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Title - Sujet RFI-ENGINEERING FLIGHT TEST RATION.	
Solicitation No. - N° de l'invitation W8485-15EFTR/B	**Date** 2016-03-01
Client Reference No. - N° de référence du client W8485-15EFTR	**GETS Ref. No. - N° de réf. de SEAG** PW-$PSD-015-25717
File No. - N° de dossier 015psd.W8485-15EFTR	**CCC No./N° CCC - FMS No./N° VME**
Solicitation Closes - L'invitation prend fin **at - à 02:00 PM** **on - le 2016-04-01**	**Time Zone** **Fuseau horaire** Eastern Daylight Saving Time EDT
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Canada

CONCEPT OF OPERATIONS
EFTR INDUSTRY ONE-ON-ONE FOLLOW-ON SESSIONS – 13-14 APRIL 2016

Aim

The aim of follow-on Industry "One-on-One" meetings is simply to clarify and to expand upon the submissions received for the Engineering Flight Test Rationalization (EFTR) initiative's original Request for Information (RFI).

References

A. Public Works & Government Services Canada Letter of Interest dated 31 Jul 2015
B. Industry Responses to RFI received on or before 23 Sep 2015

Background

The objective of the original EFTR RFI was to solicit relevant feedback from industry on methods that could enable the effective and economical provision of some of the engineering flight test and evaluation functions that are now carried out at AETE in Cold Lake. The RFI was designed to obtain higher fidelity information than was obtained at the initial industry consultation.

The RFI was structured in order to seek information from industry on innovative business models including but not limited to:

- Innovative contracting options – Partnering , P3s, etc;
- Industry's willingness to provide services in Cold Lake or elsewhere;
- The preferred geographical location to provide their services; and
- The services industry was willing to supply.

The tenets and information provided in the original RFI remain. This supplemental RFI solicits respondents to further refine their proposals to provide DND with more detailed information for its business case analysis, including approximate costs. Other elements of interest include innovative business models, as well as more detail on the suggested basis of payment options, annual contract cost estimates, human and materiel resource management plans, and integration with the AETE evaluation team. Industry will also be provided with supplemental information intended to permit the respondents to further refine their original submissions.

One-on-One Meeting Construct

The "One-on-One" follow-up meetings will be conducted at 455 Boulevard de la Carrière, in Gatineau, Quebec, on 13-14 April 2016 using DND conference rooms and "green room" approach. Participants will have the opportunity to set up their presentation in advance.

Each participating company will request a meeting duration for presentations and discussion, and DND will publish a schedule as soon as possible.

Government Representation

In addition to AETE and Directorate of Aerospace Equipment Program Management (DAEPM) representatives, the discussions will include representation from Public Services and Procurement Canada (PSPC – formerly PWGSC), the Directorate of Procurement Services (D Proc Svcs), and Innovation, Science and Economic Development Canada (ISEDC – formerly Industry Canada).

Information Requirements

All respondents will be notified of the follow-on RFI meeting opportunity at least one month in advance. Alternative participation options, such as videoconference or teleconference, will be considered if requested.

A supplemental RFI document that outlines areas of further interest to DND and contains additional details on AETE performance metrics and sample project information will be provided to the respondents electronically, posted on Buyandsell.gc.ca.

Security Requirements

Security arrangements will have to made in advance of the Industry Engagement. The full names of each participant will need to be forwarded to the DND representative in order to have building passes arranged.

SUPPLEMENTAL REQUEST FOR INFORMATION
TITLE: ENGINEERING FLIGHT TEST RATIONALIZATION (EFTR)
1 March 2016

PURPOSE

This Request for Information (RFI) is supplemental to *Request for Information – Engineering Flight Test Rationalization (Client Reference Number W8485-15EFTR)*. It provides additional information requested by respondents to further describe the scope and depth of Aerospace Engineering and Test Establishment's (AETE) Engineering Support functions, as well as the magnitude of project activities performed. This document supplements the initial RFI and is intended to provide additional material in advance of one-on-one meetings between Industry and the Government of Canada.

BACKGROUND

With *RFI-W8485-15EFTR*, Canada requested feedback from Industry to assist with the formulation of a comprehensive rationalization plan for the delivery of engineering flight test and evaluation capabilities. Respondents to the initial RFI requested opportunities for one-on-one meetings with the Department of National Defence (DND) and additional information concerning the scope of activities performed by AETE.

The tenets and information provided in the original RFI remain. This supplemental RFI solicits respondents to further refine their proposals to provide DND with more detailed information for its business case analysis, including approximate costs. Other elements of interest include innovative business models, as well as more detail on the suggested basis of payment options, annual contract cost estimates, human and materiel resource management plans, and integration with the AETE evaluation team.

REQUEST FOR INFORMATION PROCESS AND SCHEDULE

The RFI process and schedule is detailed in Table 1:

Table 1- RFI Process and Schedule

Action	Date
Initial Request for Information issued.	31 July 2015
Initial Request for Information Close Date.	23 September 2015
Canada reviews Industry Submissions.	September/October 2015
Supplemental RFI to Respondents issued.	1 March 2016
Respondents advise of their desire to have a one-on-one engagement with Canada and their preference for a virtual or in-person engagement.	18 March 2016
Deadline for respondents to comment on the supplemental RFI.	1 April 2016
One-on-one meeting venues and schedule established.	Mid-April 2016
Canada analyses Request for Information responses in order to determine appropriate subsequent Engineering Flight Test Rationalization action.	TBD

REQUIREMENTS

Canada seeks more detailed information and recommendations related to the industry best practices, contracting options, annual cost estimates, and resource management constructs from the respondents to the initial RFI. In addition to the detailed work packages included in the initial RFI, the following information is provided along with additional questions for which information is being sought.

PERFORMANCE METRICS AND SAMPLE PROJECTS

The initial RFI provided a brief synopsis of some example projects conducted by AETE. The following performance metrics and annual project levels of effort are provided for consideration:

- During Fiscal Year 2014-2015, AETE conducted 50 projects, consisting of 18 small, 13 medium and 19 large projects (categorized based on relative levels of Engineering Support effort);
- Sample project files for two small, two medium, and one large project—including all project documentation, engineering drawings, and engineering technical notes—are enclosed in electronic format. They are intended to aid in assessing the equivalent level of effort and approach that would be performed by industry. The projects are categorized using the assessment criteria enclosed with the sample project files; and
- AETE Engineering Support is currently resourced according to Table 2.

Table 2- AETE Engineering Support Resources

CURRENT ENGINEERING SUPPORT PERSONNEL RESOURCES
MANAGEMENT - 1 Senior Design Engineer - 1 Officer in Charge – Data Acquisition and Processing (Engineering Manager) (Royal Canadian Air Force - RCAF) - 1 Avionics Technician (Training and Qualification Manager) (Part Time work- RCAF)
INSTRUMENTATION - 1 Chief Flight Test Instrumentation Engineer (1 Public Servant - PS) - 3 Avionics Engineers (1 RCAF, 2 PS) - 3 Structural Engineers (2 RCAF, 1 PS) - 2 Mechanical Designers (PS) - 2 Electrical Designers (PS)
DATA ENGINEERING - 1 Chief Data Engineer (PS) - 1 Data Engineer (PS) - 1 Computer Programmer (PS) - 1 Data Processor (PS) - 2 Electronics Technologists (PS)
EMC Engineering - 1 EMC Engineer (PS) - 1 EMC Technologist (PS)
FLIGHT TEST CONTROL ROOM - 1 Electronics Technologist Supervisor (PS) - 1 Electronics Technician (PS)
ELECTRICAL MANUFACTURING - 1 Avionics Technician Shop Supervisor (RCAF) - 2 Senior Avionics Technicians (RCAF) - 3 Avionics Technicians (RCAF) - 4 Junior Avionics Technicians (RCAF)
MECHANICAL MANUFACTURING - 1 Aircraft Structures Technician Shop Supervisor (RCAF) - 2 Senior Aircraft Structures Technicians (RCAF) - 5 Aircraft Structures Technicians (RCAF) - 2 Junior Aircraft Structures Technicians (RCAF)
TECHNICAL SUPPORT - 2 Managers (RCAF) - 1 Senior Shop Supervisor Aerospace Telecommunications and Information Services Technician (RCAF) - 8 Aerospace Telecommunications and Information Services Technician (RCAF)
INFORMATION SERVICES - 1 Chief Information Services and Network Manager (PS) - 5 Information Services Technicians (RCAF)

While some flight test instrumentation modifications and testing can be conducted at AETE, there is an increasing trend to complete these tasks at Canadian Armed Forces operating bases. The requirement to send engineers and technologists on temporary duty travel to main operating base locations within Canada can be expected 3-4 times per year for approximately 1-2 week durations. While the possibility of conducting testing at international locations should be considered, AETE has not had a recent requirement to do so.

FLIGHT TEST CONTROL AND COORDINATION

DND uses flight test control and coordination infrastructure to conduct Unmanned Aerial Vehicle testing, facilitate complex aircraft testing, and to enhance the safety of higher-risk flight test programs. The current system is composed of fixed infrastructure linking the 4 Wing range facilities at Cold Lake, Alberta to the AETE flight test control room within the unit hangar via microwave link.

DND often conducts flight testing within Canada at locations other than Cold Lake. Therefore, DND is seeking innovative ideas (including estimated procurement and in-service support models and costs) for the provision of a mobile Flight Test Coordination capability that allows for the receiving and processing of real-time flight-test data, and to allow for in-flight control decisions. The solution must be:

- Mobile across Canada;
- Have four work stations;
- Be of sufficient size for five team members; and
- Use internationally standardized flight test analysis and display software, such as Interactive Analysis and Display System.

This type of ground support would not be required for every project and would be infrequently used; however, this capability will need to be maintained in a ready state to meet operational requirements in a prompt and cost-effective manner.

SURGE CAPABILITIES

DND requests a better understanding of the respondents' surge capability—including the associated costs—to meet unforecasted test requirements and engineering support capability services. Therefore, a detailed explanation is sought, to include where appropriate:

- Numbers of personnel;
- Core structure and/or matrix reach-back;
- Responsiveness to changing priorities or unforecasted engineering support requirements; and
- Any other means Industry plans to guarantee agility and affordability.

PROJECT MANAGEMENT

Effective project management is cornerstone to any organization managing simultaneous projects of varying complexity. DND is seeking innovative solutions and strategies to effectively integrate Industry Engineering Support constructs with AETE's core evaluation and project teams. The explicit goal is to optimize AETE's mandate to provide aerospace test and evaluation expertise and services in support of the Canadian Armed Forces' operational capabilities, while maintaining agility to respond to changing priorities, and flexibility to meet surge demands when necessary. DND requests further detail regarding recommendations and suggestions for the integrated governance model for proposed Engineering Support personnel constructs, as well as how project management, workflow, and integration with the core AETE evaluation team will be ensured.

INDUSTRIAL AND TECHNOLOGICAL BENEFITS

As indicated in *RFI-W8485-15EFTR*, Canada is requesting that Industry provide information regarding Canadian capabilities, export potential, R&D activities, and industrial opportunities to help Canada determine the best leveraging approach for procurements that may occur as a result of the Engineering Flight Test Rationalization. A list of questions was included in *RFI-W8485-15EFTR* at Annex A (Consolidated List of Response Items) under the Government of Canada Policy Issues section (Questions 21 and 22). Thank you to those companies that provided responses to the questions. Any further detail that companies may wish to add to their responses is welcomed. Companies that did not provide a response to the questions are encouraged to do so.

REVIEW OF THE REQUEST FOR INFORMATION

After receipt of the submissions, Canada will determine the length of time necessary to review the industry submissions with respondents and will arrange for follow-on activies.