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K1A 0S5  
Bid Fax: (819) 997-9776

**REQUEST FOR PROPOSAL  
DEMANDE DE PROPOSITION**

**Proposal To: Public Works and Government  
Services Canada**

We hereby offer to sell to Her Majesty the Queen in right of Canada, in accordance with the terms and conditions set out herein, referred to herein or attached hereto, the goods, services, and construction listed herein and on any attached sheets at the price(s) set out therefor.

**Proposition aux: Travaux Publics et Services  
Gouvernementaux Canada**

Nous offrons par la présente de vendre à Sa Majesté la Reine du chef du Canada, aux conditions énoncées ou incluses par référence dans la présente et aux annexes ci-jointes, les biens, services et construction énumérés ici sur toute feuille ci-annexée, au(x) prix indiqué(s).

**Comments - Commentaires**

<b>Title - Sujet</b> DRAFT RFP FOR LIGHT HELICOPTER	
<b>Solicitation No. - N° de l'invitation</b> M7594-160444/B	<b>Date</b> 2015-11-13
<b>Client Reference No. - N° de référence du client</b> M7594-160444	
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$CAG-007-25491	
<b>File No. - N° de dossier</b> 007cag.M7594-160444	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2015-11-27</b>	<b>Time Zone</b> <b>Fuseau horaire</b> Eastern Standard Time EST
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input checked="" type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Long, Rick	<b>Buyer Id - Id de l'acheteur</b> 007cag
<b>Telephone No. - N° de téléphone</b> (819) 956-0109 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>  Specified Herein Précisé dans les présentes	

**Instructions: See Herein**

**Instructions: Voir aux présentes**

**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

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

Solicitation No. - N° de l'invitation

Amd. No. - N° de la modif.

Buyer ID - Id de l'acheteur

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

File No. - N° du dossier  
xxxxx.XXXXXX-XXXXXX

CCC No./N° CCC - FMS No./N° VME

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Please see the following draft RFP documents for industry comments:

Solicitation No. - N° de l'invitation

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XXXXXX-XXXXXX

File No. - N° du dossier  
xxxxx.XXXXXX-XXXXXX

CCC No./N° CCC - FMS No./N° VME

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### **Preamble/instructions to industry regarding the DRAFT RFP for RCMP Light helicopter**

This Draft Request for Proposal (RFP) has been prepared as a means to solicit industry input, comments and recommendation for the development of the final version of the RFP. At this stage, we are looking for Industry feedback on the "draft" RFP. Therefore, the instructions to the bidders on how to respond to the actual RFP are not final and are not to be adhered to at this time. These are PWGSC standard instructions on how proposals are to be submitted.

This Draft RFP presents an opportunity for OEMs to review the current version of the Draft RCMP Light Helicopter Statement of Work and the associated Draft Baseline Requirements document and to provide input for consideration in the development of the final RFP package for the RCMP Light Helicopter. Industry feedback is a crucial component of the RCMP Helicopter procurement process. As such, Canada requests that all comments and feedback be documented using an organized and consistent format, as follows.

When responding with input regarding the RCMP Light Helicopter Statement of Work (SOW), please clearly indicate the SOW section number and paragraph, in chronological order, together with any comments or feedback. For example:

SOW Section 3.2.1 para 2: Comment is provided here.

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## **PART 1 - GENERAL INFORMATION**

### **1.1 Introduction**

The bid solicitation is divided into seven parts plus attachments and annexes, as follows:

- Part 1 General Information: provides a general description of the requirement;
- Part 2 Bidder Instructions: provides the instructions, clauses and conditions applicable to the bid solicitation;
- Part 3 Bid Preparation Instructions: provides bidders with instructions on how to prepare their bid;
- Part 4 Evaluation Procedures and Basis of Selection: indicates how the evaluation will be conducted, the evaluation criteria that must be addressed in the bid, and the basis of selection;
- Part 5 Certifications: includes the certifications to be provided;
- Part 6 Security, Financial and Other Requirements: includes specific requirements that must be addressed by bidders; and
- Part 7 Resulting Contract Clauses: includes the clauses and conditions that will apply to any resulting contract.

The Annexes include:

- Annex A Statement of Requirement
- Annex B, Basis of Payment
- Annex C, Financial Bid Proposal
- Annex D, Bid Evaluation Plan
- Annex E, Mission Profiles
- Annex F, Bid Evaluation Score Sheet

The Appendices include:

- Appendix A Claim for Exchange Rate Adjustments
- Appendix B Federal Contractors Program for Employment Equity – Certification
- Appendix C Task Authorization Form 572

### **1.2 Who Can Respond**

Only bids from Helicopter Original Equipment Manufacturers (OEM) and OEM Authorized Completion Centres with documented prior Police and/or Military Completion experience will be given consideration.

### **1.3 Summary**

The Royal Canadian Mounted Police plans to upgrade the RCMP Air Services in British Columbia with the purchase of a new or previously owned twin engine, light utility helicopter.

The helicopter will be operated primarily in the Province of British Columbia, in all areas of the province including Lower Mainland, Island, North and South east districts based out of Langley Air Base.

The award date for the contract is forecasted for early 2016.

#### 1.4 Applicable Trade Agreements and Policies

The requirement is subject to the provisions of the Agreement on Internal Trade (AIT).

The requirement is subject to a preference for Canadian goods and/or services.

"The Federal Contractors Program (FCP) for employment equity applies to this procurement; see Part 5 - Certifications, Part 7 - Resulting Contract Clauses and the annex titled [Federal Contractors Program for Employment Equity - Certification.](#)"

#### 1.5 Debriefings

After contract award, Bidders may request a debriefing on the results of the bid solicitation process. Bidders should make the request to the Contracting Authority within 15 working days from receipt of the results of the bid solicitation process. The debriefing may be in writing, by telephone or in person.

### PART 2 - BIDDER INSTRUCTIONS

#### 2.1 Standard Instructions, Clauses and Conditions

All instructions, clauses and conditions identified in the bid solicitation by number, date and title are set out in the [Standard Acquisition Clauses and Conditions Manual](https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual) (https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual) issued by Public Works and Government Services Canada.

Bidders who submit a bid agree to be bound by the instructions, clauses and conditions of the bid solicitation and accept the clauses and conditions of the resulting contract.

The [2003](#) (2015-07-03) Standard Instructions - Goods or Services - Competitive Requirements, are incorporated by reference into and form part of the bid solicitation.

Subsection 5.4 of [2003](#), Standard Instructions - Goods or Services - Competitive Requirements, is amended as follows:

Delete: 60 days

Insert: 240 days

#### 2.2 Submission of Bids

Bids must be submitted only to Public Works and Government Services Canada (PWGSC) Bid Receiving Unit by the date, time and place indicated on page 1 of the bid solicitation.

Due to the nature of the bid solicitation, bids transmitted by facsimile to PWGSC will not be accepted.

#### 2.3 Maximum Funding

The maximum funding available for the Contract resulting from the bid solicitation is \$8.3M CAD (Applicable Taxes extra). Bids valued in excess of this amount will be considered non-responsive. This disclosure does not commit Canada to pay the maximum funding available.

## 2.4 Enquiries - Bid Solicitation

All enquiries must be submitted in writing to the Contracting Authority no later than fifteen (15) calendar days before the bid closing date. Enquiries received after that time may not be answered.

Bidders should reference as accurately as possible the numbered item of the bid solicitation to which the enquiry relates. Care should be taken by Bidders to explain each question in sufficient detail in order to enable Canada to provide an accurate answer. Technical enquiries that are of a proprietary nature must be clearly marked "proprietary" at each relevant item. Items identified as "proprietary" will be treated as such except where Canada determines that the enquiry is not of a proprietary nature. Canada may edit the question(s) or may request that the Bidder do so, so that the proprietary nature of the question(s) is eliminated and the enquiry can be answered to all Bidders. Enquiries not submitted in a form that can be distributed to all Bidders may not be answered by Canada.

## 2.5 Applicable Laws

Any resulting contract must be interpreted and governed, and the relations between the parties determined, by the laws in force in Ontario, Canada.

Bidders may, at their discretion, substitute the applicable laws of a Canadian province or territory of their choice without affecting the validity of their bid, by deleting the name of the Canadian province or territory specified and inserting the name of the Canadian province or territory of their choice. If no change is made, it acknowledges that the applicable laws specified are acceptable to the Bidders.

## 2.6 Improvement of Requirement During Solicitation Period

Should bidders consider that the specifications or Statement of Work contained in the bid solicitation could be improved technically or technologically, bidders are invited to make suggestions, in writing, to the Contracting Authority named in the bid solicitation. Bidders must clearly outline the suggested improvement as well as the reason for the suggestion. Suggestions that do not restrict the level of competition nor favour a particular bidder will be given consideration provided they are submitted to the Contracting Authority at least 15 calendar days before the bid closing date. Canada will have the right to accept or reject any or all suggestions.

## PART 3 - BID PREPARATION INSTRUCTIONS

### 3.1 Bid Preparation Instructions

Canada requests that Bidders provide their bid in separately bound sections as follows:

- Section I: Technical Bid, one (1) master hard copy and four (4) hard copies, and two (2) soft copies on CD, DVD or USB key.
- Section II: Financial Bid, one (1) master hard copy and one (1) soft copies on CD, DVD or USB key.
- Section III: Certifications identified in Part 5, two (2) hard copies

If there is a discrepancy between the wording of the soft copy and the hard copy, the wording of the hard copy will have priority over the wording of the soft copy.

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**Prices must appear in the financial bid only. No prices must be indicated in any other section of the bid.**

Canada requests that Bidders follow the format instructions described below in the preparation of their bid:

- (a) use 8.5 x 11 inch (216 mm x 279 mm) paper;
- (b) use a numbering system that corresponds to the bid solicitation.

In April 2006, Canada issued a policy directing federal departments and agencies to take the necessary steps to incorporate environmental considerations into the procurement process [Policy on Green Procurement](http://www.tpsgc-pwgsc.gc.ca/ecologisation-greening/achats-procurement/politique-policy-eng.html) (<http://www.tpsgc-pwgsc.gc.ca/ecologisation-greening/achats-procurement/politique-policy-eng.html>). To assist Canada in reaching its objectives, Bidders should:

- 1) use 8.5 x 11 inch (216 mm x 279 mm) paper containing fibre certified as originating from a sustainably-managed forest and containing minimum 30% recycled content; and
- 2) use an environmentally-preferable format including black and white printing instead of colour printing, printing double sided/duplex, using staples or clips instead of cerlox, duotangs or binders.

**Section I: Technical Bid**

In their technical bid, Bidders should demonstrate their understanding of the requirements contained in the bid solicitation and explain how they will meet these requirements. Bidders should demonstrate their capability and describe their approach in a thorough, concise and clear manner for carrying out the work.

The technical bid should address clearly and in sufficient depth the points that are subject to the evaluation criteria against which the bid will be evaluated. Simply repeating the statement contained in the bid solicitation is not sufficient. In order to facilitate the evaluation of the bid, Canada requests that Bidders address and present topics in the order of the evaluation criteria under the same headings. To avoid duplication, Bidders may refer to different sections of their bids by identifying the specific paragraph and page number where the subject topic has already been addressed.

**Section II: Financial Bid**

**3.1.1** Bidders must submit their financial bid in accordance with the Financial Bid Proposal pricing tables found in Annex "C". The total amount of Applicable Taxes must be shown separately.

**3.1.2 Maximum Funding**

The maximum funding available for the Contract resulting from the bid solicitation is \$8.3M CAD (Applicable Taxes extra). Bids valued in excess of this amount will be considered non-responsive. This disclosure does not commit Canada to pay the maximum funding available.

**3.1.3 Exchange Rate Fluctuation (C3010T, 2014-11-27)**

- 1. The Bidder may request Canada to assume the risks and benefits of exchange rate fluctuations. If the Bidder claims for an exchange rate adjustment, this request must be clearly indicated in the bid at time of bidding. The Bidder must submit form [PWGSC-TPSGC 450](#) at Appendix A, Claim for Exchange Rate Adjustments with its bid, indicating the Foreign Currency Component (FCC) in Canadian dollars for each line item for which an exchange rate adjustment is required.

2. The FCC is defined as the portion of the price or rate that will be directly affected by exchange rate fluctuations. The FCC should include all related taxes, duties and other costs paid by the Bidder and which are to be included in the adjustment amount.
3. The total price paid by Canada on each invoice will be adjusted at the time of payment, based on the FCC and the exchange rate fluctuation provision in the contract. The exchange rate adjustment will only be applied where the exchange rate fluctuation is greater than 2% (increase or decrease).
4. At time of bidding, the Bidder must complete columns (1) to (4) on form [PWGSC-TPSGC 450](#)  at Appendix A, for each line item where they want to invoke the exchange rate fluctuation provision. Where bids are evaluated in Canadian dollars, the dollar values provided in column (3) should also be in Canadian dollars, so that the adjustment amount is in the same currency as the payment.
5. Alternate rates or calculations proposed by the Bidder will not be accepted for the purposes of this exchange rate fluctuation provision.

### Section III: Certifications

Bidders must submit the certifications required under Part 5.

## PART 4 - EVALUATION PROCEDURES AND BASIS OF SELECTION

### 4.1 Evaluation Procedures

- (a) Bids will be assessed in accordance with the entire requirement of the bid solicitation including the technical and financial evaluation criteria.
- (b) An evaluation team composed of representatives of Canada will evaluate the bids.
- (c) The evaluation team will determine first if there are two or more bids with a valid Canadian Content certification. In that event, the evaluation process will be limited to the bids with the certification; otherwise, all bids will be evaluated. If some of the bids with a valid certification are declared non-responsive, or are withdrawn, and less than two responsive bids with a valid certification remain, the evaluation will continue among those bids with a valid certification. If all bids with a valid certification are subsequently declared non-responsive, or are withdrawn, then all the other bids received will be evaluated.

#### 4.1.1 Technical Evaluation

##### 4.1.1.1 Mandatory Technical Criteria

This solicitation contains mandatory requirements. Where a requirement of this RFP is mandatory, it will be identified specifically with the word "Mandatory", an "(M)", or with a statement covering a section of this document. The words "shall" and "must", in the RFP are also to be interpreted as mandatory requirements.

Proposals must comply with each and every mandatory requirement. Any proposal which fails to meet any of the Mandatory Requirements will be deemed non-responsive and will not be given further consideration. Each requirement must be addressed separately.

All terms and conditions stated in this RFP including Part 7 Resulting Contract Clauses are mandatory unless otherwise indicated. **One (1) copy of Page One (1) of this RFP must be signed by the Bidder or by an authorized representative of the Bidder.** The Bidder's signature indicates acceptance of all the terms and conditions set out or referred to in this Request for Proposal.

Bidders must be aware that a proposal containing statement(s) implying that the proposal is conditional on modification of terms and conditions of the RFP (which includes Annexes and all Appendices) or containing terms and conditions that supersede the terms and conditions of the RFP will be considered non-responsive.

Bids will be evaluated solely on the information provided in each Bidder's submission.

It is the responsibility of the Bidder to obtain, from the Contracting Authority identified, any clarification of the requirement contained in the RFP prior to submitting its bid.

To facilitate bid preparation and bid evaluation, Bidders should prepare and submit compliance with Mandatory Requirements using the information and template provided in the Bid Evaluation Plan at Annex D.

#### 4.1.1.2 Point Rated Technical Criteria

The technical bid should address clearly and in sufficient depth the points that are subject to the evaluation criteria against which the bid will be evaluated. Simply repeating the statement contained in the bid solicitation is not sufficient. In order to facilitate the evaluation of the bid, Canada requests that bidders address and present topics in the order of the evaluation criteria under the same headings. To avoid duplication, bidders should refer to different sections of their bids by identifying the specific paragraph and page number where the subject topic has been addressed.

#### 4.1.2 Financial Evaluation

Bidders must submit their financial bid in accordance with the requirements detailed at ANNEX "C" - Financial Bid Proposal

#### 4.1.3 Mandatory Financial Criteria

The bid price will be evaluated in Canadian dollars, the Goods and Services Tax or the Harmonized Sales Tax excluded, delivery duty paid destination(DDP, Langley, BC), Incoterms 2010, Canadian customs duties and excise taxes included.

#### 4.2. Basis of Selection - Highest Combined Rating of Technical Merit and Price

1. To be declared responsive, a bid must:
  - a) include a signed cover page; and
  - b) comply with all the mandatory requirements of the bid solicitation; and
  - c) meet all mandatory technical evaluation criteria.
2. Bids not meeting (a) or (b) or (c) will be declared non-responsive.
3. The selection will be based on the highest responsive combined rating of technical merit and price. The ratio will be 60% for the technical merit and 40% for the price.

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4. For each responsive bid, the technical merit score and the pricing score will be calculated in accordance with ANNEX D - Bid Evaluation Plan to determine its combined rating.
  5. Neither the responsive bid obtaining the highest technical score nor the one with the lowest evaluated price will necessarily be accepted. The responsive bid with the highest combined rating of technical merit and price will be recommended for award of a contract, provided that the total evaluated price does not exceed the budget available for this requirement.
  6. If two (2) bids are tied, and provided that the bid selected would still be considered the most advantageous to Canada, preference will be given to the Bidder who is evaluated the highest technical score.

#### **4.3 Evaluation of Price (A0222T, 2014-06-26)**

1. The price of the bid will be evaluated as follows:
  - a. Canadian-based bidders must submit firm prices, Canadian customs duties and excise taxes included, and Applicable Taxes excluded.
  - b. foreign-based bidders must submit firm prices, Canadian customs duties, excise taxes and Applicable Taxes excluded. Canadian customs duties and excise taxes payable by Canada will be added, for evaluation purposes only, to the prices submitted by foreign-based bidders.
2. Unless the bid solicitation specifically requires bids to be submitted in Canadian currency, bids submitted in foreign currency will be converted to Canadian currency for evaluation purposes. The rate given by the Bank of Canada in effect on the bid solicitation closing date, or on another date specified in the bid solicitation, will be applied as a conversion factor to the bids submitted in foreign currency.
3. Bids will be assessed on a Delivered Duty Paid (DDP) basis. All transportation/shipping costs are to be paid by the seller, including payment of customs duty.
4. For the purpose of the bid solicitation, bidders with an address in Canada are considered Canadian-based bidders and bidders with an address outside of Canada are considered foreign-based bidders.

#### **PART 5 – CERTIFICATIONS AND ADDITIONAL INFORMATION**

Bidders must provide the required certifications and additional information to be awarded a contract.

The certifications provided by Bidders to Canada are subject to verification by Canada at all times. Canada will declare a bid non-responsive, or will declare a contractor in default if any certification made by the Bidder is found to be untrue, whether made knowingly or unknowingly, during the bid evaluation period or during the contract period.

The Contracting Authority will have the right to ask for additional information to verify the Bidder's certifications. Failure to comply and to cooperate with any request or requirement imposed by the Contracting Authority will render the bid non-responsive or constitute a default under the Contract.

## 5.1 Certifications Required with the Bid

Bidders must submit the following duly completed certifications as part of their bid.

### 5.1.1 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) (<http://www.tpsgc-pwgsc.gc.ca/ci-if/formulaire-form-eng.html>), to be given further consideration in the procurement process.

#### 5.1.2.1 Canadian Content Certification (A3063T, 2010-01-11)

This procurement is conditionally limited to Canadian goods.

Subject to the evaluation procedures contained in the bid solicitation, bidders acknowledge that only bids with a certification that the good(s) offered are Canadian goods, as defined in clause [A3050T](#), may be considered.

Failure to provide this certification completed with the bid will result in the good(s) offered being treated as non-Canadian goods.

The Bidder certifies that:

( ) a minimum of 80 percent of the total bid price consist of Canadian goods as defined in paragraph 1 of clause [A3050T](#).

For more information on how to determine the Canadian content for a mix of goods, a mix of services or a mix of goods and services, consult Annex 3.6.(9), Example 2, of the [Supply Manual](#).

#### 5.1.2.2 Canadian Content Definition (A3050T, 2014-11-27)

1. **Canadian good:** A good wholly manufactured or originating in Canada is considered a Canadian good. A product containing imported components may also be considered Canadian for the purpose of this policy when it has undergone sufficient change in Canada, in a manner that satisfies the definition specified under the [North American Free Trade Agreement](#) (NAFTA) Rules of Origin. For the purposes of this determination, the reference in the NAFTA Rules of Origin to "territory" is to be replaced with "Canada".(Consult [Annex 3.6](#) (9) of the *Supply Manual*.)
2. **Canadian service:** A service provided by an individual based in Canada is considered a Canadian service. Where a requirement consists of only one service, which is being provided by more than one individual, the service will be considered Canadian if a minimum of 80 percent of the total bid price for the service is provided by individuals based in Canada.
3. **Variety of goods:** When requirements consist of more than one good, one of the two methods below is applied:
  - a. aggregate evaluation: no less than 80 percent of the total bid price must consist of Canadian goods; or,
  - b. item by item evaluation: in some cases, the bid evaluation may be conducted on an item-by-item basis and contracts may be awarded to more than one supplier. In these cases, suppliers will be asked to identify separately each item that meets the definition of Canadian goods.

4. **Variety of services:** For requirements consisting of more than one service, a minimum of 80 percent of the total bid price must be provided by individuals based in Canada.
5. **Mix of goods and services:** When requirements consist of a mix of goods and services, no less than 80 percent of the total bid price must consist of Canadian goods and services (as defined above).  
For more information on how to determine the Canadian content for a mix of goods, a mix of services or a mix of goods and services, consult [Annex 3.6](#) (9), Example 2, of the *Supply Manual*.
6. **Other Canadian goods and services:** Textiles: Textiles are considered to be Canadian goods according to a modified rule of origin, copies of which are available from the Clothing and Textiles Division, Commercial and Consumer Products Directorate.

## 5.2 Certifications Precedent to Contract Award and Additional Information

The certifications and additional information listed below should be submitted with the bid but may be submitted afterwards. If any of these required certifications or additional information is not completed and submitted as requested, the Contracting Authority will inform the Bidder of a time frame within which to provide the information. Failure to provide the certifications or the additional information listed below within the time frame specified will render the bid non-responsive.

### 5.2.1 Integrity Provisions – List of Names

Bidders who are incorporated, including those bidding as a joint venture, must provide a complete list of names of all individuals who are currently directors of the Bidder.

Bidders bidding as sole proprietorship, as well as those bidding as a joint venture, must provide the name of the owner(s).

Bidders bidding as societies, firms or partnerships do not need to provide lists of names.

### 5.2.2 Federal Contractors Program for Employment Equity - Bid Certification

By submitting a bid, the Bidder certifies that the Bidder, and any of the Bidder's members if the Bidder is a Joint Venture, is not named on the Federal Contractors Program (FCP) for employment equity "[FCP Limited Eligibility to Bid](#)" list ([http://www.labour.gc.ca/eng/standards\\_equity/eq/emp/fcp/list/inelig.shtml](http://www.labour.gc.ca/eng/standards_equity/eq/emp/fcp/list/inelig.shtml)) available from [Employment and Social Development Canada \(ESDC\) - Labour's](#) website.

Canada will have the right to declare a bid non-responsive if the Bidder, or any member of the Bidder if the Bidder is a Joint Venture, appears on the "[FCP Limited Eligibility to Bid](#)" list at the time of contract award.

Canada will also have the right to terminate the Contract for default if a Contractor, or any member of the Contractor if the Contractor is a Joint Venture, appears on the "[FCP Limited Eligibility to Bid](#)" list during the period of the Contract.

The Bidder must provide the Contracting Authority with a completed annex [Federal Contractors Program for Employment Equity - Certification](#), before contract award. If the Bidder is a Joint Venture, the Bidder must provide the Contracting Authority with a completed annex Federal Contractors Program for Employment Equity - Certification, for each member of the Joint Venture.

### 5.2.3 Helicopter Type Certificate

The helicopter type, model and variant shall hold a valid type certificate issued in accordance with Part V, subpart 21 of the Canadian Aviation Regulations that meets the Standards of Airworthiness of Chapters 527 or 529 of the Airworthiness Manual as applicable, at the bid closing date.

## PART 6 - SECURITY, FINANCIAL AND OTHER REQUIREMENTS

### 6.1 Security Requirements

There is no security requirement associated with this procurement.

### 6.2 Financial Capability (A9033T, 2012-07-16)

1. **Financial Capability Requirement:** The Bidder must have the financial capability to fulfill this requirement. To determine the Bidder's financial capability, the Contracting Authority may, by written notice to the Bidder, require the submission of some or all of the financial information detailed below during the evaluation of bids. The Bidder must provide the following information to the Contracting Authority within fifteen (15) working days of the request or as specified by the Contracting Authority in the notice:
  - a. Audited financial statements, if available, or the unaudited financial statements (prepared by the Bidder's outside accounting firm, if available, or prepared in-house if no external statements have been prepared) for the Bidder's last three fiscal years, or for the years that the Bidder has been in business if this is less than three years (including, as a minimum, the Balance Sheet, the Statement of Retained Earnings, the Income Statement and any notes to the statements).
  - b. If the date of the financial statements in (a) above is more than five months before the date of the request for information by the Contracting Authority, the Bidder must also provide, unless this is prohibited by legislation for public companies, the last quarterly financial statements (consisting of a Balance Sheet and a year-to-date Income Statement), as of two months before the date on which the Contracting Authority requests this information.
  - c. If the Bidder has not been in business for at least one full fiscal year, the following must be provided:
    - i. the opening Balance Sheet on commencement of business (in the case of a corporation, the date of incorporation); and
    - ii. the last quarterly financial statements (consisting of a Balance Sheet and a year-to-date Income Statement) as of two months before the date on which the Contracting Authority requests this information.
  - d. A certification from the Chief Financial Officer or an authorized signing officer of the Bidder that the financial information provided is complete and accurate.
  - e. A confirmation letter from all of the financial institution(s) that have provided short-term financing to the Bidder outlining the total of lines of credit granted to the Bidder and the amount of credit that remains available and not drawn upon as of one month prior to the date on which the Contracting Authority requests this information.

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- f. A detailed monthly Cash Flow Statement covering all the Bidder's activities (including the requirement) for the first two years of the requirement that is the subject of the bid solicitation, unless this is prohibited by legislation. This statement must detail the Bidder's major sources and amounts of cash and the major items of cash expenditures on a monthly basis, for all the Bidder's activities. All assumptions made should be explained as well as details of how cash shortfalls will be financed.
- g. A detailed monthly Project Cash Flow Statement covering the first two years of the requirement that is the subject of the bid solicitation, unless this is prohibited by legislation. This statement must detail the Bidder's major sources and amounts of cash and the major items of cash expenditures, for the requirement, on a monthly basis. All assumptions made should be explained as well as details of how cash shortfalls will be financed.
2. If the Bidder is a joint venture, the financial information required by the Contracting Authority must be provided by each member of the joint venture.
3. If the Bidder is a subsidiary of another company, then any financial information in 1. (a) to (f) above required by the Contracting Authority must be provided by the ultimate parent company. Provision of parent company financial information does not by itself satisfy the requirement for the provision of the financial information of the Bidder, and the financial capability of a parent cannot be substituted for the financial capability of the Bidder itself unless an agreement by the parent company to sign a Parental Guarantee, as drawn up by Public Works and Government Services Canada (PWGSC), is provided with the required information.
4. **Financial Information Already Provided to PWGSC:** The Bidder is not required to resubmit any financial information requested by the Contracting Authority that is already on file at PWGSC with the Contract Cost Analysis, Audit and Policy Directorate of the Policy, Risk, Integrity and Strategic Management Sector, provided that within the above-noted time frame:
- the Bidder identifies to the Contracting Authority in writing the specific information that is on file and the requirement for which this information was provided; and
  - the Bidder authorizes the use of the information for this requirement.
- It is the Bidder's responsibility to confirm with the Contracting Authority that this information is still on file with PWGSC.
5. **Other Information:** Canada reserves the right to request from the Bidder any other information that Canada requires to conduct a complete financial capability assessment of the Bidder.
6. **Confidentiality:** If the Bidder provides the information required above to Canada in confidence while indicating that the disclosed information is confidential, then Canada will treat the information in a confidential manner as permitted by the [Access to Information Act](#), R.S., 1985, c. A-1, Section 20(1) (b) and (c).
7. **Security:** In determining the Bidder's financial capability to fulfill this requirement, Canada may consider any security the Bidder is capable of providing, at the Bidder's sole expense (for example, an irrevocable letter of credit from a registered financial institution drawn in favour of Canada, a performance guarantee from a third party or some other form of security, as determined by Canada).

## PART 7 - RESULTING CONTRACT CLAUSES

The following clauses and conditions apply to and form part of any contract resulting from the bid solicitation.

### 7.1 Requirement

**7.1.1** The Contractor agrees to supply to Canada the goods and services described in the Contract, including and in accordance with the Statement of Work at Annex 'A', and in accordance with the prices set out in the Contract.

This includes the following:

7.1.1.1 One (1) twin-engine light-utility helicopter;

7.1.1.2 Factory Training for Pilots to obtain Aircraft Type Endorsement (6 pilots);

7.1.1.3 Factory Training for Maintenance (3 engineers).

### 7.1.2 Optional Goods and Services

The Contractor grants to Canada the irrevocable option to acquire the goods (optional items, spare parts or ground support equipment) or services (optional factory training or courses) described in the Contract under the same terms and conditions and at the prices stated in the Contract. The option may only be exercised by the Contracting Authority by notice in writing and will be evidenced, for administrative purposes only, through a contract amendment.

The Contracting Authority may exercise the option at any time within two (2) years of contract award by sending a written notice to the Contractor.

### 7.1.3 As-and-when-requested Task Authorizations

The Contractor will provide the services of an "On-Site Field Service Representative", at the rates on an "as-and-when-requested basis" using a Task Authorization (TA). The Work described in the TA must be in accordance with the scope of the Contract. The Contractor must not commence work until an authorized TA has been received by the Contractor. The Contractor acknowledges that any work performed before an authorized TA has been received will be done at the Contractor's own risk.

## 7.2 Standard Clauses and Conditions

All clauses and conditions identified in the Contract by number, date and title are set out in the [Standard Acquisition Clauses and Conditions Manual](https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual) (https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual) issued by Public Works and Government Services Canada.

### 7.2.1 General Conditions

[2030](#) (2015-09-03), General Conditions - Higher Complexity - Goods, apply to and form part of the Contract.

1031-2 2012-07-16, General Conditions - Contract Cost Principles (applicable if only one bidder is found compliant).

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### 7.3 Security Requirement

7.3.1 There is no security requirement applicable to this Contract.

### 7.4 Term of Contract

#### 7.4.1 Delivery Date

Delivery of the aircraft must be completed on or before fifty-two (52) weeks from the date of Contract Award.

### 7.5 Authorities

#### 7.5.1 Contracting Authority

The Contracting Authority for the Contract is:

Name: Rick Long  
Title: Supply Specialist  
Public Works and Government Services Canada  
Acquisitions Branch  
Directorate: Aerospace Equipment Program Directorate  
Address: Portage III 8C1 - 49  
11 Laurier Street, Gatineau, Quebec  
K1A 0S5

Telephone: 819-956-0109  
Facsimile: 819-956-7173  
E-mail address: [Rick.Long@tpsgc-pwgsc.gc.ca](mailto:Rick.Long@tpsgc-pwgsc.gc.ca)

The Contracting Authority is responsible for the management of the Contract and any changes to the Contract must be authorized in writing by the Contracting Authority. The Contractor must not perform work in excess of or outside the scope of the Contract based on verbal or written requests or instructions from anybody other than the Contracting Authority.

#### 7.5.2 Technical Authority

The Project Authority for the Contract is:

(To be inserted at Contract Award)

The Project Authority is the representative of the department or agency for whom the Work is being carried out under the Contract and is responsible for all matters concerning the technical content of the Work under the Contract. Technical matters may be discussed with the Project Authority; however, the Project Authority has no authority to authorize changes to the scope of the Work. Changes to the scope of the Work can only be made through a contract amendment issued by the Contracting Authority.

#### 7.5.3 Procurement Authority

The Procurement Authority for the Contract is:

(To be inserted at Contract Award)

The Procurement Authority is the representative of the department or agency for whom the Work is being carried out under the Contract. The Procurement Authority is responsible for the implementation of tools

Solicitation No. - N° de l'invitation

Amd. No. - N° de la modif.

Buyer ID - Id de l'acheteur

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

File No. - N° du dossier  
xxxxx.XXXXX-XXXXXX

CCC No./N° CCC - FMS No./N° VME

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and processes required for the administration of the Contract. The Contractor may discuss administrative matters identified in the Contract with the Procurement Authority however the Procurement Authority has no authority to authorize changes to the scope of the Work. Changes to the scope of Work can only be made through a contract amendment issued by the Contracting Authority.

#### 7.5.4 Contractor's Representative

##### General enquiries

Name: \_\_\_\_\_

Telephone No. \_\_\_\_\_

Facsimile No. \_\_\_\_\_

E-mail address: \_\_\_\_\_

##### Delivery Follow-up

Name: \_\_\_\_\_

Telephone No. \_\_\_\_\_

Facsimile No. \_\_\_\_\_

E-mail address: \_\_\_\_\_

#### 7.7 Payment

##### 7.7.1 Basis of Payment

Attached at Annex "B."

##### 7.7.2 Limitation of Price

SACC *Manual* clause [C6000C](#) (2011-05-16) Limitation of Price

##### 7.7.3 Milestone Payments (H3009C, 2010-01-11)

Canada will make milestone payments in accordance with the Schedule of Milestones detailed in the Contract and the payment provisions of the Contract, up to 100 percent of the amount claimed and approved by Canada if:

- (a) an accurate and complete claim for payment using form PWGSC-TPSGC 1111, Claim for Milestone Payment, and any other document required by the Contract have been submitted in accordance with the invoicing instructions provided in the Contract;
- (b) the total amount for all milestone payments paid by Canada does not exceed 100 percent of the total amount to be paid under the Contract;
- (c) all the certificates appearing on form PWGSC-TPSGC 1111 have been signed by the respective authorized representatives;

- (d) all work associated with the milestone and as applicable any deliverable required have been completed and accepted by Canada.

#### 7.7.4 Exchange Rate Fluctuation Adjustment (C3015C, 2014-11-27)

1. The foreign currency component (FCC) is defined as the portion of the price or rate that will be directly affected by exchange rate fluctuation. The FCC should include all related taxes, duties and other costs paid by the Bidder and which are to be included in the adjustment amount.
2. For each line item where a FCC is identified, Canada assumes the risks and benefits for exchange rate fluctuation, as shown in the Basis of Payment. For such items, the exchange rate fluctuation amount is determined in accordance with the provision of this clause.
3. The total price paid by Canada on each invoice will be adjusted at the time of payment, based on the FCC and the exchange rate fluctuation provisions in the contract. The exchange rate adjustment amount will be calculated in accordance with the following formula:

$$\text{Adjustment} = \text{FCC} \times \text{Qty} \times (i_1 - i_0) / i_0$$

where formula variables correspond to:

#### **FCC**

Foreign Currency Component (per unit)

$i_0$

Initial exchange rate (CAN\$ per unit of foreign currency [e.g. US\$1])

$i_1$

exchange rate for adjustments (CAN\$ per unit of foreign currency [e.g. US\$1])

#### **Qty**

quantity of units

4. The initial exchange rate is typically set as the noon rate as published by the Bank of Canada on the solicitation closing date.
5. For goods, the exchange rate for adjustment will be the noon rate as published by the Bank of Canada on the date the goods were delivered. For services, the exchange rate for adjustment will be the noon rate on the last business day of the month for which the services were performed. For advance payments, the exchange rate for adjustment will be the noon rate on the date the payment was due. The most recent noon rate will be used for non-business days.
6. The Contractor must indicate the total exchange rate adjustment amount (either upward, downward or no change) as a separate item on each invoice or claim for payment submitted under the Contract. Where an adjustment applies, the Contractor must submit with their invoice form [PWGSC-TPSGC 450](#), Claim for Exchange Rate Adjustments.
7. The exchange rate adjustment will only be applied where the exchange rate fluctuation is greater than 2% (increase or decrease), calculated in accordance with column 8 of form [PWGSC-TPSGC 450](#) (i.e.  $[i_1 - i_0] / i_0$ ).
8. Canada reserves the right to audit any revision to costs and prices under this clause.

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**7.7.5 Taxes - Foreign-based Contractor (C2000C, 2007-11-30)**

Unless specified otherwise in the Contract, the price includes no amount for any federal excise tax, state or local sales or use tax, or any other tax of a similar nature, or any Canadian tax whatsoever. The price, however, includes all other taxes. If the Work is normally subject to federal excise tax, Canada will, upon request, provide the Contractor a certificate of exemption from such federal excise tax in the form prescribed by the federal regulations.

Canada will provide the Contractor evidence of export that may be requested by the tax authorities. If, as a result of Canada's failure to do so, the Contractor has to pay federal excise tax, Canada will reimburse the Contractor if the Contractor takes such steps as Canada may require to recover any payment made by the Contractor. The Contractor must refund to Canada any amount so recovered.

**7.8 Invoicing Instructions****7.8.1 Invoicing Instructions - Progress Payment Claim (H3024C, 2013-04-25)**

1. The Contractor must submit a claim for payment using form PWGSC-TPSGC 1111, Claim for Milestone Payment. Each claim must show:
  - (a) all information required on form PWGSC-TPSGC 1111;
  - (b) all applicable information detailed under the section entitled "Invoice Submission" of the general conditions;
  - (c) the description and value of the milestone claimed as detailed in the Contract.
2. The Goods and Services Tax or Harmonized Sales Tax (GST/HST), as applicable, must be calculated on the total amount of the claim .
3. The Contractor must prepare and certify one original and two (2) copies of the claim on form PWGSC-TPSGC 1111, and forward it to the Technical Authority identified under the section entitled "Authorities" of the Contract for appropriate certification after inspection and acceptance of the Work takes place.
4. The Technical Authority will then forward the original and one (1) copy of the claim to the Contracting Authority for certification and onward submission to the Payment Office for the remaining certification and payment action.
5. The Contractor must not submit claims prior to delivery of the materiel or until all work identified in the claim is completed. Payment will only be made on receipt of satisfactory invoices duly supported by specified release documents and/or other documents called for under the contract.

**7.9 Certifications****7.9.1 Compliance**

1. The continuous compliance with the certifications provided by the Contractor in its bid and the ongoing cooperation in providing additional information are conditions of the Contract. Certifications are subject to verification by Canada during the entire period of the Contract. If the Contractor does not comply with any

certification, fails to provide the additional information, or if it is determined that any certification made by the Contractor in its bid is untrue, whether made knowingly or unknowingly, Canada has the right, pursuant to the default provision of the Contract, to terminate the Contract for default.

2. The helicopter type, model and variant shall hold a valid type certificate issued in accordance with Part V, subpart 21 of the Canadian Aviation Regulations that meets the Standards of Airworthiness of Chapters 527 or 529 of the Airworthiness Manual as applicable.

### **7.9.2 Federal Contractors Program for Employment Equity - Default by the Contractor**

The Contractor understands and agrees that, when an Agreement to Implement Employment Equity (AIEE) exists between the Contractor and Employment and Social Development Canada (ESDC)-Labour, the AIEE must remain valid during the entire period of the Contract. If the AIEE becomes invalid, the name of the Contractor will be added to the "[FCP Limited Eligibility to Bid](#)" list. The imposition of such a sanction by ESDC will constitute the Contractor in default as per the terms of the Contract.

### **7.10 Applicable Laws**

The Contract must be interpreted and governed, and the relations between the parties determined, by the laws in force in Ontario, Canada.

### **7.11 Priority of Documents**

If there is a discrepancy between the wording of any documents that appear on the list, the wording of the document that first appears on the list has priority over the wording of any document that subsequently appears on the list.

- (a) the Articles of Agreement;
- (b) the general conditions 2030 (2015-09-03);
- (c) Annex A, Statement of Work;
- (d) Annex B, Basis of Payment;
- (e) the signed Task Authorizations (including all of its annexes, if any);
- (f) the Contractor's bid dated to be inserted at Contract Award.

### **7.12 Insurance (G1005C, 2008-05-12)**

The Contractor is responsible for deciding if insurance coverage is necessary to fulfill its obligation under the Contract and to ensure compliance with any applicable law. Any insurance acquired or maintained by the Contractor is at its own expense and for its own benefit and protection. It does not release the Contractor from or reduce its liability under the Contract.

### **7.13 Limitation of Liability (N0001C, 2008-05-12)**

1. This section applies despite any other provision of the Contract and replaces the section of the general conditions entitled "Liability". Any reference in this section to damages caused by the Contractor also includes damages caused by its employees, as well as its subcontractors, agents, and representatives, and any of their employees.
2. Whether the claim is based in contract, tort, or another cause of action, the Contractor's liability for all damages suffered by Canada caused by the Contractor's performance of or failure to perform the Contract is limited to \$ contract value . This limitation of the Contractor's liability does not apply to:

- (a) any infringement of intellectual property rights; or
- (b) any breach of warranty obligations.

3. Each Party agrees that it is fully liable for any damages that it causes to any third party in connection with the Contract, regardless of whether the third party makes its claim against Canada or the Contractor. If Canada is required, as a result of joint and several liability, to pay a third party in respect of damages caused by the Contractor, the Contractor must reimburse Canada for that amount.

#### **7.14 Loss or Damage to Aircraft Prior to Delivery**

Should an aircraft be damaged prior to the delivery and title transfer, the Contractor shall be responsible for repairing the aircraft or if an aircraft is damaged beyond repair, for replacing damaged aircraft.

#### **7.15 Final Acceptance**

The Contractor shall provide seven (7) calendar days notice to the RCMP before the aircraft will be ready for preliminary inspection and final acceptance .

1. Inspection will be carried out by the Technical Authority at time of acceptance. All Work completed on the aircraft shall be inspected in compliance with the requirements of the Canadian Aviation Regulations and is subject to final verification by the Technical Authority.
2. Acceptance procedures are described in Annex A Statement of Work.
3. The Contractor shall provide reasonable office space, equipment and access to clerical assistance to the inspection personnel to aid in the acceptance and delivery process.
4. Any items not accompanying the completed aircraft shall be delivered in accordance with Incoterms 2010, DDP (Delivered Duty Paid) to RCMP (Langley, BC.)

#### **7.16 Delivery Inspection**

Inspection and acceptance shall be carried out by and to the satisfaction of Canada at destination. The Contractor shall demonstrate to the satisfaction of the Technical Authority or his/her representative, that the equipment meets the specification as detailed under the Annex A. Any defects or damages noted during delivery inspection shall be documented. The Contractor shall be responsible for and assume all costs to repair any such defects or damages. Should the work or any portion thereof not be in accordance with the requirements of any resultant contract, the Technical Authority, or his/her authorized representative, shall have the right to reject it or to require its correction. Provided that the aircraft is free from defects and damages, Canada will assume ownership of the aircraft. The transfer of the aircraft's titles and deeds to Canada shall constitute delivery of the aircraft to Canada.

Any formal communication with the Contractor regarding the quality of the work shall be undertaken by the Technical Authority through the Contracting Authority.

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**7.17 Conditions for transfer of the aircraft**

1. Subject to the remaining provisions of this Article, title to the aircraft shall transfer from the Contractor to Canada and vest in and be accepted by Canada in accordance with Article 7.15.
2. Subject to Article 7.15, title and risk of loss in and to the aircraft shall transfer from the Contractor to the Canada and be accepted by Canada from the Contractor on the applicable final delivery inspection date, subject to the provisions of Article 7.16 Delivery Inspection.
3. Canada's obligation to take delivery, possession and risk of loss in and to the aircraft on the applicable Final Delivery Date hereunder from the Contractor shall be subject to the occurrence of the following events and the receipt by Canada of the following documents on the applicable Final Delivery Date (save and except if the Canada expressly waives occurrence or receipt of same):
  - a) a current standard Certificate of Airworthiness in the transport category issued by Transport Canada for the completed aircraft;
  - b) an assignment of warranties for the completed aircraft executed by the Contractor in favour of Canada;
  - c) that the completed aircraft conform to the description set forth in Annex "A" attached hereto;
  - d) Canada having satisfactorily completed the inspection of the completed aircraft and the Contractor having made all corrections to deficiencies and non-conformities to the completed aircraft.

**7.18. Notice of Labour Disputes**

Whenever the Contractor has knowledge that any actual or potential labour dispute is delaying or threatens to delay the timely performance of this Contract, the Contractor shall immediately give notice thereof, including all relevant information with respect thereto, to the Contracting Authority

**7.19 Liens - Section 427 of the Bank Act (H4500C,2010-01-11)**

1. If any lien under section 427 of the Bank Act exists in respect to any materials, parts, work-in-process, or finished work for which the Contractor intends to claim payment, the Contractor agrees to inform the Contracting Authority without delay and agrees, unless otherwise instructed by the Contracting Authority, either
  - a) to cause the bank to remove such lien and to furnish the Contracting Authority, with written confirmation from the bank; or,
  - b) to furnish or cause to be furnished to the Contracting Authority an undertaking from the bank to the Contracting Authority that the bank will not make any claim under section 427 of the Bank Act on materials, parts, work-in-process, or finished work in respect of which payment is made to the Contractor under this Contract.
2. Failure to inform the Contracting Authority of such lien or failure to implement paragraph 1(a) or (b) above shall constitute default under the clause entitled "Default by Contractor" in the General Conditions of the Contract and shall entitle Canada to terminate the Contract.

## 7.20 Shipping Instructions - Delivery at Destination (D4001C, 2008-12-12)

Goods must be consigned to the destination specified in the Contract and Delivered Duty Paid (DDP) to Langley BC, Canada, Incoterms 2010 for all shipments from a commercial contractor.

## 7.21 Rights to Reproduce Documentation

Where documentation deliverables provided by the Contractor as described in the attached Statement of Work represents or contains intellectual property owned by the Contractor shall ensure that the Crown shall have the right to reproduce and translate such documentation provided that such reproductions and translations shall be solely for the use of the Crown and that reproductions and translations shall be subject to the same restrictions on use and disclosure as may apply to the Contractor-owned documentation. The Crown is not obligated to provide any translated copy to the Contractor.

## 7.22 Communications Notification

As a courtesy, the Government of Canada requests that the successful bidder notify the Contracting Authority a minimum of five (5) calendar days in advance of their intention to make public an announcement related to the award of a contract.

## 7.23 Warranty

The warranty period shall be as a minimum 24 months from date of delivery.

General Conditions 2030-22 (2015-09-03). Sub-section 7 of the Warranty clause shall not form part of this contract.

Section 1. of General Conditions 2030-22 (2015-09-03) is amended by replacing the period of twelve (12) months with twenty-four (24) months.

## 7.24 Task Authorization Process (B9054C, 2014-06-26)

Work or a portion of Work to be performed under the Contract will be on an "as and when requested basis" using a Task Authorization (TA). The Work described in the TA must be in accordance with the scope of the Contract.

1. The Technical Authority will provide the Contractor with a description of the task using a Task Authorization form .
2. The Task Authorization (TA) will contain the details of the activities to be performed, a description of the deliverables, and a schedule indicating completion dates for the major activities or submission dates for the deliverables. The TA will also include the applicable basis (bases) and methods of payment as specified in the Contract.
3. The Contractor must provide the Technical Authority), within 14 calendar days of its receipt, the proposed total estimated cost for performing the task and a breakdown of that cost, established in accordance with the Basis of Payment specified in the Contract.

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File No. - N° du dossier  
xxxxx.XXXXXX-XXXXXX

CCC No./N° CCC - FMS No./N° VME

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4. The Contractor must not commence work until a TA authorized by the Technical Authority has been received by the Contractor. The Contractor acknowledges that any work performed before a TA has been received will be done at the Contractor's own risk.

#### **7.25 Task Authorization - Limitation of Expenditures C0204C (2013-04-25)**

The Contractor will be reimbursed for the costs reasonably and properly incurred in the performance of the Work specified in the authorized Task Authorization (TA), as determined in accordance with the Basis of Payment *in Annex B* to the limitation of expenditure specified in the authorized TA.

Canada's liability to the Contractor under the authorized TA must not exceed the limitation of expenditure specified in the authorized TA. Customs duties are *included*, and Applicable Taxes are extra.

No increase in the liability of Canada or in the price of the Work specified in the authorized TA resulting from any design changes, modifications or interpretations of the Work will be authorized or paid to the Contractor unless these design changes, modifications or interpretations have been authorized, in writing, by the Contracting Authority before their incorporation into the Work.

#### **7.26 Task Authorization Limit (C9011C, 2014-06-26)**

The Technical Authority may authorize individual task authorizations up to a limit of \$25,000.00 CAD, Goods and Services Tax or Harmonized Sales Tax included, inclusive of any revisions.

Any task authorization to be issued in excess of that limit must be authorized by the Technical Authority and Contracting Authority before issuance.



Royal Canadian Mounted Police Gendarmerie royale du Canada



## **Royal Canadian Mounted Police Helicopter Project**

### **Statement of Work**

Document Title: RCMP Helicopter Statement of Work

Project Name: Helicopter Project

Version: 2

Revision Date: 25 Sept 2015

Document Number:

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Printed on recycled paper

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## List of Acronyms

ACRONYM	TERM
AD	Airworthiness Directives
AMO	Approved Maintenance Organization
AO	Air Operator
AOC	Air Operator Certificate
AOG	Aircraft on the Ground
ASD	Aircraft Services Directorate
ATP	Acceptance Test Plan
CAMP	Computerized Aircraft Maintenance Program
CARs	Canadian Aviation Regulations
CDR	Critical Design Review
CDUs	Cockpit Control & Display Units
CMP	Configuration and Change Management Plan
FSR	Field Service Representative
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
ICD	Interface Control Documents
IP	Intellectual Property
MPPR	Monthly Project Progress Reports
MPS	Master Project Schedule
NAA	National Aviation Authority
OEM	Original Equipment Manufacturer
PDR	Preliminary Design Review
PMBOK	Project Management Book of Knowledge
PMP	Project Management Plan
PRM	Progress Review Meeting
PWGSC	Public Works and Government Services Canada
QA	Quality Assurance
QMP	Quality Management Plan
QRH	Quick Reference Handbook
RCMP	Royal Canadian Mounted Police
RMP	Risk Management Plan
SB	Service Bulletins

<b>STC</b>	<b>Supplemental Type Certification</b>
<b>TA</b>	<b>Technical Authority</b>
<b>TBO</b>	<b>Time Between Overhauls</b>
<b>TC</b>	<b>Transport Canada</b>
<b>UM</b>	<b>Unscheduled Meetings</b>
<b>WBS</b>	<b>Work Breakdown Structure</b>

# 1 INTRODUCTION

## 1.1 Background

The RCMP Langley Air Section provides operational Police Support, Search and Rescue, Border Patrols, personnel and equipment transfer, and infrastructure maintenance to the Lower Mainland and throughout the Province of British Columbia, as well as activities of other government departments and agencies.

As an RCMP asset, the helicopter may be called on for deployment across Canada, to operate in all geographical locations, offshore, mountainous, prairie and tundra, and in all climate conditions known to exist anywhere in the country from temperate to arctic, at any time throughout the year.

Clients for these services may include the following:

1. Department of National Defence;
2. Environment Canada;
3. Natural Resources Canada;
4. Public Safety Canada;
5. Coroners Service;
6. Provincial Emergency Program;
7. Local volunteer based Search and Rescue Agencies;
8. Canada Border Services Agency;
9. Transport Canada; and
10. The Canadian Coast Guard

## Scope

This Statement of Work details the requirements for the activities and deliverables associated with the procurement and delivery of a light helicopter for the Royal Canadian Mounted Police. The Contractor shall deliver a helicopter of a proven design, certified for operation in Canada, in accordance with Canadian Aviation Regulations (CAR).

Where a requirement of this SOW is mandatory, it will be identified specifically with the word "Mandatory", an "(M)", or with a statement covering a section of this document. The words "shall" and "must", in the SOW are also to be interpreted as mandatory requirements.

## 2 APPLICABLE DOCUMENTATION

### 2.1 Reference Documents

The Contractor shall fulfil the requirements as stipulated in the Royal Canadian Mounted Police Statement of Requirements, which is attached to this Statement of Work (SOW), as Appendix A.

The following documents provide further guidance to this Statement of Work:

- a. Canadian Aviation Regulations Part V, Subpart 21, Approval of the Type Design or a Change to the Type Design of an Aeronautical Product;  
Website - <http://www.tc.gc.ca/eng/civilaviation/regserv/cars/part5-subpart21-1798.htm>
- b. Canadian Aviation Regulation Part VII, subpart 3, available at Transport Canada Website - <http://www.tc.gc.ca/eng/civilaviation/regserv/cars/part7-subpart3-2150.htm>.
- c. Canadian Aviation Regulations (CARS) Part V - Standard 573 - Approved Maintenance Organizations  
Website - <http://www.tc.gc.ca/eng/civilaviation/regserv/cars/part5-standards-standard573-1972.htm>
- d. Transport Canada Staff Instruction 513-003, Acceptance and Approval of Foreign Design Changes, 15 September 2008.  
Website - <http://www.tc.gc.ca/eng/civilaviation/opssvs/managementservices-referencecentre-documents-500-513-003-968.htm>
- e. Transport Canada Advisory Circular 603-001, Use of Night Vision Imaging Systems, 3 February 2012.  
Website - <http://www.tc.gc.ca/eng/civilaviation/opssvs/managementservices-referencecentre-ac-600-603-001-1467.htm>
- f. Canadian Aviation Regulations (CARS), subpart 521, Supplemental Type Certificates  
Canadian Aviation Regulations (CARS) Part V – Airworthiness Subpart 21 - Division V - Supplemental Type Certificates  
Website - <http://www.tc.gc.ca/eng/civilaviation/regserv/cars/part5-subpart21-1798.htm>
- g. Transport Canada Advisory Circular AC 521-005, 2012-03-16, Supplemental Type Certificates

Website - <http://www.tc.gc.ca/eng/civilaviation/opssvs/managementservices-referencecentre-ac-500-521-005-1484.htm>

- h. Transport Canada Advisory Circular (AC) No. 521-004 - Changes to the Type Design of an Aeronautical Product

Website - <http://www.tc.gc.ca/eng/civilaviation/opssvs/managementservices-referencecentre-ac-500-521-004-1495.htm>

### 3 STATEMENT OF WORK

The Contractor shall deliver a light helicopter as specified in the Royal Canadian Mounted Police Statement of Requirements Document, provided in Appendix A of this SOW.

The Contractor shall satisfy the Data requirements for project deliverables as specified in Appendix C of this document.

Nothing contained or omitted from the following Statement of Work shall affect or otherwise diminish the Contractor's obligation to deliver, at a minimum, a complete, fully functioning helicopter, certified for operation in Canada.

#### 3.1 Project Requirements Overview

Upon Contract Award, subsequent to the Project Initiation meeting, the Contractor shall prepare and deliver a Master Project Schedule and any associated documents describing the expected timeline to be followed in the administration of this project.

Following the completion of helicopter production the Contractor shall verify that the proposed aircraft meets all technical, operational and performance requirements as specified in this Statement of Work.

Prior to delivery of the aircraft, the Contractor shall deliver the training curriculum, materials and training courses for both Pilots and Maintenance personnel.

The Contractor shall deliver a detailed maintenance program for the delivered aircraft, with maintenance schedules for major inspections and outlining any progressive type or phase inspection program accepted by Transport Canada.

Where the Light Helicopter Baseline Requirements refer to Certification in accordance with Canadian Aviation Regulations, the appropriate documents shall accompany the deliverable item, as proof of compliance.

##### 3.1.1 Project Progress Reports

The Contractor shall submit Monthly Project Progress Reports (MPPR) to the Contracting Authority, no later than the third Thursday of each month, for the duration of the project.

The MPPR shall indicate the progress of the project work, including accomplishments and areas of concern, which shall be supported with a written explanation for each item.

The MPPR shall include, as a minimum, the following items:

- a. A written assessment of the current status of the project;

- b. A qualitative and quantitative explanation of the physical progress of the work for the current monthly reporting period;
- c. An updated Master Project Schedule, including project activity and milestone accomplishments, as well as areas of concern for each item identified and an explanation of any work around plans necessary to maintain project schedule;
- d. Identification and explanation of unresolved project, technical and material issues;
- e. Photos shall be included, as appropriate, to explain project progress or issues, expected project activities and milestone accomplishments
- f. An updated Project Action Item Register, identifying the status of all action items arising from project meetings;

### 3.1.2 Project Meetings

The Contractor shall hold Project Meetings to ensure that Canada is kept current concerning the performance of the Contractor's contractual obligations and to ensure an exchange of information between the Contractor and Canada.

The Contractor shall provide suitable representation at all project meetings and teleconferences to ensure that decision making authority is available to satisfy project requirements and that the project schedule is maintained.

Unless otherwise stated, the Contractor shall provide clerical support for all meetings and shall take minutes and record action items of all meetings and any subsequent meeting.

Unless otherwise stated, the Contractor shall provide a draft of all meeting minutes for review and acceptance by Canada, a maximum of five (5) working days following the meeting. The final agreed minutes between the parties shall be prepared by the Contractor and forwarded to Canada for acceptance and signature.

The Contractor shall record action items identified during all meetings with assigned responsibilities and deadlines. All action items shall be consolidated after each meeting and provided to Canada with the meeting minutes.

Canada may cancel meetings at its discretion. Rescheduling of meetings must be done by mutual agreement between the Contractor and Canada. Meeting requirements can be satisfied through teleconferences, face-to-face, video conferencing or any other method agreed to between the Contractor and Canada.

Project Meetings shall be held during the course of the project as indicated below.

#### 3.1.2.1 Project Progress Review Meeting

Project Progress Review Meetings (PRM) shall be held on a monthly basis or more frequently, as requested by the Contractor or Canada.

The purpose of the PRM is to review the progress of the project, including but not limited to any deviations from the work plan and the Master Project Schedule.

The Contractor shall prepare and submit a draft PRM agenda to Canada for review and concurrence, five (5) working days prior to each PRM. The Contractor shall prepare and distribute the final agenda at the PRM.

The status of the Master Project Schedule shall be a standing item on the agenda for the PRM.

PRM action items shall be reviewed during each meeting to provide the status of all items.

#### 3.1.2.2 Ad-Hoc Meetings

Ad-hoc or unscheduled meetings may be required during the course of the project for reasons to address issues such as schedule delay, or significant concerns of a technical or contractual nature, which warrant immediate discussion or action. An unscheduled meeting may be initiated by the Contractor or Canada.

## 3.2 Design and Configuration Control

### 3.2.1 Configuration Control

The Contractor shall maintain configuration control of all hardware and all software components and units together with the corresponding documentation on requirements and testing.

## 3.3 Aircraft Acceptance

Prior to delivery and title transfer of the aircraft, the Contractor shall conduct an Aircraft Acceptance Test to determine that the helicopter satisfies the requirements of the Contract.

Acceptance and Delivery of the Helicopter by Canada will in no way relieve the Contractor of responsibility for product quality and the responsibility for assuming corrective measures should deficiencies be detected within the warranty period.

### 3.3.1 Aircraft Acceptance Test Plan

The Contractor shall provide a preliminary Aircraft Acceptance Test Plan (ATP), as part of the proposal.

The final ATP shall be delivered to Canada for review and acceptance as outlined in the Project Schedule in Appendix B.

The Aircraft Acceptance Test Plan shall address the two following stages:

- a. Operational Acceptance Testing - refers to the checking done to aircraft systems and equipment to ensure that processes and procedures are in place to allow the system to be operated and maintained. This can be accomplished through test flights, review of flight test manual and manual supplements, maintenance manual and maintenance manual supplements, maintenance planning and analysis data, as well as ground checks and engine run ups.; and
- b. Contract Acceptance Testing - refers to the aircraft systems and equipment that have been tested against acceptance criteria as documented in the Contract, prior to system and equipment acceptance.

The ATP shall provide for the following items as a minimum:

- a. Introduction and Objectives;
- b. Test schedule;
- c. Test Methodology;
- d. Test Procedures;
- e. Test roles and responsibilities;
- f. Data Analysis Methodology;
- g. Test results and conclusions; and
- h. Test report.

The Aircraft Test Schedule shall form part of the Master Project Schedule.

The final ATP shall be delivered to Canada in accordance with the requirements of the project schedule in Appendix C.

### 3.3.2 Aircraft Acceptance Test

The Aircraft Acceptance test shall include a physical acceptance inspection and test flight. The Contractor shall provide the necessary resources and make available all of the necessary tools to successfully conduct the Aircraft Acceptance. The Aircraft Acceptance shall be carried out in accordance with the Acceptance Test Plan.

The Aircraft Acceptance Test shall include but not limited to:

- a. Ground checks: external surfaces, bays and cabin visual inspection, static aircraft system and cockpit checks, engine tests;
- b. Operational checks and demonstrations: to confirm that all operational and mission specific requirements and equipment is functioning for its intended purpose;
- c. Acceptance flight: checks during flight of all aircraft systems (including cabin systems) and aircraft behaviour;
- d. Physical rework or provision of solutions for all technical and quality snags;
- e. Production of a deficiencies report, corrective action plan and status report; and

- f. Completion of technical acceptance: technical closure of the aircraft and all associated documents attesting the aircraft's compliance to the type certificate and conformity to the technical specification allowing the issuance of the Canadian Certificate of Airworthiness.

### 3.3.3 Aircraft Acceptance Test Report

At the conclusion of the Aircraft Acceptance Test, the Contractor shall prepare and present an Aircraft Acceptance Test Report. The report shall contain the test procedures, the tests conditions, anticipated test results and the actual test results. The Aircraft Test Report shall document any failures, non-conformities, issues, discrepancies or deficiencies that were raised during the test. It shall outline corrective action plans and actions taken to resolve outstanding items. This report shall be presented in a format acceptable to Canada. The Report shall be reviewed and accepted by Canada.

The Contractor shall coordinate a meeting with all participants, immediately following the Aircraft Acceptance Test, to confirm test results.

Where failures, non-conformities, issues, discrepancies or deficiencies are identified in the Aircraft Acceptance Test Report, the Contractor shall take all necessary action to remedy the outstanding items and to ensure aircraft compliance with all contractual requirements.

All Aircraft Acceptance Test Reports shall be provided to Canada within five (5) working days following the test completion.

### 3.3.4 Aircraft Acceptance

Canada will not accept the aircraft until all issues, discrepancies or deficiencies identified in the Aircraft Acceptance Test Report have been rectified.

Aircraft Acceptance will involve two meetings, a Preliminary Aircraft Acceptance Meeting and a Final Aircraft Acceptance Meeting.

#### 3.3.4.1 Preliminary Aircraft Acceptance Meeting

Subsequent to the Aircraft Acceptance Test and prior to the preliminary acceptance of the aircraft, a Preliminary Aircraft Acceptance Meeting shall be held at the Contractor's facility to address any deficiencies and non-conformities that were identified during aircraft test.

The Preliminary Aircraft Acceptance Meeting shall be chaired by the Contractor.

The meeting shall be used as a forum to engage Canada in a review and acceptance of any proposed Corrective Action Plans. The Contractor shall deliver Preliminary Aircraft Acceptance Meeting minutes and Action Items.

#### 3.3.4.2 Final Aircraft Acceptance Meeting

Subsequent to the Preliminary Aircraft Acceptance meeting and prior to formal acceptance and title transfer of the aircraft, a Final Aircraft Acceptance Meeting will be held at the Contractor's facilities.

The Final Aircraft Acceptance Meeting shall be co-chaired by the Contractor and Canada. The Contractor shall deliver Final Aircraft Acceptance Meeting minutes and Action Items.

During the Final Aircraft Acceptance meeting the Contractor shall demonstrate the following:

- a. corrective action plans have been implemented and the deficiencies and non-conformities of the aircraft have been resolved to the satisfaction of Canada;
- b. the transfer of the aircraft's technical records, related drawings and manuals to Canada, including all supplemental instructions for continued airworthiness; and
- c. preparation of the documentation for change of ownership and delivery of the aircraft.

### 3.4 Aircraft Delivery

The Contractor shall deliver the helicopter to Canada in accordance with the terms and conditions of the Contract.

#### 3.4.1 Aircraft Delivery and Title Transfer

Subsequent to the Final Aircraft Acceptance the Contractor and Canada shall jointly meet to conduct the aircraft delivery inspection.

Any defects or damages noted shall be documented in the aircraft delivery check list as part of the Meeting minutes and Action Items.

The Contractor shall repair and assume all costs to repair any defects or damages.

Subject to the aircraft being free from defects and damages, Canada will assume ownership of the aircraft.

The transfer of the aircraft's title and deeds to Canada shall constitute delivery of the aircraft to Canada.

The Contractor shall deliver Aircraft Delivery Meeting minutes and Action Items.

#### 3.4.2 Aircraft Delivery Schedule

The Contractor shall deliver the aircraft in accordance with the project schedule provided in Appendix B.

## 3.5 Training

### 3.5.1 General

The Contractor shall provide training courses for Pilots and Maintenance Personnel in English. These courses shall be delivered to Canada at the Contractor's facilities' at a mutually agreed time and place.

Unless otherwise agreed, the Contractor shall provide a complete set of training materials and manuals to each candidate upon arrival to training. All training materials and manuals shall be provided in hard copy and will be retained by each candidate.

### 3.5.2 Training Plan

The Contractor shall supply a preliminary Training Plan, as part of their proposal.

The training plan shall include the scheduling and complete course outlines.

The final Training Plan shall be delivered in accordance with the requirements of Appendix B.

The Contractor shall provide the following training to RCMP:

- a. TC Certified Training for Pilots to obtain Aircraft Type Endorsement; and
- b. TC Certified Training for Maintenance personnel.

#### 3.5.2.1 Pilot Training

The Contractor shall provide TC certified Training courses for Pilots to obtain Aircraft Type Endorsement, in accordance with the schedule requirements outlined in Appendix B as follows:

The training shall accommodate six (6) RCMP personnel. A minimum of two (2) pilots shall be trained prior to delivery and acceptance of the aircraft.

The Contractor shall provide all program curriculum and materials to Canada for review and comment, four (4) weeks prior to the commencement of the first training course.

The training for Pilots to obtain Aircraft Type Endorsement shall include but not be limited to:

- a. ground school;
- b. avionics systems and electrical systems training; and
- c. flight training and/or flight simulator training.

The training shall provide the candidate with a thorough knowledge of the aircraft and its installed equipment as well as type endorsement to Transport Canada standards.

The Contractor shall include the following documentation during the delivery of Pilot training:

- a. A complete Pilot Training Program in hard copy and electronic format that is editable and can be used to train pilots in aircraft systems and all other aspects of ground school; including a training & syllabus package for the airframe, operational systems and navigational and automation systems

The Contractor shall provide Canada with a written release and any other licence or authorization necessary to permit Canada to update, refine, translate, reproduce and use the Contractor provided training material so that Canada may conduct its own initial and recurrent training.

#### 3.5.2.2 Maintenance Training

The Contractor shall deliver TC certified Courses for the Aircraft Maintenance personnel to Canada in accordance with the schedule requirements outlined in Appendix B scheduled to be completed prior to acceptance and delivery of the aircraft.

The training shall accommodate three (3) RCMP maintenance personnel:

The Maintenance Course curriculum shall include, but not be limited to:

- a. training for airframe and related systems maintenance;
- b. engine maintenance;
- c. avionics and electrical systems; and
- d. all equipment selected by Canada.

## 3.6 Maintenance and Product Support

### 3.6.1 Maintenance Program

As part of the proposal, the Contractor shall provide a detailed Maintenance Program and Schedule detailing daily maintenance requirements, scheduled inspection requirements and major component overhaul schedules and requirements, with maintenance schedules for major inspections and outlining any progressive type or phase inspection program accepted by Transport Canada, as a minimum.

The Maintenance Program shall be structured in accordance with the following criteria:

- a. The Contractor supplied airframe and power plant scheduled maintenance program
- b. The Contractor supplied Maintenance Program shall permit a minimum of 3000 hours between engine overhauls. However, if the engine is of a modular design and the modules have different times between overhauls (TBO), the TBO must not be less than 3000 hours;

- c. The supplied helicopters shall be supportable by at least two vendors other than the Contractor, and are, approved by Transport Canada Civil Aviation for the purpose of repairing or overhauling airframe components and engine assemblies;
- d. The delivered helicopters shall be compliant with all applicable Airworthiness Directives (ADs), Original Equipment Manufacturer (OEM) mandatory Service Bulletins (SBs) and Terminating Actions.

### 3.6.2 Maintenance Analysis and Planning

The Contractor shall provide the required documentation and data to be uploaded in a Maintenance, Analysis and Planning System.

The Contractor shall provide a build sheet that is comprised of the following information;

- a. OEM service bulletins incorporated;
- b. Airworthiness directives complied with;
- c. Aircraft status report with the following fields:
  - Date
  - Aircraft model
  - Aircraft serial number
  - Aircraft registration
  - Registration type
  - Flight manual revision
  - Total airframe hours
  - Total engine Hours (for #1 and #2)
  - Total torque events
  - Last annual inspection
  - Total landings
  - Engine serial numbers
  - Engine Cycles
  - Description
  - Time at Installation (hours, days)
  - Service life (hours, month/days)
  - Airframe hours
  - Date Installed, Due at (A/F hours, Date)
  - Life remaining, (A/F hours, Months/Days)
- d. Serialized component list with the following fields:

- Part Number Assembly
- Serial Number Assembly
- Part Description Assembly
- Part Number Component
- Serial Number Component
- Part Description Component

Additionally, the Contractor shall provide a customized listing or any other documentation required to enrol, track and schedule maintenance in accordance with the Rotorcrafts Maintenance Manual, Chapter 4, Airworthiness Limitation Schedule and Chapter 5, Inspection and Component Overhaul Schedule in accordance with the requirements of Appendix C.

### 3.6.3 On-Site Field Support

The Contractor shall provide a qualified on-site Field Service Representative (FSR), on an as and when requested basis.

The FSR is defined as a member of the Contractor's team who provides technical support to Canada and acts as a communication channel; between Canada and the Contractor.

The FSR shall be available as required, to travel to a RCMP base of operation to provide technical support to Canada. On-site field support shall be made available for the duration of the Contract.

### 3.6.4 Spares

As part of the proposal, the Contractor shall provide a preliminary Spares List, including prices to identify recommended sparing for the aircraft.

The Contractor shall provide a final spares list in accordance with the schedule provided in Appendix C.

The list will be retained by RCMP Air Services to support RCMP flight activities of 500 hours annually. The recommended spare list shall include recommended sparing for Ground Support Equipment (GSE).

### 3.6.5 Tooling and Equipment

As part of the proposal, the Contractor shall provide the preliminary tooling and equipment list required for handling, testing, maintenance and overhaul of the aircraft in accordance with Aircraft Maintenance and Overhaul Manuals.

The Contractor shall provide the final tooling and equipment list required for handling, testing, maintenance and overhaul of the aircraft in accordance with the Schedule in

Appendix C. Tooling and Equipment shall be provided in accordance with the provisions found in the Aircraft Maintenance and Overhaul Manuals.

In addition, where kits such as those installed under Supplemental Type Certificates are issued, the Contractor shall provide for tooling and equipment required for the maintenance and overhaul of the installed equipment.

### 3.6.6 Ground Support Equipment

As part of the proposal, the Contractor shall provide a preliminary list of all Ground Support Equipment to perform daily operational maintenance and inspections for the aircraft purchased under this Contract.

The Contractor shall provide the final list of all Ground Support Equipment in accordance with the Schedule in Appendix C.

## 3.7 Options

### 3.7.1 Option for Additional Training

The Contractor shall make available the options to provide training courses for additional Pilots and Maintenance Personnel in English. These courses shall be delivered to Canada at the Contractor's facilities' at a mutually agreed time and place.

Each course shall accommodate one (1) person.

Unless otherwise agreed, the Contractor shall provide a complete set of training materials and manuals to each candidate prior to arrival for training. All training materials and manuals shall be provided in hard copy and will be retained by each candidate.

All training shall be conducted in accordance with the existing course curriculum developed for Canada under this SOW.

### 3.7.2 Option for additional Equipment

The Contractor shall make available the options to purchase any of the following items under the terms and conditions of the Contract:

- a. A paperless cockpit including but not limited to VFR/IFR charts, approach plates, flight manuals, and company publications;
- b. Interior of all access panels and compartments painted white (engine, main rotor transmission, hydraulics);
- c. Seatbelt extensions;
- d. Auxiliary fuel tank(s); and
- e. Aircraft health and usage monitoring system.

## 3.8 Document Management

### 3.8.1 General

The Contractor shall take a systematic approach in the way that documentation is prepared and provided to Canada. All documentation must have sufficient detail to provide the reader with a clear and concise understanding of what is being presented. Technical manuals must provide systems and subsystems (as applicable) in greater detail, so that the reader can gain a complete understanding of the systems, design, maintenance and operation.

Canada is not obligated to provide any translated copy to the Contractor or third-party.

### 3.8.2 Documentation Quality

The Contractor shall provide all documentation in a high grade commercial standard and of quality that is acceptable to Canada.

### 3.8.3 Language

Unless otherwise stated, the Contractor shall provide all deliverables in English.

### 3.8.4 Equipment Cataloguing Data

The Contractor must produce an Equipment Catalogue in accordance with Appendix B for all Equipment supplied.

### 3.8.5 Data Deliverables

The Contractor shall deliver data in accordance with the Contract data requirements in Appendix C. Data delivered shall be as follows:

- a. Documents that already exist and have been produced to commercial standards do not need to be modified in terms of format. Content shall be updated as required;
- b. Data submitted as required by Canada to operate and support the helicopter and its operating systems, such as user manuals, shall be provided with wear resistant hard covers;
- c. Data submitted to Canada shall require approval or acceptance of Canada for any revisions and amendments following initial delivery; and
- d. Data submitted for information purposes only does not require Canada's approval for revisions or amendments, but requires the submission of any such changes for review by the Technical Authority.

The Contractor shall provide all hard copy deliverables in a format of 8.5 x 11 inch (216 mm to 279 mm).

### 3.8.6 Electronic Media

The Contractor shall provide draft documentation for review and comment purposes to Canada via email to minimize delays and optimize resources.

### 3.8.7 Documentation Reviews

The review cycles will be agreed upon between Canada and the Contractor unless otherwise specified in the Statement of Work. Where deemed necessary by Canada, additional document reviews shall be held at the discretion of Canada on an as and when requested basis.

### 3.8.8 Documentation Layouts

The Contractor may propose documentation layouts as they presently exist. Documents from the Contractor may remain in their existing format, providing that they do not exceed a format of 8.5 x 11 inch (216 mm to 279 mm). All other documents presented by the Contractor shall be delivered as listed in Appendix C.

### 3.8.9 Document Configuration Management

The Contractor shall maintain a configuration management system that employs technical and administrative direction to:

- a. Identify and document the functional and physical characteristics of hardware and software components of the helicopter systems and subsystems;
- b. Control changes to modifications;
- c. Record and report the status of the changes;
- d. Ensure that the technical documentation exists and is available to Canada in the form of specifications, technical data and related lists as required to define the appropriate baseline; and
- e. Ensure that all documents are current and available for distribution when needed and when required for review by Canada for configuration control and status.

### 3.8.10 Copies

Unless otherwise stated, the Contractor shall provide manuals and copies as listed in Appendix C of this document.

All manuals and other documentation should be clearly marked and bound in hard cover ring type binders.

### 3.8.11 Aircraft Publications

The Contractor shall provide all Aircraft Publications as listed in Appendix C of this document.

### 3.8.12 Support Publications

The Contractor shall provide documentation and manuals for all Supplemental Type Certificates, including supporting data for all equipment and systems installed, complete with the normally provided amendment service.

### 3.8.13 Technical Publications

The Contractor shall supply Technical Manuals, including instructions for continuing airworthiness, which are necessary to maintain the airworthiness of the helicopter, as listed in Appendix C of this document.

### 3.8.14 Engineering Data

The Contractor shall provide the following, where applicable, for all aircraft systems;

- a. Electrical Drawings;
- b. Data/Approval Package;
- c. An electrical load analysis, which includes all installed equipment;
- d. General arrangement drawings of installed avionics; and
- e. Aircraft Modification Lists.

## 3.9 Project Deliverables

Canada will review all Project Deliverables for acceptance in accordance with the terms of the Contract.

Acceptance of the deliverables by Canada will in no way relieve the Contractor of responsibility for product quality and the responsibility for assuming any corrective measures should deficiencies be detected within the warranty period.

The Contractor shall satisfy the Data requirements for project deliverables as specified in Appendix C of this document.

During this project, the Contractor shall provide the following project deliverables, as a minimum.

Project Deliverables

#	Deliverable
1	Delivery of one (1) Light Helicopter Certified for Operation in Canada and in accordance with the RCMP Statement of Requirements Document (Appendix A) to RCMP Air Services (Langley BC)
2	Deliver all aircraft Supplemental Type Certificates and applicable documentation packages
3	All Certifications for Proof of Compliance
4	Project Action Items Register
5	Monthly Project Progress Review Agenda
6	Provide Monthly Project Progress Review Meeting minutes and Action Items
7	Final Acceptance Test Plan (ATP)
8	Aircraft Acceptance Test
9	Aircraft Acceptance Test Report
10	Deficiencies Report, Corrective Action Plan and Status Report
11	Preliminary Aircraft Acceptance Meeting minutes and Action Items
12	Final Aircraft Acceptance Meeting minutes and Action Items
13	Aircraft Delivery Meeting minutes and Action Items
14	Ad-hoc Meeting minutes and Action Items (if applicable)
15	All Aircraft Title and Deeds
16	Final Training Plan
17	Training curriculum, manuals and course materials for Factory Training for Pilots to obtain Aircraft Type Endorsement
18	Training curriculum, manuals and course materials for Factory Aircraft Maintenance Course
19	TC Certified Training course for Pilots to obtain Aircraft Type Endorsement
20	TC certified Aircraft Maintenance Course
21	A detailed Maintenance Program and Schedule
22	Information for upload to RCMP for use in the maintenance and analysis and planning system

#	Deliverable
23	Final Spares List
24	Final tooling and equipment list required for handling, testing, maintenance and overhaul of the aircraft
25	List of required ground Support Equipment for daily operations
26	Monthly Progress Reports
27	Airframe Maintenance Manual(s)
28	Engine Maintenance Manual(s)
29	Avionics Maintenance/Wiring Manual(s)
30	Avionics Installation Drawings for Installed Equipment
31	Vendor Manuals
32	Component Repair and Overhaul Manuals
33	Illustrated Parts Catalogue for Airframe
34	Illustrated Parts Catalogue for Engine(s)
35	Service Bulletins for the Airframe, Engines and Components
36	Technical Bulletins for the Airframe, Engines and Components ( <b>IF applicable</b> )
37	Service Instructions for the Aircraft, Engines and Components ( <b>IF applicable</b> )
38	Other publications such as but not limited to; ( <b>IF applicable</b> ) <ul style="list-style-type: none"> <li>a. Operations Safety Notices</li> <li>b. Information Letters</li> <li>c. Standard Practices Manual</li> <li>d. Electrical Standard Practices Manual</li> <li>e. Corrosion Control Guide</li> <li>f. Special Tools Illustrated Parts Breakdown</li> </ul>
39	Structural Repair Manual
40	Aircraft Flight Manual/Operating Manual
41	Operating Manuals for all installed equipment
42	Approved Aircraft Flight Manual Supplements and Pilot Instructions issued for the equipment and systems installed

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#	Deliverable
43	Aircraft Equipment List
44	Electrical Load Analysis
45	Weight and Balance Data
46	Minimum Equipment List
47	Firmware Level and part number(s) for installed equipment
48	Software Level and part number(s) for installed equipment
49	Equipment Electronic Configuration Files
50	Log Books (Journey Log and Technical Logs)
51	Certificate of Registration
52	Aircraft Certificate of Airworthiness
53	Full Warranty Bill of Sale
54	Assignment of Warranties

## APPENDIX A – Royal Canadian Mounted Police Statement of Requirements Document



**Royal Canadian Mounted Police  
Baseline Statement of Requirements  
Light Helicopter  
2015-07-22**

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## List of Acronyms

/hr	Per Hour
a/c	Aircraft
ADF	Automatic Direction Finder
ADS-B	Automatic Dependent Surveillance – Broadcast
AF	Automatic Fixed
AHRS	Attitude, Heading Reference System
Approx.	Approximately
ARS	Augmented Reality System
CDP	Cockpit Display Panel
CMS	Central Maintenance System
CNC	Computer Numerical Control
CVC	Cockpit Video Camera
CVR	Cockpit Voice Recorder
DFO	Department of Fisheries and Oceans
EFIS	Electronic Flight Instrument System
EICAS	Engine Indicating and Crew Alerting System
ELT	Emergency Locator Transmitter
FAA	Federal Aviation Administration
FDR	Flight Data Recorder
FIPG	Federal Identity Program Guide
GFE	Government Furnished Equipment
GNSS	Global Navigation Satellite System
GRC	Gendarmerie Royale du Canada
HIGE	Hover In-Ground Effect
HOGE	Hover Out-of-Ground Effect
H-TAWS	Helicopter Terrain Awareness and Warning System
ICS	Intercom System
IFR	Instrument Flight Rules
ISA	International Standard Atmosphere
km	Kilometer
kts	Knots
LED	Light Emitting Diode
LPV	Localizer Precision with Vertical guidance
MCTOW	Maximum Certified Take-Off Weight
nm	Nautical Mile
NVFR	Night Visual Flight Rules
NVIS	Night Vision Imaging System
OEI	One Engine Inoperative
PTT	Push To Talk
RCMP	Royal Canadian Mounted Police
STC	Supplemental Type Certificate
TAS	Traffic Advisory System
TAS	True AirSpeed
TBD	To Be Decided
TC	Transport Canada
TCAS	Traffic Alert and Collision Avoidance System
TFO	Tactical Flight Officer
TOP	Take-off Power
TR	Tail Rotor
TSO	Technical Standard Order
VDC	Voltage Direct Current
VFR	Day Visual Flight Rules
VRO	Vertical Reference Operations
WAAS	Wide Area Augmentation System

## References

The following documents are referenced throughout this document:

1. Federal Aviation Administration Joint Aircraft System Component Code Table and Definitions document, dated October 2008. Prepared by Federal Aviation Administration Flight Standards Service Regulatory Support Division, Aviation Data Systems Branch, AFS-620, Oklahoma, City, Oklahoma.
2. Canadian Aviation Regulation Part V, subpart 21, Chapters 527, available at Transport Canada website <http://www.tc.gc.ca/eng/civilaviation/regserv/cars/part5-standards-527-preamble-690.htm>.
3. Canadian Aviation Regulation Part VII, subpart 3, available at Transport Canada website <http://www.tc.gc.ca/eng/civilaviation/regserv/cars/part7-subpart3-2150.htm>.
4. Federal Aviation Administration (FAA) Technical Standard Order (TSO) C91a, Emergency Locator Transmitter (ELT) Equipment, 29 April 1985.
5. Federal Aviation Administration (FAA) Technical Standard Order (TSO) C118C, Traffic Alert and Collision Avoidance System (TCAS) Airborne Equipment, TCAS I, 5 August 1988.
6. Federal Aviation Administration (FAA) Technical Standard Order (TSO) C126, 406 MHz Emergency Locator Transmitter (ELT), 23 December 1992.
7. Federal Aviation Administration (FAA) Technical Standard Order (TSO) C124b Flight Data Recorder System 04 October 2007, [http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgTSO.nsf/0/e040550c3ab32300862572c200113975/\\$FILE/TSO-C124b.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgTSO.nsf/0/e040550c3ab32300862572c200113975/$FILE/TSO-C124b.pdf)
8. Federal Aviation Administration (FAA) Technical Standard Order (TSO) C123b Cockpit Voice Recorder Equipment June 01 2006 [http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgTSO.nsf/0/29662c3b5885d29386257180007150b6/\\$FILE/TSO-C123b.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgTSO.nsf/0/29662c3b5885d29386257180007150b6/$FILE/TSO-C123b.pdf)
9. Federal Aviation Administration (FAA) Technical Standard Order (TSO) C194 Helicopter Terrain Awareness and Warning System (HTAWS), 17 Dec 2008, [http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgTSO.nsf/0/4E324B446BE11B2D8625752300762A36?OpenDocument](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgTSO.nsf/0/4E324B446BE11B2D8625752300762A36?OpenDocument)
10. Federal Aviation Administration (FAA) Technical Standard Order (TSO) C 201 Attitude, Heading Reference System (AHRS), 26 July 2012 , [http://www.airweb.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgTSO.nsf/0/23390e5de1112fea86257a4700640874/\\$FILE/TSO-C201.pdf](http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgTSO.nsf/0/23390e5de1112fea86257a4700640874/$FILE/TSO-C201.pdf)
11. Federal Aviation Administration (FAA) Technical Standard Order (TSO) C146c Stand Alone Airborne Navigation Equipment Using the Global Positioning System Augmented by the Satellite Based Augmentation System 02 Sep 2008, [http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgTSO.nsf/0/623a0cac2a0c3849862574480062d38b/\\$FILE/TSO-C146c.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgTSO.nsf/0/623a0cac2a0c3849862574480062d38b/$FILE/TSO-C146c.pdf)
12. Transport Canada Staff Instruction 513-11, Acceptance and Approval of Foreign Design Changes, 15 September 2008.
13. Canadian Technical Standard Order CAN TSO C147 Traffic Advisory System (TAS) <http://www.tc.gc.ca/eng/civilaviation/regserv/cars/part5-standards-537-sub-b-1782.htm>

## 1 Purpose

The Helicopter Project seeks to replace the loss of "E" Division's Airbus AS350 C-GMPG (Air 5) helicopter. This document provides a description of how The Royal Canadian Mounted Police Helicopters in British Columbia are employed in support of National Security, Member safety and the security of the citizens of Canada

## 2 Background

The RCMP Langley Air Section provides operational Police Support, Search and Rescue, Border Patrols, personnel and equipment transfer, and infrastructure maintenance to the Lower Mainland and throughout the Province of British Columbia, as well as activities of other government departments and agencies.

Clients for these services include the following:

1. Department of National Defence;
2. Environment Canada;
3. Natural Resources Canada;
4. Public Safety Canada;
5. Coroners Service;
6. Provincial Emergency Program;
7. Local volunteer based Search and Rescue Agencies;
8. Canada Border Services Agency;
9. Transport Canada; and
10. The Canadian Coast Guard

To ensure that the RCMP operational and program needs are satisfied, the helicopter requirements presented in this document were derived on the following basis:

1. Preservation of the safety and security of the helicopter crew, passengers and helicopter asset is a priority.
2. Lessons learned regarding safety for RCMP pilots and crew were to be considered.
3. The requirements must be reasonable and achievable given the technology commercially available in industry.
4. Program delivery for RCMP would be maximized.
5. Reducing pilot workload and minimizing pilot fatigue is a priority.
6. Modern technologies that are commercially available in the aviation industry today (i.e. autopilot) were to be considered.

### 3 Scope

This document outlines the detailed requirements associated with the Light Helicopter type being procured under the RCMP Air 5 Replacement project.

This document has been organized to outline the regulatory and certification requirements, helicopter performance requirements and capability requirements for the light helicopter. The aircraft equipment requirements in this document have been organized using the Federal Aviation Administration Joint Aircraft System Component Code Table and Definitions document, dated October 2008. For the purpose of this document the term “Not Used” means the ATA Code heading is not applicable to the RCMP helicopter requirements definition.

This document does not provide the specifications of any Government Furnished Equipment (GFE).

The helicopter baseline requirements outlined in this document are comprised of Mandatory requirements and Desirable requirements, which are defined as follows:

- Mandatory Requirement - the words “shall” or “must” imply a mandatory requirement and indicate that compliance with the requirement is critical to the system and the system would not be accepted without it.
- Desirable Requirement - the word “should” implies a desirable or permissive requirement and indicates that the requirement is desired, but not so critical that the system would not be accepted without it.

Throughout this document, information presented as Design Guidance is intended to assist with the interpretation of the technical requirements statements. The use of the word “will” is self-explanatory.

### 4 Mission Profiles for RCMP Program

The basis for all required equipment can be attributed to the proposed equipment to fulfill the following missions.

- 1) Border patrols
- 2) Drug Enforcement, multi-faceted.
  - a. Covert and overt surveillance carried out from long range/ high altitudes.
  - b. Ground level drug eradication.
  - c. Thermal imaging to assist drug enforcement.
  - d. Tracking of ground, sea and aerial smuggling
- 3) Search and rescue
- 4) Emergency Response Team (ERT) - Tactical Deployment
- 5) Infrastructure construction and maintenance
- 6) Civil Unrest and Eco Protest

### 5 Principle Characteristics

1. The following general aircraft type is required to safely complete the variety of law enforcement missions, including tactical and public safety missions, required of the RCMP in the Lower Mainland District and throughout the Province of BC and Canada.
2. A light-medium sized, twin-engine, multi-role helicopter capable of Category A operations up to performance Class 1 as outlined in the European Aviation Safety Agency Air Operations (EASA-OPS).
3. The helicopter furnished under the specifications may be a used product. Any improved model of aircraft must be of quality workmanship and material and show proof of model upgrades and appropriate TC STC's in order to be considered. The helicopter must have a documented history of any major damage.

4. a) All major airframe components must have more than 75% of original service life remaining before overhaul.

4 b) All time and calendar controlled avionics components must be either new/overhauled/repaired/tested/recertified as required so as to have the maximum time or calendar months remaining.

5. All parts will conform in strength, quality and workmanship to current accepted standards of the Industry and meet the airworthiness standards and certification of Transport Canada.

6. The helicopter type, model and variant shall hold a valid type certificate issued in accordance with Part V, Sub-part 21 of the Canadian Aviation Regulations, which meets the standards of airworthiness of Chapters 527 or 529 of the Airworthiness Manual as applicable. The aircraft shall be equipped to comply with the requirements for Day Visual Flight Rules (DVFR), Night Visual Flight Rules (NVFR), single pilot Instrument Flight Rules (IFR) and Night Vision Imaging System (NVIS) flight operations.

7. The RCMP Helicopter "Configuration A" includes all fixed equipment and articles, as specified by the mandatory requirements. The RCMP light helicopter described by this Statement of Baseline Requirements, as a minimum, as defined in Annex A, shall be a twin engine turbine powered helicopter, having the ability to transport a crew of two pilots with capacity of at least four passengers with their operational equipment for a combined weight of 275 Lbs. each, plus all necessary fixed provisions in the following TSOR, plus the necessary fuel to achieve an endurance of at least 1.5 hrs of flight time at Seas level in ISA conditions, at a minimum cruise speed of at least 120kts.

The helicopter shall be equipped as follows:

- a) All required equipment to meet Cat "A", single /dual pilot IFR, NVG certified
- b) Dual controls installed
- c) Seating for 4 passengers
- d) Left and right hand rope down/rappel hard point or device installed as required
- e) Cargo hook
- f) Surveillance Camera installed

<b>6 Regulatory and Certification Requirements</b>			
<b>ID</b>	<b>Mandatory Requirement</b>	<b>Desirable Requirement</b>	<b>Design Guidance</b>
6.1 a.	The helicopter type, model and variant shall hold a valid type certificate issued in accordance with Part V, subpart 21 of the Canadian Aviation Regulations that meets the Standards of Airworthiness of Chapters 527 or 529 of the Airworthiness Manual as applicable, at time of bid.		
6.1 b.	The aircraft shall be equipped, as applicable, to be able to comply with the requirements of Canadian Aviation Regulation Part VII, Subpart 3 for the following, at the time of aircraft acceptance: <ul style="list-style-type: none"> <li>a) Day Visual Flight Rules (VFR),</li> <li>b) Night VFR,</li> <li>c) Single pilot Instrument Flight Rules (IFR),</li> <li>d) Night Vision Imaging System (NVIS) flight operations, and;</li> <li>e) All equipment listed in the RCMP Baseline Statement of Requirements – Light Helicopters</li> </ul>		
6.2	The helicopter shall be certified for day and night Visual Flight Rules (VFR) operations.		

6.3	The helicopter shall be certified for day and night single pilot Instrument Flight Rules (IFR) operations.		
6.4	The helicopter shall be certified for operations and flight in ambient outside air temperatures between -30°C and +35°C ISA with or without the use of an installed cold weather kit	It is desirable that the helicopter be certified for operation between -30°C and -40°C with or without the use of an installed "Cold Weather" kit.	As an RCMP asset, the helicopter may be required to operate in all geographic areas of Canada at any time of the year.
6.5	The helicopter shall be certified and equipped for flight in snow and rain.		The helicopter design incorporates features to prevent engine flame out and excessive rotor blade erosion.
6.6	The helicopter shall be fitted for use during vertical reference work from either the pilot or co-pilot seat, including sling mirrors and the ability to control all systems and functions of the primary flight controls from the co-pilot dual controls including cargo hook and remote long line release	It is desirable to have single pilot certification from either right or left seat for vertical reference work	
6.7	The helicopter shall be Transport Canada certified for Night Vision Imaging System (NVIS) operations.		The helicopter will be available for service both day and night.

## 7 Helicopter Requirements

### 7.1 Performance

ID	Mandatory Requirement	Desirable Requirement	Design Guidance
7.1.1	The Helicopter shall be capable of ground level helipad Category "A" take-offs and landings at sea level ISA conditions, with no wind, with the configuration "A" load with a minimum of one hour of fuel based on manufacturers calculation for recommended cruise	It is desirable that the helicopter shall be capable of ground level helipad Category "A" take-offs and landings at sea level ISA conditions, with no wind, with the configuration "A" load with a minimum of one hour and thirty minutes of fuel based on manufacturers calculation for recommended cruise	Category "A" take- off and landing is the ability to maintain safe single engine performance from class "H1" helipads

7.1.2	The Helicopter shall have a Hover In-Ground Effect (HIGE) capability with Take-off Power (TOP) and in ISA conditions of at least 7000 ft (2133m) pressure altitude, with an RCMP Configuration "A" load and with a minimum of one hour of fuel based on manufacturers calculation for recommended cruise		
7.1.3	The Helicopter shall have a Hover Out-of-Ground Effect (HOGE) capability at Take-off Power (TOP) and in ISA conditions of at least 5000 ft (1524m) pressure altitude, with an RCMP configuration "A" load and with a minimum of one hour of fuel based on manufacturers calculation for recommended cruise	It is desirable that the helicopter have a HOGE capability at MCTOW, TOP and in ISA conditions of 7500 Ft.	
7.1.4	The Helicopter shall be capable of maintaining a pressure altitude of 5000 ft (1524 m) or greater, at ISA conditions at Maximum Continuous Power (MCP) with One Engine Inoperative (OEI), with an RCMP configuration "A" load with a minimum of one hour of fuel based on manufacturers calculation for recommended cruise		RCMP aircraft are required to fly across higher terrain with adequate obstacle clearance while conducting border patrols in mountainous areas
<b>7.2 Capability Requirements</b>			
<b>ID</b>	<b>Mandatory Requirement</b>	<b>Desirable Requirement</b>	<b>Design Guidance</b>
7.2.1	The helicopter in its Flight Configuration A, as defined in Section 5, Principle Characteristics, shall be capable of carrying all equipment specified in Configuration A plus the necessary fuel for at least 236 km (127 nm) without the installation of auxiliary fuel tanks, at a cruise speed of at least 120 kts (222 km/hr.) plus a minimum of 20 minutes VFR reserve at sea level in ISA conditions with no wind.	It is desirable that the helicopter should have a useful load (i.e. crew, passengers, fuel, payload) in its Flight Configuration "A", as specified in Section 5, plus the necessary fuel for 236 km (127 nm) with a greater than 20 minutes VFR reserve, at a cruise speed of at least 120 kts (222 km/hr) at sea level in ISA conditions with no wind	
7.2.2	The helicopter shall be capable of a minimum cruise speed of at least 120 kts TAS (222 km/hr) at Maximum Certified Take-Off Weight (MCTOW) at sea level in ISA conditions in its Flight Configuration "A" as defined in Section 5.	It is desirable that the aircraft should have a cruise speed in excess of the minimum acceptable 120 kts (222 km/hr) TAS.	Increased speed at required Aircraft weight means an increased service range.

7.2.5		It is desirable that the helicopter should be capable of folding the Main Rotor (MR) blades, without removing the blades, which does not require the use of tools. While in the folded position, the rotor head/blade system at any point shall not be wider than the aircraft landing gear.	All main rotor blades must remain attached to the helicopter main rotor head during the main rotor blade folding and unfolding procedure. To allow for operation from current facilities with other aircraft.
7.2.6	The helicopter shall have a minimum cargo capacity of at least 38.8 cubic feet (1.1 cubic metres) within the fuselage, in addition to the area required for passenger and crew seating as stipulated in 7.3.5.5.1.		Dive team equipment can range in size from 38 sq/ft to 60 sq/ft and weigh as much as 300 lbs per diver and several hundred pounds for sonar equipment.
7.2.7	The helicopter must be capable of landing on unprepared surfaces such as rocky terrain and gravel at its MCTOW.		This requirement envisages scuff pads or anti-wear pads being installed on the helicopter landing gear.
7.2.8	The helicopter must be capable of landing on soft surfaces such as snow, mud and sand at its MCTOW.		The helicopter needs to be prevented from settling into the surface to such an extent that would jeopardize a subsequent safe take-off or cause damage to the aircraft. RCMP envisages that Anti-sink pads will be installed on the helicopter landing gear to satisfy this requirement.
7.2.9	The helicopter shall have the capability of landing on slopes of at least 5 degrees fore and aft, and at least 5 degrees side to side.	It is desirable that the helicopter should have the capability of landing on slopes in excess of 5 degrees fore and aft, and 5 degrees side to side. With a total slope angle capability of 40 degrees combined in all four quadrants	This requirement is due to the need to land in unprepared landing sites that may only have a single log for rear skid placement which may create a significant nose down attitude.

RCMP Baseline Statement of Requirements

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7.2.10	The helicopter shall be capable of using Jet A1 fuel in operations and flight in ambient outside air temperatures between -30°C and +35°C with or without the use of a cold weather kit.	It is desirable that the helicopter should be capable of using JetA1 fuel during cold weather operations, where the outside ambient air temperature is in excess of -30°C to an extreme of -40°C with or without a cold weather kit	RCMP aircraft can be called upon to respond to any region of Canada at all times of the years
7.2.12	The helicopter shall have a main rotor diameter of not more than 40ft (13.7 m).		This maximum main rotor diameter is required in order to be capable of operating from existing RCMP facilities and infrastructure.
7.2.15	The helicopter shall be capable of operating from land based locations where there are wooden helipads having the dimensions of approx. 16ft. X 16 ft. (4.8m x 4.8m). With a minimum of 3' of clearance on each side of the landing gear.		The helicopter shall be capable of operating from existing RCMP facilities and infrastructure.

<b>7.3 Aircraft Equipment Requirements</b>			
<b>7.3.5.1 Air Conditioning</b>			
<b>ID</b>	<b>Mandatory Requirement</b>	<b>Desirable Requirement</b>	<b>Design Guidance</b>
7.3.5.1.1	The helicopter shall be equipped with a cockpit and cabin air conditioning system.		For over water missions, pilots will be required to wear survival suits which become uncomfortable to wear suits temperatures exceeding 20°C. Internal cockpit temperatures can quickly reach the mid to high 30°C range in summer months due to lack of adequate airflow.
7.3.5.1.2	The helicopter shall be equipped with a bleed air heater with windshield defrost capability.		
<b>7.3.5.2 Auto Flight</b>			
<b>ID</b>	<b>Mandatory Requirement</b>	<b>Desirable Requirement</b>	<b>Design Guidance</b>
7.3.5.2.1	The helicopter shall be equipped with a three (3) axis coupled autopilot system, as minimum.		

<b>7.3.5.3 Communications</b>			
<b>ID</b>	<b>Mandatory Requirement</b>	<b>Desirable Requirement</b>	<b>Design Guidance</b>
7.3.5.3.1	The helicopter shall be equipped with a dual VHF communication system with 8.33 KHz spacing and with a minimum 15 watt transmitter output.		
7.3.5.3.3	The helicopter shall be equipped with the latest version of the Iridium satellite based Flight Following System, SkyTrac ISAT (including DVI, CDP, Sat phone, Hardware Installation Support etc. ).		
7.3.5.3.4	The helicopter Iridium satellite based Flight Following System shall be interfaced to the aircraft audio system.		
7.3.5.3.5	The helicopter shall be equipped with a secondary radio transmit capability for the co-pilot position, in addition to those found on the flight controls.	It is desirable to have a movable foot activated radio transmit button	A hands free unit for use when dual controls are not installed or when a TFO occupies the co-pilot seat

7.3.5.3.6	<p>The helicopter shall be equipped with an audio system consisting of one pilot, one co-pilot and one passenger cabin audio control panel, having the following features as a minimum:</p> <ul style="list-style-type: none"> <li>- Push to talk and voice activated intercom system</li> <li>- High impedance phone output</li> <li>- Pilot position shall be capable of rear cabin and co-pilot isolation</li> <li>- Co-pilot position shall be capable of rear cabin and pilot isolation</li> <li>- Minimum of five transceiver interfaces</li> <li>- Minimum of five receiver interfaces</li> <li>- Two auxiliary audio inputs</li> </ul>		
7.3.5.3.7	<p>The helicopter shall be equipped with a rear cabin audio control panel with radio(s) transmit capabilities from at least one station with an Intercom System/Push To Talk (ICS/PTT) adjustable volume control located on the down lead cords.</p>		<p>Required for rear cabin area passengers and operational TFO to communicate with ground personnel</p>
7.3.5.3.8	<p>The helicopter shall be equipped with a rear cabin audio system with adjustable volume, voice activated intercom, complete with radio and side tone monitoring for all passenger stations.</p>		<p>Required for rear cabin area passengers and operational TFO to communicate with ground personnel</p>

7.3.5.3.9	The helicopter shall be equipped with a 406 MHz Automatic Fixed (AF) emergency locator transmitter meeting the requirements of FAA-TSO-C91 or FAA-TSO-C91a or FAA-TSO-C126, interfaced to the aircraft Global Navigation Satellite System (GNSS).		
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7.3.5.3.11	The helicopter shall be equipped with a satellite data-link system displaying Canadian aviation weather information, as a minimum, to the flight crew.		Refers to Satellite weather information system such as XM Satellite weather.
7.3.5.3.12	Any belly and tail boom mounted antennas on the helicopter shall permit the use of aircraft ground handling equipment, including dollies.		Ground handling could include tow bars, ground handling wheels, dollies etc.
<b>7.3.5.4 Electrical Power</b>			
<b>ID</b>	<b>Mandatory Requirement</b>	<b>Desirable Requirement</b>	<b>Design Guidance</b>
7.3.5.4.1	The helicopter shall be equipped with a minimum of one 115 VAC 60 Hz, with not less than 750 watts, outlet in the passenger cabin suitable for the operation of low power audio and video equipment, portable computers and telecommunication equipment.		
7.3.5.4.2	The helicopter shall be equipped with two 28 VDC utility power receptacles (standard 2-Pin connector), with one outlet located in the crew cabin and one outlet located in the passenger cabin on the same side of the aircraft as the fuel filler port.		
7.3.5.4.3	The helicopter shall be equipped with a standard a/c three prong external power provisions capable of being connected to all aircraft electrical equipment including equipment used for engine start.		This external power provision is in accordance with CAR 527.1351

<b>7.3.5.5 Equipment and Furnishings</b>			
7.3.5.5.1	The helicopter shall be equipped with seating provisions for two (2) crew and at least four (4) passengers.	It is desirable that the aircraft should be equipped with seating provisions for more than four (4) passengers.	
7.3.5.5.2	The helicopter shall have cushioned passenger seating		Military style troop seating (i.e. pole and canvas construction), may be acceptable for high density seating operations
7.3.5.5.3	The helicopter shall be equipped with 4 point safety harnesses, as a minimum, for crew seats.		
7.3.5.5.4	The helicopter shall be equipped with 3 point safety harnesses, as a minimum, for all passenger seats.	It is desirable that the helicopter should be equipped with 4 point safety harnesses for all passenger seats.	
7.3.5.5.5	The helicopter passenger seats shall be detachable and removable from the aircraft without the use of tools.	It is desirable that multiple seating configurations be available based on cargo and Mission configuration	
7.3.5.5.6	The passenger and cargo floor and walls of the aircraft shall have a protective shield so as to not damage electrical wiring or other features and/or the outer skin of the aircraft when carrying internal cargo that does not impede access to cargo restraint hard points, seat anchors, etc. and provides impact protection.		Impact protection refers to installing a light weight means of protection to avoid damaging aircraft structure, electrical components and wiring, interior paneling etc. Based on experience, these floor and wall protectors could be similar to the CNC cut aerospace polycarbonate panels available on the market today from helicopter accessory manufacturers <del>These panels could be approximately 1/8 inch thick and would be</del> designed to protect against aircraft floor and wall damage from high pressure points created by typical utility aircraft cargo such as heavy metal or wooden boxes, shovels, chain saws etc. The panels could be aircraft type specific and should be designed for easy installation and removal.

7.3.5.5.7	The helicopter shall be equipped with an approved litter kit, suitable for transporting one person, fully reclined to the horizontal position, aboard the aircraft, including fixed provisions.		
7.3.5.5.8	The helicopter shall be equipped with flight publications storage located in the crew cabin accessible from both crew positions.		As a minimum, the crew accessible publications storage should be sufficient to accommodate the Aircraft Flight Manual, necessary Pilot Guides for installed equipment, Emergency and Normal checklists, Canada Flight Supplement and sufficient CAPs (IFR approach plates) VNCs (VFR Maps), to conduct flight operations <del>for maximum cruise fuel endurance.</del>
7.3.5.5.9	The helicopter shall be equipped with a securely mounted First Aid Kit meeting certification and regulatory requirements.		
7.3.5.5.10	The helicopter shall be equipped with one securely mounted LED flashlight located in the crew cabin, as a minimum.		
7.3.5.5.11	The helicopter shall be equipped with a cargo restraint system in the passenger compartment, suitable to restrain a weight equal to the maximum authorized cargo and baggage weight for the aircraft.		RCMP currently uses a cargo restraint net, but requires a cargo restraint suitable for carrying small loose item (for example, toolboxes, chainsaws, sledgehammers etc.) The hard point to accommodate the restraint system is identified in requirement 7.3.5.23.1.
7.3.5.5.12	If the helicopter is fitted with a cargo restraint system between the passenger cabin and rear cargo area, it must be removable without the use of tools and designed to restrain the maximum authorized cargo and baggage weight for the aircraft.		This does not necessarily mean a structural bulkhead; cargo restraining nets are generally used as the industry standard.

<b>7.3.5.7 Flight Controls</b>			
<b>ID</b>	<b>Mandatory Requirement</b>	<b>Desirable Requirement</b>	<b>Design Guidance</b>
7.3.5.7.1	<p>The helicopter shall be equipped with dual flight controls having:</p> <ul style="list-style-type: none"> <li>• the ability to control all systems and functions of the primary flight controls including cargo hook and remote long line release</li> <li>• quick removal co-pilot cyclic and collective,</li> <li>• quick removal tail rotor pedals; or</li> <li>• pedals that can be disabled.</li> </ul>		Removal of dual controls is a requirement due to operational need.
<b>7.3.5.8 Fuel</b>			
<b>ID</b>	<b>Mandatory Requirement</b>	<b>Desirable Requirement</b>	<b>Design Guidance</b>
7.3.5.8.1		It is desirable that the helicopter be fitted with provisions for an auxiliary fuel system or additional fuel capacity that shall be capable of extending fuel endurance beyond the basic fuel system configuration by at least 0.5 hours.	

<b>7.3.5.11 Instruments</b>			
<b>ID</b>	<b>Mandatory Requirement</b>	<b>Desirable Requirement</b>	<b>Design Guidance</b>
7.3.5.11.1	The helicopter shall be equipped with a flight instrument system viewable by both pilot and the co-pilot. This system shall display as a minimum, primary flight and navigation information.	It is desirable that the system be electronic with multi-function displays with the capability of selecting and displaying external video sources from the co-pilot seat.	Electronic flight deck displays are also widely known as Electronic Flight Instrument Systems (EFIS) or equivalent.  External video sources would include items such as externally mounted cameras and sensors.
7.3.5.11.2		It is desirable that the helicopter be equipped with a centralized crew and engine data display	The centralized engine and crew data display would display the typical aircraft system information such as engine and aircraft system parameters including, but not limited to RPMs, temperature values, fuel flow and quantity, oil and fuel pressures etc. It could also display indications of aircraft system or component malfunctions/failures
7.3.5.11.3	The helicopter shall be equipped with a chronometer in the instrument console for the pilot position.		
7.3.5.11.4	The helicopter shall be equipped with a Cockpit Voice Recorder (CVR) meeting the requirements of CAN-TSO C124b		
7.3.5.11.5	The helicopter shall be equipped with a Flight Data Recorder (FDR) meeting the requirements of CAN-TSO C123b		
7.3.5.11.6	The helicopter shall be equipped with a Cockpit Video Camera (CVC)		
<b>7.3.5.12</b>	<b>Landing Gear</b>		
<b>7.3.5.12.1</b>	The helicopter shall be equipped with skid type landing gear.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.	

<b>7.3.5.13 Lighting</b>			
<b>ID</b>	<b>Mandatory Requirement</b>	<b>Desirable Requirement</b>	<b>Design Guidance</b>
7.3.5.13.1	The helicopter shall be equipped with a flashing landing light system.		A "Pulse light" traffic alerting system that can be selected on or off and that becomes a constant on light when landing light collective switch is selected "on"
7.3.5.13.2	The helicopter shall be equipped with an NVG compatible Light Emitting Diode (LED) position light system.		It is intended that there will be a high intensity white strobe integral with the navigation lights and one anti-collision light mounted on the upper portion of the aircraft as required by regulation.
7.3.5.13.3	The helicopter shall be equipped with an NVG compatible LED anti-collision light system.		It is intended that there will be a high intensity white strobe integral with the navigation lights and one anti-collision light mounted on the upper portion of the aircraft as required by regulation.
7.3.5.13.4	The helicopter shall be equipped with an NVG compatible high intensity white strobe light system that can be selected "OFF" independently of the position and anti-collision light system.		It is intended that there will be a high intensity white strobe integral with the navigation lights and one anti-collision light mounted on the upper portion of the aircraft as required by regulation.
7.3.5.13.5	The helicopter shall be equipped with a two axis, pilot controlled landing light, independent of the taxi lights, controlled from either collective.		Switchable landing/search light capable to support both NVIS and VFR night operations
<b>7.3.5.14 Navigation</b>			
<b>ID</b>	<b>Mandatory Requirement</b>	<b>Desirable Requirement</b>	<b>Design Guidance</b>
7.3.5.14.1	The helicopter shall be equipped with all equipment needed to comply with Night Visual Flight Rules (NVFR)		

7.3.5.14.2	The helicopter shall be equipped with all equipment needed to comply with single pilot IFR		
7.3.5.14.4	The helicopter shall be equipped with a system capable of displaying attitude and heading reference with a free gyro mode meeting the requirements of FAA TSO-C201.		
7.3.5.14.6	The helicopter shall be equipped with coupled IFR certified Global Navigation Satellite System (GNSS) sensor/receivers with Wide Area Augmentation System (WAAS) meeting the requirements of TSO C146 including Localizer Precision with Vertical guidance (LPV) approach capabilities.		
7.3.5.14.7	The helicopter shall be equipped with dual VHF navigation systems capable of being coupled to the auto-pilot.		
7.3.5.14.8	The helicopter shall be equipped with a VFR and IFR moving map display capable of presenting all VFR Navigation Chart (VNC) details in the instrument panel within the pilot's field of view.		
7.3.5.14.9	The helicopter shall be equipped with an Automatic Direction Finder (ADF) displayed on the electronic flight information system.		

7.3.5.14.11	The helicopter shall be equipped with a Traffic Advisory System (TAS) meeting the requirements of CAN TSO-C147, displayed on the electronic flight information system.		
7.3.5.14.12	The helicopter shall be equipped with a Terrain Awareness and Warning System meeting the requirements of CAN-TSO C194 displayed on the electronic flight information system or elsewhere on the instrument console that is in both the pilot's and co-pilot's field of view.		
7.3.5.14.13	The helicopter shall be equipped with a radar altimeter having data display visible to both pilot and co-pilot.		

<b>7.3.5.22 Doors</b>			
<b>ID</b>	<b>Mandatory Requirement</b>	<b>Desirable Requirement</b>	<b>Design Guidance</b>
7.3.5.22.1	The helicopter shall provide a method of securing all hinged doors in an open position for ease of entry, exit and loading.		Automatic door openers, such as air pistons to hold the door in the open position, or latches can be used to satisfy this requirement.
7.3.5.22.2	Helicopter will have the ability to load large items (see below) either through the main passenger cabin doors or rear clamshell type doors.  EDU ICOR robot: 194 lbs. (88 kgs) 24H x 36L x 24W  antennae case 48 x 18 x 8  EDU Vanguard robot: 17H x 36L x 18W antennae case 60 x 8 x 8	It is desirable that the helicopter be fitted with rear clamshell doors permitting access to the cargo area and that the rear clamshell doors be fitted with windows	
<b>7.3.5.23 Fuselage</b>			
<b>ID</b>	<b>Mandatory Requirement</b>	<b>Desirable Requirement</b>	<b>Design Guidance</b>
7.3.5.23.3	The helicopter shall be equipped with hard points to permit the attachment of body harnesses to safely secure personnel during open door operations, from either side of the aircraft.		Some RCMP missions require open door operations.
7.3.5.23.4	The helicopter shall be fitted with step(s) to permit personnel to access areas of the aircraft for maintenance and pre-flight inspections.		It is envisioned that the aircraft could be fitted with a sufficient number of airframe steps to allow easy access to the main rotor head and engine compartment areas for the purpose of pre-flight inspections and minor maintenance tasks.

7.3.5.23.5	The helicopter shall be equipped with a wire strike protection system.		This is a wire cutting system generally mounted on the forward section of the helicopter fuselage to protect the landing gear and main rotor flight controls among other components.
<b>7.3.6.2 Main Rotor</b>			
<b>ID</b>	<b>Mandatory Requirement</b>	<b>Desirable Requirement</b>	<b>Design Guidance</b>
7.3.6.2.1	The helicopter shall be equipped with erosion protection on the main rotor blades.		RCMP operational requirement for coastal marine environment, and sandy and dusty areas as well as flying in sudden snow squalls and rain.
7.3.6.2.2	The helicopter shall be equipped with high visibility main rotor blades.		RCMP operational requirement for safety

<b>7.3.6.3 Main Rotor Drive</b>			
<b>ID</b>	<b>Mandatory Requirement</b>	<b>Desirable Requirement</b>	<b>Design Guidance</b>
7.3.6.3.1	The helicopter shall be equipped with a main rotor brake.		
<b>7.3.6.4 Tail Rotor</b>			
<b>ID</b>	<b>Mandatory Requirement</b>	<b>Desirable Requirement</b>	<b>Design Guidance</b>
7.3.6.4.1	The helicopter shall be equipped with high visibility tail rotor blades, if fitted.		RCMP operational requirement for safety
7.3.6.4.2	The helicopter shall be equipped with erosion protection on Tail Rotor blades, if fitted.		
<b>7.3.7 Powerplant Systems</b>			
<b>7.3.7.1 Powerplant</b>			
<b>ID</b>	<b>Mandatory Requirement</b>	<b>Desirable Requirement</b>	<b>Design Guidance</b>
7.3.7.1.1	The helicopter shall be equipped with an engine compressor wash kit.		
7.3.7.1.2	The helicopter shall be equipped with an engine intake air filtration/ barrier filter system to provide protection from fine particle erosion.		Air filtration system would normally be referred to as an Inlet Barrier filter, not a particle separator unless used in combination with a barrier filter system

<b>7.3.7.2 Turbine/Turboprop Engine</b>			
<b>ID</b>	<b>Mandatory Requirement</b>	<b>Desirable Requirement</b>	<b>Design Guidance</b>
7.3.7.2.1	The aircraft shall be a twin engine, turbine powered helicopter.		
<b>7.3.7.3 Engine (Fuel and Control)</b>			
<b>ID</b>	<b>Mandatory Requirement</b>	<b>Desirable Requirement</b>	<b>Design Guidance</b>
7.3.7.3.1		It is desirable that the helicopter be equipped with a full authority digital electronic control system.	The system refers to what is normally called a FADEC system.

<b>7.4 Auxiliary Equipment</b>			
<b>ID</b>	<b>Mandatory Requirement</b>	<b>Desirable Requirement</b>	<b>Design Guidance</b>
7.4.1	The helicopter shall be furnished with all necessary cover(s), blanks and equipment for outside short term parking where the aircraft is unattended.		This requirement addresses the RCMP Operational need for winter covers to store the aircraft outside short term (up to 7 nights).
7.4.2	The helicopter shall be furnished with covers for the helicopter blades and fuselage, suitable for outside storage of the aircraft in winter conditions.		This statement refers to fuselage, rotor and blade covers designed for overnight outside parking in winter climate.

7.4.3	The helicopter shall be furnished with M/R and T/R (where applicable) blade tie-down kits, including high wind tie downs		
7.4.4	The helicopter shall be furnished with ground handling equipment		Ground handling equipment may include equipment such as tow-bars and ground handling wheels etc.
<b>8 Special Mission Capabilities</b>			
<b>ID</b>	<b>Mandatory Requirement</b>	<b>Desirable Requirement</b>	<b>Design Guidance</b>
8.1	The helicopter shall be fitted with a cargo hook having a load carrying capacity of at least the maximum useful load of the aircraft.	It is desirable that the helicopter be fitted with a dual cargo hook system, with each hook meeting the mandatory requirements.	System would include provisions for separate release mechanisms, both manual and electric, to meet the safety requirements for Class "D" operations.
8.2	The helicopter cargo hook shall be fitted with a keeperless system.		

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8.3	The helicopter cargo hook suspension system shall not extend below the landing gear when not in use.		
8.4		It is desirable that the helicopter be capable of conducting Vertical Reference Operations (VRO) with all doors on and closed (i.e. bubble windows)	RCMP Operations are often conducted at mountaintop sites and in coastal environments in cold and inclement weather conditions where it would be dangerous for the pilot to be exposed to the elements.
8.5	The helicopter cargo hook system shall have long line remote hook provisions including all provisions for external load operations from either crew seat, including electrical long line release button from either crew cyclic control		
8.6	The helicopter shall be equipped with a system to enable the pilot operating the aircraft to view the aircraft belly area during sling operations.		The requirement may be addressed using sling mirror systems or alternate means.
8.7	The helicopter shall be capable of enunciating critical flight and power parameters to the pilot flying during vertical reference operations.		
8.8	The helicopter shall be equipped with a system to enable the pilot to be aware of the external load weight at all times during slinging and vertical reference operations.		

<p>8.10</p>	<p>The helicopter shall be equipped with a new Surveillance /thermal imaging camera, where the High Definition Infrared, Daylight and High Definition Short Wave Infrared cameras are capable of</p> <ul style="list-style-type: none"> <li>• 720/1080p HD resolution with a minimum continuous zoom from 40-1.2 degree field of view.</li> <li>• Camera will have a dual view capability</li> <li>• The camera will be fitted with a Class 1 laser range finder and Class 4 laser illuminator.</li> <li>• The camera system will be less than 14 inches in height in order to maximize ground clearance</li> <li>• Class 1 Laser Range Finder, for up to a distance of 25km</li> <li>• Class 4 Laser Illuminator</li> <li>• Universal hand controller</li> <li>• IMU compatible with Churchill Navigation ARS mapping system</li> </ul>		<p>RCMP requirement for covert monitoring of persons and equipment from long distance.</p> <p>If required, to increase ground clearance only TC approved payload arms with applicable STC's may be used.</p>
<p>8.11</p>	<p>The Helicopter shall be equipped with a search light and hand control unit complete with all wiring. Minimum System Requirement:</p> <ul style="list-style-type: none"> <li>-Ability to operate in either white light or Infrared mode</li> <li>-Ability to instantly change from White light to infrared</li> <li>- Non-reflected light source to eliminate "donut hole" effect</li> <li>- ability to select various colour filters from cockpit in flight</li> <li>-Variable beam spread from 4° to 14°</li> <li>-Minimum Beam intensity of 20million candlepower</li> <li>-1 second start time</li> <li>-Minimum 350° Azimuth Rotation</li> <li>- ≥ 60°per second slew rate for both azimuth and elevation.</li> </ul>		<p>The search light can be mounted on a payload arm if required to increase ground clearance. Only TC approved payload arms with applicable STC's may be used, position to be determined in pre work conference. The pilot and co-pilot shall be able to completely control the light via assigned buttons on the pilot and copilot cyclic and/or collective, as determined by the RCMP in pre-work conference, and by a separate hand controller operable from either the copilot/TFO position or the aft TFO station. All available hardware for quick disconnect</p>
<p>8.12</p>	<p>The helicopter shall be equipped with a long range microwave downlink system.</p>		<p>Position and mounting of Downlink to be determined. All available hardware for</p>

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	<p>Minimum System Requirement: capable of</p> <ul style="list-style-type: none"> <li>- DVB-T broadcast standard</li> <li>- H.264(MPEG-4) video encoding</li> <li>- Composite and 1080 HD-SDI video inputs</li> <li>- AES256 encryption</li> <li>- S band frequency</li> </ul> <p>Compatible with both fixed tower and mobile receiving stations</p>		<p>quick disconnect will be included.</p>
8.13	<p>The helicopter shall be equipped with a detachable External Rescue Hoist and lighting system with the Minimum System Requirement:                  Rescue hook damper floating device Minimum cable length of 200 ft.                  NVG compatible controls                  Movable boom for stretcher recovery                  Cable management system                  Load Brake                  Minimum 500 Lb. max load                  A downward pointing rescue hoist light system must be installed to assist with operations in hours of darkness</p>		<p>All detachable parts to be included</p> <p>All fixed parts to be installed. Position to be determined during RCMP pre-work conference or as proposed aircraft configuration.</p>
8.14	<p>The helicopter shall be equipped with an Aft Center fabricated console or rack, to house law enforcement remote radio control heads and audio panels at the rear of the center console for use by cabin passengers or the TFO while occupying the aft tactical flight officer station.</p>		<p>The location and angle of the unit will allow for easy access from the aft tactical flight officer station. Cannon plugs to accommodate the aft TFO station video monitors, radio transmission foot switches will be recessed at the base of the unit so as to allow for either right-hand or left-hand positioning of the aft station.</p>
8.15	<p>The helicopter shall be equipped with an Aft TFO Station, or console, manufactured so that it can be installed aft of either of the pilot or copilot's seat and will attach to the floor of the cabin by means of the integrated cabin floor rails. The work station shall accommodate either two (2) HD 17 inch</p>		<p>No tools should be required to install or to remove the work station from the cabin. The work station shall be rigidly constructed so as not to magnify cabin vibration. The work station shall allow the aft tactical flight officer to sit comfortably in a forward facing cabin seat</p>

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	video screens or one (1) 21-inch HD video screen capable of split-screen display.		
8.16	A Churchill Navigation ARS mapping system, complete, shall be installed compatible with surveillance /thermal imaging camera.		This system shall include necessary all hardware and wiring, as to be determined by the RCMP in pre-work conference.
8.17	A public address system capable of either Siren or Yelp functions as well live broadcasts.		Placement to be determined during RCMP pre-work conference
8.18	The helicopter shall have the ability to deploy two (2) rappel/rope down devices either fixed or a removable arm –with Minimum System Requirement: two (2) ropes per side, simultaneously with up to 4 ropes Up to 270 kg load per side.		In the case of a removable arm, fixed and detachable parts for port and starboard sides to be included. Attachment points should be from an overhead position.

<b>9 Operator Stipulated Features</b>			
<b>ID</b>	<b>Mandatory Requirement</b>	<b>Desirable Requirement</b>	<b>Design Guidance</b>
9.1	The helicopter shall be painted in accordance with the RCMP established Helicopter paint scheme.		

**ANNEX A**

<b>Minimal Load Composition for RCMP Light Helicopter</b>		
<b>Configuration "A"</b>		
<b>Two (2) Pilots</b>	Pilot Weight - 206 lbs each  Reference: Transport Canada TP14371E, Aeronautical Information Manual RAC 3.0, Table 1.  For each crew member: Life Vest – 4.2 lbs Helmet – 2.5 lbs Immersion Suit – 8.0 lbs	<b>443.4 lbs. (201.1 kg)</b>
<b>Four (4) Passengers</b>	Four RCMP Emergency Response Team Members  275 lbs each ( Including Operational Gear)	<b>1100.0 (499 kg)</b>
<b>Survival Equipment</b>	In accordance with RCMP Helicopter Operations Manual	<b>55 lbs (25 kg)</b>
<b>Headsets and Life Vests</b>	4 headsets – 6 lbs 4 life vests – 16.8 lbs  (Eliminates requirement to return to base where multiple taskings or additional passengers are accommodated during one helicopter deployment.)	<b>22.8 lbs (10.3 kg)</b>
<b>Aircraft Library</b>	All required regulatory documentation including Transport Canada RCMP Helicopter Operations Manual, Supplemental Equipment Pilot Guides, Maps, Canada Flight Supplement, etc.	<b>13.0 lbs (5.8 kg)</b>
<b>Personal Carry On baggage and supplies</b>	Additional clothing, water etc.,	<b>30 lbs (13.6 kg)</b>
<b>Fuel</b>	Sufficient fuel to satisfy requirement for minimum range 147 mi (236 km) at a cruise speed of at least 120 knots (222.2 km/hr).	<b>TBD by Bidder</b>
		<b>1664.2 lbs. (754.8 kg)</b>  <b>plus Fuel</b>

## Royal Canadian Mounted Police Light Helicopter

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## APPENDIX B – Summary Project Schedule

The Contractor shall propose a Project schedule and schedule dictionary incorporating the following descriptions. Where indicated in the table below, Contractor compliance with the schedule dates shall be Mandatory. Otherwise the Contractor shall comply with the schedule logic as presented.

Activity No.	Description	Scheduled Time
1	Contract Award	CA + 0 weeks
2	Delivery Final Project Schedule	CA + 2 weeks
3	Pilot and Maintenance Training Plan	CA + 2 weeks
4	Delivery of Training Curriculum, Materials and Manuals for the Training Courses (Pilot and Maintenance)	4 weeks prior to course
5	Pilot Training Course	Prior to delivery of aircraft
6	Delivery of Final Aircraft Acceptance Test Plan (ATP)	10 weeks prior to aircraft delivery
7	Maintenance Training Course	Prior to delivery of aircraft
8	Helicopter Acceptance Test	TBD
9	Aircraft Delivery	TBD
10	End of Warranty Period for Helicopter	Delivery and Acceptance + two (2) years

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## APPENDIX C – Document and Data Requirements for Project Deliverables

<u>Deliverable</u>	<u>Format</u>	<u>Hard Copy</u>	<u>Soft Copy</u>
Deliver all aircraft Supplemental Type Certificates and applicable documentation packages	MS Word	1	1
All Certifications for Proof of Compliance	TBD	TBD	TBD
Project Action Items Register (if applicable)	MS Excel	1	1
Monthly Project Progress Review Agenda	MS Word	1	1
Provide Monthly Project Progress Review Meeting minutes and Action Items	MS Word	1	1
Final Acceptance Test Plan (ATP)	MS Word	1	1
Aircraft Acceptance Test Report	Contractor Format	1	1
Preliminary Aircraft Acceptance Meeting minutes and Action Items	MS Word	1	1
Final Aircraft Acceptance Meeting minutes and Action Items	MS Word	1	1
Aircraft Delivery Meeting minutes and Action Items	MS Word	1	1
All Aircraft Title and Deeds	TBD	TBD	TBD
Final Training Plan	MS Word	1	1
Pilot Training curriculum	Contractor Format	1	1
Maintenance Training curriculum	Contractor Format	1	1
Final tooling and equipment list required for handling, testing, maintenance and overhaul of the aircraft	MS Excel	1	1
List of required ground Support Equipment for daily operations	MS Excel	1	1

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<u>Deliverable</u>	<u>Format</u>	<u>Hard Copy</u>	<u>Soft Copy</u>
Monthly Progress Reports	MS Word	1	1

<u>Deliverables</u>	<u>Format</u>	<u>Hard Copies</u>	<u>Soft copy</u>
Delivery of documentation and data required for upload into a computerised Maintenance tracking program.	TBD	1	1
Delivery of a customized listing in or any other documentation required to enrol, track and schedule maintenance in accordance with the Rotorcrafts Maintenance Manual, Chapter 4, Airworthiness Limitation Schedule and Chapter 5, Inspection and Component Overhaul Schedule	MS Excel	1	1
Delivery of TC approved progressive/phase type inspection plan (if applicable)	MS Excel	1	1
Delivery of Final Spares list	MS Excel 2007	1	1

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<u>Description</u>	<u>Hard Copies per Candidate</u>	<u>Soft copies (CD, DVD or USB key)</u>
Flight Manuals (8.5 x11)	1	1
Manufacturer Training Manuals (8.5 x11)	1	1
Manuals for all Installed Equipment such as Navigation Systems, Automation, Weather Radar and HTAWS	1	1
Aircraft Checklists Covering Normal and Abnormal Procedures	1	1
Engine Training Manuals	1	1
Avionics Training Manuals	1	1
Airframe Training Manuals	1	1
Manuals for all Installed Equipment	1	1

## Royal Canadian Mounted Police Light Helicopter

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<u>Aircraft Publications Document Name</u>	<u>Hard Copies</u>	<u>Soft copies (CD, DVD or USB key)</u>	<u>Access to available Web- based Manuals, Publications and Warranty Information</u>
Airframe Maintenance Manual(s)	2	1	All Users
Engine Maintenance Manual(s)	2	1	All Users
Avionics Maintenance/Wiring Manual(s)	2	1	All Users
Avionics Installation Drawings for Installed Equipment	2	1	All Users
Vendor Manuals	2	1	All Users
Component Repair and Overhaul Manuals	2	1	All Users
Illustrated Parts Catalogue for Airframe	2	1	All Users
Illustrated Parts Catalogue for Engine(s)	2	1	All Users
Service Bulletins for the Airframe, Engines and Components	2	1	All Users
Technical Bulletins for the Airframe, Engines and Components <b>(If applicable)</b>	2	1	All Users
Service Instructions for the Aircraft, Engines and Components <b>(If applicable)</b>	2	1	All Users
Other publications such as but not limited to; <b>(If applicable)</b> <ul style="list-style-type: none"> <li>a. Operations Safety Notices</li> <li>b. Information Letters</li> </ul>	2	1	All Users

## Royal Canadian Mounted Police Light Helicopter

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c. Standard Practices Manual			
d. Electrical Standard Practices Manual			
e. Corrosion Control Guide			
f. Special Tools Illustrated Parts Breakdown			
Structural Repair Manual	1	1	All Users
Aircraft Flight Manual/Operating Manual	1	1	All Users
Operating Manuals for all installed equipment	1	1	All Users
Approved Aircraft Flight Manual Supplements and Pilot Instructions issued for the equipment and systems installed	2	1	All Users

<u>Documents</u>	<u>Hard Copy</u>	<u>Soft copy</u>
Aircraft Equipment List (Provide an electronic copy in Microsoft Word or XLS format)	1	1
Electrical Load Analysis (Provide an electronic copy in Microsoft XLS format)	1	1
Weight and Balance Data (Provide an electronic copy in Microsoft XLS format)	1	1
Firmware Level and part number(s) for installed equipment(Provide an electronic copy in Microsoft Word or XLS format)	1	1
Software Level and part number(s) for installed equipment(Provide an electronic copy in Microsoft Word or XLS format)	1	1
Equipment Electronic Configuration Files (Provide an electronic copy in Microsoft Word or XLS format)	1	1

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<u>Documents</u>	<u>Hard Copy</u>	<u>Soft copy</u>
Electrical Drawings (Hard copy in OEM format and electronic copy in a format to be determined),	1	1
Data/Approval Package (Hard copy in OEM format and electronic copy in a format to be determined),	1	1
An electrical load analysis, which includes all installed equipment,	1	1
General arrangement drawings of installed avionics. (Hard copy in OEM format and electronic copy in a format to be determined),	1	1
Aircraft Modification Lists (Hard copy in OEM format and soft copy in MS Excel format).	1	1

The Supplier shall provide where applicable, for all aircraft systems to include the following;

<u>Aircraft Certification and Delivery Documents</u>	<u>Hard Copy</u>
Log Books (Journey Log and Technical Logs)	1
Certificate of Registration	1
Aircraft Certificate of Airworthiness	1
Full Warranty Bill of Sale	1
Assignment of Warranties	1

Solicitation No. - N° de l'invitation

Amd. No. - N° de la modif.

Buyer ID - Id de l'acheteur

Client Ref. No. - N° de réf. du client  
XXXXXX-XXXXXXFile No. - N° du dossier  
xxxxx.XXXXXX-XXXXXX

CCC No./N° CCC - FMS No./N° VME

**ANNEX B - BASIS OF PAYMENT**

<b>Milestone Number</b>	<b>Milestone Description</b>	<b>% of bidder's lot price</b>	<b>Due Date MACA*</b>	<b>Milestone Value</b>
001	Agreement by Canada that the Contractor has completed project initiation meeting	2%	TBD	TBD
002	Acceptance by Canada that the Contractor has procured a 'Green Aircraft' ready to be configured and customized.	45%	TBD	TBD
003	Final Delivery and Acceptance Inspection of helicopter, in accordance with the Statement of Work, after delivery by the Contractor. All issues identified have been rectified to the satisfaction of Canada.	50%	12 MACA	TBD
004	Final receipt of all deliverables	3%	TBD	TBD
<b>Optional Item Pricing</b>		<b>Firm Price</b>		
005	Hourly rate for Field Service Representative on as required basis for the duration of the Contract. (T & L excluded)	TBD		
006	For the provision of spares the Contractor agrees to supply parts and equipment at the list price less ___ percent.	TBD		
007	Each additional Factory Training for one (1) pilot	TBD		
008	Each additional Factory Aircraft Maintenance Course for one (1) engineer	TBD		
009	Paperless cockpit including but not limited to VFR/IFR charts, approach plates, flight manuals and company publications	TBD		
010	Inside of all access panels and compartments painted white (engine, main rotor transmission, hydraulics)	TBD		
011	Extendable Seat Belts	TBD		
012	Health and Usage Monitoring System	TBD		
013	<b>Spare Parts List</b>	TBD		
014	<b>Tooling and Equipment List</b>	TBD		
015	<b>Ground Support Equipment List</b>	TBD		

Note: \* MACA = Months After Contract Award

**ANNEX C  
FINANCIAL BID PROPOSAL**

**1.1 General**

- 1.1.1 This Annex provides instructions regarding the use of the Financial Bid Proposal by the Bidder. It provides a description of how the Financial Bid is to be completed and submitted separately by the Bidder as part of the Bidder's proposal.
- 1.1.2 All data required to complete the Financial Bid is contained within the Table below.
- 1.1.3 It is important the Bidder inserts its data into the appropriate Part, as instructed within the Pricing Table.

**1.2 Financial Bid Proposal**

- 1.2.1 Bidders shall submit their financial bid in accordance with the details in the RFP.

*Table 1*

Contract Line Item No.	Description	QTY	Unit of Issue	Firm unit or Lot price
001	For the delivery of one (1) light helicopter in configuration A, including <ul style="list-style-type: none"> <li>• P2 - Initial pilot training (6 personnel);</li> <li>• P3 – Initial engineer training (3 personnel)</li> </ul> in accordance with section 2.2.5 of the Bid Evaluation Plan.	1	Lot	
<b>Optional Item Pricing</b>				
002	Hourly rate for Field Service Representative on as required basis for two (2) years from Contract Award. (T & L excluded)	1	Hourly Rate	
003	For the provision of spares the Contractor agrees to supply parts and equipment at the list price less ___ percent.	% less than list price	% less	
004	Each additional Factory Training for one (1) pilot	1	Lot	
005	Each additional Factory Aircraft Maintenance Course for one (1) engineer	1	Lot	
006	Paperless cockpit including but not limited to VFR/IFR charts, approach plates, flight manuals and company publications	1	Each	

Solicitation No. - N° de l'invitation

Amd. No. - N° de la modif.

Buyer ID - Id de l'acheteur

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

File No. - N° du dossier  
xxxxx.XXXXXX-XXXXXX

CCC No./N° CCC - FMS No./N° VME

007	Inside of all access panels and compartments painted white (engine, main rotor transmission, hydraulics)compartments painted white (engine, main rotor transmission, hydraulics)	1	Each	
008	Extendable Seat Belts	1	Each	
009	Auxiliary Fuel Tank	1	Each	
010	Health and Usage Monitoring System	1	Each	

### Spare Parts

CLIN #	Description	Manufacturer	Model #	Part #	Quantity	U o I	Firm Unit Price

### Tooling and Equipment

CLIN #	Description	Manufacturer	Model #	Part #	Quantity	U o I	Firm Unit Price

### Ground Support Equipment

CLIN#	Description	Manufacturer	Model#	Part#	Quantity	U o I	Firm Unit Price

***Bid Evaluation Plan for RCMP  
Light Helicopter Project***

		<p><b>Published under the Authority of:</b></p> <p>Royal Canadian Mounted Police Ottawa, Ontario</p> <p>BID EVALUATION PLAN FOR RCMP HELICOPTER PROJECT</p>
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## Chapter 1 INTRODUCTION

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### 1.1 PURPOSE

This Bid Evaluation Plan details the methods, procedures and reporting structures to be employed in evaluating the proposals for the Royal Canadian Mounted Police (RCMP) Light Helicopter Project.

### 1.2 OBJECTIVES OF THE EVALUATION PROCESS

The objectives of the evaluation process are to:

- a. Identify the proposals that are compliant with the Mandatory criteria;
- b. Score the point rated desirable requirements with associated weights;
- c. Calculate the Weighted Evaluation Prices, found in the proposals from bidders found compliant with the Mandatory criteria;
- d. Provide PWGSC with an overall weighted Technical score for each of the compliant proposals; and
- e. PWGSC will combine the Weighted Cost Score and Weighted Technical Score, and recommend a bidder for Contract award.

## Chapter 2 EVALUATION PROCESS

---

### 2.1 OVERVIEW

#### 2.1.1 General

The evaluation process for incoming bids to the Light Helicopter RFP will be conducted by the RCMP Helicopter Project Team and PWGSC.

The Technical Evaluation will be based on the bidder's proposal in accordance with the following documents:

- a. The RCMP Light Helicopter Statement of Work, dated September, 2015
- b. The RCMP Light Helicopter Baseline Statement of Requirements, dated, July 2015.

Canada will be selecting the winning proposal based on the concept of value for money. The final proposal score will be determined using the result of the Price Proposal evaluation, conducted by PWGSC, and the Technical Proposal rated evaluation, with a weighting of 60% for Technical and 40% for Price

### 2.2 EVALUATION PROCESS

#### 2.2.1 General

The bid Evaluation will proceed through the following phases:

1. Phase I – Mandatory Technical Requirements Evaluation;
2. Phase II - Evaluation of Rated Requirements;
3. Phase III – Verification of Aircraft Certifications;
4. Phase IV – Evaluation of Price Proposals;
5. Phase V – Determination of Bidder's Final Score; and
6. Phase VI – Recommendation of Bidder for Contract award.

### 2.2.2 Phase I - Mandatory Requirements Screening

The Evaluation Team will examine each proposal individually and assess for compliance to the Mandatory Technical requirements..

If a bidder's proposal fails to meet any of the mandatory requirements it is declared NON RESPONSIVE, the evaluation team will continue reviewing the proposal until all mandatory requirements have been considered and then the proposal will not be considered for further evaluation.

Reasons for declaring a proposal as NON-RESPONSIVE will be clearly documented by the evaluation team. The complete details of the mandatory requirements are tabled in Appendix A, to this document. Bidders are required to fill in the matrix included in Appendix A. Those bids meeting all mandatory requirements shall then be reviewed and scored using the rated requirement criteria.

### 2.2.3 Phase II - Rated Requirements Evaluation

For bids accepted as compliant to all Mandatory requirements, the evaluation team will then evaluate each proposal using the rated requirement criteria as defined in the Rated Requirements Evaluation Matrix included in Appendix B. Bidders are asked to submit documents as required in Appendix B. The Scoring of Rated Requirements is tabled in Appendix B and also in the associated spreadsheet in Annex F – Bid Evaluation Score Sheet.

### 2.2.4 Phase III – Verification of Valid Type Certificate

The project evaluation team will confirm that all bidders produce a valid type certificate for their proposed aircraft. The helicopter type, model and variant shall hold a valid type certificate issued in accordance with Part V, Sub-part 21 of the Canadian Aviation Regulations, that meets the standards of airworthiness of Chapters 527 or 529 of the Airworthiness Manual as applicable at the time of bid closing.

### 2.2.5 Phase IV - Evaluation of Price Proposal (PWGSC)

The Total Assessed Bid Price for Bidder  $n$  is  $P_n$ :

$$P_n = P1 + P2 + P3$$

And must include the following:

$P1$  = Cost for quantity one (1) Light helicopter as per configuration A

Note: The price for  $P1$  shall include at least the following items:

- a) Equipment Catalogue in Microsoft Excel for all Equipment supplied.

- b) Data in accordance with the Contract data requirements in Appendix C of SOW.
- c) Co-pilot flight controls,
- d) Main rotor and tail rotor tie-downs,
- e) All auxiliary equipment not carried onboard the aircraft
- f) Litter kit

P2 = Factory Training for Pilots (6 personnel)

P3 = Factory Aircraft Maintenance Course (3 personnel)

Bidders will also provide pricing for each of the following items. These prices will **not** be considered as part of the cost for evaluation:

P4 = Each Additional Optional Factory Training for one (1) Pilot

P5 = Each Additional Optional Factory Aircraft Maintenance Course for one (1) Engineer

P6 = On-site Field Service Representative on as required basis.

\$ Cost per hour x minimum number of hours per call.

P7 = Optional paperless cockpit including but not limited to VFR/IFR charts, approach plates, flight manuals, and company publications

P8= Optional - Inside of all access panels and compartments painted white (engine, main rotor transmission, hydraulics)

P9 = Optional – seatbelt extensions

P10 = Optional auxiliary fuel tank(s)

P11 = Optional Health and usage monitoring system

## **2.3 CONTRACTOR SELECTION METHODOLOGY**

1. To be declared responsive, a bid must:
  - a) include a signed cover page; and
  - b) comply with all the mandatory requirements of the bid solicitation; and
  - c) meet all mandatory technical evaluation criteria.

Bids not meeting (a) or (b) or (c) will be declared non-responsive.

2. The selection will be based on the highest responsive combined rating of technical merit and price. The ratio will be 60% for the technical merit and 40% for the price.
3. To establish the technical merit score, the assessed technical points provided by each responsive bid will be prorated against the highest number of technical points that can be attained and the ratio of 60%.
4. To establish the pricing score, each responsive bid will be prorated against the lowest evaluated price and the ratio of 40%.
5. For each responsive bid, the technical merit score and the pricing score will be added to determine its combined rating.

- 6. Neither the responsive bid obtaining the highest technical score nor the one with the lowest evaluated price will necessarily be accepted. The responsive bid with the highest combined rating of technical merit and price will be recommended for award of a contract.

The table below illustrates an example where all three bids are responsive and the selection of the contractor is determined by a 60/40 ratio of technical merit and price, respectively. The highest technical score evaluated is 60 (Bidder 2) and the lowest evaluated price is \$3.0M (Bidder 1), but Bidder 3 would be the proposal recommended for contract award. The figures used in the example below are for illustration only and may not reflect the true values used during this solicitation.

Basis of Selection – Highest Combined Rating Technical Merit (60%) and Price (40%)

	Bidder 1	Bidder 2	Bidder 3
Technical Score	130	200	180
Bid Evaluated Price	3.0 M	4.0 M	3.2 M
Calculation of Technical Merit Score	$130/200 \times 60 = 39$	$200/200 \times 60 = 60$	$180/200 \times 60 = 54$
Calculation of Pricing Score	$3/3 \times 40 = 40$	$3/4 \times 40 = 30$	$3/3.2 \times 40 = 37.5$
TOTAL Combined Score	79	90	91.5
Overall Rating	3 <sup>rd</sup>	2 <sup>nd</sup>	1 <sup>st</sup>

The complete Excel spreadsheets used to calculate the Bidders Final Score can be found in Annex F – Bid Evaluation Score Sheet. An Excel formatted copy may be obtained on request from the PWGSC Contracting Authority.

In the event of a tie, the compliant Bidder with the highest Total Technical Score will be recommended for contract award. Bidders who have not met the Conditions for Contracting in the time allotted for contracting by Canada will be deemed non-responsive and their bids will be disqualified.

Canada reserves the right to enter into contract negotiations with the Bidder who has submitted a responsive bid with the highest Bidder’s Final Score before recommending the Bidder for contract award.

Only one contract will be issued as a result of this bid solicitation.

Table 1 - Weights assigned to Financial and Technical Factors

<b>Weight</b>	<b>FINANCIAL</b>
<b>40</b>	<b>Acquisition</b>
	<b>TECHNICAL</b>
<b>60</b>	<b>Rated Requirements</b>
<b>100</b>	<b>TOTAL</b>

**Appendix A - Mandatory Technical Requirements**

(Bidders are required to complete the Matrix below)

Company Name \_\_\_\_\_

ID	Mandatory Requirement	Proof of Compliance Required from Bidder	Bidder's Response (How requirement is met)	Comments
6.0	<b>Regulatory and Certification Requirements</b>			
6.1a	The helicopter type, model and variant shall hold a valid type certificate issued in accordance with Part V, subpart 21 of the Canadian Aviation Regulations that meets the Standards of Airworthiness of Chapters 527 or 529 of the Airworthiness Manual as applicable, at time of bid	Provide certificate or equivalent		
6.1b.	The aircraft shall be equipped, as applicable, with Transport Canada certifications to be able to comply with the requirements of Canadian Aviation Regulation Part VII, Subpart 3 for the following, at the time of aircraft acceptance: a) Day Visual Flight Rules (VFR), b) Night VFR, c) Single pilot Instrument Flight Rules (IFR), d) TC Certified Night Vision Imaging System (NVIS) flight operations, and; e) All equipment listed in the RCMP Baseline Statement of Requirements – Light Helicopters	Provide certificate or equivalent  And/or Section and Page Reference from Helicopter Technical Specifications or applicable manual		

ID	Mandatory Requirement	Proof of Compliance Required from Bidder	Bidder's Response (How requirement is met)	Comments
6.2	The helicopter shall be certified for day and night VFR operations.	Provide certificate or equivalent  And/or  Section and Page Reference from Helicopter Technical Specifications or applicable manual		
6.3	The helicopter shall be certified for day and night single pilot IFR operations.	Provide certificate or equivalent		
6.4	The helicopter shall be certified for operations and flight in ambient outside air temperatures between -30°C and +35°C ISA with or without the use of an installed cold weather kit	Extract from proposed Helicopter Pilot Operating Handbook		
6.5	The helicopter shall be certified and equipped for flight in snow and rain.	Provide certificate or equivalent		
6.6	The helicopter shall be fitted for use during vertical reference work from either the pilot or co-pilot seat, including sling mirrors and the ability to control all systems and functions of the primary flight controls from the co-pilot dual controls including cargo hook and remote long line release.	Provide certificate or equivalent		
6.7	The helicopter shall be Transport Canada certified for Night Vision Imaging System (NVIS) operations.	Provide certificate or equivalent		
7.0	<b>Helicopter Requirements</b>			
7.1	Performance Requirements			
7.1.1	The Helicopter shall be capable of ground level helipad Category "A" take-offs and landings at sea level ISA conditions, with no wind, with the configuration "A" load with a minimum of one hour of fuel based on manufacturers calculation for recommended cruise	Extract from proposed Helicopter Pilot Operating Handbook or Helicopter Technical Specifications or		Category "A" take-off and landing is the ability to maintain safe single engine performance from class "H1"

ID	Mandatory Requirement	Proof of Compliance Required from Bidder	Bidder's Response (How requirement is met)	Comments
		applicable manual		helipads
7.1.2	The Helicopter shall have a Hover In-Ground Effect (HIGE) capability with Take-off Power (TOP) and in ISA conditions of at least 7000 ft. (2133m) pressure altitude, with an RCMP Configuration "A" load and with a minimum of one hour of fuel based on manufacturers calculation for recommended cruise	Extract from proposed Helicopter Pilot Operating Handbook or Helicopter Technical Specifications or applicable manual		
7.1.3	The Helicopter shall have a Hover Out-of-Ground Effect (HOGE) capability at Take-off Power (TOP) and in ISA conditions of at least 5000 ft. (1524m) pressure altitude, with an RCMP configuration "A" load and with a minimum of one hour of fuel based on manufacturers calculation for recommended cruise.	Extract from proposed Helicopter Pilot Operating Handbook or Helicopter Technical Specifications or applicable manual		
7.1.4	The Helicopter shall be capable of maintaining a pressure altitude of 5000 ft. (1524 m) or greater, at ISA conditions at Maximum Continuous Power (MCP) with One Engine Inoperative (OEI), with an RCMP configuration "A" load with a minimum of one hour of fuel based on manufacturers calculation for recommended cruise	Extract from proposed Helicopter Pilot Operating Handbook or Helicopter Technical Specifications or applicable manual		
7.2	<b>Capability Requirements</b>			
7.2.1	The helicopter in its Flight Configuration A as defined in the BSOR shall be capable of carrying all equipment specified in Configuration A plus the necessary fuel for at least 236 km (127 nm) without the installation of auxiliary fuel tanks, at a cruise speed of at least 120 kts (222 km/hr) plus a minimum of 20 minutes VFR reserve at sea level in ISA conditions with no wind.	Extract from proposed Helicopter Pilot Operating Handbook or Helicopter Technical Specifications or applicable manual		
7.2.2	The helicopter shall be capable of a minimum cruise speed of at least 120 kts TAS (222 km/hr) at Maximum Certified Take-Off Weight (MCTOW) at sea level in	Extract from proposed Helicopter Pilot Operating		

ID	Mandatory Requirement	Proof of Compliance Required from Bidder	Bidder's Response (How requirement is met)	Comments
	ISA conditions in its Flight Configuration A	Handbook or Helicopter Technical Specifications or applicable manual		
7.2.6	The helicopter shall have a minimum cargo capacity of at least 38.8 cubic feet (1.1 cubic metres) within the fuselage, in addition to the area required for passenger and crew seating as stipulated in 7.3.5.5.1.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.2.7	The helicopter must be capable of landing on unprepared surfaces such as rocky terrain and gravel at its MCTOW.	Proof of scuff pads or anti-wear pads for helicopter landing gear		
7.2.8	The helicopter must be capable of landing on soft surfaces such as snow, mud, sand, etc. at its MCTOW.	Proof of anti-sink pads for helicopter landing gear		
7.2.9	The helicopter shall have the capability of landing on slopes of at least 5 degrees fore and aft, and at least 5 degrees side to side.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.  (limitations section –Pilot Operating handbook)		
7.2.10	The helicopter shall be capable of using Jet A1 fuel in operations and flight in ambient outside air temperatures throughout certified temperature range with or without a cold weather kit.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.2.12	The helicopter shall have a main rotor diameter of not more than 40ft (13.7 m).	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.2.15	The helicopter shall be capable of operating from land based locations where there are wooden helipads having	Section and Page Reference from		

ID	Mandatory Requirement	Proof of Compliance Required from Bidder	Bidder's Response (How requirement is met)	Comments
	the dimensions of approx. 16ft. X 16 ft. (4.8m x 4.8m). With a minimum of 3 feet of clearance on each side of the landing gear.	Helicopter Technical Specifications or applicable manual.		
7.3	<b>Aircraft Equipment Requirements</b>			
7.3.5.1	Air Conditioning			
7.3.5.1.1	The helicopter shall be equipped with a cockpit and cabin air conditioning system.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.1.2	The helicopter shall be equipped with a bleed air heater with windshield defrost capability.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.2	Auto flight			
7.3.5.2.1	The helicopter shall be equipped with a three (3) axis coupled autopilot system, as minimum.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.3	Communications			
7.3.5.3.1	The helicopter shall be equipped with a dual VHF communication system with 8.33 KHz spacing and with a minimum 15 watt transmitter output.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.3.3	The helicopter shall be equipped with the latest version of the Iridium satellite based Flight Following System, SkyTrac ISAT (including DVI, CDP, Sat phone, Hardware Installation Support. ).	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.3.4	The helicopter Iridium satellite based Flight Following System shall be interfaced to the aircraft audio system.	Section and Page Reference from Helicopter Technical Specifications or		

ID	Mandatory Requirement	Proof of Compliance Required from Bidder	Bidder's Response (How requirement is met)	Comments
7.3.5.3.5	The helicopter shall be equipped with a secondary radio transmit capability for the co-pilot position, in addition to those found on the flight controls.	applicable manual. Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.3.6	The helicopter shall be equipped with an audio system consisting of one pilot, one co-pilot and one passenger cabin audio control panel, having the following features as a minimum: <ul style="list-style-type: none"> <li>- Push to talk and voice activated intercom system</li> <li>- High impedance phone output</li> <li>- Pilot position shall be capable of rear cabin and co-pilot isolation</li> <li>- Co-pilot position shall be capable of rear cabin and pilot isolation</li> <li>- Minimum of five transceiver interfaces</li> <li>- Minimum of five receiver interfaces</li> <li>- Two auxiliary audio inputs</li> </ul>	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.3.7	The helicopter shall be equipped with a rear cabin audio control panel with radio(s) transmit capabilities from at least one station with an Intercom System/Push To Talk (ICS/PTT) adjustable volume control located on the down lead cords.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.3.8	The helicopter shall be equipped with a rear cabin audio system with adjustable volume, voice activated intercom, complete with radio and side tone monitoring for all passenger stations.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.3.9	The helicopter shall be equipped with a 406 MHz Automatic Fixed (AF) emergency locator transmitter meeting the requirements of FAA-TSO-C91 or FAA-TSO-C91a or FAA-TSO-C126b,	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		

ID	Mandatory Requirement	Proof of Compliance Required from Bidder	Bidder's Response (How requirement is met)	Comments
	interfaced to the aircraft Global Navigation Satellite System (GNSS).			
7.3.5.3.11	The helicopter shall be equipped with a satellite data-link system displaying Canadian aviation weather information, as a minimum, to the flight crew.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.3.12	Any belly and tail boom mounted antennas on the helicopter shall permit the use of aircraft ground handling equipment, including dollies.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.4	Electrical Power			
7.3.5.4.1	The helicopter shall be equipped with a minimum of one 115 VAC 60 Hz, with not less than 750 watts, outlet in the passenger cabin suitable for the operation of low power audio and video equipment, portable computers and telecommunication equipment.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.4.2	The helicopter shall be equipped with two 28 VDC utility power receptacles (standard 2-Pin connector), with one outlet located in the crew cabin and one outlet located in the passenger cabin on the same side of the aircraft as the fuel filler port.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.4.3	The helicopter shall be equipped with a standard a/c three prong external power provisions capable of being connected to all aircraft electrical equipment including equipment used for engine start.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.5	Equipment and Furnishings			
7.3.5.5.1	The helicopter shall be equipped with seating provisions for two (2) crew and at least four (4) passengers.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.5.2	The helicopter shall have cushioned passenger seating	Section and Page Reference from Helicopter Technical		

ID	Mandatory Requirement	Proof of Compliance Required from Bidder	Bidder's Response (How requirement is met)	Comments
		Specifications or applicable manual.		
7.3.5.5.3	The helicopter shall be equipped with 4 point safety harnesses, as a minimum, for crew seats.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.5.4*	The helicopter shall be equipped with 3 point safety harnesses, as a minimum, for all passenger seats.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.5.5	The helicopter passenger seats shall be detachable and removable from the aircraft without the use of tools.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.5.6	The passenger and cargo floor and walls of the aircraft shall have a protective shield so as to not damage electrical wiring or other features and/or the outer skin of the aircraft when carrying internal cargo that does not impede access to cargo restraint hard points, seat anchors, etc. and provides impact protection			
7.3.5.5.7	The helicopter shall be equipped with an approved litter kit, suitable for transporting one person, fully reclined to the horizontal position, aboard the aircraft, including fixed provisions.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.5.8	The helicopter shall be equipped with flight publications storage located in the crew cabin accessible from both crew positions.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.5.9	The helicopter shall be equipped with a securely mounted First Aid Kit meeting certification and regulatory requirements.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.5.10	The helicopter shall be equipped with one securely mounted LED flashlight located in the crew cabin, as a minimum.	Section and Page Reference from Helicopter Technical Specifications or		

ID	Mandatory Requirement	Proof of Compliance Required from Bidder	Bidder's Response (How requirement is met)	Comments
7.3.5.5.11	The helicopter shall be equipped with a cargo restraint system in the passenger compartment, suitable to restrain a weight equal to the maximum authorized cargo and baggage weight for the aircraft.	applicable manual. Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.5.12	If the helicopter is fitted with a cargo restraint system between the passenger cabin and rear cargo area, it must be removable without the use of tools and designed to restrain the maximum authorized cargo and baggage weight for the aircraft.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.7	Flight Controls			
7.3.5.7.1	The helicopter shall be equipped with dual flight controls having: <ul style="list-style-type: none"> <li>• the ability to control all systems and functions of the primary flight controls including cargo hook and remote long line release</li> <li>• quick removal co-pilot cyclic and collective,</li> <li>• quick removal tail rotor pedals; or</li> <li>• pedals that can be disabled</li> </ul>	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.11	Instruments			
7.3.5.11.1	The helicopter shall be equipped with a flight instrument system viewable by both pilot and the co-pilot. This system shall display as a minimum, primary flight and navigation information.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.11.4	The helicopter shall be equipped with a Cockpit Voice Recorder (CVR) meeting the requirements of CAN-TSO C124b.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.11.5	The helicopter shall be equipped with a Flight Data Recorder (FDR) meeting the requirements of CAN-TSO 123b.	Section and Page Reference from Helicopter		

ID	Mandatory Requirement	Proof of Compliance Required from Bidder	Bidder's Response (How requirement is met)	Comments
		Technical Specifications or applicable manual.		
7.3.5.11.6	The helicopter shall be equipped with a Cockpit Video Camera (CVC)			
7.3.5.12	Landing Gear			
7.3.5.12.1	The helicopter shall be equipped with skid type landing gear.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.13	Lighting			
7.3.5.13.1	The helicopter shall be equipped with a flashing landing light system.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.13.2	The helicopter shall be equipped with an NVG compatible Light Emitting Diode (LED) position light system.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.13.3.	The helicopter shall be equipped with an NVG compatible LED anti-collision light system.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.13.4.	The helicopter shall be equipped with an NVG compatible high intensity white strobe light system that can be selected "OFF" independently of the position and anti-collision light system.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.13.5	The helicopter shall be equipped with a two axis, pilot controlled landing light, independent of the taxi lights, controlled from either collective.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.14	Navigation			
7.3.5.14.1	The helicopter shall be equipped with all equipment needed to comply with Night Visual Flight Rules (NVFR)	Section and Page Reference from Helicopter Technical Specifications or		

ID	Mandatory Requirement	Proof of Compliance Required from Bidder	Bidder's Response (How requirement is met)	Comments
7.3.5.14.2	The helicopter shall be equipped with all equipment needed to comply with single pilot IFR	applicable manual. Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.14.4	The helicopter shall be equipped with a system capable of displaying attitude and heading reference with a free gyro mode meeting the requirements of FAA TSO-C201.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.14.6	The helicopter shall be equipped with coupled IFR certified Global Navigation Satellite System (GNSS) sensor/receivers with Wide Area Augmentation System (WAAS) meeting the requirements of TSO C146c including Localizer Precision with Vertical guidance (LPV) approach capabilities.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.14.7	The helicopter shall be equipped with dual VHF navigation systems capable of being coupled to the auto-pilot.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.14.8	The helicopter shall be equipped with a VFR and IFR moving map display capable of presenting all VFR Navigation Chart (VNC) details in the instrument panel within the pilot's field of view.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.14.9	The helicopter shall be equipped with an Automatic Direction Finder (ADF) displayed on the electronic flight information system.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.14.11	The helicopter shall be equipped with a Traffic Advisory System (TAS) meeting the requirements of CAN TSO-C147, displayed on the electronic flight information system.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.14.12	The helicopter shall be equipped with a Helicopter Terrain Awareness and Warning System (H-TAWS) meeting the	Section and Page Reference from Helicopter		

ID	Mandatory Requirement	Proof of Compliance Required from Bidder	Bidder's Response (How requirement is met)	Comments
	requirements of CAN-TSO C194 displayed on the electronic flight information system or elsewhere on the instrument console that is in both the pilot's and co-pilot's field of view.	Technical Specifications or applicable manual.		
7.3.5.14.13	The helicopter shall be equipped with a radar altimeter having data display visible to both pilot and co-pilot.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.14.14	All time and calendar controlled avionics components must be either new/overhauled/repaired/tested/recertified as required so as to have the maximum time or calendar months remaining.	Reference from Helicopter Technical Specifications or applicable manual		
7.3.5.22	Doors			
7.3.5.22.1	The helicopter shall provide a method of securing all hinged doors in an open position for ease of entry, exit and loading.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.22.2	<p>Helicopter will be have the ability to load large items (see below) either through the main passenger cabin doors or rear clamshell type doors.</p> <p>EDU ICOR robot: 194 lbs. (88 kgs) 24H x 36L x 24W</p> <p>ICOR antennae case 48 x 18 x 8</p> <p>Or:</p> <p>EDU Vanguard robot: 17H x 36L x 18W antennae case 60 x 8 x 8</p>	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.23	Fuselage			
7.3.5.23.3	The helicopter shall be equipped with hard points to permit the attachment of body harnesses to safely secure personnel during open door operations, from either side of the aircraft.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		

ID	Mandatory Requirement	Proof of Compliance Required from Bidder	Bidder's Response (How requirement is met)	Comments
7.3.5.23.4	The helicopter shall be fitted with step(s) to permit personnel to access areas of the aircraft for maintenance and pre-flight inspections.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.5.23.5	The helicopter shall be equipped with a wire strike protection system.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.6.2	<b>Main Rotor</b>			
7.3.6.2.1	The helicopter shall be equipped with erosion protection on the main rotor blades.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.6.2.2	The helicopter shall be equipped with high visibility main rotor blades.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.6.3	<b>Main Rotor Drive</b>			
7.3.6.3.1	The helicopter shall be equipped with a main rotor brake.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.6.4	<b>Tail Rotor</b>			
7.3.6.4.1	The helicopter shall be equipped with high visibility tail rotor blades, if fitted.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.6.4.2	The helicopter shall be equipped with erosion protection on Tail Rotor (TR) blades, if fitted.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.7	<b>Powerplant</b>			

ID	Mandatory Requirement	Proof of Compliance Required from Bidder	Bidder's Response (How requirement is met)	Comments
7.3.7.1.1	The helicopter shall be equipped with an engine compressor wash kit.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.7.1.2	The helicopter shall be equipped with an engine intake air filtration/separation system which provides protection from fine particle erosion.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.3.7.2	<b>Turbine/Turboprop Engine</b>			
7.3.7.2.1	The aircraft shall be a twin engine, turbine powered helicopter.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.4	<b>Auxiliary Equipment</b>			
7.4.1	The helicopter shall be furnished with all necessary cover(s) , blanks and equipment for outside short term parking where the aircraft is unattended.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.4.2	The helicopter shall be furnished with covers for the helicopter blades and fuselage, suitable for outside storage of the aircraft in winter conditions.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.4.3	The helicopter shall be furnished with M/R and T/R (where applicable) blade tie-down kits, including high wind tie downs.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
7.4.4	The helicopter shall be furnished with ground handling equipment	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
8	<b>Special Mission Capabilities</b>			
8.1	The helicopter shall be fitted with a cargo hook having a load carrying capacity of at least the maximum useful load of the aircraft.	Section and Page Reference from Helicopter Technical		

ID	Mandatory Requirement	Proof of Compliance Required from Bidder	Bidder's Response (How requirement is met)	Comments
		Specifications or applicable manual.		
8.2	The helicopter cargo hook shall be fitted with a keeperless system.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
8.3	The helicopter cargo hook suspension system shall not extend below the landing gear when not in use.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
8.5	The helicopter cargo hook system shall have long line remote hook provisions including all provisions for external load operations from either crew seat, including electrical long line release button from either crew cyclic control	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
8.6	The helicopter shall be equipped with a system to enable the pilot operating the aircraft to view the aircraft belly area during sling operations.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
8.7	The helicopter shall be capable of enunciating critical flight and power parameters to the pilot flying during vertical reference operations.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
8.8	The helicopter shall be equipped with a system to enable the pilot to be aware of the external load weight at all times during slinging and vertical reference operations.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
8.10	<p>The helicopter shall be equipped with a new Surveillance /thermal imaging camera, where the High Definition Infrared, Daylight and High Definition Short Wave Infrared cameras are capable of</p> <ul style="list-style-type: none"> <li>• 720/1080p HD resolution with a minimum continuous zoom from 40-1.2 degree field of view.</li> <li>• Camera will have a dual view capability</li> </ul>			

ID	Mandatory Requirement	Proof of Compliance Required from Bidder	Bidder's Response (How requirement is met)	Comments
	<ul style="list-style-type: none"> <li>• The camera will be fitted with a Class 1 laser range finder and Class 4 laser illuminator.</li> <li>• The camera system will be less than 14 inches in height in order to maximize ground clearance</li> <li>• Class 1 Laser Range Finder, for up to a distance of 25km</li> <li>• Class 4 Laser Illuminator</li> <li>• Universal hand controller</li> <li>• IMU compatible with Churchill Navigation ARS mapping system</li> </ul>			
8.11	<p>The Helicopter shall be equipped with a search light and hand control unit complete with all wiring. Minimum System Requirement:</p> <ul style="list-style-type: none"> <li>--Ability to operate in either white light or Infrared mode</li> <li>-Ability to instantly change from White light to infrared</li> <li>- Non-reflected light source to eliminate "donut hole" effect</li> <li>- ability to select various colour filters from cockpit in flight</li> <li>-Variable beam spread from 4° to 14°</li> <li>-Minimum Beam intensity of 20million candlepower</li> <li>-1 second start time</li> <li>-Minimum 350° Azimuth Rotation</li> <li>- ≥ 60°per second slew rate for both azimuth and elevation</li> </ul>			
8.12	<p>The helicopter shall be equipped with a long range microwave downlink system. Minimum System Requirement: capable of</p> <ul style="list-style-type: none"> <li>- DVB-T broadcast standard</li> <li>- H.264(MPEG-4) video encoding</li> <li>- Composite and 1080 HD-SDI video inputs</li> <li>- AES256 encryption</li> <li>- S band frequency</li> </ul> <p>Compatible with both fixed tower and mobile receiving stations</p>			
8.13	<p>The helicopter shall be equipped with a detachable External Rescue Hoist and lighting system with the Minimum System</p>			

ID	Mandatory Requirement	Proof of Compliance Required from Bidder	Bidder's Response (How requirement is met)	Comments
	Requirement: Rescue hook damper floating device Minimum cable length of 200 ft. NVG compatible controls Movable boom for stretcher recovery Cable management system Load Brake Minimum 500 Lb. max load A downward pointing rescue hoist light system must be installed to assist with operations in hours of darkness			
8.14	The helicopter shall be equipped with an Aft Center fabricated console or rack, to house law enforcement remote radio control heads and audio panels at the rear of the center console for use by cabin passengers or the TFO while occupying the aft tactical flight officer station.			
8.15	The helicopter shall be equipped with an Aft TFO Station, or console, manufactured so that it can be installed aft of either of the pilot or co-pilot's seat, as decided upon at the pre work conference, and will attach to the floor of the cabin by means of the integrated cabin floor rails. The work station shall accommodate either two (2) HD 17 inch video screens or one (1) 21-inch HD video screen capable of split-screen display.			
8.16	A Churchill Navigation ARS mapping system, complete, shall be installed compatible with surveillance /thermal imaging camera. .			
8.17	A public address system capable of either Siren or Yelp functions as well as live broadcasts.			
8.18	The helicopter shall have the ability to deploy two (2) rappel/rope down devices either fixed or a removable arm –with Minimum System Requirement: two (2) ropes per side, simultaneously with up to 4 ropes Up to 270 kg load per side.			
9	<b>Operator Stipulated Features</b>			

ID	Mandatory Requirement	Proof of Compliance Required from Bidder	Bidder's Response (How requirement is met)	Comments
9.1	The helicopter shall be painted in accordance with the RCMP established Helicopter paint scheme.	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		
<b>REQUIREMENTS DERIVED FROM THE STATEMENT OF WORK</b>				
SOW REFERENCE				
3.1	The Bidder shall supply a preliminary Master Project Schedule (MPS) as part of their proposal.	Provide as separate document	N/A	
3.3.1	The Bidder shall provide a preliminary Aircraft Acceptance Test Plan (ATP), as part of the proposal	Provide as separate document	N/A	
3.5.2.1	The Bidder shall supply a preliminary Pilot Training Plan, as part of their proposal. The training plan shall include the scheduling and complete course outlines	Provide as separate document	N/A	
3.5.2.2	The Bidder shall supply a preliminary Maintenance Training Plan, as part of their proposal. The training plan shall include the scheduling and complete course outlines	Provide as separate document	N/A	
3.6.1	As part of the proposal, the Bidder shall be responsible to provide a detailed Maintenance Program and Schedule detailing daily maintenance requirements, scheduled inspection requirements, major component overhaul schedules and requirements, and any approved phase or progressive maintenance schedule as a minimum.	Provide as separate document	N/A	
3.6.4	As part of the proposal, the Bidder shall provide a preliminary Spares List, including prices to identify recommended sparing for the aircraft.	Provide as separate document	N/A	
3.6.5	As part of the proposal, the Bidder shall provide the preliminary tooling and equipment list required for handling, testing, maintenance and overhaul of the aircraft in accordance with Aircraft Maintenance and Overhaul Manuals	Provide as separate document	N/A	

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ID	Mandatory Requirement	Proof of Compliance Required from Bidder	Bidder's Response (How requirement is met)	Comments
3.6.6.	As part of the proposal, the Bidder shall provide a preliminary list of all Ground Support Equipment to perform daily operational maintenance and inspections for the aircraft	Provide as separate document	N/A	

Appendix 1

<b>Minimal Load Composition for RCMP Light Helicopter</b>		
<b>Configuration "A"</b>		
<b>Two (2) Pilots</b>	Pilot Weight - 206 lbs each  Reference: Transport Canada TP14371E, Aeronautical Information Manual RAC 3.0, Table 1.  For each crew member: Life Vest – 4.2 lbs Helmet – 2.5 lbs Immersion Suit – 8.0 lbs	<b>443.4 Lbs (201.1 kg)</b>
<b>Four (4) Passengers</b>	Four RCMP Emergency Response Team Members  275 lbs each ( Including Operational Gear)	<b>1100.0 (499 kg)</b>
<b>Survival Equipment</b>	In accordance with RCMP Helicopter Operations Manual	<b>55 lbs (25 kg)</b>
<b>Headsets and Life Vests</b>	4 headsets – 6 lbs 4 life vests – 16.8 lbs  (Eliminates requirement to return to base where multiple taskings or additional passengers are accommodated during one helicopter deployment.)	<b>22.8 lbs (10.3 kg)</b>
<b>Aircraft Library</b>	All required regulatory documentation including Transport Canada RCMP Helicopter Operations Manual, Supplemental Equipment Pilot Guides, Maps, Canada Flight Supplement etc.	<b>13.0 lbs (5.8 kg)</b>
<b>Personal Carry On baggage and supplies</b>	Additional clothing, water etc.,	<b>30 lbs (13.6 kg)</b>
<b>Totals</b>		<b>1664.2 lbs. (754.8 kg)</b>
<b>Fuel</b>	Sufficient fuel to satisfy requirement for minimum range 147 mi (236 km) at a cruise speed of at least 120 knots (222.2 km/hr).	<b>TBD by Bidder</b>

**Appendix B RATED REQUIREMENTS (TECHNICAL)**

Table 2: Rated Requirements (Technical)

Company Name \_\_\_\_\_

ID	Rated Requirement	Minimum Rating	Point Rating	Proof of Response Required from bidder	Bidders Response	% of total Max Technical Value	Comments
6.4	It is desirable that the helicopter should be certified for operations and flight in ambient outside air temperatures exceeding the minimum acceptable threshold of -30°C, to an extreme temperature of -40°C.	-30°C = 0 Points	-35°C --- 50 -40°C --- 200 pts	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		8.44	
6.6	It is desirable to have single pilot certification from either right or left seat for vertical reference work	Right seat only = 0 Left seat only = 0	Certified single pilot for either seat - 25 pts	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		1.05	
7.1.1	It is desirable that the helicopter shall be capable of ground level helipad Category "A" take-offs and landings at sea level ISA conditions, with no wind, with the configuration "A" load, as defined in the BSOR, with a minimum of one hour and thirty minutes of fuel based on manufacturers calculation for recommended cruise	01:00 = 0	> 1:10 - 20 > 1:20 - 40 > 1:30 - 60 > 1:40 - 80 ≥ 1:50 - 100	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		4.22	
7.1.3	It is desirable that the helicopter have a HOGE capability at MCTOW, TOP and in ISA conditions of 7500 ft.	5000 = 0	> 6000-25	Section and Page Reference from Helicopter Technical		4.22	

Royal Canadian Mounted Police Light Helicopter

Bid Evaluation Plan

ID	Rated Requirement	Minimum Rating	Point Rating	Proof of Response Required from bidder	Bidders Response	% of total Max Technical Value	Comments
7.2.1	It is desirable that the helicopter should have a useful load (i.e. crew, passengers, fuel, payload) in its Flight Configuration "A", as specified in Section 5 of the BSOR, plus the necessary fuel for 236 km (127 nm) with a greater than 20 minutes VFR reserve, at a cruise speed of at least 120 kts (222 km/hr) at sea level in ISA conditions with no wind	20 minutes =0 points	> 6500-50 > 7000-75 >7500-100 ≥30-40pts ≥40-60 pts ≥50-80 pts ≥60-100 pts	Specifications or applicable manual.		4.22	
7.2.2	It is desirable that the aircraft should have a cruise speed in excess of the minimum acceptable 120 (222.2 km/hr) knots TAS.	120knots=0 points	125-20 pts 130-40 pts 135-60 pts 140-80 pts ≥145-100 pts	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		4.22	
7.2.5	It is desirable that the helicopter should be capable of folding the Main Rotor (MR) blades, without removing the blades, which does not require the use of tools. While in the folded position, the rotor head/blade system at any point shall not be wider than the aircraft landing gear.	No capability = 0	Ability as described = 40 pts	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		1.69	
7.2.9	It is desirable that the helicopter should have the capability of landing on slopes in excess of 5 degrees fore and aft, and 5 degrees side to side, with a total slope angle of up to 40 degrees combined in all four	20 = 0 pts	>20° ---10 >25° ---20 >30° ---30 ≥40° ---40	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		1.69	

Royal Canadian Mounted Police Light Helicopter

Bid Evaluation Plan

ID	Rated Requirement	Minimum Rating	Point Rating	Proof of Response Required from bidder	Bidders Response	% of total Max Technical Value	Comments
	quadrants.						
7.2.10	It is desirable that the helicopter should be capable of using JetA1 fuel during cold weather operations, where the outside ambient air temperature is in excess of -30°C to an extreme of -40°C with or without a cold weather kit	-30°C = 0 pts	≤-35°C --- 100 pts ≤-40°C - 200 pts	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		8.44	
7.3.5.3.5	It is desirable to have a movable foot activated radio transmit button.		Panel activated only - 25 Foot activated only - 50 Panel and foot activation - 100	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		4.22	
7.3.5.5.1	It is desirable that the aircraft should be equipped with seating provisions for more than four (4) passengers.	4 pax	5 --25 6 --50 7 --75 8 --100	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		4.22	
7.3.5.5.4	It is desirable that the helicopter should be equipped with 4 point safety harnesses for all passenger seats.	3 point =0 pts	4 point - 20 pts	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		.84	
7.3.5.5.5	It is desirable that multiple seating configurations be available based on cargo	Fixed - 0	Rows of 3	Section and Page Reference		3.16	

Royal Canadian Mounted Police Light Helicopter

Bid Evaluation Plan

ID	Rated Requirement	Minimum Rating	Point Rating	Proof of Response Required from bidder	Bidders Response	% of total Max Technical Value	Comments
	and Mission configuration		-20 pts independent seating - 75 pts	from Helicopter Technical Specifications or applicable manual.			
7.3.5.8.1	It is desirable that the helicopter be fitted with provisions for an auxiliary fuel system or additional fuel capacity that shall be capable of extending fuel endurance beyond the basic fuel system configuration by at least 0.5 hours.	No capability	Fitted as described - 20 pts	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		.84	
7.3.5.11.1	It is desirable that the system be electronic with multi-function displays with the capability of selecting and displaying external video sources from the co-pilot seat.		Fitted as described - 50 pts	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		2.11	
7.3.5.11.2	It is desirable that the helicopter be equipped with a centralized crew and engine data display		Fitted as described - 25	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		1.05	
7.3.5.22.2	It is desirable that the helicopter should be fitted with rear clamshell door(s) permitting access to the cargo area and that the doors have the ability to be fitted with windows	No clamshell doors - 0	Doors without windows - 25 Fitted as described - 50	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		2.11	
7.3.7.3.1	It is desirable that the helicopter be equipped with a full authority digital electronic fuel control system.		Fitted as described - 25	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		1.05	

ID	Rated Requirement	Minimum Rating	Point Rating	Proof of Response Required from bidder	Bidders Response	% of total Max Technical Value	Comments
8.1	It is desirable that the helicopter be fitted with a dual cargo hook system, with each hook meeting the mandatory requirements.	One hook = 0	Dual hooks with secondary having a lower load rating - 75 Fitted as described - 150 pts	Section and Page Reference from Helicopter Technical Specifications or applicable manual.		6.33	
8.4	It is desirable that the helicopter be capable of conducting Vertical Reference Operations (VRO) with all doors on and closed (i.e. bubble windows)		Fitted as described - 50 pts			8.44	
Components							
C1	Engine #1 including all life limited internal components and external accessories	75% of service life remaining = 0	>75% - 25 >80% - 50 >90% - 100 100% - 200	Proof of component times from Technical records logbooks		8.44	
C2	Engine #2 including all life limited internal components and external accessories	75% of service life remaining = 0	>75% - 25 >80% - 50 >90% - 100 100% - 200	Proof of component times from Technical records logbooks		8.44	

**Royal Canadian Mounted Police Light Helicopter**

**Bid Evaluation Plan**

ID	Rated Requirement	Minimum Rating	Point Rating	Proof of Response Required from bidder	Bidders Response	% of total Max Technical Value	Comments
C3	Main rotor Gear Box including all internal life limited components and drive train components	75% of service life remaining = 0	>75% - 25 >80% - 50 >90% - 100 100% - 200	Proof of component times from Technical records logbooks		8.44	
C4	Tail Rotor and connecting gearboxes (if applicable) including all internal life limited components and drive train components	75% of service life remaining = 0	>75% - 25 >80% - 50 >90% - 100 100% - 200	Proof of component times from Technical records logbooks		8.44	

Royal Canadian Mounted Police  
Helicopter Project  
Mission Profile Document  
22 May, 2015

**Approvals**

Deputy Project Manager	Approved:  Date:
Project Manager	Approved:  Date:
Director General, Major Projects	Approved:  Date:

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## **1. Purpose**

This document provides a description of how The Royal Canadian Mounted Police Helicopters in British Columbia are employed in support of National Security, Member safety and the security of the citizens of Canada

## **2. Background**

The RCMP Langley Air Section provides operational Police Support, Search and Rescue, Border Patrols, personnel and equipment transfer, and infrastructure maintenance to the Lower Mainland and throughout the Province of British Columbia, as well as activities of other government departments and agencies.

As an RCMP asset, the helicopter may be called on for deployment across Canada, to operate in all geographical locations, offshore, mountainous, prairie and tundra, and in all climate conditions known to exist anywhere in the country from temperate to arctic, at any time throughout the year

Clients for these services include the following:

1. Department of National Defence;
2. Environment Canada;
3. Natural Resources Canada;
4. Public Safety Canada;
5. Coroners Service;
6. Provincial Emergency Program;
7. Local volunteer based Search and Rescue Agencies;
8. Canada Border Services Agency;
9. Transport Canada; and
10. The Canadian Coast Guard

To ensure that the RCMP operational and program needs are satisfied, the helicopter requirements presented in this document were derived on the following basis:

1. Preservation of the safety and security of the helicopter crew, passengers and helicopter asset is a priority.
2. Lessons learned regarding safety for RCMP pilots and crew were to be considered.
3. The requirements must be reasonable and achievable given the technology commercially available in industry.
4. Program delivery for RCMP would be maximized.
5. Reducing pilot workload and minimizing pilot fatigue is a priority.
6. Modern technologies that are commercially available in the aviation industry today (i.e. autopilot) were to be considered.

### **3. Scope**

This document outlines the mission profiles associated with the proposed Light Helicopter type being procured under the RCMP Helicopter Project.

These profiles provide insight to the activities that the RCMP Langley Air Section undertakes to fulfill its mandate, and outline the nature of the environmental conditions in which the helicopters operate, referring to factors such as weather, temperature, implications regarding coastal and high altitude areas, etc.

### **4. Mission Profiles for RCMP Program**

#### **RCMP Mission Overview**

RCMP Helicopters support a variety of law enforcement missions, including tactical and public safety missions, Border Security, Search and Rescue operations as required of the Royal Canadian Mounted Police in the Lower Mainland District and throughout the Province of British Columbia:

- Transportation of Police K9 Units (PDS)
- Explosive Disposal Unit (EDU)
- Emergency Response Team (ERT)
- Underwater Recovery Team
- VIP Protective Services Unit
- Local Search and Rescue Agencies

- Radio repeater maintenance and construction
- Border Patrols
- Support for Other Government Departments and Agencies

A light twin engine helicopter capable of:

- Seating for four, fully equipped passengers plus crew
  - Equipped passenger weight based on four operationally equipped Emergency Response Team (ERT) Members, each member with a maximum weight of 275 lbs.
- Able to operate from existing RCMP facilities, hangars and remote locations
- A useful load of 1662 lbs plus the necessary fuel to achieve a minimum endurance of at least two hours at recommended cruise speed

## 4.2 Specific Mission Profiles

### 4.2.1 Mission Profile 1 – Border patrols:

Because of British Columbia unique geographies, support for border patrol and enforcement both day and night over land and water and mountainous areas, may include flying low and slow over heavily forested and mountainous terrain, using thermal imaging is required.

(Reference RCMP TSOR 7.1.2 – 7.1.4 / 7.3.5.14.2 / 8.9 – 8.12)

- Proposed A/C Configuration
  - Two crew
  - One Camera operator
  - Surveillance camera installed

### 4.2.2 Mission Profile 2 – Drug Enforcement, multi-faceted.

(Reference RCMP TSOR 7.1.2 – 7.1.4)

#### 4.2.2.1 Helicopter to be used for both covert and overt surveillance carried out from long range/ high altitudes.

(Reference RCMP TSOR 8.9 – 8.12)

RCMP "E" Division Helicopter Mission Profiles

- Proposed A/C Configuration
  - o One or two crew members
  - o Camera system installed
  - o Camera Operator

4.2.2.2 - Transportation of personnel and equipment for ground level drug eradication.

(Reference RCMP TSOR 6.6 / 7.1 / 7.2 / 7.3.5.23.1)

- Proposed A/C configuration
  - o One pilot
  - o Four passengers with slashing equipment
  - o Cargo hook installed

4.2.2.3- Thermal imaging to assist drug enforcement for indoor marihuana production and locating suspects in outdoor operations.

(Reference RCMP TSOR 8.9 – 8.12)

- Proposed A/C configuration
  - o One pilot
  - o One camera operator
  - o Camera System installed

4.2.2.4- Tracking of ground, sea and aerial smuggling

(Reference RCMP TSOR 7.2.10)

- Proposed A/C Configuration
  - o One or two crew members
  - o Camera system installed
  - o Four passengers

#### 4.2.3 - Search and Rescue

As per the British Columbia Emergency Program Act – Emergency Management Program Regulations the Provincial Attorney General will:

- through the police force having jurisdiction, provide:
- search and rescue services for missing persons on land and in inland waters;

(a) Police Authority: Responsibility for missing persons within the province of British Columbia is ultimately the responsibility of the police department having jurisdiction. Throughout most of the province this is the RCMP although in some communities it is a municipal police force. Missing persons and suspicious fatalities are investigated by the police and the coroner to rule out foul play. If foul play is a consideration the Police will be the primary investigating agency while the Coroner will maintain jurisdiction over the deceased.

SAR operations, including training are fully supported by the RCMP. Helicopter to provide enhanced search capabilities (fly low and slow) and provide rescue capabilities with a built in hoist system.

ERT to act as SAR medics would be on board and on the ground as part of the mandated program. Many of our searches are conducted on or near water and in mountainous terrain. The use of a twin engine provides a safe platform for SAR over the water and mountain area searches both day and night.

E Division RCMP has an MOU with the B.C. Coroner's Office to provide support for body recovery in remote areas.

(Reference RCMP TSOR 7.3.5.5.7 / 7.3.5.22.2 / 8.1 – 8.8 / 8.13 – 8.18)

- Proposed A/C Configuration
  - o One pilot
  - o One Camera operator
  - o Hoist equipped
  - o 2-3 Rescue Tech/ medics

#### 4.2.4 – Emergency Response Team (ERT)

ERT will assist with many of the above missions as well as tactical deployment, both day and night and over land or water with four fully operationally equipped ERT members for up to two hours of flight. The external hoists can also be used for deployment as well.

(Reference RCMP TSOR 7.1 / 7.2.1 / 7.2.3 / 7.3.5.3.8 / 7.3.5.5.7 / 7.3.5.22.2)

- Proposed A/C Configuration
  - o One pilot daytime, two pilots nighttime
  - o Four ERT members, approx. 275 lbs each
  - o Rescue hoist
  - o Camera/Hoist Operator
  - o Camera system installed
  - o Rappel arm installed

#### 4.2.5 – Infrastructure construction and maintenance

Many of these sites are only accessible by helicopter. Due to the remoteness, a larger load capability of a twin engine provides a safe and stable platform from which to move heavy equipment and to remote sites.

- Proposed A/C Configuration
  - o Cargo hook installed
  - o One pilot
  - o Four passengers

#### 4.2.6 – Civil Unrest, Aboriginal and Eco Protest

Support from a safe and viable platform for logistical and tactical in urban and remote areas. Slings or long lining to remote sites and tactical support in areas throughout BC.

- Proposed A/C Configuration
  - o One pilot
  - o Four ERT
  - o Rescue Hoist

## RCMP "E" Division Helicopter Mission Profiles

- o Camera System installed
- o Camera/Hoist operator
- o Rappel Arm installed

Solicitation No. - N° de l'invitation

Amd. No. - N° de la modif.

Buyer ID - Id de l'acheteur

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

File No. - N° du dossier  
xxxxx.XXXXXX-XXXXXX

CCC No./N° CCC - FMS No./N° VME

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## **ANNEX F BID EVALUATION SCORE SHEET**

**Not included in Draft RFP.**



## Claim for Exchange Rate Adjustments Demande de rajustement du taux de change

Contractor Name - Nom de l'entrepreneur		PWGSC File Number - Numéro du dossier de TPSGC			Contract Number - Numéro du contrat				Item/Invoice Number - Numéro d'article/de facture
1	2	3	4	5	6	7	8	9	
Item Number Numéro d'article	Description	Foreign Currency Component (FCC) per Unit Montant en monnaie étrangère par unité (\$CAN)	Foreign Currency Devise étrangères	Quantity Quantité	Initial Exchange Rate Facteur de conversion initial (i0)	Exchange Rate for Adjustments Taux de change aux fins du rajustement (i1)	% Change Variation en % $(i1-i0)/i0 > 0.02$ (+/-)	Adjustment = FCC X Quantity X $(i1 - i0)/i0$ Rajustement = montant en monnaie étrangère X Quantité X $(i1 - i0)/i0$	
							0.0000		
							0.0000		
							0.0000		
							0.0000		
							0.0000		
							0.0000		
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							0.0000		
							0.0000		
							0.0000		
							0.0000		
							0.0000		
<b>Total Exchange Rate Adjustment</b> <b>Rajustement total du taux de change</b>									

## Instructions

### Where:

$i_0$  = initial exchange rate (CAN\$ per unit of foreign currency [e.g. US\$1])

$i_1$  = exchange rate for adjustment purposes (CAN\$ per unit of foreign currency [e.g. US\$1])

### Instructions to bidders:

1. Bidders must complete columns (1) to (4) at time of bidding, for each line item where they want to invoke the exchange rate fluctuation provisions.
2. Where bids are evaluated in Canadian dollars, the dollar values provided in column (3) should also be in Canadian dollars, so that the adjustment amount is in the same currency as the payment.

### Instructions for Payment:

1. This form must be submitted with the invoice for payment with respect to all items with an FCC. Complete columns (1) through (7). Columns (8) and (9) will auto complete.
2. Suppliers should submit a separate calculation sheet for each invoice submitted showing the exchange rate adjustment for all line items with an FCC.
3. This form must be provided with all invoices where the exchange rate fluctuates more than 2% (increase or decrease), (i.e.  $\text{abs}[(1 - i_0) / i_0] > .02$ ), unless otherwise stated in the contract.

### Étant entendu que :

$i_0$  = Facteur de conversion du taux de change initial (\$ CA par unité de devise étrangère [p. ex. 1 \$ US])

$i_1$  = Taux de change aux fins du rajustement (\$ CA par unité de devise étrangère [p. ex. 1 \$ US])

### Instructions aux soumissionnaires :

1. Les soumissionnaires doivent remplir les colonnes (1) à (4) au moment de présenter leur soumission, pour chacun des produits pour lesquels ils veulent se prévaloir des dispositions relatives à la fluctuation du taux de change.
2. Lorsque les soumissions sont évaluées en dollars canadiens, les montants en dollars indiqués dans la colonne (3) doivent également être en dollars canadiens, de sorte que le montant du rajustement soit indiqué dans la même devise que pour le paiement.

### Instructions relatives au paiement :

1. Le présent formulaire doit accompagner la facture en vue du paiement pour chaque article comportant un montant en monnaie étrangère. Il faut remplir les colonnes (1) à (7). Les colonnes (8) et (9) seront remplies automatiquement.
2. Les fournisseurs doivent présenter une feuille de calcul séparée pour chaque facture et indiquer le rajustement du taux de change pour chaque article comportant un montant en monnaie étrangère.
3. Le présent formulaire doit accompagner toutes les factures pour lesquelles la fluctuation du taux de change est supérieure à 2% (augmentation ou diminution), (c. -à-d.  $\text{abs}[(1 - i_0) / i_0] > .02$ ), à moins d'indication contraire dans le contrat.

**APPENDIX "B" to PART 5 - BID SOLICITATION****FEDERAL CONTRACTORS PROGRAM FOR EMPLOYMENT EQUITY – CERTIFICATION**

I, the Bidder, by submitting the present information to the Contracting Authority, certify that the information provided is true as of the date indicated below. The certifications provided to Canada are subject to verification at all times. I understand that Canada will declare a bid non-responsive, or will declare a contractor in default, if a certification is found to be untrue, whether during the bid evaluation period or during the contract period. Canada will have the right to ask for additional information to verify the Bidder's certifications. Failure to comply with any request or requirement imposed by Canada may render the bid non-responsive or constitute a default under the Contract.

For further information on the Federal Contractors Program for Employment Equity visit [Employment and Social Development Canada \(ESDC\) – Labour's](#) website.

Date: \_\_\_\_\_(YYYY/MM/DD) (If left blank, the date will be deemed to be the bid solicitation closing date.)

Complete both A and B.

A. Check only one of the following:

- ( ) A1. The Bidder certifies having no work force in Canada.
- ( ) A2. The Bidder certifies being a public sector employer.
- ( ) A3. The Bidder certifies being a [federally regulated employer](#) being subject to the [Employment Equity Act](#).
- ( ) A4. The Bidder certifies having a combined work force in Canada of less than 100 employees (combined work force includes: permanent full-time, permanent part-time and temporary employees [temporary employees only includes those who have worked 12 weeks or more during a calendar year and who are not full-time students]).

A5. The Bidder has a combined workforce in Canada of 100 or more employees; and

- ( ) A5.1. The Bidder certifies already having a valid and current [Agreement to Implement Employment Equity](#) (AIEE) in place with ESDC-Labour.

**OR**

- ( ) A5.2. The Bidder certifies having submitted the [Agreement to Implement Employment Equity \(LAB1168\)](#) to ESDC-Labour. As this is a condition to contract award, proceed to completing the form Agreement to Implement Employment Equity (LAB1168), duly signing it, and transmit it to ESDC-Labour.

B. Check only one of the following:

- ( ) B1. The Bidder is not a Joint Venture.

**OR**

- ( ) B2. The Bidder is a Joint venture and each member of the Joint Venture must provide the Contracting Authority with a completed annex Federal Contractors Program for Employment Equity - Certification. (Refer to the Joint Venture section of the Standard Instructions)

## Task Authorization Autorisation de tâche

**Instruction for completing the form PWGSC - TPSGC 572 - Task Authorization**  
*(Use form DND 626 for contracts for the Department of National Defence)*

**Instruction pour compléter le formulaire PWGSC - TPSGC 572 - Autorisation de tâche**  
*(Utiliser le formulaire DND 626 pour les contrats pour le ministère de la Défense)*

**Contract Number**

Enter the PWGSC contract number.

**Numéro du contrat**

Inscrire le numéro du contrat de TPSGC.

**Contractor's Name and Address**

Enter the applicable information

**Nom et adresse de l'entrepreneur**

Inscrire les informations pertinentes

**Security Requirements**

Enter the applicable requirements

**Exigences relatives à la sécurité**

Inscrire les exigences pertinentes

**Total estimated cost of Task (Applicable taxes extra)**

Enter the amount

**Coût total estimatif de la tâche (Taxes applicables en sus)**

Inscrire le montant

**For revision only**

**Aux fins de révision seulement**

**TA Revision Number**

Enter the revision number to the task, if applicable.

**Numéro de la révision de l'AT**

Inscrire le numéro de révision de la tâche, s'il y a lieu.

**Total Estimated Cost of Task (Applicable taxes extra) before the revision**

Enter the amount of the task indicated in the authorized TA or, if the task was previously revised, in the last TA revision.

**Coût total estimatif de la tâche (Taxes applicables en sus) avant la révision**

Inscrire le montant de la tâche indiquée dans l'AT autorisée ou, si la tâche a été révisée précédemment, dans la dernière révision de l'AT.

**Increase or Decrease (Applicable taxes extra), as applicable**

As applicable, enter the amount of the increase or decrease to the Total Estimated Cost of Task (Applicable taxes extra) before the revision.

**Augmentation ou réduction (Taxes applicables en sus), s'il y a lieu**

S'il y a lieu, inscrire le montant de l'augmentation ou de la réduction du Coût total estimatif de la tâche (Taxes applicables en sus) avant la révision.

**1. Required Work: Complete sections A, B, C, and D, as required.**

**1. Travaux requis : Remplir les sections A, B, C et D, au besoin.**

**A. Task Description of the Work required:**

Complete the following paragraphs, if applicable. Paragraph (a) applies only if there is a revision to an authorized task.

**A. Description de tâche des travaux requis :**

Remplir les alinéas suivants, s'il y a lieu : L'alinéa (a) s'applique seulement s'il y a révision à une tâche autorisée.

(a) Reason for revision of TA, if applicable: Include the reason for the revision; i.e. revised activities; delivery/completion dates; revised costs. Revisions to TAs must be in accordance with the conditions of the contract. See Supply Manual 3.35.1.50 or paragraph 6 of the Guide to Preparing and Administering Task Authorizations.

(a) Motif de la révision de l'AT, s'il y a lieu : Inclure le motif de la révision c.-à.-d., les activités révisées, les dates de livraison ou d'achèvement, les coûts révisés. Les révisions apportées aux AT doivent respecter les conditions du contrat. Voir l'article 3.35.1.50 du Guide des approvisionnements ou l'alinéa 6 du Guide sur la préparation et l'administration des autorisations de tâches.

(b) Details of the activities to be performed (include as an attachment, if applicable)

(b) Détails des activités à exécuter (joindre comme annexe, s'il y a lieu).

(c) Description of the deliverables to be submitted (include as an attachment, if applicable).

(c) Description des produits à livrer (joindre comme annexe, s'il y a lieu).

(d) Completion dates for the major activities and/or submission dates for the deliverables (include as an attachment, if applicable).

(d) Les dates d'achèvement des activités principales et (ou) les dates de livraison des produits (joindre comme annexe, s'il y a lieu).

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**B. Basis of Payment:**

Insert the basis of payment or bases of payment that form part of the contract that are applicable to the task description of the work; e.g. firm lot price, limitation of expenditure, firm unit price

**C. Cost of Task:****Insert Option 1 or 2:****Option 1:**

Total estimated cost of Task (Applicable taxes extra): Insert the applicable cost elements for the task determined in accordance with the contract basis of payment; e.g. Labour categories and rates, level of effort, Travel and living expenses, and other direct costs.

**Option 2:**

Total cost of Task (Applicable taxes extra): Insert the firm unit price in accordance with the contract basis of payment and the total estimated cost of the task.

**D. Method of Payment**

Insert the method(s) of payment determined in accordance with the contract that are applicable to the task; i.e. single payment, multiple payments, progress payments or milestone payments. For milestone payments, include a schedule of milestones.

**B. Base de paiement :**

Insérer la base ou les bases de paiement qui font partie du contrat qui sont applicables à la description du travail à exécuter : p. ex., prix de lot ferme, limitation des dépenses et prix unitaire ferme.

**C. Coût de la tâche :****Insérer l'option 1 ou 2****Option 1 :**

Coût total estimatif de la tâche (Taxes applicables en sus) Insérer les éléments applicables du coût de la tâche établies conformément à la base de paiement du contrat. p. ex., les catégories de main d'œuvre, le niveau d'effort, les frais de déplacement et de séjour et autres coûts directs.

**Option 2 :**

Coût total de la tâche (Taxes applicables en sus) : Insérer le prix unitaire ferme conformément à la base de paiement du contrat et le coût estimatif de la tâche.

**D. Méthode de paiement**

Insérer la ou les méthode(s) de paiement établit conformément au contrat et qui sont applicable(s) à la tâche; c.-à.-d., paiement unique, paiements multiples, paiements progressifs ou paiements d'étape. Pour ces derniers, joindre un calendrier des étapes.

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**2. Authorization(s):**

The client and/or PWGSC must authorize the task by signing the Task Authorization in accordance with the conditions of the contract. The applicable signatures and the date of the signatures is subject to the TA limits set in the contract. When the estimate of cost exceeds the client Task Authorization's limits, the task must be referred to PWGSC.

**3. Contractor's Signature**

The individual authorized to sign on behalf of the Contractor must sign and date the TA authorized by the client and/or PWGSC and provide the signed original and a copy as detailed in the contract.

**2. Autorisation(s) :**

Le client et (ou) TPSGC doivent autoriser la tâche en signant l'autorisation de tâche conformément aux conditions du contrat. Les signatures et la date des signatures appropriées sont assujetties aux limites d'autorisation de tâche établies dans le contrat . Lorsque l'estimation du coût dépasse les limites d'autorisation de tâches du client, la tâche doit être renvoyée à TPSGC.

**3. Signature de l'entrepreneur**

La personne autorisée à signer au nom de l'entrepreneur doit signer et dater l'AT, autorisée par le client et (ou) TPSGC et soumettre l'original signé de l'autorisation et une copie tel que décrit au contrat.

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## Task Authorization Autorisation de tâche

Contract Number - Numéro du contrat

Contractor's Name and Address - Nom et l'adresse de l'entrepreneur	Task Authorization (TA) No. - N° de l'autorisation de tâche (AT)
	Title of the task, if applicable - Titre de la tâche, s'il y a lieu
	Total Estimated Cost of Task (Applicable taxes extra) Coût total estimatif de la tâche (Taxes applicables en sus) \$

Security Requirements: This task includes security requirements

Exigences relatives à la sécurité : Cette tâche comprend des exigences relatives à la sécurité

No - Non

Yes - Oui

If YES, refer to the Security Requirements Checklist (SRCL) included in the Contract  
Si OUI, voir la Liste de vérification des exigences relative à la sécurité (LVERS) dans le contrat



### For Revision only - Aux fins de révision seulement

TA Revision Number, if applicable Numéro de révision de l'AT, s'il y a lieu	Total Estimated Cost of Task (Applicable taxes extra) before the revision Coût total estimatif de la tâche (Taxes applicables en sus) avant la révision \$	Increase or Decrease (Applicable taxes extra), as applicable Augmentation ou réduction (Taxes applicables en sus), s'il y a lieu \$
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**Start of the Work for a TA : Work cannot commence until a TA has been authorized in accordance with the conditions of the contract.**

**Début des travaux pour l'AT : Les travaux ne peuvent pas commencer avant que l'AT soit autorisée conformément au contrat.**

### 1. Required Work: - Travaux requis :

A. Task Description of the Work required - Description de tâche des travaux requis	See Attached - Ci-joint <input type="checkbox"/>
B. Basis of Payment - Base de paiement	See Attached - Ci-joint <input type="checkbox"/>
C. Cost of Task - Coût de la tâche	See Attached - Ci-joint <input type="checkbox"/>
D. Method of Payment - Méthode de paiement	See Attached - Ci-joint <input type="checkbox"/>

Contract Number - Numéro du contrat
-------------------------------------

**2. Authorization(s) - Autorisation(s)**

<p>By signing this TA, the authorized client and (or) the PWGSC Contracting Authority certify(ies) that the content of this TA is in accordance with the conditions of the contract.</p> <p>The client's authorization limit is identified in the contract. When the value of a TA and its revisions is in excess of this limit, the TA must be forwarded to the PWGSC Contracting Authority for authorization.</p>	<p>En apposant sa signature sur l'AT, le client autorisé et (ou) l'autorité contractante de TPSGC atteste(nt) que le contenu de cette AT respecte les conditions du contrat.</p> <p>La limite d'autorisation du client est précisée dans le contrat. Lorsque la valeur de l'AT et ses révisions dépasse cette limite, l'AT doit être transmise à l'autorité contractante de TPSGC pour autorisation.</p>
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\_\_\_\_\_  
Name and title of authorized client - Nom et titre du client autorisé à signer

\_\_\_\_\_  
Signature Date

\_\_\_\_\_  
PWGSC Contracting Authority - Autorité contractante de TPSGC

\_\_\_\_\_  
Signature Date

**3. Contractor's Signature - Signature de l'entrepreneur**

\_\_\_\_\_  
Name and title of individual authorized - to sign for the Contractor  
Nom et titre de la personne autorisée à signer au nom de l'entrepreneur

\_\_\_\_\_  
Signature Date