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SOLICITATION AMENDMENT
MODIFICATION DE L'INVITATION

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

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

Comments - Commentaires

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

Issuing Office - Bureau de distribution
Public Works and Government Services Canada -
Western Region
Room 100
167 Lombard Ave.
Winnipeg
Manitoba
R3B 0T6

Title - Sujet Aircraft Structures Technician Trai	
Solicitation No. - N° de l'invitation W6570-16AT01/A	Amendment No. - N° modif. 001
Client Reference No. - N° de référence du client W6570-16AT01	Date 2016-09-27
GETS Reference No. - N° de référence de SEAG PW-\$WPG-209-9981	
File No. - N° de dossier WPG-6-39020 (209)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2016-10-03	
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Allard, Ken	Buyer Id - Id de l'acheteur wpg209
Telephone No. - N° de téléphone (204) 229-5423 ()	FAX No. - N° de FAX (204) 983-7796
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	

Instructions: See Herein

Instructions: Voir aux présentes

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

This amendment is raised to address the following:**Response to Questions:****Question 1:**

Has [the] DND considered allowing contractors to bid using their current Transport Canada approved Aircraft Structural Repair programs as the basis for the training? Of course they would have to be cross referenced to the DND training requirements to indicate where any gaps may exist but this would instantly give DND access to modern, up to date training programs.

Answer: It is expected that bidders will base their bids upon their existing Aircraft Structures Repair program/course, and as required identify any "gaps" against DND's stated performance objectives (POs). All identified gaps/POs MUST be included as part of the overall course delivery.

Note: the PO's specific to this training was created and approved by the Qualification Manager, 2 Canadian Air Division HQ to satisfy the RCAF Aircraft Structures Technician Qualification Standard.

Question 2:

At p. 24, it is written that the contractor's training component are PO's 404 to PO 415 (except PO 406) for a total of 160 days. But at pages 35 to 45, the POs contain in the chapter 4 are PO 409 to 417 and the numbers of days are not mentioned. Could you confirm us which PO's are targeted by the solicitation, their duration and the total number of days? It will help us for the Financial Bid.

Answer: The table at 2.2.3 has been corrected and updated. The number of days have been removed, as they reflect on-base training provided by CFSATE and may not represent actual levels of effort. The bidder must meet the Performance Objectives (POs) in the table as part of the training curriculum. Bidders must indicate their total training days for the course and the estimated days and/or hours specific to the following POs must be included in the training curriculum

PO 409 Perform Facility Level Activities

PO 410 Maintain Bushings and Bearings

PO 411 Maintain Aircraft Lines

PO 412 Maintain Aircraft Metal Structures

PO 413 Maintain Protective Coatings and Markings

PO 414 Maintain Aircraft Composite and Plastic Structures

PO 415 Maintain Textile Components

PO 416 Maintain Aircraft Personnel Doors and Escape Hatches (non-hydraulically actuated)

PO 417 Maintain Aircraft Wind Screens and Windows

Question 3:

In our actual contract for the training program ACS, we have a ratio of 2 teachers for 16 students for the practical applications and it is compliant with the military representatives. In the Financial Bid, should we plan 1 teacher for 4 students as mentioned in the solicitation or we plan to deliver the program at the same ratio than currently?

Answer: The Project Authority upon reviewing the student to instructor ratio has stated that the minimum acceptable ratio is 8 students to 1 instructor (8:1).

Question 4:

Do we have to provide the lunches for the trainees and included it in the cost?

Answer: No, meals are not to be provided by the contractor. This is the responsibility of DND.

Question 5:

On page 28 3.3.2 notes that there will be a coordination of the start and end dates with the Course

Director, technical and contracting authorities. Will this include the three serials that are identified on page 25? Is there flexibility on these dates to avoid the French serials being delivered concurrently/overlapped?

Answer: Coordination of the start and end dates with the Course Director, technical and contracting authorities will occur upon contract award for all currently scheduled course delivery dates. Course start dates may be adjusted by approximately a week upon mutual agreement

The contractor must provide the Technical Authority 30 days prior to the commencement of each course a course calendar, including planned in-class days, practical applications, and student reporting.

NOTE: Paragraph 3.3.2 has been revised and moved under heading 3.1 Course Throughput.

Question 6:

Is the English and French courseware (lesson plans, practical tasks, etc.) currently delivered at CFSATE Borden available to view?

Answer: No the lesson plans and practical tasks are not available.

Question 7:

What would be the minimum education level of the candidates enrolled in the program? Our ASR program is currently designed with a student that has completed high school in mind. As we have many years of experience in delivering Aircraft Structural Repair training this information would give us the ability to anticipate the amount of tutoring required and the expected success rate of the program candidates.

Answer: The minimum education level is Grade X. However, many candidates have completed high school. As well all DND students have completed Basic Military Training (Recruit School). Prior to commencing the Aircraft Structures Technician Training curriculum, all students undergo a 40 day program known as the Common Core Enhanced package.

Question 8:

Does DND expect a set number of training hours per day? In Section 2.2.3 Part 3 it states that delivery of the Contractor's Training Component would normally take 160 days to complete, what would that equate to in hours?

Answer: A normal training day is based on a seven and one-half hour day dedicated to training activities required to achieve the Performance Objectives (PO) delineated in Training Standards. Training days do not normally include Saturdays, Sundays or the statutory holidays.

Reference to number of days have been removed, as they reflect on-base training provided by CFSATE and may not represent actual levels of effort.

Question 9:

ANNEX B, Basis of Payment, indicates that there would be an estimated 14 students per class at the beginning of each section. Has a minimum and maximum number of students entering at the start of a class been established?

Answer: The minimum and maximum for each serial is as stated 14 to 16.

Question 10:

Is training expected to take place for 5 or 7 days per week? Weekdays only or weekends as well? Following the schedule contained in ANNEX B, Basis of Payment and using a 5 day per week schedule, it is possible that a contractor would be required to run multiple classes at the same time. This can present serious issues for the scheduling of resources and would need to be taken into consideration.

Answer: Training days do not normally include Saturdays, Sundays or the statutory holidays. The contractor may have to run concurrent classes.

Under: ANNEX A**Delete: 2.2.3 Part 3: Aircraft Structures Training**

The contractor's component will meet or exceed the requirements identified in Qualification Standard for AKDM - Aircraft Structures Technician Qualification Standard at Appendix 1 of this Annex. This is currently 160 training days as delivered at CFSATE, Borden which includes time for administration and physical fitness. The following is a list of Performance Objectives that the contract is required to teach and the days are a representation of the days currently spent on each topic. This schedule is presented as representation of current timelines but will not impact the Point Based assessment

PO#	Days	Performance Objective - Contractor's training component
404	6	Maintain Aircraft Personnel Doors and Escape Hatches (non-hydraulically actuated)
405	6	Maintain Aircraft Windscreens and Windows
407	35	Perform Facility Level Activities
408	7	Maintain Aircraft Lines
409	28	Perform Aircraft Structural Repair
410	5	Perform Corrosion Control
411	26	Maintain Protective Coatings and Markings
412	2	Utilize Adhesives/Sealants
413	11	Maintain Textile Components
414	10	Maintain Plastics and Transparencies
415	24	Repair Composite Components

Insert: 2.2.3 Part 3: Aircraft Structures Training

The contractor's component will meet or exceed the requirements identified in Qualification Standard for AKDM - Aircraft Structures Technician Qualification Standard at Appendix 1 of this Annex. This is currently 180 training days as delivered at CFSATE, Borden which includes time for administration and physical fitness.

The bidder must meet the Performance Objectives (POs) in the table as part of the training curriculum.

PO#	Performance Objective - Contractor's training component
PO 409	Perform Facility Level Activities
PO 410	Maintain Bushings and Bearings
PO 411	Maintain Aircraft Lines
PO 412	Maintain Aircraft Metal Structures
PO 413	Maintain Protective Coatings and Markings
PO 414	Maintain Aircraft Composite and Plastic Structures
PO 415	Maintain Textile Components
PO 416	Maintain Aircraft Personnel Doors and Escape Hatches (non-hydraulically actuated)
PO 417	Maintain Aircraft Wind Screens and Windows

Under: 3.0 AIRCRAFT STRUCTURES TECHNICIAN TRAINING PROGRAM STRUCTURE

Insert: 3.1.1 PROGRAM COORDINATION

Coordination of the start and end dates with the Course Director, technical and contracting authorities will occur upon contract award for all currently scheduled course delivery dates. Course start dates may be adjusted by approximately a week upon mutual agreement

The contractor must provide the Technical Authority 30 days prior to the commencement of each course a course calendar, including planned in-class days, practical applications, and student reporting.

Bidders must indicate their total training days for the complete course and the estimated days and/or hours specific for the Performance Objectives at 2.2.3.

Under: 3.2.3 Detailed Training Program - Contractor Requirements

Delete:

g) All required contractor personnel for oversight of students during the practical exercises. The contractor must provide a minimum of 4:1 student to instructor ratio for all practical training. This ratio may be further impacted dependant on the safety risks involved given the type of training aid used, the difficulty of the task being completed and the number and of training aid being used;

Insert:

g) All required contractor personnel for oversight of students during the practical exercises. The contractor must provide a minimum of 8:1 student to instructor ratio for all practical training. This ratio may be further impacted dependant on the safety risks involved given the type of training aid used, the difficulty of the task being completed and the number and of training aid being used;

Under: 3.3 TRAINING PROGRAM MANAGEMENT – Contractor’s Responsibility

Delete:

2. Coordination of the start and end dates with the CD technical and the contracting authorities. The contractor must provide the Technical Authority with a detailed presentation, outlining all courses and scheduling specifics, 30 days prior to the commencement of the first serial.

Under: Appendix 2 to Annex: A - Mandatory Technical Criteria and Point Rated Criteria

Delete: M3 Aircraft Structure Training

The bidder must submit an existing copy of their Aircraft Structures training course and a copy of the instructional lesson plan(s) identifying all theoretical and practical lessons, including supporting training aids.

Insert: M3 Aircraft Structure Training

The bidder must submit an existing copy of their Aircraft Structures training course and a copy of the instructional lesson plan(s) identifying all theoretical and practical lessons, including supporting training aids.

Bidders must indicate their total number of estimated training days for the complete course.

Delete: M4 Student to Instructor Ratio

The bidder must provide a minimum of 14/16:1 student to instructor ratio for theory; and must provide a minimum of 4:1 student to instructor ratio for practical applications. This ratio is required for safety risks involved given the training aid, the difficulty of the task, and the type of training aid(s) being used.

Insert: M4 Student to Instructor Ratio

The bidder must provide a minimum of 14/16:1 student to instructor ratio for theory; and must provide a minimum of 8:1 student to instructor ratio for practical applications. This ratio is required for safety risks involved given the training aid, the difficulty of the task, and the type of training aid(s) being used.

ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED