

RETURN BIDS TO:
RETOURNER LES SOUMISSIONS À:
Bid Receiving - PWGSC / Réception des soumissions
- TPSGC
11 Laurier St. / 11, rue Laurier
Place du Portage, Phase III
Core 0B2 / Noyau 0B2
Gatineau
Québec
K1A 0S5
Bid Fax: (819) 997-9776

SOLICITATION AMENDMENT
MODIFICATION DE L'INVITATION

The referenced document is hereby revised; unless otherwise indicated, all other terms and conditions of the Solicitation remain the same.

Ce document est par la présente révisé; sauf indication contraire, les modalités de l'invitation demeurent les mêmes.

Comments - Commentaires

Vendor/Firm Name and Address
Raison sociale et adresse du
fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution
Civilian Aircraft Division/Division des Avions Civils
Portage III 8C1 - 50
11 Laurier St./11 rue Laurier
Gatineau
Québec
K1A 0S5

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| Title - Sujet HELICOPTER PROJECT (DFO) | |
| Solicitation No. - N° de l'invitation F7013-120014/I | Amendment No. - N° modif. 002 |
| Client Reference No. - N° de référence du client F7013-120014 | Date 2015-08-02 |
| GETS Reference No. - N° de référence de SEAG PW-\$CAG-003-25220 | |
| File No. - N° de dossier 003cag.F7013-120014 | CCC No./N° CCC - FMS No./N° VME |
| Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2015-09-30 | |
| F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/> | |
| Address Enquiries to: - Adresser toutes questions à: MacNeil, Michael | Buyer Id - Id de l'acheteur 003cag |
| Telephone No. - N° de téléphone (819) 956-0078 () | FAX No. - N° de FAX (819) 997-0437 |
| Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: | |

Instructions: See Herein

Instructions: Voir aux présentes

| | |
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| Delivery Required - Livraison exigée | Delivery Offered - Livraison proposée |
| Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur | |
| Telephone No. - N° de téléphone Facsimile No. - N° de télécopieur | |
| Name and title of person authorized to sign on behalf of Vendor/Firm (type or print) Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie) | |
| Signature | Date |

Solicitation No. - N° de l'invitation

F7013-120014/I

Amd. No. - N° de la modif.

002

Buyer ID - Id de l'acheteur

003cag

Client Ref. No. - N° de réf. du client

F7013-120014

File No. - N° du dossier

003cagF7013-120014

CCC No./N° CCC - FMS No/ N° VME

At Part 5

INSERT: 5.x.x Declaration of Convicted Offences

As applicable, pursuant to subsection Declaration of Convicted Offences of section 01 of the Standard Instructions, the Bidder must provide with its bid, a completed Declaration Form (<http://www.tpsgc-pwgsc.gc.ca/ci-if/formulaire-form-eng.html>), to be given further consideration in the procurement process.

CANADIAN COAST GUARD FULL FLIGHT SIMULATOR PROCUREMENT

The purpose of this amendment is to:

- extend the bid closing date by thirty (30) days.
- provide answers to questions received in response to the RFP.

1. The solicitation closing date has been extended thirty days from 31 August to **30 September 2015**. This new date is identified on the cover page of this amendment.

2. The questions received and the associated answers are listed in Table 1.

Table 1.

| No. | Questions and Answers |
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| FFS-01 Repeat | <p>Q. When does PWGSC anticipate awarding the FFS contract?</p> <p>A. Fall 2015</p> |
| FFS-02 Revised | <p>Q. When will the flight data package be delivered from Bell Helicopter to the selected Full Flight Simulator OEM?</p> <p>A. Bell Helicopter will provide the flight data package to the FFS OEM within 30 days following contract award.</p> |
| FFS-03 | <p>Q. RFP Reference: DID FR-002 – Deliverables: Under the heading Deliverables, Preliminary Design, DID FR-002 indicates "The Bid Proposal must provide one (1) electronic copy of the preliminary Installation Plan." The CDRL and the rest of DID FR-002, however, suggest no installation plan is required with the bid proposal, and that the preliminary Installation Plan should be submitted in the Preliminary Design phase. Please confirm that the preliminary Installation Plan is not required with the Bid submission.</p> <p>A. The preliminary Installation Plan is NOT required at bid. The preliminary Installation Plan is due during the Preliminary Design phase.</p> |
| FFS-04 | <p>Q. RFP Reference: SOW Section 11 f : SOW Section 11 f. refers to DID T-016 CCG Mission Training Requirements Report. Please confirm this should refer to DID T-002 and not DID T-016.</p> <p>A. The correct reference is DID T-002.</p> |
| FFS-05 | <p>Q. RFP Reference: RFP Appendix C to Annex A, section 8.1.0-1: Section 8.1.0-1 of Appendix C to Annex A refers to a "repeater station display." Please clarify what this is, what it repeats, and how the instructor is expected to be involved.</p> |

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| | <p>A. The repeater screen is a third screen intended to repeat information from the cockpit without requiring the instructor to look over the student's shoulder. This screen would not be on the IOS station/seat but should be visible from the Instructor's position. For example, it could be attached to the bulkhead. An example of the information displayed on the repeater screen might be primary flight displays, multi-functionality displays, visual IG channel, a display of what the pilot is typing, FMS CDU, etc.</p> |
| FFS-06 | <p>Q. RFP Reference: SOW Annex A Appendix C Requirement 10.1.0-8: Requirement 10.1.0-8 in SOW Annex A Appendix C appears to be incomplete. Please provide the complete requirement.</p> |
| | <p>A. The complete requirement should read: The FFS must have the capability to conduct maintenance training for the Health and Usage Monitoring System (HUMS).</p> |
| FFS-07 | <p>Q. RFP Reference: RFP Appendix C to Annex A, section 3.8.0-3: In Section 3.8.0-3 of Appendix C to Annex A, please clarify the statement where the "weather radar is capable of IDENTIFYING CCG vessels". Is it meant only to be able to detect (radar return) or to identify (e.g. based on radar signature) a CCG vessel? Weather radars are not likely to provide this degree of identification.</p> |
| | <p>A. The weather radar is only expected to be able to DETECT CCG vessels based on radar return.</p> |
| FFS-08 | <p>Q. RFP Reference: Aircraft configuration listing + cockpit layout (DRAFT) for the Bell 412EPI: The provided list of equipment for the Bell 412EPI helicopter is difficult to interpret, due to the following elements:</p> <ul style="list-style-type: none">• the list is not described as a "bill of material" listing, making it difficult to figure out all components that are part of this helicopter• line item descriptions are at times too brief making it difficult to understand to what they pertain• the list is missing specific model/part numbers for the equipment found on the aircraft• not all cockpit panels in the cockpit layout image appear to be present in the configuration listing, and vice-versa, namely the TDFM-9000NV transceiver system, AFCS altitude set panel• some items are added but then appear to be deleted, making it difficult to know what elements are actually included in the aircraft• what is the significance of the "config A" column with the Y/N status? Is it meant to state that a "Y" has this feature in the config, as opposed a "N" is not? We ask that Canada provide a more comprehensive list in order to better evaluate the Bell 412 configuration and to provide a more precise list of components |

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| | <p>required for the DID T-014.</p> |
| | <p>A. The intention behind DID T-014 is expressed in section 13 of the SOW - 'As part of the bid proposal, Bidders may particularize and amend this list and deliver, as part of the bid proposal, a revised list of Helicopter OEM parts, instruments and avionics.' We recognize that the GFE list is incomplete and may not reflect the approach that each FFS OEM may take regarding aircraft components. The objective of the list provided by T-014 will be to advance discussions with the helicopter OEM regarding ordering these components. It is intended that early in the Preliminary Design phase, this list will be finalized.</p> <p>Regarding the configuration of the 412EPI, the configuration is still in a draft format and will not be locked until after August 15, 2015. For bid purposes, it is sufficient for the list provided under T-014 to contain general descriptions of the components to be provided by the helicopter OEM. Part/model numbers are not required at this point - as long as the component can be identified by the helicopter OEM. The updated configuration for the 412EPI will be made available as an amendment to this RFP after August 15, 2015.</p> <p>Bidders are to disregard the column with configuration A, Y/N.</p> <p>DID T-014 will be amended to more clearly reflect the intention described above. The CDRL will be amended to reflect that at bid T-014 will be a 'Review' DID. These changes will be addressed in an upcoming amendment to this RFP.</p> |
| FFS-09 | <p>Q. RFP Reference: Aircraft configuration listing+cockpit layout (DRAFT) for the Bell 429: The provided list of equipment for the Bell 429 helicopter is difficult to interpret, due to the following elements:</p> <ul style="list-style-type: none">• the list is not described as a "bill of material" listing, making it difficult to figure out all components that are part of this helicopter• line item descriptions are at times too brief making it difficult to understand to what they pertain• the list is missing specific model/part numbers for the equipment found on the aircraft• not all cockpit panels in the cockpit layout image appear to be present in the config listing, and vice-versa• what is the significance of the "config A" column with the Y/N status? Is it meant to state that a "Y" has this feature in the config, as opposed a "N" is not? <p>We ask that Canada provide a more comprehensive list in order to better evaluate the Bell 429 configuration and provide a more precise list of components required for DID T-014.</p> |
| | <p>A. The intention behind DID T-014 is expressed in section 13 of the SOW - 'As part of the bid proposal, Bidders may particularize and amend this list and deliver, as</p> |

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| | <p>part of the bid proposal, a revised list of Helicopter OEM parts, instruments and avionics.' We recognize that the GFE list is incomplete and may not reflect the approach that each FFS OEM may take regarding aircraft components. The objective of the list provided by T-014 will be to advance discussions with the helicopter OEM regarding ordering these components. It is intended that early in the Preliminary Design phase, this list will be finalized.</p> <p>Regarding the configuration of the 429, Canada will provide an updated version of the 429 pedestal via email. For bid purposes, it is sufficient for the list provided under T-014 to contain general descriptions of the components to be provided by the helicopter OEM. Part/model numbers are not required at this point - as long as the component can be identified by the helicopter OEM.</p> <p>Bidders are to disregard the column with configuration A, Y/N.</p> <p>DID T-014 will be amended to more clearly reflect the intention described above. The CDRL will be amended to reflect that at bid T-014 will be a 'Review' DID. These changes will be addressed in an upcoming amendment to this RFP.</p> |
| FFS-10 | <p>Q. RFP Reference: RFP Appendix C to Annex A, 3.1.0-19: Please confirm if the position of the mirrors located in the chin window areas are controllable by the pilot or if they are adjusted prior to take-off by external personnel.</p> <p>A. The mirror positions are adjustable by the pilot in flight. However, some minor position adjustment might be required on the ground prior to take-off. The Bell 429 has a single mirror on the right side and the 412EPI will have 2 mirrors, one on the left and one on the right, both adjustable through the same handle.</p> |
| FFS-11 | <p>Q. RFP Reference: DID M-014: Can the same project(s) be used as reference for different criteria? For example; Can the same FFS project be referenced in the TM 1 as well as in the EX1-4 and MT1-5 sections?</p> <p>A. Yes, bidders may use the same project as a reference for different criteria. For instance, a level D rotorcraft simulator delivered in the past three years that was qualified by Transport Canada may be used as a reference for TM 1, EX 1, EX 2 and EX3/4 along with any of the MT 1 through 5 criteria applicable to that project.</p> |
| FFS-12 | <p>Q. RFP Reference: DID FR-001: To allow us to prepare the preliminary Simulator Installation Drawing, could Canada provide the following building drawings in Autocad DWG Version 2000 format: A110, A120, A121, A400, A401.</p> |

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| | A. Bidders are to contact the Contract Authority at PWGSC to obtain the requested drawings. |
| FFS-13 | Q. RFP Reference: Appendix 1 to Appendix C to Annex A: The table listing the 5 OTAs indicates the Mountain OTA should be 50 nm by 70 nm centred on Mt Moresby. The map depicting the Mountain OTA, however, shows a 50 km by 70 km OTA. Please confirm whether the Mountain OTA should be 50 nm by 70 nm or 50 km by 70 km. |
| | A. The Mountain OTA is 50 km by 70 km . |
| FFS-14 | Q. RFP Reference: RFP Appendix C to Annex A, 3.1.0-14: Please identify if the TD must support vertical reference training on both sides of the cockpit. If not, please identify which side is used for each of the cockpit types (B412EPI and B429) |
| | A. For the 429, vertical reference must be supported from the right side only. For the 412EPI, vertical reference must be supported from the left side only. |
| FFS-15 | Q. RFP Reference: Appendix C to Annex A, Requirement 3.1.0-19: Please provide installation drawings and pictures of the chin window mirrors from outside the helicopter and inside. We need the dimensions and the positions of the mirrors. Pictures taken from the pilot position (eye point) to depict the actual field-of-view of the mirrors as seen from the cockpit would be helpful. |
| | A. Canada cannot provide the installation and drawings as they are proprietary to Aeronautical Accessories. The Aeronautical Accessories STC is SH1029 and should be requested directly from them. |
| FFS-16 | Q. RFP Reference: Appendix C to Annex A, Requirement 3.1.0-19: Please confirm whether the short line mirrors must be simulated for both pilot and co-pilot positions. If not, please specify from which pilot seat the short line training will take place for the B412 and the B429. |
| | A. The short line mirrors must be simulated for the pilot position on the 429 and both pilot and co-pilot positions on the Bell 412EPI. |
| FFS-17 | Q. RFP Reference: RFP 5.1.5 Standard Pricing Spares Parts List: Please clarify the discounted rate expectations. As per the Basis of Payment Annex B, discounted prices will only apply to future purchases of spares, not those included in the Firm-Fixed price bid. |
| | A. The discounted rates apply to future purchases of spare parts during the contract period, ending five years from contract award. |

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| FFS-18 | <p>Q. RFP Reference: RFP 5.1.6 Travel and Living: Does this clause apply to the Travel & Living expenses that will be required for the execution of the contract? Or does it only apply to future tasks authorized after contract award?</p> |
| | <p>A. This clause applies only to future tasks authorized after contract award. All contractor travel related to the execution of the contract must be included in the bid price.</p> |
| FFS-19 | <p>Q. RFP Reference: Annex D. Bid Evaluation Plan: Please confirm that in the evaluation of financial proposals, the factor P1 includes the prices of all the spares as well as Tooling & Equipment listed in Tables 2 & 3 of Annex C.</p> |
| | <p>A. The financial proposal P1 does NOT include the prices for spares, tooling and equipment. This is a recommended spares list with pricing that may be exercised as an option (see section 19 of the SOW).</p> |
| FFS-20 | <p>Q. RFP Reference: Bell 429 and Bell 412EPI equipment lists: Information provided by Canada re: equipment lists for both the Bell 429 and the Bell 412EPI does not appear to be complete at this time. How does Canada advise proposals be priced accordingly given that these lists are incomplete?</p> |
| | <p>A. Bidders are requested to use the "BELL FURNISHED EQUIPMENT FOR FULL FLIGHT SIMULATOR" lists provided by Canada as GFI to determine their pricing at bid. Any items not included on these lists will need to be factored into the Bidder's pricing. The Bell furnished equipment lists are available upon request to the Contract Authority.</p> |

ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED