Annual SBIR & STTR BAAs, as well as topics under the DoD 23.1 SBIR & 23.A STTR and the Air Force X23.5/D CSO. During this timeframe, approximately 5,550 proposals were submitted across all topics and solicitations.

For a full list of current and upcoming funding opportunities, please visit <u>https://www.defensesbirsttr.mil/SBIR-STTR/Oppor-tunities/.</u>

To be notified of new funding opportunities and to receive e-mail updates on the DoD SBIR and STTR Programs, subscribe to our listserv by visiting <u>https://www.dodsbirsttr.mil/submissions/login</u> and clicking "DSIP Listserv" located under Quick Links.

Components Connection

Army Announces Three Student Winners in xTechHBCU Competition

The U.S. Army xTech Program announced three winners at the inaugural xTechHBCU Student Competition. Judges selected the winners from 16 student finalists who delivered their final technology pitches to a panel at the 2023 Black Engineer of the Year STEM Conference in National Harbor, MD. The xTech HBCU Student Competition offered eligible, Historically Black College and University undergraduate students the opportunity to pitch their innovative ideas. These ideas included technologies focused on climate change, preventative care for Soldiers' mental and physical health and artificial intelligence and machine learning. Ultimately, the Army's first-ever student prize competition awarded three promising young scientists and engineers \$8,000 for first place; \$5,000 for second place; 2,000 for third place and an opportunity to develop a prototype or seek a patent for their technology solutions.



LTC Sherida Whindleton, top left, and Dr. Matt Willis, top right, congratulate Deneen Royal, center, at the xTechHBCU Student Competition. (U.S. Army)

Army xTech Program Launches Competition Targeting Pacific-Based U.S. Companies

The U.S. Army's xTechPacific Competition invited small businesses in Alaska, Hawaii and Washington to develop solutions that support the military's long-distance strategy in the Pacific. When it comes to conflict, America is often fighting wars thousands of miles away. While it is developing its unrivaled Indo-Pacific capabilities across several fronts, this fact impacts the strength of the U.S. military and increases the cost of equipment upkeep and maintenance. Through the three-round competition, businesses will seek to address these challenges by offering solutions capable of supporting supply chain logistics, climate and sustainment, communications, the Internet of Things and sensing and intelligence. The competition closed on April 20.



Army Awards up to \$150,000 to Small Businesses Developing Underwater Wearables

The Army Applied Small Business Innovation Research Program and Army Applications Laboratory co-funded 10 small business contracts to deliver training technology that could revolutionize commercial wearables and smartwatches through underwater capabilities. Each small business received a Phase I SBIR contract of up to \$150,000 to develop waterproof physiological monitoring systems. With the funding, the companies will explore ways to better track a Soldier's well-being throughout the Combat Diver Qualification Course — as opposed to relying on visual signs of distress in often unforgiving, underwater environments. Meanwhile, the use case could expand beyond the Army to commercial athletic programs and markets.



Small Business Repurposes and Recycles for Army 3D Printing

Repurposing, reimagining and recycling are at the core of re:3D — a small business partnering with the U.S. Army to provide novel, 3D printing capabilities with an environmental conscience. CEO and co-founder Samantha Snabes helped lead efforts to develop the Gigalab, a large-scale, 3D printer stored in a climate-controlled shipping container that can deploy to Soldiers in contested environments for the quick printing of functional tools and parts, including surgical instruments and wrenches. The printer's payoff to the Army increases with its clean tech component. It offers the unique ability to print tools using plastic waste accumulated on the battlefield.



Department of the Navy Pre-Releases Small Business Innovation Research Open Topics

The 2023 Department of the Navy (DON) SBIR Open Topics will be pre-released on June 15. In this funding opportunity, the Navy seeks commercial solutions to meet specific mission critical Naval needs.

DON Open Topics feature a shorter Phase I (4 months, \$75K) approach to adapting commercial solutions to fill a capability gap, improve performance, or modernize an existing capability. In addition, this funding opportunity includes larger competitive Phase IIs that are eligible for participation in DON-unique programs to facilitate technology transition plus education on private capital investment.

Ask Me Anything (AMA) sessions will be scheduled during the pre-release period (June 15 – July 12) allowing direct public communication between small businesses and topic technical points of contact (TPOCs) to answer technical questions about the topics. The funding opportunity will officially open for proposal submissions on July 13 and close on August 15 at 12:00 PM EDT.

More information related to the Open Topics – including open topic mission critical areas and complete instructions for developing and submitting proposals – will be available at https://navysbir.com starting June 15. Information about the AMA schedule is available at https://navysbir.com starting June 15. Information about the AMA schedule is available at https://navysbir.com starting June 15. Information about the AMA schedule is available at https://navysbir.com starting June 15. Information about the AMA schedule is available at https://navysbir.com starting June 15. Information about the AMA schedule is available at https://navysbir.com (open topic.htm.

Success Stories

DATA DRIVEN

Digital Solutions Provide Improved Efficiencies, Cost Savings, Warfighter Securities

The road to successfully transitioning new technology to military use often takes surprising twists and turns. Beacon Interactive Systems, a Massachusetts-based small business, leveraged past commercial experience to benefit the Warfighter.

Beacon's leadership never imagined that their company's history with MetLife, IBM, and Olympus would position it to solve some of the military's most vexing and costly problems. The Small Business Innovative Research (SBIR) program announcement seeking a solution to keep Navy ships mission ready at the lowest possible cost presented an interesting, dual-use opportunity. The initial goal was to provide job performance enhancements in an on-demand system that allowed personnel on optimally manned ships to function effectively and efficiently. If successful, the Beacon team knew they could adapt and scale their digital transformation approach to address the needs of other industrial workers within the DoD and the private sector.



Given improvements in automation and system reliability, Navy ships are operated and maintained by significantly fewer sailors than in previous generations. As a result, the operational staff who remain experience heightened workload pressure. As more reliable systems require less maintenance, they also have fewer occasions to practice and hone particular skillsets. When something goes wrong, the sailor is faced with a variety of issues that can lead to unexpected costs due to incorrect diagnosis and repair, and even potentially life-threatening situations.

For Beacon, the SBIR solicitation was more than a funding and intellectual property development opportunity. It was also a chance to iterate designs with a customer who had skin in the game. "The SBIR presented a perfect test bed that leveraged past experience," Beacon's CEO ML Mackey, said, "addressing a critical need for the Department of Defense, and the promise of a substantial commercial market. The ability to contribute to national security and scale a solution was awesome for us."

The SBIR contract gave Beacon the connections needed to get on Navy ships to observe operations. With financial support from multiple SBIR awards, the Beacon Digital Platform was created. Applicable across maritime, aviation, and land-based critical infrastructure, the software solution is system and service agnostic. It spans the ship's operations and sustainment lifecycle with integrated capabilities addressing asset maintenance, operational logging, energy, and evolving technology needs. In short, the impact of Beacon's solution is akin to what Google Maps is to paper maps. Digitizing paper logbooks, procedures, and other operational documentation and processes allows for greater oversight, data integration, and control.

The Beacon Digital Platform includes eTagOut, eLogBook, and SEAS, described below. Transitioned to the Navy, Air Force, and the Office of Secretary of Defense Manufacturing Technology Program (ManTech), Beacon's solutions are Department of the Navy Application and Database Management System registered with Authority to Operate in Navy Programs of Record. Deployed across all ships, submarines, and carriers in the fleet, the Beacon platform informs maintainers and their supervisors on 120 ships across 17 ship classes. eTagOut is the Navy's Defense Business System for digital maintenance safety work instructions. It provides a step-by-step guide for the safety tag-out process, from planning to hanging and then from clearing to auditing. Used daily by Navy sailors across the fleet, eTagOut allows users to create safety tags for all types of conditions including Danger and Caution. The solution saves time and results in increased efficiency, but most importantly, it keeps sailors safe. eTagOut is fully compliant with the Navy's Tagout User's Manual (TUM) and certified for use on nuclear-powered ships.

A digital replacement of shipboard paper logs, eLogBook transforms static paper-based log entry into a streamlined digital experi- ence in a comprehensive logbook architecture, directly addressing the need for increased watchstander situational awareness. eLogBook revolutionizes how the Navy captures and uses shipboard data by providing a macro-scale digital picture of operational information - an 'as-operating' digital twin previously unavailable with manual paper logging processes.

SEAS—the Shipboard Energy Assessment System—is the Navy's system for operational energy command and control. SEAS, an algorithmic software platform, continuously assesses energy production, distribution, and consumption in real-time. By aggregating operational data from equipment sensors, human observed inputs, and other shipboard information sources, SEAS inputs situational awareness into operational energy readiness. Driven by artificial intelligence (AI) and machine learning (ML), SEAS digitally transforms shipboard operations empowering informed decision-making in real-time.

All three solutions increase safety and efficiency of a ship's resources, leading to a host of benefits including more days on station and longer times between re-fueling.

An example of cross-service SBIR transition, AIRS is the Aircraft Infrastructure Readiness System. Tailored to meet the Air Force's stringent requirements, AIRS digitizes the full cycle of flight line operations and maintenance from problem discovery to evaluation, planning, scheduling, job performance, launch and recovery. Digitization allows for real-time situational awareness improving communication, decision-making, and the timely execution of missions. According to initial estimates, the use of AIRS saves between 1-2 hours per maintenance shift. In a single year, that equates to approximately 29 million hours of freed up operational capacity for the Air Force.

Beacon's President, Mike MacEwen, acknowledged that while it was challenging to navigate all the government processes, the effort was worth the outcome. He identified end-user engagement as the critical driving force behind achieving widespread distribution for the company's solutions. "A warrior-centric focus is embedded in everything we do. Using a consistent and iterative development process, we engage end-users in cycles of demonstrations and feedback. Our process starts and ends with the end-user."

Without the validation and access granted to SBIR awardees, Beacon would never have attempted to move into the defense space. The SBIR program provided Beacon Interactive Systems an "onramp" to a very complicated marketplace. As a result, the company has grown in size and capability to become a solid economic contributor with a "tremendous sense of pride from helping the Warfighter and positively impacting national security."

ROCKET BOOSTERS

SBIR-Backed Company Develops a Novel Rocket Propulsion System for NASA, DARPA

In the early 2000s, the U.S. Air Force issued a Small Business Innovation Research (SBIR) contract for work on a monopropellant augmented solid rocket motor—a new way to control and steer rocket engines. That contract was secured by Adelanto, Califor¬nia-based Exquadrum.

The idea behind the technology was simple: By introducing a liquid monopropellant to the existing fuel base of a solid rocket engine, one could control the power and angle of thrust of the rocket, making it more flexible and controllable. "Imagining current solid rocket motor technology like a firework rocket," said Exquadrum founder Kevin Mahaffy "where you light the fuse and run away, the monopropellant system would be like adding a joystick to the fire-work so you could control where and how fast it traveled." "What we're able to do is have a fixed nozzle and, injecting this liquid, we can steer the plume inside the nozzle and move it from one side to another, and so provide steering to the rocket," he continued. "By injecting this monopropellant, we can throttle it up and throttle it down. One motor can provide for a variety of missions."

The technology took off almost immediately, buoyed by a number of successful SBIR contracts. The company received related SBIR contracts from the Missile Defense Agency (MDA) in 2008, the Army in 2010, and NASA in 2012 for advanced rocket propulsion developments, which then evolved and eventually culminated in a DARPA prime contract to develop a hypersonic boost glide delivery propulsion system.

The contract fell under the umbrella of DARPA's Operational Fires program. In the OpFires pro-gram, DARPA hoped to develop and demonstrate a novel ground-launched system that enabled hypersonic boost glide weapons to penetrate modern enemy air defenses and rapidly and precisely engage critical, time-sensitive targets.

"The objective of DARPA's OpFires program is to deliver an intermediate-range surface-to-surface missile in line with the Department of Defense's push to field hypersonic platforms," said Major Amber Walker (USA), the former DARPA program manager for OpFires.

Exquadrum was recently awarded a Phase 2 contract, through which it has developed and demonstrated a fullsized, working prototype in preparation for a flight test



The OpFires technology from Exquadrum went through a rigorous testing process.

program. The technology was tested successfully on a large rocket motor test platform, according to Mahaffy. "It is proven to be ready to move forward," he said. Mahaffy added he is proud of what he and his com-pany have managed to achieve. And he doesn't shy away from crediting the SBIR program with giving Exquadrum a much-needed boost.

"We built this company on the back of the SBIR program," Mahaffy said. "I'm so grateful to the program because no one would have given us these opportunities without the experience, the record of innovation, and the success we garnered through the SBIR program. It just wouldn't have happened the way it did."

CLEAN LANDINGS

Mobile Cleaning, Recovery, and Recycling System Gets Naval Aircraft Carriers and Municipal Parking Lots into Shipshape

A Navy aircraft carrier idles in the middle of the ocean, readiness compromised by foreign object debris (FOD) across its flight deck. Debris and hard particles have built up from aircraft and ground-support activity. Even something as routine as moving planes from the hangar deck to the flight deck can spread debris or spill grease and jet fuel. Given that jet engines have powerful intakes that can suck up the debris, the risk of damage to aircraft engines becomes too significant to allow takeoffs and landings. Even a bit of spilled grease or fuel can be dangerous if aircraft slip into each other on the rolling deck of a carrier in high seas.

In order to get the carrier fully operational, the Navy calls on Triverus, a Palmer, Alaska-based small business that has produced advanced cleaning technology since 2001. Triverus ships their five-ton Mobile Cleaning Reclaim Recycle System (MCRRS, pronounced "McChris") to the vessel overnight. MCRRS starts immediately cleaning the deck using water-jet technology, integrated air recovery, and waste-water recycling. Within a short time, the flight deck is spotless, and the ship certified as mission ready.

Prior to MCRRS, ships and carriers used aging, inadequate, costly, and unreliable cleaning systems that did not meet the Navy's safety or efficiency needs. Oftentimes, sailors were even required to scrub the decks by hand, an expensive and time-consuming option.

The MCRRS was developed with the support of the U.S. Office of Naval Research (ONR) and Naval Sea Systems Command (NAVSEA), Carderock Division. It was specifically designed to quickly clean flight deck surfaces on aircraft carriers using only fresh water while producing minimum waste. "In 2001, Triverus received a Small Business Innovation Research (SBIR) contract," said Hans Vogel, CEO. "We wanted to meet the Navy's need. Although 14 companies submitted a proposal, we were one of the two final awardees. And, in the end, they liked our product better."

Referring to other ships out of commission due to FOD, Vogel added, "Aircraft cannot take off or land. If the Navy can't certify

that they recovered the FOD, they put pilots and airplanes at risk. Our machine ended up staying in the fleet, working on their ships for several years. And, it has drastically changed the way decks are cleaned."

Aircraft carriers are especially challenging environments because of the volume of activity taking place on deck. There are three main reasons that ship and aircraft-carrier flight decks need cleaning. First is FOD. FOD removal involves microsolid and liquid debris that can cause major damage to aircraft and potentially injure personnel. Second is the coefficient of friction (COF). COF is a measure of the force of friction between two objects. Flight decks cannot be slippery; their COF must be maintained by effective surface cleaning. This involves the complete removal of oils and grease caused by flight deck activities. Finally, there's environmental pollution prevention. Petroleum oil lubricants, jet fuel hydraulic oil, and grease need to be managed without polluting the waters around the ship.

Triverus' MCRRS outcompetes other products by addressing all three technology drivers. Vogel described the complex path to today's technology. "We received Phase 1, 2, and 3 SBIR awards and approached the challenge iteratively. Phase 1 was for a technical white paper detailing the concept and how we would achieve it. We also did some lab testing to demonstrate technical direction. In Phase 2, we built the prototype. We had numerous Phase 3s. In 2003 and 2004, we deployed a couple of prototype units aboard different ships. When we got onboard, we learned a myriad of things that we could not have learned otherwise. These were high pressure trips with us being out at sea for a month at a time. They were launching and recovering aircraft every day. The potentiality of our solution was what got us on the ships and let us stay there. In early 2019, we won a contract for 43 machines."

The initial machines in this procurement include systems that will be delivered to "L" class amphibious carriers used for carrying personnel, helicopters, and F35/harrier jump jets, and CVN, nuclear class carriers. Both carrier types need protection from FOD damage, including non-skid debris.

"During the past several years, we leveraged what we learned from the Navy and developed two other machines. We now have a Municipal Cleaning Vehicle (MCV) which has been sold to airports and cities. MCVs are being used to clean parking garages, aircraft ramps, and hard-surfaced municipal spaces. This technology is only nine years old. It not only cleans larger recoverable particles but also hard-to-recover sub-micron particles that, if not removed, contribute to stormwater pollution. We also have an Airfield Cleaning Vehicle (ACV) in production," said Vogel.

Over the years, new pervious surfaces have been developed. These are flat, paved surfaces made of permeable concrete, pervious asphalt, and constructed to manage storm water runoff. "Until we came along, there had not been a good way to clean those surfaces," Vogel said. "Our technology can clean and restore pervious surfaces. We are picking up materials where conventional cleaners are leaving material behind. If there is a discharge permitting issue, we can clean materials and remove them before they get into the regulated storm water system. We have an environmentally relevant technology that both the military and municipalities need, saving taxpayers a lot of money. And, as a result, there are no more ships stranded at sea due to flight decks that need cleaning."



Triverus equipment aboard the USS America, F-35s in the background.

The content in these articles does not constitute or imply endorsement by the Department of Defense or the Military Service(s) of the provider or producer of the technology, product, process, or services mentioned.

Outreach Events

CES®

With coordination with the U.S. Patent and Trademark Office (USPTO), the DoD SBIR/STTR Team supported the United States Government booth at the Consumer Technology Association (CES) 2023 annual conference held from January 5-8 in Las Vegas, NV. The team conducted outreach, engaging with conference attendees and disseminated Program materials. CES is the most influential tech event in the world — the proving ground for breakthrough technologies and global innovators. This is where the world's biggest brands do business and meet new partners, and the sharpest innovators hit the stage.

CES showcases companies including manufacturers, developers and suppliers of consumer technology hardware, content, technology delivery systems and more. The Consumer Electronics Show explores next-gen technology in the context of numerous topics, including 5G and IoT, advertising, automotive, block chain, health and wellness, immersive entertainment, robotics and so on. This year's conference showcased more than 1400 exhibiting companies, including manufacturers, developers and suppliers of consumer technology hardware, content, technology delivery systems and more; a conference program with more than 250 conference sessions and more than 182,000 attendees from 158 countries.





Photo credit: Ian Roth

SXSW®

Every year, 280,000 people attend SXSW® in Austin, TX; consequently, the DoD SBIR/STTR Team attended the Capital Factory House at SXSW® where over five days, March 10-14, the team at the Capital Factory coordinated hundreds of one-on-one meetings between entrepreneurs, investors, leaders, and academics in addition to hosting numerous panels and networking and educational sessions. At this event, our focus was on conducting outreach and



answering questions with those new to SBIR/STTR and proactively engaging with persons to market the program and encourage their participation.

DoD Office of Small Business Programs Mentor Protégé Summit 2023

The Department of Defense (DoD) OSBP hosted the Mentor Protégé Summit 2023 from March 27-30 in Orlando, FL, which was designed to reinforce small business supply chains and their ability to compete in a modernized defense industrial base through education, networking, and collaboration. The event supported OSBP's goal to provide practical opportunities for small businesses in the DoD industrial base to develop, competitively market and deliver innovative solutions. On March 29, Department of Defense SBIR/STTR program leadership participated in a panel, "SBIR/STTR Training and Participation," which discussed the importance of the SBIR/STTR programs and how they leverage the ingenuity of small businesses and research institutions to develop innovative technologies and solutions. Panelists included Ms. Susan Celis, Director, Defense SBIR/STTR Program; Dr. Matthew Willis, Director, Army Applied SBIR Program; Mr. Brian Shipley, Program Manager Commercialization SBIR/STTR Programs, Department of the Navy and Ms. Rachel Braun, AFWERX SBIR/STTR Program Manager. The panel was moderated by Mr. Ian Roth, Contract Support to DoD SBIR/STTR - Outreach, Education, and Technology Transition Senior Analyst and approximately 60 people attended.



Susan Celis, Director, Defense SBIR/STTR Program, discussing SBIR/STTR Programs with panelists (left to right) Rachel Braun (Air Force), Brian Shipley (Navy), and Matthew Willis, (Army). Photo credit: Ian Roth

UPCOMING EVENTS



TechConnect World Innovation Conference & Expo June 19 – 21 National Harbor, MD https://www.techconnectworld.com/World2023/



Let's Connect

DoD SBIR/STTR https://www.defensesbirsttr.mil

