



**RETURN BIDS TO:
RETOURNER LES SOUMISSIONS A :**

Bid Receiving/Réception des soumissions
HQ Procurement
73 Leiken Drive, M1, 4th floor Stop 15
Ottawa, Ontario K1A 0R2
Attn: Shannon Plunkett

**REQUEST FOR
STANDING OFFER**

NISO – National Individual Standing Offer

**DEMANDE D'OFFRES À
COMMANDES**

Offre à commandes individuelle et
nationale (OCIN)

Proposal to: Royal Canadian Mounted Police

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 : Gendarmerie royale du 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 appendices ci-jointes,
les biens, services et construction énumérés
ici sur toute feuille ci-annexée, au(x) prix
indiqué(s).

Title – Sujet Pilatus PC-12/45 or 47 Avionics Upgrade		Date October 24th, 2016
Solicitation No. – N° de l'invitation 201606619		
Client Reference No. - No. De Référence du Client 0644 - M0080 1005110		
Solicitation Closes – L'invitation prend fin		
At / à :	02 :00PM	EST (Eastern Standard Time) HSE (heure standard de l'Est)
On / le :	November 8th, 2016	
Delivery - Livraison	Taxes - Taxes	Duty – Droits See herein — Voir aux présentes
Destination of Goods and Services – Destinations des biens et services See herein — Voir aux présentes		
Instructions See herein — Voir aux présentes		
Address Inquiries to – Adresser toute demande de renseignements à Diane Palarchio		
Telephone No. – No. de téléphone 613-843-5907		Facsimile No. – No. de télécopieur 613-825-0082

Delivery Required – Livraison exigée See herein — Voir aux présentes	Delivery Offered – Livraison proposée
Vendor/Firm Name, Address and Representative – Raison sociale, adresse et représentant du fournisseur/de l'entrepreneur:	
Telephone No. – No. de téléphone	Facsimile No. – No. 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



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PART 1 - GENERAL INFORMATION

1.1 Introduction

The Request for Standing Offers (RFSO) is divided into seven parts plus attachments and annexes, as follows:

- Part 1 General Information: provides a general description of the requirement;
- Part 2 Offeror Instructions: provides the instructions applicable to the clauses and conditions of the RFSO;
- Part 3 Offer Preparation Instructions: provides offerors with instructions on how to prepare their offer to address the evaluation criteria specified;
- Part 4 Evaluation Procedures and Basis of Selection: indicates how the evaluation will be conducted, the evaluation criteria which must be addressed in the offer, and the basis of selection;
- Part 5 Certifications: includes the certifications to be provided;
- Part 6 6A, Standing Offer, and 6B, Resulting Contract Clauses:
 - 6A, includes the Standing Offer containing the offer from the Offeror and the applicable clauses and conditions;
 - 6B, includes the clauses and conditions which will apply to any contract resulting from a call-up made pursuant to the Standing Offer.

The Annexes include the Statement of Work, the Basis of Payment and the Standing Offer Reporting Requirements.

1.2 Summary

The Royal Canadian Mounted Police (RCMP) Air Services Branch has a requirement for an upgrade to the outdated Avionics system in its legacy Pilatus PC-12/45 aircraft registration C-FMPB. The aircraft operates in very remote regions of the Yukon, where navigation and communication systems installed onboard the aircraft are crucial for the safety of flight. The project consists mainly of upgrading the GPS / NAV / COM navigation and communication systems and also the installation of Police Communication radios and other minor improvements.



The period for making call-ups against the Standing Offer is from Standing Offer award to October 1st, 2017.

If the Standing Offer is authorized for use beyond the initial period, the Offeror offers to extend its offer for one additional 3 year option period. Under the same conditions and at the rates or prices specified in the Standing Offer, or at the rates or prices calculated in accordance with the formula specified in the Standing Offer.

The Offeror will be advised of the decision to authorize the use of the Standing Offer for an extended period by the Standing Offer Authority 30 days before the expiry date of the Standing Offer. A revision to the Standing Offer will be issued by the Standing Offer Authority.

For services requirements, Offerors must provide the required information as detailed in article 2.3 of Part 2 of the Request for Standing Offers (RFSO), in order to comply with Treasury Board policies and directives on contracts awarded to former public servants.

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

1.3 Debriefings

Offerors may request a debriefing on the results of the request for standing offers process. Offerors should make the request to the Standing Offer Authority within 15 working days of receipt of the results of the request for standing offers process. The debriefing may be in writing, by telephone or in person.

1.4 Procurement Ombudsman

The Office of the Procurement Ombudsman (OPO) was established by the Government of Canada to provide an independent avenue for suppliers to raise complaints regarding the award of standing offers under \$25,000 for goods and under \$100,000 for services. You have the option of raising issues or concerns regarding the solicitation, or the award resulting from it, with the OPO by contacting them by telephone at 1-866-734-5169 or by e-mail at boa-opo@boa-opo.gc.ca. You can also obtain more information on the OPO services available to you at their website at www.opo-boa.gc.ca.

PART 2 - OFFEROR INSTRUCTIONS

2.1 Standard Instructions, Clauses and Conditions

All instructions, clauses and conditions identified in the Request for Standing Offers (RFSO) 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>) issued by Public Works and Government Services Canada.

Revision to Departmental Name: As this solicitation is issued by Royal Canadian Mounted Police (RCMP), any reference to Public Works and Government Services Canada or PWGSC or its Minister contained in any term, condition or clause of this solicitation, including any individual SACC clauses incorporated by reference, will be interpreted as reference to RCMP or its Minister.

Offerors who submit an offer agree to be bound by the instructions, clauses and conditions of the RFSO and accept the clauses and conditions of the Standing Offer and resulting contract(s).



The (2006) 2016-04-04 Standard Instructions - Request for Standing Offers - Goods or Services - Competitive Requirements, are incorporated by reference into and form part of the RFSO.

Subsection 5.4 of 2006, Standard Instructions - Request for Standing Offers - Goods or Services - Competitive Requirements, is amended as follows:

Delete: 60 days⁶

Insert: 120 days

2.2 Submission of Offers

Offers must be submitted only to RCMP Bid Receiving Unit by the date, time and place indicated on page 1 of the Request for Standing Offers.

Due to the nature of the Request for Standing Offers, transmission of offers by facsimile to RCMP and or electronic submission will not be accepted.

2.3 Enquiries - Request for Standing Offers

All enquiries must be submitted in writing to the Standing Offer Authority no later than 15 calendar days before the Request for Standing Offers (RFSO) closing date. Enquiries received after that time may not be answered.

Offerors should reference as accurately as possible the numbered item of the RFSO to which the enquiry relates. Care should be taken by offerors 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 offerors do so, so that the proprietary nature of the question(s) is eliminated, and the enquiry can be answered to all offerors. Enquiries not submitted in a form that can be distributed to all offerors may not be answered by Canada.

2.4 Applicable Laws

The Standing Offer and any contract resulting from the Standing Offer must be interpreted and governed, and the relations between the parties determined, by the laws in force in Ontario

Offerors may, at their discretion, substitute the applicable laws of a Canadian province or territory of their choice without affecting the validity of their offer, 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 offerors.

2.5 Promotion of Direct Deposit Initiative

The following information is not related to the solicitation process:

An initiative within the Government of Canada called the Cheque Standardization Project has been established whereby eventually for all payments, cheque stubs will no longer be printed and, with few exceptions, will be processed via direct deposit. This option is only available when payment is made in



Canadian dollars for deposit into a Canadian bank account. In an attempt to be proactive, RCMP Corporate Accounting is promoting the registration of RCMP suppliers for the upcoming change in the payment process.

If you are the successful offeror on this or any other RCMP requirement, you are encouraged to register with the RCMP for direct deposit. Please contact RCMP Corporate Accounting by email to receive a form entitled *Recipient Electronic Payment Registration Request* along with instructions for completion of the form.

Should you have any questions regarding the Cheque Standardization Project or if you want to register, please contact the following email: corporate_accounting@rcmp-grc.gc.ca

PART 3 - OFFER PREPARATION INSTRUCTIONS

3.1. Offer Preparation Instructions

Canada requests that offerors provide their offer in separately bound sections as follows:

Section I: Technical Offer (3 hard copies)

Section II: Financial Offer (1 hard copy)

Section III: Certifications (1 hard copy)

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

Canada requests that offerors follow the format instructions described below in the preparation of their offer.

- (a) use 8.5 x 11 inch (216 mm x 279 mm) paper;
- (b) use a numbering system that corresponds to that of the Request for Standing Offers.

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, offerors 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 Offer

In their technical offer, offerors should explain and demonstrate how they propose to meet the requirements and how they will carry out the Work.

Section II: Financial Offer

Offerors must submit their financial offer in accordance with Annex B Basis of Payment. The total amount of Applicable Taxes must be shown separately.



3.1.2 Exchange Rate Fluctuation

1. The Offeror may request Canada to assume the risks and benefits of exchange rate fluctuations. If the Offeror claims for an exchange rate adjustment, this request must be clearly indicated in the offer at time of bidding. The Offeror must submit form [PWGSC-TPSGC 450](#), Claim for Exchange Rate Adjustments with its offer, 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 Offeror 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 Offeror must complete columns (1) to (4) on form [PWGSC-TPSGC 450](#), for each line item where they want to invoke the exchange rate fluctuation provision. Where offers 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 Offeror will not be accepted for the purposes of this exchange rate fluctuation provision.

Section III: Certifications

Offerors must submit the certifications required under Part 5.

PART 4 - EVALUATION PROCEDURES AND BASIS OF SELECTION

4.1 Evaluation Procedures

- (a) Offers will be assessed in accordance with the entire requirement of the Request for Standing Offers including the technical and financial evaluation criteria.
- (b) An evaluation team composed of representatives of Canada will evaluate the offers.

4.1.1 Technical Evaluation

4.1.1.1 Mandatory and Point Rated Technical criteria

Interpretation of Personnel Requirement by the Evaluation Team

1. The statements and requirements in this article apply to the Mandatory personnel information.
2. To demonstrate the experience of personnel (i.e. resources), the Offeror should provide complete project details as to where, when (month and year) and how (through which activities/ responsibilities) the stated qualifications/experience were obtained. The Offeror is advised that only listing position or assignment titles without providing any supporting data to describe responsibilities, duties, and relevance to the requirements will not be considered "demonstrated" for the purpose of this valuation.



3. Experience gained during formal education shall not be considered work experience. All requirements for work experience shall be obtained in a legitimate work environment as opposed to an educational setting. Co-op work terms are considered work experience provided they are related to the required services. If no months/ years are stated to indicate when the work experience was obtained, then the experience will not be considered.

4. The Offeror is advised that the month(s) of valid experience listed for a project whose timeframe overlaps that of another referenced project will only be counted once. For example: Project 1 timeframe is July 2001 to December 2001; Project 2 timeframe is October 2001 to January 2002; the total months of experience for these two project references is seven (7) months.

5. The Offeror is advised that, if the experience description only contains years, and does not specify any months within the year, then a maximum of only one month of experience will be allowed by the evaluation team if the experience starts and ends in the same year; and if the experience starts and ends in different years, only one month for the beginning year and one month for the end year of the range specified. For example, if the experience description states that a particular position or assignment was undertaken during:

- (a). "2004", then only one month will be allowed for 2004, provided that the experience is applicable;
- (b). "2004-2005", then only one month will be allowed for 2004, and one month for 2005, for a total of two months, provided that the experience is applicable;
- (c). "2003-2005", then only one month will be allowed for 2003, and one month for 2005, and 12 for 2004, for a total of 14 months, provided that the experience is applicable. In cases where the number of years is longer, the first and last year will still be counted as one month each, provided that the experience is applicable.

6. Phrases such as "within the last sixty (60) months" are used mean "within the sixty (60) preceding the closing date of the RFP". In the event that the RFP closing date is changed after the initial publication of the RFP, the Offeror may choose to interpret the phrase as being measured from either the initial closing date or the final closing date, unless otherwise directed in an RFP amendment.

7. Phrases such as "experience working as a Manager" (or other resource category title) mean that the experience must match, to the satisfaction of the evaluation team, the requirements for such a resource category as stated in the Statement of Work provided with this RFP.

8. Phrases such as "experience dealing with matters related to the Statement of Work" mean that the experience must match, to the satisfaction of the evaluation team, the nature of the requirements for the work being done by the RCMP as described throughout the Statement of Work, including but not limited to background and introductory and other descriptive information.

4.1.1.2 Mandatory Technical Criteria

Instructions to Offerors for responding to mandatory criteria:

- 1. From the dates in month/year; offerors are encouraged to calculate the number of months and insert the total number of months in brackets; example: January 2006 to March 2006 (3 months)
- 2. To demonstrate Resource experience, the Proposed Resource(s) must provide a resume. All claims with regard to resource experience, qualifications or expertise must be substantiated



through the provision of detailed project descriptions of how and where the claimed experience, qualifications or expertise were gained. Unsubstantiated claims of experience, qualifications or expertise will not be considered by the evaluation team during the mandatory evaluation.

3. The Offeror is requested to respond to the Evaluation Criteria using the table format below.

4. The offeror must make clear references to the candidates' resume for each stated claim in the contractor's response (where applicable). Complete details demonstrating how an Offeror meets each Evaluation Criteria must be provided, including reference to where, when and how experience was obtained and how it relates to each requirement.

5. Each resource will be evaluated individually. Please prepare separate evaluation forms for each resource proposed.

MANDATORY REQUIREMENTS

At offer closing time, the Offeror must:

- (a) comply with the following Mandatory Requirements; and
- (b) provide the necessary documentation to support compliance.

Any offer which fails to meet the following Mandatory Requirements will be considered non-responsive and will not be given further consideration.

	Mandatory Criteria	MET (Yes/No)	Demonstrate HOW the requirement is Met (Cross reference to resource resume as applicable)
Offeror Requirements:			
M1	The offeror must be a Garmin Authorized Dealer and a Honeywell Authorized Dealer. The offeror must provide copies of their Dealer Certificates at time of offer submission. Failure to do so will render the offerors proposal non-compliant.		
M2	The offeror must be a Transport Canada Approved Maintenance Organization with rating Avionics and Structures. The offeror must provide a copy of their AMO Certificate of Approval, issued by Transport Canada Avionics and Structures at time of offer submission. Failure to do so will render the offerors proposal non-compliant.		
M3	The offeror has a minimum of eight (8) years demonstrated experience upgrading aircraft within		



	the last twenty (20) years.		
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Resource Requirements:			
M4	The offeror must have a minimum of three (3) full time experienced (6 years or more demonstrated experience) Avionics Technicians available to work on this project.		
M5	The proposed resource(s) performing wiring and testing services must have a valid Transport Canada issued Aircraft Maintenance Engineer License (AME-E). The resource(s) must provide a copy of their license, if applicable at time of offer submission. Failure to do so will render the offerors proposal non-compliant.		
M6	The proposed resource(s) performing Sheet metal work must have a valid Transport Canada issued Structural Aircraft Maintenance Engineer License with an 'S' rating. The resource(s) must provide a copy of their license at time of offer submission. Failure to do so will render the offerors proposal non-compliant.		

4.1.1.3 Point Rated Technical Criteria

- Each Technical Proposal that meets all Mandatory Requirement specified above will be evaluated and scored in accordance with the following point-rated evaluation criteria.
- In addressing the point rated evaluation criteria, the candidate should supplement the information supplied in response to the mandatory requirements with details outlining the depth and extent of the relevant experience, qualifications and specialized expertise. All claims with regard to experience, qualifications or expertise must be substantiated through the provision of detailed project descriptions of how and where the claimed experience, qualifications or expertise were gained. Unsubstantiated claims of experience, qualifications or expertise will not be considered by the evaluation team during the point rated evaluation.



3. The offeror must obtain a minimum score of 70% or 98 points to be considered compliant. Offers resulting in offerors not meeting the minimum score will be considered non-responsive

	Rated Criteria	Max Score	Offeror's Score	Substantiating Detail (Explanation)
Offeror Requirements:				
R1	<p>The offeror has more than the minimum of eight (8) years demonstrated experience upgrading aircraft within the last twenty (20) years.</p> <p>Less than 8 years of experience: 0 points 8+ to 10 years of experience: 5 points 10+ to 12 years of experience: 10 points 12+ to 14 years of experience: 15 points 14+ to 16 years of experience: 20 points 16 years or more experience: 25 points</p>	25		
R2	<p>The offeror should be within 0 to 2000 nautical miles of the following address:</p> <p>4100 – 4th Avenue. Whitehorse, Yukon Y1A 1H5</p> <p>2001 or more nautical miles: 0 points 1501 up to 2000 nautical miles: 10 points 1001 up to 1500 nautical miles: 20 points 1000 nautical miles or less: 25 points</p>	25		
R3	<p>The offeror should have previous experience performing *minor Avionics upgrades on the Pilatus PC-12/45 or 47 in the last four (4) years.</p> <p>* Minor is defined as modifications not requiring DAR approval and LSTC / STC.</p> <p>1 to 2 projects: 5 points 3 to 5 projects: 10 points 6 or more projects: 15 points</p> <p>For each project the offeror should provide the following:</p> <ul style="list-style-type: none"> - Aircraft Registration - aircraft make - aircraft model - aircraft owner - date completed 	15		



	Rated Criteria	Max Score	Offeror's Score	Substantiating Detail (Explanation)
	<ul style="list-style-type: none"> - time it took to complete the project (number of days) and - a summary of the work performed , such as a list of all equipment removed and a list of all equipment installed or a copy of the logbook entry 			
R4	<p>The offeror should have previous experience performing *major Avionics upgrades on the Pilatus PC-12 /45 or 47 in the last four (4) years.</p> <p>*Major modification is defined as requiring DAR approval and LSTC / STC</p> <p>0 projects : 0 points 1 to 2 projects : 5 points 3 to 5 projects : 10 points 6 or more projects : 15 points</p> <p>For each project the offeror should provide the following:</p> <ul style="list-style-type: none"> - Aircraft Registration - aircraft make - aircraft model - aircraft owner - date completed - time it took to complete the project (number of days) and - a summary of the work performed , such as a list of all equipment removed and a list of all equipment installed or a copy of the logbook entry - copy of the Major Mod Report 	15		
R5	<p>The offeror should have previous experience performing *minor Structural Modifications on the Pilatus PC-12/45 or 47 in the last four (4) years.</p> <p>* Minor is defined as modifications not requiring DAR approval and LSTC / STC.</p> <p>0 projects : 0 points 1 to 2 projects : 5 points 3 to 5 projects : 10 points 6 or more projects : 15 points</p>	15		



	Rated Criteria	Max Score	Offeror's Score	Substantiating Detail (Explanation)
	<p>For each project the offeror should provide the following:</p> <ul style="list-style-type: none"> - Aircraft Registration - aircraft make - aircraft model - aircraft owner - date completed - time it took to complete the project (number of days) and - a summary of the work performed , such as a list of all equipment removed and a list of all equipment installed or a copy of the logbook entry 			
R6	<p>The offeror should have previous experience performing *major Structural Modifications on the Pilatus PC-12/45 or 47 in the last four (4) years.</p> <p>*Major modification is defined as requiring DAR approval and LSTC / STC</p> <p>0 projects : 0 points 1 to 2 projects : 5 points 3 to 5 projects : 10 points 6 or more projects : 15 points</p> <p>For each project the offeror should provide the following:</p> <ul style="list-style-type: none"> - Aircraft Registration - aircraft make - aircraft model - aircraft owner - date completed - time it took to complete the project (number of days) and - a summary of the work performed , such as a list of all equipment removed and a list of all equipment installed or a copy of the logbook entry - copy of the Major Mod Report 	15		
R7	<p>The offeror should have previous experience installing and integrating a Garmin GTN 750</p>	30		



	Rated Criteria	Max Score	Offeror's Score	Substantiating Detail (Explanation)
	and/ or GTN 650 in a Pilatus PC-12/45 or 47 in the last four (4) years. 0 projects : 0 points 1 to 2 projects: 20 points 3 to 4 projects: 25 points 5 or more projects : 30 points			
TOTAL POINTS REQUIRED (98/140) 70%:		140	/140	

4.1.2 Financial Evaluation

4.1.2.1

The price of the offer will be evaluated in Canadian dollars, Applicable Taxes excluded, FOB destination, Canadian customs duties and excise taxes included.

4.2 Basis of Selection – Highest Combined Rating of Technical Merit and Price

To be declared responsive, an offer must:

- a) comply with all the requirements of the Request for Standing Offer;
- b) meet all mandatory technical evaluation criteria; and
- c) obtain the required minimum of 98 points or 70% for the technical evaluation criteria which are subject to point rating.

The rating is performed on a scale of 140 points.

Offers not meeting (a) or (b) or (c) will be declared non-responsive. Neither the responsive offer that receives the highest number of points nor the one that proposed the lowest price will necessarily be accepted. The responsive offer with the lowest evaluated price per point will be recommended for issuance of a standing offer.

3. The selection will be based on the highest responsive combined rating of technical merit and price. The ratio will be 70% for the technical merit and 30% for the price.

4. To establish the technical merit score, the overall technical score for each responsive offer will be determined as follows: total number of points obtained / maximum number of points available multiplied by the ratio of 70%

5. To establish the pricing score, each responsive offer will be prorated against the lowest evaluated price and the ratio of 30%.

6. For each responsive offer, the technical merit score and the pricing score will be added to determine its combined rating.

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



8. The table below illustrates an example where all three offers are responsive and the selection of the offeror is determined by a 70/30 ratio of technical merit and price, respectively. The total available points equal 100 and the lowest evaluated price is \$50,000 (50).

Highest Combined Rating Technical Merit (70%) and Price (30%)			
Calculation	Technical Points	Price Points	Total Points
Offeror 1 - Tech = 88/100 - Price = \$60,000	$\frac{88 \times 70}{100} = 61.6$	$\frac{***50 \times 30}{**60} = 25$	86.6
Offeror 2 - Tech = 82/100 - Price = \$55,000	$\frac{82 \times 70}{100} = 57.4$	$\frac{50 \times 30}{55} = 27.27$	84.67
Offeror 3 - Tech = 76/100 - Price = \$50,000	$\frac{76 \times 70}{100} = 53.2$	$\frac{50 \times 30}{50} = 30$	83.2

* Maximum Technical Points
** Offeror's Price Proposal
***Lowest Priced Proposal

In this example Offeror 1 would be recommended for Standing Offer Award.

9. In the event that there are two (2) or more responsive offers with identical overall scores at the end of the evaluation, the Offer with the highest technical merit will be recommended for award of Standing Offer.

10. Offerors should note that all standing offer awards are subject to Canada's internal approvals process. Despite the fact that the Offeror may have been recommended for standing offer award, a standing offer will only be awarded if internal approval is granted according to Canada's internal policies. If approval is not granted, no standing offer will be awarded.

PART 5 – CERTIFICATIONS

Offerors must provide the required certifications and associated information to be issued a standing offer.

The certifications provided by offerors to Canada are subject to verification by Canada at all times. Canada will declare an offer non-responsive, will have the right to set-aside a standing offer, or will declare a contractor in default in carrying out any of its obligations under any resulting contracts, if any certification made by the Offeror is found to be untrue whether made knowingly or unknowingly during the offer evaluation period, during the Standing Offer period, or during the contract period.

The Standing Offer Authority will have the right to ask for additional information to verify the Offeror's certifications. Failure to comply and to cooperate with any request or requirement imposed by the Standing Offer Authority may render the Offer non-responsive, may result in the setting aside of the Standing Offer or constitute a default under the Contract.

5.1 Certifications Precedent to Issuance of a Standing Offer

The certifications listed below should be completed and submitted with the offer, but may be submitted afterwards. If any of these required certifications is not completed and submitted as requested, the Standing Offer Authority will inform the Offeror of a time frame within which to provide the information.



Failure to comply with the request of the Standing Offer Authority and to provide the certifications within the time frame provided will render the offer non-responsive.

5.1.1 Integrity Provisions - Associated Information

In accordance with the *Ineligibility and Suspension Policy* (<http://www.tpsgc-pwgsc.gc.ca/ci-if/politique-policy-eng.html>), the Offeror must provide the required documentation, as applicable, to be given further consideration in the procurement process:

- Declaration of Convicted Offences (as applicable)
- Required Documentation

5.1.2 Federal Contractors Program for Employment Equity - Standing Offer Certification

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

Canada will have the right to declare an offer non-responsive, or to set-aside a Standing Offer, if the Offeror, or any member of the Offeror if the Offeror is a Joint Venture, appears on the "[FCP Limited Eligibility to Bid](http://www.labour.gc.ca/eng/standards_equity/eq/emp/fcp/list/inelig.shtml)" list at the time of issuing of a Standing Offer or during the period of the Standing Offer.

5.1.3 Additional Certifications Precedent to Issuance of a Standing Offer

5.1.3.1 Former Public Servant

Contracts awarded to former public servants (FPS) in receipt of a pension or of a lump sum payment must bear the closest public scrutiny, and reflect fairness in the spending of public funds. In order to comply with Treasury Board policies and directives on contracts awarded to FPS, offerors must provide the information required below before the issuance of a standing offer. If the answer to the questions and, as applicable the information required have not been received by the time the evaluation of offers is completed, Canada will inform the Offeror of a time frame within which to provide the information. Failure to comply with Canada's request and meet the requirement within the prescribed time frame will render the offer non-responsive.

Definitions

For the purposes of this clause,

"former public servant" is any former member of a department as defined in the *Financial Administration Act* R.S., 1985, c. F-11, a former member of the Canadian Armed Forces or a former member of the Royal Canadian Mounted Police. A former public servant may be:

- a. an individual;
- b. an individual who has incorporated;
- c. a partnership made of former public servants; or



- d. a sole proprietorship or entity where the affected individual has a controlling or major interest in the entity.

"lump sum payment period" means the period measured in weeks of salary, for which payment has been made to facilitate the transition to retirement or to other employment as a result of the implementation of various programs to reduce the size of the Public Service. The lump sum payment period does not include the period of severance pay, which is measured in a like manner.

"pension" means a pension or annual allowance paid under the [Public Service Superannuation Act](#) (PSSA), R.S., 1985, c. P-36, and any increases paid pursuant to the [Supplementary Retirement Benefits Act](#), R.S., 1985, c. S-24 as it affects the PSSA. It does not include pensions payable pursuant to the [Canadian Forces Superannuation Act](#), R.S., 1985, c. C-17, the [Defence Services Pension Continuation Act](#), 1970, c. D-3, the [Royal Canadian Mounted Police Pension Continuation Act](#), 1970, c. R-10, and the [Royal Canadian Mounted Police Superannuation Act](#), R.S., 1985, c. R-11, the [Members of Parliament Retiring Allowances Act](#), R.S. 1985, c. M-5, and that portion of pension payable to the [Canada Pension Plan Act](#), R.S., 1985, c. C-8.

Former Public Servant in Receipt of a Pension

As per the above definitions, is the Offeror a FPS in receipt of a pension? **YES () NO ()**

If so, the Offeror must provide the following information, for all FPS in receipt of a pension, as applicable:

- a. name of former public servant;
- b. date of termination of employment or retirement from the Public Service.

By providing this information, Offerors agree that the successful Offeror's status, with respect to being a former public servant in receipt of a pension, will be reported on departmental websites as part of the published proactive disclosure reports in accordance with [Contracting Policy Notice: 2012-2](#) and the [Guidelines on the Proactive Disclosure of Contracts](#).

Work Force Adjustment Directive

Is the Offeror a FPS who received a lump sum payment pursuant to the terms of the Work Force Adjustment Directive? **YES () NO ()**

If so, the Offeror must provide the following information:

- a. name of former public servant;
- b. conditions of the lump sum payment incentive;
- c. date of termination of employment;
- d. amount of lump sum payment;
- e. rate of pay on which lump sum payment is based;
- f. period of lump sum payment including start date, end date and number of weeks;
- g. number and amount (professional fees) of other contracts subject to the restrictions of a work force adjustment program.



For all contracts awarded during the lump sum payment period, the total amount of fees that may be paid to a FPS who received a lump sum payment is \$5,000, including Applicable Taxes.

5.1.3.3 Status and Availability of Resources

The Offeror certifies that, should it be issued a standing offer as a result of the Request for Standing Offer, every individual proposed in its offer will be available to perform the Work resulting from a call-up against the Standing Offer as required by Canada's representatives and at the time specified in a call-up or agreed to with Canada's representatives. If for reasons beyond its control, the Offeror is unable to provide the services of an individual named in its offer, the Offeror may propose a substitute with similar qualifications and experience. The Offeror must advise the Standing Offer Authority of the reason for the substitution and provide the name, qualifications and experience of the proposed replacement. For the purposes of this clause, only the following reasons will be considered as beyond the control of the Offeror: death, sickness, maternity and parental leave, retirement, resignation, dismissal for cause or termination of an agreement for default.

If the Offeror has proposed any individual who is not an employee of the Offeror, the Offeror certifies that it has the permission from that individual to propose his/her services in relation to the Work to be performed and to submit his/her résumé to Canada. The Offeror must, upon request from the Standing Offer Authority, provide a written confirmation, signed by the individual, of the permission given to the Offeror and of his/her availability. Failure to comply with the request may result in the offer being declared non-responsive

PART 6 - STANDING OFFER AND RESULTING CONTRACT CLAUSES

A. STANDING OFFER

6.1 Offer

6.1.1 The Offeror offers to fulfill the requirement in accordance with the Statement of Work at Annex "A"

6.2 Security Requirements

6.2.1 There is no security requirement applicable to this Standing Offer.

6.3 Standard Clauses and Conditions

All clauses and conditions identified in the Standing Offer and resulting contract(s) 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>) issued by Public Works and Government Services Canada.

Revision to Departmental Name: As this contract is issued by Royal Canadian Mounted Police (RCMP), any reference to Public Works and Government Services Canada or PWGSC or its Minister contained in any term, condition or clause of this contract, including any individual SACC clauses incorporated by reference, will be interpreted as reference to RCMP or its Minister.

6.3.1 General Conditions

2005 (2016-04-04) General Conditions - Standing Offers - Goods or Services, apply to and form part of the Standing Offer.



6.3.2 Standing Offers Reporting

The Offeror must compile and maintain records on its provision of goods, services or both to the federal government under contracts resulting from the Standing Offer. This data must include all purchases, including those paid for by a Government of Canada Acquisition Card.

The Offeror must provide this data in accordance with the reporting requirements detailed in Annex "C". If some data is not available, the reason must be indicated. If no goods or services are provided during a given period, the Offeror must still provide a "nil" report.

The data must be submitted on a quarterly basis to the Standing Offer Authority.

The quarterly reporting periods are defined as follows:

- 1st quarter: April 1 to June 30;
- 2nd quarter: July 1 to September 30;
- 3rd quarter: October 1 to December 31;
- 4th quarter: January 1 to March 31.

The data must be submitted to the Standing Offer Authority no later than 15 calendar days after the end of the reporting period.

6.4 Term of Standing Offer

6.4.1 Period of the Standing Offer

The period for making call-ups against the Standing Offer is from Standing Offer award for 1 year period.

6.4.2 Extension of Standing Offer

If the Standing Offer is authorized for use beyond the initial period, the Offeror offers to extend its offer for up to one additional three year option period under the same conditions and at the rates or prices specified in the Standing Offer, or at the rates or prices calculated in accordance with the formula specified in the Standing Offer.

The Offeror will be advised of the decision to authorize the use of the Standing Offer for an extended period by the Standing Offer Authority 30 days before the expiry date of the Standing Offer. A revision to the Standing Offer will be issued by the Standing Offer Authority.

6.5. Authorities

6.5.1 Standing Offer Authority

The Standing Offer Authority is:

Name: Diane Palarchio
Title: Procurement Officer
Royal Canadian Mounted Police
Directorate: Procurement and Contracting Branch
Address: 73 Leiken Drive , Mail Stop 15
Ottawa, Ontario
K1A 0R2
Telephone: 613-843-5907
E-mail address: diane.palarchio@rcmp-grc.gc.ca



The Standing Offer Authority is responsible for the establishment of the Standing Offer, its administration and its revision, if applicable. Upon the making of a call-up, as Contracting Authority, he is responsible for any contractual issues relating to individual call-ups made against the Standing Offer by any Identified User.

6.5.2 Project Authority

The Project Authority for the Standing Offer is:
(To be provided at time of Standing Offer Award)

Name: _____
Title: _____
Organization: _____
Address: _____

Telephone: ____ - ____ - ____
Facsimile: ____ - ____ - ____
E-mail address: _____

The Project Authority is the representative of the department or agency for whom the Work will be carried out pursuant to a call-up under the Standing Offer and is responsible for all the technical content of the Work under the resulting Contract.

6.5.3 Offeror's Representative

(To be provided at time of Standing Offer Award)

6.6 Proactive Disclosure of Contracts with Former Public Servants

By providing information on its status, with respect to being a former public servant in receipt of a *Public Service Superannuation Act* (PSSA) pension, the Contractor has agreed that this information will be reported on departmental websites as part of the published proactive disclosure reports, in accordance with Contracting Policy Notice: 2012-2 of the Treasury Board Secretariat of Canada.

6.7 Identified Users

The Identified User authorized to make call-ups against the Standing Offer is: Royal Canadian Mounted Police HQ Procurement.

6.8 Call-up Instrument

The Work will be authorized or confirmed by the Identified User(s) using form 942

6.9 Limitation of Call-ups

Individual call-ups against the Standing Offer must not exceed \$155,000.00 (Applicable Taxes excluded).

6.10 Financial Limitation

The total cost to Canada resulting from call ups against the Standing Offer must not exceed the sum of \$ TBD (*Applicable Taxes excluded*) unless otherwise authorized in writing by the Standing Offer Authority. The Offeror must not perform any work or services or supply any articles in response to



call ups which would cause the total cost to Canada to exceed the said sum, unless an increase is so authorized.

The Offeror must notify the Standing Offer Authority as to the adequacy of this sum when 75 percent of this amount has been committed, or 30 days before the expiry date of the Standing Offer, whichever comes first. However, if at any time, the Offeror considers that the said sum may be exceeded, the Offeror must promptly notify the Standing Offer Authority.

6.11 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 call up against the Standing Offer, including any annexes;
- b) the articles of the Standing Offer;
- c) the general conditions 2005 (2016-04-04), General Conditions - Standing Offers - Goods or Services
- d) the general conditions 2010B (2016-04-04) General Conditions - Professional Services (Medium Complexity);
- e) Annex A, Statement of Work
- f) Annex B, Basis of Payment
- g) the Offeror's offer dated (to be entered at time of contract award)_

6.12 Procurement Ombudsman

6.12.1 Dispute Resolution Services

The parties understand that the Procurement Ombudsman appointed pursuant to Subsection 22.1(1) of the *Department of Public Works and Government Services Act* will, on request, and consent of the parties, to participate in an alternative dispute resolution process to resolve any dispute between the parties respecting the interpretation or application of a term or condition of this contract and their consent to bear the cost of such process, provide to the parties a proposal for an alternative dispute resolution process to resolve their dispute.

The Office of the Procurement Ombudsman may be contacted by telephone at 1-866-734-5169 or by e-mail at boa-opo@boa-opo.gc.ca.

6.12.2 Contract Administration

The parties understand that the Procurement Ombudsman appointed pursuant to Subsection 22.1(1) of the *Department of Public Works and Government Services Act* will review a complaint filed by [*the supplier or the contractor or the name of the entity awarded this contract*] respecting administration of this contract if the requirements of Subsection 22.2(1) of the *Department of Public Works and Government Services Act* and Sections 15 and 16 of the *Procurement Ombudsman Regulations* have been met, and the interpretation and application of the terms and conditions and the scope of the work of this contract are not in dispute.

The Office of the Procurement Ombudsman may be contacted by telephone at 1-866-734-5169 or by e-mail at boa-opo@boa-opo.gc.ca.

6.13 Certifications

6.13.1 Compliance



The continuous compliance with the certifications provided by the Offeror with its offer and the ongoing cooperation in providing associated information are conditions of issuance of the Standing Offer (SO). Certifications are subject to verification by Canada during the entire period of the SO and of any resulting contract that would continue beyond the period of the SO. If the Offeror does not comply with any certification, fails to provide the associated information, or if it is determined that any certification made by the Offeror in its offer is untrue, whether made knowingly or unknowingly, Canada has the right to terminate any resulting contract for default and set aside the Standing Offer.

6.14 Applicable Laws

The Standing Offer and any contract resulting from the Standing Offer must be interpreted and governed, and the relations between the parties determined, by the laws in force in Ontario

B. RESULTING CONTRACT CLAUSES

The following clauses and conditions apply to and form part of any contract resulting from a call-up against the Standing Offer.

6.1 Statement of Work

The Contractor must perform the Work and or items described in the call-up against the Standing Offer.

6.2 Standard Clauses and Conditions

6.2.1 General Conditions

2010B (2016-04-04), General Conditions - Professional Services (Medium Complexity) apply to and form part of the Contract.

6.3 Term of Contract

6.3.1 Period of the Contract

The Work must be completed in accordance with the call-up against the Standing Offer.

6.4 Proactive Disclosure of Contracts with Former Public Servants

By providing information on its status, with respect to being a former public servant in receipt of a Public Service Superannuation Act (PSSA) pension, the Contractor has agreed that this information will be reported on departmental websites as part of the published proactive disclosure reports, in accordance with Contracting Policy Notice: 2012-2 of the Treasury Board Secretariat of Canada.

6.5 Payment

6.5.1 Basis of Payment – Firm Price

In consideration of the Contractor satisfactorily completing its obligations under the Contract, the Contractor will be paid a firm price **not to exceed** \$ tbd as indicated in the Basis of Payment at Annex "B". Customs duties are included and Applicable Taxes are extra.

6.5.2 Limitation of Price



Canada will not pay the Contractor for any design changes, modifications or interpretations of the Work unless they have been approved, in writing, by the Contracting Authority before their incorporation into the Work.

6.5.3 Method of Payment – Single Payment

Canada will pay the Contractor upon completion and delivery of the Work in accordance with the payment provisions of the Contract if;

- a. an accurate and complete invoice and any other documents required by the Contract have been submitted in accordance with the invoicing instructions provided in the Contract;
- b. all such documents have been verified by Canada;
- c. the Work performed has been accepted by Canada.

6.6 Invoicing Instructions

1. The Contractor must submit invoices in accordance with the section entitled "Invoice Submission" of the general conditions. Invoices cannot be submitted until all work identified in the invoice is completed.

Each invoice must be supported by:

- a. a copy of the release document and any other documents as specified in the Contract;
 - b. a copy of the invoices, receipts, vouchers for all direct expenses
2. Invoices must be distributed as follows:
 - a. (1) copy must be forwarded to the Project authority for certification and payment.
 - b. (1) copy must be forwarded to the Contracting Authority identified under the section entitled "Authorities" of the Contract.

6.7 Insurance Requirements

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.



ANNEX "A"

C-FMPB

PILATUS PC-12/45 MSN: 283

STATEMENT OF WORK

AVIONICS UPGRADE



R.C.M.P , AIR SERVICES BRANCH , AVIONICS
Rev.3 dated: 2016-07-18



1. INTRODUCTION:

Air Services Branch has authorized an upgrade to the outdated Avionics system in its legacy Pilatus PC-12/45 aircraft registration C-FMPB. The aircraft operates in very remote regions of the Yukon, where navigation and communication systems installed onboard the aircraft are crucial for the safety of flight. The project consist mainly of upgrading the GPS / NAV / COM navigation and communication systems and also the installation of Police Communication radios and other minor improvements.

2. PURPOSE:

The upgraded navigation system , including the installation of a second GPS / NAV / COM unit will enhance the avionics system capabilities by providing a means to carry out Autopilot coupled RNAV(GPS) Approaches with Lateral and Vertical Guidance (LNAV / VNAV , LPV Approaches) . These type of approaches are now available at many airports in Canada and the U.S.A. The installation of a second GPS / NAV /COM unit will provide system redundancy in the event of a failure, thus will help improve flight safety for this aircraft which is operated single pilot.

The installation of a Multi Band Police Radio and Portable Radio Interface system will provide a means for the pilot to communicate with RCMP OCC, Detachments and on occasion Emergency Response Team (E.R.T.)

3. DESCRIPTION OF THE WORK :

A -EQUIPMENT TO BE REMOVED:

- 1- KLN 90B GPS P/N: 066-04031-1122 with Tray , KA 92 GPS Antenna P/N: 071-01553-0200 and associated GPS Annunciator / Switches (if Annunciator/ Switches cannot be re-used for the Garmin GTN units) Remove associated wiring and GPS Antenna Coax Cable. Refer to Pilatus W.D. # 534.59.12.081/ 34-57-00
- 2- KMD 850 MFD P/N: 066-04035-0101 with Tray and dual MD41-1208D (5 V) TAWS Annunciator Control Units.(All associated wiring to remain installed)
Note: TAWS portion of the KMH 980 TCAS / TAWS system is to be disabled.
(KMD 850 displays Moving Map from GPS, Weather Radar from RDR 2000 / ART 2000, Traffic and Terrain from KMH 980 TCAS / TAWS)
Refer to Northeast Engineering & Development Ltd STC No: SA04-121 Issue No: 2, Engineering Order #04223E Issue 1 and MHAS Wiring Diagram #042202 Issue 1, Sheet 1-8.
- 3- Dual KX 155A Nav / Com units P/N: 069-01032-0101 with Trays and associated wiring.
Notes: The existing VHF Com Antennas Sensor Systems P/N: S65-8280-10 and VOR/LOC/GS Antenna Sensor Systems P/N: S65-247-12 to remain installed and re-used for the Garmin GTN units.

If existing Antenna Coax cables are RG- 400 or RG -142B and there is sufficient length to be re-routed to the two Garmin GTN units with a proper service loop, they can be re-used, otherwise replace .

The KN-40 Nav Converter P/N: 066-01130-0701, KI-204 VOL/LOC/GS Indicator P/N: 066-03034-0002 and both KNI-582 RMI's P/N: 066-03060-0001 to remain installed and interfaced to the new Garmin GTN units.

Refer to Pilatus VHF COM 1 KX 155A W.D. #523.19.12.034 / 23-12-00, VHF COM 2 KX 155A W.D. # 523.19.12.036/ 23-12-10, VHF NAV 1 KX 155A/ KI 204 W.D. # 534.59.12.065 / 34-51-00 , VHF NAV 2 KX 155A W.D. # 534.59.12.066/34-51-10 , NAV CONVERTER KN 40 W.D. # 534.59.12.067/ 34-51-



20, RADIO MAGNETIC IND 1 W.D. #534.29.12.376 / 34-22-00 and RADIO MAGNETIC IND 2 W.D. # 534.29.12.007 / 34-22-10.

NOTE: All equipment and parts removed from the aircraft must be shipped to the following address via FEDEX, Economy and prepaid by the contractor: Att: Don.Toupin, R.C.M.P, Air Services Branch, 2000 Research Private, Ottawa, Ontario K1V-9B4.

B -EQUIPMENT TO BE RELOCATED:

- 1- Relocate EIS (Engine Instrument System) P/N: 975.29.02.0XX from the L.H. side of the Centre Instrument Panel to the R.H. side of the Centre Instrument Panel.
This modification must be approved via a Transport Canada approved STC / LSTC.
Refer to Pilatus ENGINE INSTRUMENT W.D. #577.49.12.011 / 77-40-10.
- 2- Relocate No. 1 KT 70SC + Transponder P/N: 066-01141-0201 above the EIS.
This modification must be approved via a Transport Canada approved STC / LSTC.
Refer to Pilatus ATC TRANSPONDER KT 70 SC+ W.D. #534.59.12.069 / 34-54-00.
- 3- Relocate the KR 87 SC +ADF Receiver P/N: 066-01072-0014 from the R.H. side of the Centre Instrument Panel to the L.H side, at the bottom, below the new Garmin GTN 650.
This modification must be approved via a Transport Canada approved STC / LSTC.
Refer to Pilatus AUTOMATIC DIRECTION FINDING KR 87 SC+ W.D. # 534.59.12.070 / 34-53-00.

Refer to R.C.M.P. Drawing titled: Proposed Panel Layout, Dwg #C-FMPB.01
(See page 26 of 27)

- Notes: 1- A new Centre Instrument Panel may have to be fabricated in order to reconfigure it as per the proposed layout.
- 2- Existing wiring for the IS, No 1 KT 70 SC+ Transponder and KR 87 SC + ADF may be re-used if it is long enough to reach the new locations and there is sufficient wire length for service loops behind each units.
If existing wiring is not long enough, it must be replaced with new wiring.

C -EQUIPMENT TO BE INSTALLED:

- 1- Supply and install Bose 6 Pin Headset Connectors P/N: 323172-0010 (qty: 2) for the Bose Series A20 Aviation Headsets and a 1 Amp Circuit Breaker Pilatus P/N: 972.55.18.401 or MFR P/N: 483-TC-G11-J25-1A. 28 Vdc from the # 1 Avionics Bus to supply power to both Connectors via a single Circuit Breaker. One Bose Connector to be mounted near the existing Pilot's Mic and Phone Jacks and wired in parallel with these jacks. The other Bose Connector to be mounted near the Co-Pilot's existing Mic and Phone Jacks and wired in parallel with these jacks.
The Bose Headset Connectors are to be wired for a MONO Audio System.

Provide RCMP with electronic and paper copy of custom wiring diagram. This modification is considered a minor modification therefore no STC / LSTC is required.

Refer to the latest Bose A20 Aviation Headset Owner's Guide. Refer to R.C.M.P. Audio System wiring diagram titled: KMA24H-71 AUDIO PANEL, W.D. #25000-02-10 for the present Audio System wiring.

- 2- Supply and install qty: 1 115 VAC 60 HZ Power Outlet Amphenol P/N: 78648 (Dallas Avionics P/N: 60HZ) or Emteq Aerospace P/N: MT1-AC11001-1 Power Outlet in the cockpit , on the pilot's side. Connect new Power Outlet to output of existing KGS Electronics SS 50 Inverter via TB 1.



Note: Blocks A and B of Terminal Block (TB 1) do not have any spare sockets therefore will need to be replaced or qty: 2 PCD Block P/N: SJM016100 will need to be added and a new Rail P/N: SJT505404 installed.

Provide RCMP with electronic and paper copy of revised wiring diagram and Mechanical Drawing. Refer to RCMP wiring diagram titled: KGS (MODEL SS50) 115V 60HZ INVERTER W.D. # 25000-00-07 Rev. A. and Mechanical Drawing # 25000-00-06 for present system installation. (Refer to Northeast Engineering & Development Ltd Approval #O-LSA-00-786D, Master Drawing List #001501 Issue 1) Because this is a modification to a system that was installed and approved via an LSTC, revise the LSTC as required or create a new LSTC for the entire system.

- 3- Install RCMP supplied Technisonic TDFM-614 VHF / UHF Radio P/N: 011210-614/P519/28 S/N: FD61073 and Technisonic AMS-6000 Audio Mode Selector P/N: 031220-1 S/N: FA1049. Both units to be mounted in the Pilot's Map Storage area (sidewall) (Refer to Proposed Panel Layout drawing on page 26 of 27). The AMS-6000 is to be installed as what Technisonic refers to as Combined Mode, thus utilizing only one Com position on the KMA24H-71 Audio Panel. Interface the AMS-6000 to COM 3 position of the KMA24H-71 Audio Panel.

Notes: 1- COM 3 is presently used for the Ericsson Orion Police Radio, which is no longer required, therefore disconnect and stow the Mic Audio / PTT wire "ORION -7T-22" and receive audio wire "ORION-8P-22" on P701 of the Audio Panel. Refer to RCMP wiring Diagram titled: ERICSSON ORION MOBILE RADIO, Dia. #25000-02-09.

- 2- RCMP will only supply the TDFM-614 and the AMS-6000 units. The Install Kits, Antennas and all other consumables required for the installation are to be purchased and supplied by the contractor.

Supply and install a new Comant CI 177-1 VHF FM antenna (138 – 174 MHz/ 450 Knots) on the belly of the aircraft for the TDFM-614 VHF Band. Supply and install a Comant CI 275 UHF FM Antenna (406 – 512 MHz / 600 Knots) on the belly of the aircraft for the TDFM-614 UHF Band. The contractor to supply the install kits for the TDFM-614 and the AMS-6000. (For the installation of the AMS-6000, do not use Technisonic Industries "Y" Interconnect Harness P/N: 077415, fabricate wiring harness using aircraft approved wire)

Installation of the TDFM-614 to be carried out as per TDFM-600/6000 Installation and Operating Instructions TIL Doc No: 01re293 Rev F Issue 12 or latest rev. / issue and AMS-6000 Installation and Operating Instructions TIL Doc No: 03RE325 Rev n/c Issue 6 or latest rev. / issue. Provide RCMP with electronic and paper copy of custom wiring diagram and mechanical drawing. Installation of the TDFM-614 VHF / UHF Radio, AMS-6000, CI 177-1 VHF FM Antenna and CI 275 UHF FM Antenna to be Transport Canada/ DAR approved via an SSTC/ LSTC.

- 4- Supply and install a Portable Radio Interface system with external VHF and Wide Band Antennas. The system is comprised of a Cobham Avionics AA34-400 Audio Interface Adapter, a Comant CI 177-1 VHF FM Antenna (138 – 174 MHz / 450 Knots), a Comant CI 285 Wide Band FM Antenna (400 – 960 MHz / 600 Knots), cockpit mounted Portable Radio Bulkhead Mating Connector (P/N: MS3122E10-6P) and two BNC Bulkhead connectors for the two external antennas.

The AA34-400 Audio Interface Adapter is used to integrate Portable Radios to the Aircraft audio system and is to be interfaced to the KMA24H-71 Audio Panel utilizing COM 5 position. The AA34-400 Audio Interface Adapter is to be mounted in an easy to access location, such as underneath the cabin floor. The Portable Radio Bulkhead Mating Connector and both BNC Bulkhead Connectors are to be mounted just above the Co-Pilot's Headset Power Connector, on the Co-pilot's Sidewall. Both external antennas are to be mounted underneath the belly of the aircraft.



28 Vdc power from the #2 Avionics Bus is to provide power to the AA34-400 Audio Interface Adapter via a 1 Amp circuit Breaker Pilatus P/N: 972.55.18.401 (MFR P/N: 483-TC-G11-J25-1A) Refer to SAMPLE RCMP Wiring Diagram #25000-99-05 Rev. C (Sample wiring Diagram to be used as reference only).

Provide RCMP with electronic and paper copy of custom wiring diagram and custom mechanical drawing. Installation of the Portable Radio Interface system with external antennas must be approved by Transport Canada / DAR via an SSTC/ LSTC.

- 5- Modify existing Skytrac ISAT-100 Flight Following/ Satphone system by installing a Satphone Annunciator / Switch (Chime) , removing the Sonalert / Buzzer kill switch (identified as SW02 on wiring diagram) and re-wiring the existing Sonalert. Modification to be carried as per RCMP Wiring Diagram # WD08005 Rev. 1 (See Page 27 of 27) Assuming it fits , mount the new Satphone Annunciator / Switch (Chime) on the small panel located just below the Skytrac DVI-250 , otherwise propose an alternate location to the RCMP Technical Authority for approval. Contractor to supply all parts required for this modification, including the following:

Satphone Annunciator / Switch (Chime)	Aero Optics	P/N: LR3-42-15-KB-E0Y21
Quick- Connect (qty: 1)	Aero Optics	P/N: 18-200
Contacts	Aero Optics	P/N: 18-219
Diodes (qty: 3)		P/N: 1N4004

Notes: 1- Skytrac system was installed as per LSTC #O-LSA08-053/D Issue No: 1 dated: Feb 22, 2008. For present system wiring, refer to Avionics Design Services Wiring Diagram #WD08005 Titled: Skytrac ISAT-100

2- Because this is a modification to a system that was installed and approved via an LSTC, revise the LSTC as required or create a new LSTC for the entire system.

- 6- Supply and Install a Garmin GTN 750 MFD/GPS/NAV/COM and Garmin GTN 650 MFD/GPS/NAV/COM. The GTN 750 will be the # 1 MFD/GPS/NAV/COM and is to be mounted on the upper left hand side of the Centre Instrument Panel, directly below the existing KMC 321 A/P Control Panel. The GTN 650 will be the # 2 MFD/GPS/NAV/COM and is to be mounted on Centre Instrument Panel, directly below the GTN 750.

Units, Kits and parts to be supplied by the contractor:

GTN 750 (unit P/N: 011-02282-00) with the following options:

- | | |
|------------------------------------|-------------------|
| a) Digital Radar Enablement Card | P/N: 010-00878-42 |
| b) 16 Watt Com Enablement Card | P/N: 010-00878-04 |
| c) ChartView Enablement Card | P/N: 010-00878-40 |
| d) Internal TAWS-B Enablement Card | P/N: 010-00878-01 |

GTN 750 Installation Kit P/N: 010-00820-50
GA 35 GPS WAAS Antenna P/N: 013-00235-()
GTN Database Card P/N: 010-00900-00 (Qty: 2)

GTN 650 (unit P/N: 011-02256-00) with the following options:

- | | |
|--------------------------------|-------------------|
| a) 16 Watt Com Enablement Card | P/N: 010-00878-04 |
|--------------------------------|-------------------|

GTN 650 Installation Kit P/N: 010-00813-50
GA 35 GPS WAAS Antenna P/N: 013-00235-()
GTN Database Card P/N: 010-00900-00 (Qty: 2)

Dual VOR-LOC / Dual G.S Antenna Splitter / Diplexer Garmin



P/N: 013-00112-00 (Mini-Circuits P/N: ZFSC-2-1B+BNC)

Installation and integration of the Garmin GTN 750 and GTN 650 with existing systems to be carried out as per FAA Approved Model List (AML) STC SA02019SE-D Issued: March 18, 2011, last revision Dec 13, 2013. (Latest revision level available at the time of the installation is to be used) Installation to be carried out in a manner to provide Full Functionality – Configuration 1.

Notes: 1- Garmin STC No: SA02019SE-D Master Drawing List 005-00533-C0, Rev.5 has been familiarized in Canada by Transport Canada. Refer to T.C STC No: SA11-100 Issue No: 5.

2- Alternately, a Transport Canada / DAR approved SSTC/ LSTC can be created for the installation and integration of the GTN 750 and GTN 650.

The GTN 750 and GTN 650 MFD / GPS / NAV/ COM units must be approved and installed in a manner to meet all FAA and Transport Canada VFR and IFR requirements, including for VOR Enroute and Approaches, ILS Approaches, GPS/ SBAS as Primary Means of Navigation for Oceanic and Remote Operations, GPS Enroute Domestic, GPS Terminal and Non – Precision Instrument Approaches. The systems must also meet all requirements and be approved for “GPS”, “or GPS”, “RNAV (GPS)”, GPS (WAAS) LNAV, LNAV + V, L / VNAV and LPV and LP Approaches , with the autopilot system coupled.

For the installation of the new GA 35 GPS / SBAS Antennas, adhere to the guidelines provided in the Garmin STC Installation Manual. For mounting of the two GPS/SBAS Antennas, refer to Garmin STC SA02018SE-D. Install new RG-400 or RG-142B coax Cable for each Antennas.

Existing HF Com Antennas Sensor Systems P/N: S65-8280-10 and VOR/LOC/GS Antenna Sensor Systems P/N: S65-247-12 meet the TSO requirements listed in the Garmin STC Install Manual (Table 2-14), therefore can be re-used for the GTN 750 and GTN 650.

Existing Comant CI 1125 Dual VOR-LOC / Dual GS Antenna Diplexer / Splitter is not approved for dual GTN units with a single VOR/LOC/ GS antenna , therefore will need to be replaced with Antenna Diplexer / Splitter Garmin P/N: 013-00112-00 (Mini-Circuits P/N :ZFSC-2-1B+BNC)

Refer to Garmin STC Install Manual, Figure E-18, sheet 1 of 5 and note 3, sheet 5 of 5.

NOTE: If existing coax cables for the VHF Com and VOR/LOC/GS Antennas are RG-400 , RG-142B or equivalent and there is sufficient length to be re-routed to the two Garmin GTN units with a proper service loop, they can be re-used , otherwise install new Coax Cables.

The NAV / GPS and COM Circuit Breakers for the GTN 750 to be on E.P.S. Bus in order for the PS-855B Emergency Power Supply to provide power to the unit in the event of loss of aircraft electrical power.

Notes: 1- Ensure additional current draw on E.P.S. Bus will not reduce the endurance of the E.P.S. below acceptable limits after the loss of aircraft electrical power. Alternately, NAV / GPS and COM Circuit Breakers for the GTN 650 could be on E.P.S. Bus, as this unit draws less current.

2- Existing Emergency Power System was installed as per STC No: SA00296DE original Issue date: June 13, 1997, reissued date: March 13, 1998. Refer to Air Methods Corp Master Drawing List No: 161-9006, Rev N/C, dated: April 4, 1997.

Refer to: Air Methods Diagram Titled: EMERGENCY POWER SYSTEM (EPS) WIRING DIAGRAM, Dwg #163-5013 Rev. A, FAA Approved Flight Manual Supplement FMS



080-0233 Dated: June 13, 1997 and Instructions for Continued Airworthiness Doc
#AMMS 050-0233/ AMTD 050-0226.

- 3- Because of the changes to the configuration of the Emergency Power System , all documentation associated to the STC , including the F.M.S., must be amended and re-approved by the FAA and familiarized and / or approved by Transport Canada / DAR.

The NAV / GPS and COM Circuit Breakers for the Garmin GTN 650 to be on the # 2 Avionics Bus, assuming GTN 750 is on E.P.S. Bus.

Circuit Breakers to be used for the two Garmin GTN units are 5 Amp
Pilatus P/N: 972.55.18.406 (Manuf P/N: 483-TC-G11-J25-5A)

Supply and install the required external GPS Annunciators / Switches on the Pilot's and Co-Pilot's Instrument Panels. (VLOC/ GPS, LOI or INTG, TERM, WPT, APR, MSG, OBS - SUSP) External Annunciator / Switches to be Vivisun type with the QUIK – CONNECT Solderless Terminal option. One set of Annunciators / Switches for the GTN 750 to be installed on the Pilot's Instrument Panel and another set for the GTN 650 to be installed on the Co-Pilot's Instrument Panel. As an alternative to individual Annunciators / Switches, two Mid-Continent MD41- 151_ Annunciation Control Units could be installed, assuming there is enough free panel space.

Supply and install a Mid-Continent Instruments MD41-1028 (5V) Terrain Awareness Annunciation Control Unit. Unit to be mounted on Pilot's Instrument Pane, where the MD41-1208D (5V) Terrain A.C.U. for the Honeywell KMH 980 TCAS / TAWS was mounted. Interface the new MD41-1028 (5V) to the Garmin GTN 750.

Load the STC applicable GTN Software in both units.

Purchase and load the latest Databases in both the GTN 750 and GTN 650.

(Purchase one time DB update and ensure all Databases are current for the final RCMP Acceptance Test Flight)

GTN 750 - Load Terrain, Obstacle, ChartView, Safe Taxi, Basemap and Navigation Databases.

GTN 650 - Load Terrain, Obstacle, Safe Taxi, Basemap and Navigation Databases.

Interface the new Garmin GTN 750 and GTN 650 MFD / GPS / NAV / COM units to the following existing systems / units:

- a) **KMA24H-71 Audio Panel.** Interface the GTN 750 to COM 1 and NAV 1 positions of the Audio Panel and the TAWS Audio out to the KMA24H-71 Unswitched/ Unmuted Audio input via the AA35-100 Audio Summing Amp.
Interface the GTN 650 to COM 2 and NAV 2 positions of the Audio Panel.
(For the present Audio System configuration, refer to RCMP Wiring Diagram No: 25000-02-10, titled: KMA24H-71 AUDIO PANEL)
- b) **CIC 8800M Air Data Computer.** Interface ARINC 429 output from the CIC 8800M to the GTN 750 and GTN 650. (CIC 8800M provides label 203 – Pressure Altitude , label 204 - Baro Corrected Altitude and label 210 – True Airspeed) CIC 8800M is TSO-C106.

Refer to Pilatus wiring diagram #534.19.12.046/ 34-10-10 titled:
AIR DATA COMPUTER SYSTEM CIC-8800M.

Note: Garmin STC does not list the CIC 8800M in the list of compatible Air Data Computers, therefore if unit cannot be interfaced to the two Garmin GTN units and



approved under the STC, supply and install an approved A.D.C. for use with the two GTN units.

A Barometric Corrected Altitude source from an approved A.D.C. is required for the GTN units to automatically sequence altitude legs. The system must provide this capability.

- c) **Engine Instrument System (EIS).** Interface the Fuel Flow output from the EIS to the GTN 750 and GTN 650. Refer to Pilatus wiring diagram #577.49.12.011 / 77-40-10 titled: ENGINE INSTRUMENT and Pilatus wiring diagram #573.39.12.004 / 73-30-00 titled: FUEL FLOW.
- d) **KFC 325 Autopilot System.** Interface the GTN 750 and GTN 650 to the existing KFC 325 Autopilot system. System must be interfaced and approved for coupled VOR, ILS, LOC BC, and GPS LNAV Approaches as well as GPS and RNAV Approaches with GPS/ SBAS – based Vertical Guidance (LNAV + V, L / VNAV and LPV Approaches) Refer to Pilatus wiring diagram #522.19.12.010 / 22-10-00 titled: AUTO FLIGHT KFC 325.

Note: KFC 325 A/P System (KCP 220 A/P Computer) has Digital Roll Steering capability.

- e) **EFIS 40 (EFIS 1 and EFIS 2) System.** Interface the GTN 750 and GTN 650 to the existing EFIS 1 and EFIS 2 systems in a manner to provide the pilot and co-pilot the capability to select and display VOR / LOC / G.S. / GPS data from both GTN units. The pilot and co-pilot must have the capability to independently select and display navigation information from NAV 1 or NAV 2, GPS 1 or GPS 2, ILS 1 or ILS 2. Change EFIS 1 and EFIS 2 Configuration settings as required and record new Settings. For existing EFIS wiring diagrams, refer to Pilatus wiring diagram # 534.29.12.362 / 34-26-00 titled: EFIS 1/ EFIS 40 and Pilatus wiring diagram # 534.29.12.296 / 34-26-10 titled: EFIS 2 / EFS 40.

Note: For incorporation of Honeywell STC #SA01524WI-D (Upgrade to the EFIS SG 465 Symbol Generators required for the Vertical Approach Guidance) see Para 7.

- f) **KN 63 DME.** Interface the GTN 750 and GTN 650 to the existing KN 63 DME in order for the GTN units to channel the DME using King Serial DME Tuning Data. Existing DME / N1 – N2 Annunciator / Switch and associated relay will provide a means for the pilot to select whether the GTN 750 or the GTN 650 will be used to channel the KN 63 DME. For existing KN 63 DME system wiring, refer to Pilatus wiring diagram # 534.59.12.068 / 34-52-00 titled: DISTANCE MEASUREMENT KN 63.
- g) **KI 204 C.D.I.** Interface the GTN 750 MFD / GPS / NAV /COM to the existing KI 204 C.D.I. The KI 204 C.D.I. is a back-up NAV indicator and will display VOR, LOC and G.S. data. For existing KI 204 wiring diagram, refer to Pilatus wiring diagram #534.59.12.065 / 34-51-00 titled: VHF NAVIGATION 1 KX155A / KI 204.

Notes: If GTN 650 is on the E.P.S. Bus KI 204 should be interfaced to the GTN 650, rather than the GTN 750.

Confirm KI 204 C.D.I. installed is P/N: 066-03034-0018 (5 Vdc lighting) and ensure 5 Vdc out of PS-855B E.P.S. supplies.

Lighting power to the unit. If CDI is a different part number, report to the RCMP Technical Authority.



- h) **KNI 582 RMI's.** Interface the GTN 750 and GTN 650 to the Pilot's and Co-Pilot's KNI 582 RMI's. For existing Pilot's KNI 582 wiring diagram, refer to Pilatus wiring diagram # 534.29.12.376 / 34-22-00 titled: RADIO MAGNETIC INDICATOR 1/ KNI 582. For existing Co-Pilot's KNI 582 wiring diagram, refer to Pilatus wiring diagram # 534.29.12.007/ 34-22-10 titled: RADIO MAGNETIC INDICATOR 2/ KNI 582.

Note: Some of the functions of the existing KN 40 NAV CONVERTER will no longer be required, thus modify wiring as required. For existing KN 40 wiring diagram, refer to Pilatus wiring diagram # 534.59.12.067 / 34- 51-20 titled: NAVIGATION CONVERTER / KN 40.

- i) **KMH 980 (KMH 920) TCAS / TAWS.** Interface the GTN 750 and the GTN 650 to the existing KMH 980 so that both GTN units have the capability to display TCAS 1 Traffic information. The TCAS 1 Traffic system FUNCTIONAL TEST "and "STANDBY / OPERATE "discrete inputs are to be interfaced to the GTN 750 only. (Traffic information from the KMH 980 is also displayed on the EFIS 1 and EFIS 2 systems. This capability is to remain functional).

As stated in EQUIPMENT TO BE REMOVED section, Para 2 of this SOW, the TAWS portion of the KMH 980 is to be disabled and the two MD41-1208D (5 V) TAWS Annunciator Control Units are to be removed.
(All associated wiring harnesses and mating connectors to remain installed)

KMH 980 (KMH 920) TCAS / TAWS system with KMD 850 MFD was installed as per Northeast Engineering & Development Ltd STC No: SA04-121 Issue No: 2, Engineering Order # 04223e Issue 1 and MHAS Wiring Diagram # 042202 Issue 1, Sheet 1-8. Refer to Maintenance Manual Supplement No: 04221M, Issue 3 and Flight Manual Supplement No: 04221F, Issue 2.

Note: Because of the changes to be carried out to the KMH 980 TCAS/ TAWS system, Northeast Engineering and Development Ltd STC SA04-121 Issue No: 2 and related Flight Manual Supplement, Maintenance Manual Supplement, wiring diagrams etc will need to be revised and re-approved by a DAR /Transport Canada or as an alternative, a new STC for the entire system can be created.

- j) **RDR 2000 (ART 2000) Weather Radar System.** Interface the Garmin GTN 750 to the existing RDR 2000 (ART 2000) Weather Radar System. Weather Data from the Radar ARINC 453 / 708 output Bus is to be fed to the GTN 750 for display of Weather info. Control of the Weather Radar via the ARINC 429 Bus Control) is from the existing CP 466A Radar Control Panel.

Notes: 1- The GTN 750 also has the capability to control the Weather Radar via the ARINC 429 Bus and the WX RADAR ON output, therefore if having the option of controlling the Radar from the CP 466ARadar Control Panel and the GTN 750 unit does not cause any control issues, then provide the two control capabilities.

(Both the KMD 850 MFD and the CP 466A Radar Control Panel presently control the RDR 2000/ ART 2000 Radar system, therefore I would expect the propose changes would also function properly)

2- A Radar Strut Switch Override Switch (spring loaded - normally closed) was installed by RCMP to provide a means for the pilot to turn-on the radar while on the ground. If the GTN 750 controls the Radar, the radar Strut Switch input can be disconnected and capped at TB 123-05 / K, because the GTN 750 will



automatically command the Radar to STANDBY upon landing and will also allow the pilot to turn – on the Radar prior to take-off. This function will have to be tested if both the CP 466A Radar Control Panel and the GTN 750 control the Radar.

For existing RDR 2000 / ART 2000 Radar system wiring refer to Pilatus wiring diagram #534.49.12.016 / 34-41-00 titled: WEATHER RADAR / RDR 2000.

For the RDR 2000 / ART 2000 Strut Switch and Strut Switch Override Switch wiring, refer to Pilatus wiring diagram # 532.69.12.013 / 32-60-10 titled: Ground Sensing. (Override Switch and wiring changes are hand drawn on diagram). For the KMD 850 MFD wiring , refer to Northeast Engineering & Development Ltd STC #SA04-121 Issue No: 2 and wiring diagram # 042202 Issue No: 1.

- k) **ARTEX C406-N ELT.** Interface the Garmin GTN 750 to the Artex C406-N ELT by feeding GPS position information from the GTN 750 ARINC 429 Bus out to the Artex C406-N ELT.

Note: If GTN 650 is on the E.P.S Bus, then interface the GTN 650 to the C406-N ELT, rather than the GTN 750.

For present Artex C406-N ELT system wiring, refer to RCMP wiring diagram No: 25000-08-05 Rev. A titled: ARTEX C406-N ELT.

- l) **Dual LCR-92 AHRS.** Interface Garmin GTN 750 and GTN 650 to both LCR-92 AHRS via ARINC 429 Bus. Heading Data from AHRS 1 (LCR-92) to be fed to the GTN 750 and Heading Data from AHRS 2 (LCR-92) to be fed to the GTN 650. (ARINC 429 Heading Data, label 14 = True Heading and label 320 = Magnetic Heading)

For existing LCR-92 wiring diagrams, refer to Pilatus wiring diagram #534.29.12.360 / 34-25-00 titled: AHRS 1 / LCR-92 , Pilatus wiring diagram #534.29.12.434 / 34-25-10 titled: AHRS 2 / LCR-92 and Pilatus wiring diagram #534.29.12.435 / 34-25-20 titled: AHRS SWITCHING.

- m) **GTN – GTN Crossfill Interconnect.** Install aircraft grade Category 5 Ethernet Cable between the two GTN units (P 1002 Pins 6,7,8,9) in order to enable the Crossfill function. Ethernet cable to be PIC Wire and Cable P/N: 10424 or Carlisle IT P/N: 392404.

- n) **COM REMOTE TRANSFER.** Interface the Garmin TN 750 to the existing FRQ XFER switch (S721).

For existing system wiring refer to Pilatus wiring diagram #523.19.12.034/ 23-12-00 titled: VHF COMMUNICATION 1 / KX 155A and Pilatus wiring diagram #522.19.12.010/ 22-10-00 (sheet 2 of 6) titled: AUTO FLIGHT / KFC 325.

- o) **AIR / GROUND DISCRETE.** Interface GTN 750 and GTN 650 to Weight on WHEEL (WOW) system. For aircraft WOW system, refer to Pilatus wiring diagram #532.69.12.013 /32-60-10 titled: GROUND SENSING.

- p) **DISPLAY AND KEY LIGHTING.** Interface the GTN 750 and GTN 650 to the aircraft Dimmer Bus and configure so that the aircraft Dimmer Bus controls the brightness of the Display and Keys for Night Operations and the Photocell controls the brightness for Day Operations. Configure the Day and Night Lighting Curves and other related lighting configuration settings.



- 7- Incorporate Honeywell STC #SA01524WI-D (latest Issue). Installation of alternate part number EFS 40 / 50 SG 465 Symbol Generator in accordance with Honeywell Master Drawing List 159-08329-0001 (latest revision) and "Installation Procedures – for the EFS 40/50 GPS Vertical Approach Guidance Software Upgrade "Doc No: 159-08329-1001 (latest revision).
Record ALL EFIS 1 and EFIS 2 configuration settings in the new Pilot's Guide P/N: 006-08701-0000, 6/08 or later and also provide paper copy of configuration settings.

Honeywell STC was created for the Pilatus PC-12, PC-12/45 and PC-12/47
S/N: 101 thru 999, excluding 545.

RCMP will supply qty: 2 upgraded SG 465 Symbol Generators P/N: 066-04021-1116 to the contractor.

- Notes : 1- C-FMPB has qty: 2 SG 465 P/N: 066-04021-1111 installed.
2- Assuming it's not already approved by Transport Canada, carry out the necessary steps required to familiarize FAA Approved Honeywell STC # SA01524WI-D by Transport Canada.

Refer to Honeywell Service Bulletin SG 465-31-16 Rev. 1 dated: 15.Dec.2008 (or latest) The S.B. converts SG 465 P/N: 066-04021-1108 thru - 1114 to P/N: 066-04021-1115 by upgrading the Software to version 15/01 (SW MOD 15/01)

Refer to Honeywell Service Bulletin SG 465-31-18 Rev. 2 dated: 18.Nov.2012 (or latest) The S.B. converts SG P/N: 066-04021-1115 to P/N: 066-04021-1116 by upgrading the Software to version 16/01 (SW MOD 16/01)

D- OPTIONS:

- 1- As an alternative to completing a Weight & Balance Amendment, re-weigh the entire aircraft and prepare a new Weight & Balance Report.
- 2- Carry out the necessary steps required to obtain Transport Canada / DAR Approval to remove the following Autopilot Limitation included in the Pilatus PC-12 POH Section 2 Limitations, page 2-24 and 2-25 :

"The autopilot must be disengaged, when the airplane is below 1000 ft AGL except in accordance with the conditions given below. Airplanes equipped with a functioning Pilatus option radar altimeter: For ILS approach procedures with glideslope vertical guidance of 6 degrees or less, the autopilot must be disengaged below 200 ft AGL. The system is approved for Category 1 operation (Approach mode selected)"

Above limitation will not allow the crew to carry out autopilot coupled GPS Approaches, such as LPV Approaches, below 1000 feet AGL. Because the aircraft is operated single pilot IFR, it is important to reduce the altitude limitation to 200 feet AGL for all types of autopilot coupled approaches.

Note: Pilatus Business Aircraft in the USA has created FAA Approved STC No: SA00736DE to remove above limitation on PC-12/45 aircraft with Honeywell STC No: SA01524WI-D and Garmin AML STC No: SA01933LA incorporated, unfortunately It does not include aircraft with Garmin AML STC No: SA02019SE-D incorporated.

- 3- Include the following RCMP aircraft registrations on all STC 'S / SSTC's / LSTC 's that have been purchased/ created/ revised for C-FMPB:

- C-FMPF PC-12 MSN: 768



- C-GMPY PC-12 MSN: 311
- C-GMPP PC-12 MSN: 374

4- Option for a similar modification in one other RCMP Pilatus PC-12/45 or PC-12/47 aircraft. Modification will consist of supplying and installing a Garmin GTN 750 MFD/GPS/NAV/COM, a GTN 650 MFD/GPS/NAV/COM and some other minor modifications to improve the Avionics system.

4. SCOPE :

The work described is to be carried out in the contractor's secure facility and is to take no longer than 6 weeks (42 days) from start to finish, including completion of all test flights and having all the Transport Canada / DAR Approvals completed, including all associated paper work.

5. CONSTRAINTS:

All work on the aircraft and documentation to be prepared by the contractor must be IAW Transport Canada Regulations (CAR's), the latest version of the Pilatus PC-12/45 Aircraft Maintenance Manual, applicable STC's/ LSTC's and AC 43.13-1B (with Change 1)/ AC 43.13-2B.

The aircraft must be kept in the contractor's secure facility at all times, except as required for EMI / RFI Tests, Compass Swing and Test Flight.

As part of the RCMP Acceptance Check, an RCMP AME will be carrying out a visual inspection of the aircraft before the interior is re-assembled. Once the aircraft interior is re-assembled, RCMP AME and Pilot will carry out final Function Tests of all aircraft systems on the ground and then a final Test Flight.

6. CLIENT SUPPORT:

RCMP, Air Services Branch will provide a copy of the aircraft Wiring Diagram Manual, copy of wiring diagrams of all modifications incorporated in the aircraft, Pilatus PC-12/45 AMM, IPC and all relevant aircraft records such as Weight & Balance Report, Electrical Load Analysis etc

The RCMP will be responsible to pay for the fuel and provide a Flight Crew as required for Ground and Flight Tests after the completion of the modifications.

7. DELIVERABLES:

- a) Copy of complete STC / SSTC / LSTC package for the reconfiguration of the Centre Instrument Panel (Radio Stack and EIS) Qty: 2 paper copies and Qty: 1 electronic copy must be supplied to the RCMP.
- b) Copy of revised Northeast Engineering & Development Ltd LSTC #O-LSA-00-786D for the modification of the existing SS50 115 VAC 60 HZ Inverter system or copy of new LSTC. Qty: 2 paper copies and Qty: 1 electronic copy must be supplied to the RCMP.
- c) Copy of complete STC/ SSTC /LSTC package for the installation of the TDFM-614 Radio with antennas and AMS-6000 Audio Mode Selector. Qty: 2 paper copies and Qty: 1 electronic copy must be supplied to the RCMP.
- d) Copy of complete STC/ SSTC LSTC package for the installation of the Portable Radio Interface system with external Antennas. Qty: 2 paper copies and Qty: 1 electronic copy must be supplied to the RCMP.
- e) Copy of revised LSTC #O-LSA08-053/D or copy of new LSTC for the modification to the existing Skytrac ISAT-100 Satphone / Flight Following System, including a revision to existing ICA Supplement No: ICA08013-1. Qty: 2 paper copy and Qty: 1 electronic copy must be supplied to the RCMP.



- f) Copy of complete Garmin STC #SA02019SE-D package with all associated documents (latest revision level / amendment) Including the following:
- Completed Table 5-74" GTN Post – Installation Checkout Log "sheet 1 – 4 (Refer to Garmin GTN 6XX/7XX Part 23 AML STC Installation Manual Doc #190-01007-A3)
 - Completed Garmin Electrical Tabulation Form (Figure 3-3) (Refer to Garmin GTN 6XX/7XX Part 23 AML STC Installation Manual Doc #190-01007-A3)
 - Garmin System Maintenance Manual GTN 6XX/7XX Part 23 AML STC with Instructions for Continued Airworthiness for STC SA02019SE-D Doc #190-01007-A1 (latest revision)
Complete Appendix A - AIRCRAFT SPECIFIC INFORMATION with CONFIGURATION LOG GTN # 1 and GTN #2, GTN # 1 and # 2 Interfaced Equipment List and New / Modified Configuration Settings for GTN v5.00 to v5.13.
 - Completed GTN 6XX/7XX Part 23 Installation Checklist (Garmin Doc #190-01007-E1 latest Rev) Provide copy of entire document , with the installation specific data entered in tables 4-1 , 5-1 , 5-2 , 9-1 , 11-1 , 12-1 , 12-2 and A-1.
 - Pre-programmed GTN Software Loader Card P/N: 010-00969-25
 - Garmin AFMS for the Garmin GTN 625, 635, 650, 725 or 750 GPS/ SBAS Navigation System Doc #190-01007-A2 latest Revision with the aircraft specific Installation options/ capabilities identified.
 - Garmin GTN 650 Pilot's Guide P/N: 190-01004-03 (Rev. H or later)
 - Garmin GTN 650 Cockpit Reference Guide P/N: 190-01004-04 Rev. C
 - Garmin GTN 750 Pilot's Guide P/N: 190-01007-03 (Rev. H or later)
 - Garmin GTN 750 Cockpit Reference Guide P/N : 190-01007-04 Rev. C
 - Garmin GTN Trainer with WFDE Prediction Program P/N : 006-A0154-04
 - Garmin WFDE Prediction Program Instructions P/N: 190-00643-01
 - Garmin GTN 750 Radar, 16 watt Com, Chartview and TAWS-B enablement cards.
 - Garmin GTN 650 16 watt Com enablement card.
- g) Copy of revised Northeast Engineering & Development Ltd STC #SA04-121 for the modification to the existing KMH 980 (KMH 920) TCAS / TAWS system. Including a revision of existing Flight Manual Supplement No: 04221F and Maintenance Manual Supplement No: 04221M or copy of new STC. Qty 2 paper copies and Qty: 1 electronic copy must be supplied to the RCMP.
- h) Copy of complete Honeywell STC #SA1524WI-D (latest issue) for the installation of alternate part number SG 465 Symbol Generators. Provide paper copy of new EFIS 1 and EFIS 2 Configuration Settings. Provide copy of EFS 40 / 50 Pilot's Guide Honeywell P/N: 006-08701-0000 latest revision. Qty 2 paper copies and Qty: 1 electronic copy must be supplied to the RCMP.



- i) Qty: 2 paper copies and qty: 1 electronic copy of each Wiring Diagram must be supplied to the RCMP for all new equipment/ systems installed and for all existing systems that have been modified. All wiring diagrams must be custom made for the specific system installation/ or modification and must be in a format similar to RCMP wiring diagrams, such as the KMA24H-71 Audio Panel W.D # 25000-02-10 and the Artex C406-N ELT W.D. #25000-08-05 Rev. A. (Copies of these and other Wiring Diagrams for this aircraft will be provided to the contracted, therefore can be used for system integration purposes and as Samples as well) Generic wiring diagrams are not acceptable. Partial wiring diagrams showing wiring changes made to existing systems is acceptable. All wiring diagrams must include the manufacturer's model number/ part number for all Line Replaceable Units , Connectors , Contacts , Circuit Breakers, Switches, Relays, Terminal Boards, Annunciators, Jacks , Plugs, Diodes, Fuses etc
- j) Qty: 2 paper copies and qty: 1 electronic copy of each Mechanical Drawings must be supplied to the RCMP for all new equipment/ systems installed and for all existing equipment / systems that have been re-located or mechanically modified. Mechanical Drawings must also be supplied for the modified Center Panel, showing the install of the GTN 750 , GTN 650 , KR-87 ADF , # 1 KT 70 Transponder and the E.I.S. Mechanical Drawings must show location of all components installed and must include Part Numbers of all hardware and material used, with all dimensions. Drawings must provide all details of all sheetmetal Brackets, Supports, Trays, Antenna Doublers, Rivets, Sealant, paint etc
- k) Qty: 2 paper copies and qty: 1 electronic copy of a complete Electrical Load Analysis or Amendment to the existing Electrical Load Analysis to cover changes to the DC and AC Electrical Loads must be supplied to the RCMP.
- l) Qty: 2 paper copies and qty: 1 electronic copy of a new Weight & Balance Report or Weight & Balance Amendment must be supplied to the RCMP.
- m) Qty: 2 paper copy and qty: 1 electronic copy of a Major Modification Report must be supplied to the RCMP.
- n) Qty: 2 paper copy and qty: 1 electronic copy of the AMO Work Order must be supplied to the RCMP.
- o) Qty: 2 paper copy and qty: 1 electronic copy of an EMI / RFI Test Report must be supplied to the RCMP. (EMI / RFI tests to be carried out on the ground and in flight)
- p) Qty: 2 paper copy and qty: 1 electronic copy of all STC's, SSTC's and LSTC's packages must be supplied to the RCMP, including for the following :
 - 1- Re-configuration of the Centre Instrument Panel (Radio Stack and EIS)
 - 2- Modification of the existing KGS SS50 115 VAC 60 HZ Inverter system
 - 3- Installation of the TDFM-614, AMS-6000 and Antennas
 - 4- Installation of Portable Radio Interface System and Antennas
 - 5- Modification of the existing kytrac ISAT-100 system
 - 6- Installation of the Garmin GTN 750 and GTN 650
 - 7- Modification of the existing KMH 980 (KMH 920) TCAS / TAWS system
 - 8- Installation of alternate part number SG 465 Symbol Generators

ADDITIONAL REQUIREMENTS:



- 1- All wires to be installed, including Single Conductor, Multi-Conductor Shielded Cables and Coax Cables must be Aircraft Approved and more specifically, must be approved for installation in the Pilatus PC-12/45 aircraft and must meet the FAA and Transport Canada Flammability Tests requirements. Single Conductor wire MIL-W-22759/34-XX-9 (XX = Wire Gauge), Single and Multi-Conductor shielded wire MIL-W-27500- XXSDXT23 (XX = Wire Gauge and X = number of conductors) and Coax Cable RG-400 or RG-142B would be acceptable.
- 2- Do not install wires less than #22 gauge. (Exception : Category 5 Ethernet Cable for the GTN to GTN Crossfill Interconnect)
- 3- A Terminal Board system must be supplied and installed where several wires must be joined together. All new Terminal Boards to be installed must be Pilatus P/N: 524.50.09.091 (for the Rail) and P/N: 971.42.31.XXX (for the Blocks).
- 4- Raychem sealed splice P/N: D-436-36, -37, -38 maybe used when two wires must be joined together, but the use of splices must be minimal.
- 5- All new wires installed must be printed every 12 inches with an acceptable Identification Code, which must match the Identification Code found on the respective System Wiring Diagram. A Laser wire marking machine must be used for marking the Identification Code on all single conductor wires and multi-conductor shielded wires. For Coaxial Cables, the Identification Code must be on white heat shrink tubing , which can then be shrunk onto the Coax Cables at a 12 " interval. HOTSTAMP WIRE MARKING MACHINE CANNOT BE USED FOR MARKING ANY WIRES.
- 6- All wiring Harnesses are to be routed and secured in accordance with AC43.13-1B / 2A (Change 1) and Aircraft Standard Practices. All precautions must be taken to prevent wire chafing.
- 7- Provide sufficient Service Loops for all wiring harnesses / cables installed in order to prevent excessive strain on the wires and prevent wires from breaking and to facilitate the removal and installation of LRU's, Switches, Annunciators, Antennas and all other components and to facilitate maintenance in general.
- 8- All relays to be installed must be Plug- In type and must meet the requirements of MIL-R-6106. Leach or Deutsch relays are preferable.
- 9- All Circuit Breakers to be installed must be Pilatus P/N: 972.55.18.40X (Manuf P/N: 483-TC-G11-J25-XA)
- 10- All original FAA 8130-3 Forms , Transport Canada Form One's Authorized Release Certificates and Certificate of Conformance for the equipment and parts installed must be supplied to the RCMP.
- 11- Make an entry in the aircraft logbook to document all the work carried out on the aircraft.
- 12- All equipment and parts to be supplied and installed by the contractor must be new.
- 13- The contractor is responsible to purchase and supply all consumables, such as Equipment Installation Kits, Circuit Breakers, wire, Coaxial Cable, Connectors, Switches, Annunciators, Relays, Terminal Boards, Ring Tongue Terminals, Grommets, Tye Wrapps, Tye Wrap Saddles , Clamps, Pins, Sockets, Hardware, Sheet metal, Rivets, PRC sealant, Paint etc
- 14- Contractor must be a Garmin Authorized Dealer and a Honeywell Authorized Dealer.
- 15- Contractor must be a Transport Canada Approved Maintenance Organization with rating for Avionics and Structures.
16. Carry out a Pitot-Static System Leak Test of both the # 1 and # 2 systems and carry out a No: 1 KT 70 SC+Integration Test.
17. Carry out Compass Swing of the # 1 LCR-92 AHRS , # 2 LCR-92 AHRS and the Standby Compass and install Compass Corrections Cards in the Cockpit for each system. Refer to Pilatus PC-12/45 A.M.M.
18. For the installation of GPS and Communications Antennas , install the required sheetmetal doubler, paint any exposed metal and rivet heads to match the paint of the surrounding area, apply conductive PRC (PR-1764B-2 or equivalent) underneath the base of the antennas and seal around the edges with non-conductive PRC (PR-1422 B-2 or equivalent). Ensure proper Antenna to airframe bonding.



19. The contractor must allow RCMP, Air Services Branch personnel access to the aircraft at any time during the modification process in order to carry out Inspections for quality control purposes and to insure the work is carried out as per contract requirements.
20. All work carried out on the aircraft, including maintenance, modifications and associated paper work must be performed in accordance with Canadian Aviation Regulations (CAR's)
21. The contractor must limit access to the aircraft by keeping it in a secure hangar at all times.
22. Unforeseen work such as Avionics or other aircraft system failures, corrosion etc which is not covered under the contract, is to be reported to the Contracting Officer and RCMP Technical Authority for approval prior to commencing any work to rectify the problem.
23. **WARRANTY.** Register the warranty for all new equipment supplied and installed in the aircraft and provide a copy of the registration and / or the Warranty Certificates. Contractor must provide a one year workmanship warranty. All warranty work to be carried out by the contractor will take place in Whitehorse, Yukon and will be no cost to the RCMP.

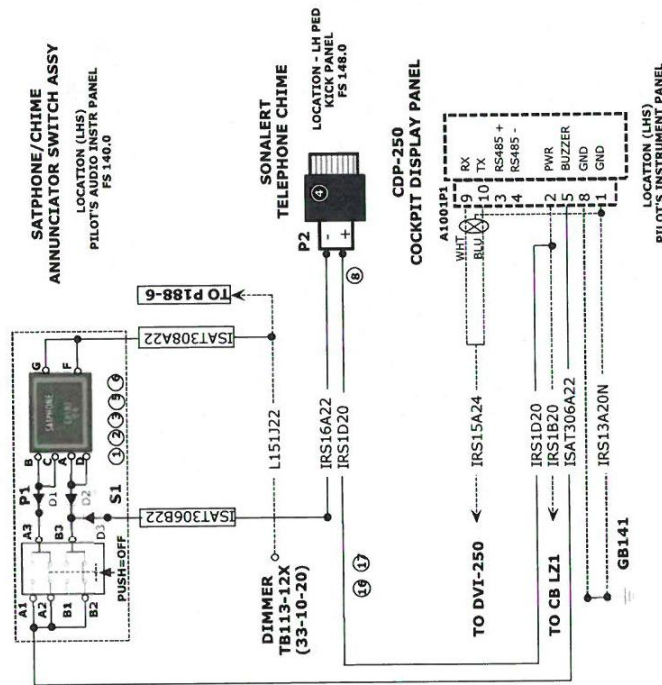


ITEM	ID	DESCRIPTION	PART NUMBER	MANUFACTURE	QTY.
1	S1	LR3 ANNUNCIATOR SWITCH, IVIS	LR3-42-15-KB-E0Y21	AERO OPTICS	1
2	P1	QUIK - CONNECT, PLUG	18-200	AERO OPTICS	1
3		CONTACT, PIN	18-219	AERO OPTICS	AR
4	P2	SONALERT, 28VDC	SC648AN	MALLORY	1
5	D1,D2,D3	DIODE, SILICONE	1M007	MOTOROLA	3
6		SPLICE, BLUE	D436-37	RAYCHEM	AR
7		SPLICE, RED	D436-36	RAYCHEM	AR
8		CONNECTOR, RED TERMINAL	361XXX	AMP	AR
9		CONTACT, PIN	971.42.31.535	PILATUS	1
16		WIRE, 22AWG SINGLE CONDUCTOR, TEFZEI M22759/16-22-9		A.E. PETSCH CO.	AR
17		WIRE, 20AWG SINGLE CONDUCTOR, TEFZEI M22759/16-20-9		A.E. PETSCH CO.	AR

NOTES -

- 1 - REFERENCE AEROSPACE OPTICS VIVISUN LR3 INSTALLATION INSTRUCTIONS AVAILABLE ON WEBSITE <http://www.vivsun.com/products/>
- 2 - REFERENCE AVIONICS DESIGN SERVICES DIAGRAM #WD08005 titled: SKYTRAC ISAT-100 INSTALL, PILATUS PC-12.
- 3 - REFERENCE FAA AC43.13.1B/2B ACCEPTABLE METHODS, TECHNIQUES AND PRACTICES.

REVISION 1 DATED 2016/03/08 - REMOVE PAGE 2 OF 2 AND BRACKET PARTS LIST.



RCMP AIR SECTION	
AIRCRAFT TYPE: PILATUS PC12/45	SERIAL NO. 283
SKYTRAC ISAT-100/200	
SATPHONE/CHIME OPTION - WIRING DWG.	
DATE: 2016/03/08	DWG #: WD08005
REV. 1	DRAWING BY: CB794
	PAGE 1 OF 1





List of Acronyms

C-FMPB Aircraft Registration (assigned by Transport Canada)
MFD/GPS / NAV / COM Multi- Function Display / Navigation Receiver / VHF Communication Transceiver
(Systems combined in one unit)
NAV1 # 1 Navigation Receiver
RNAV Area Navigation
(LNAV / VNAV, LPV, LP Approaches)
LNAV - Lateral Navigation
VNAV - Vertical Navigation
LPV - Localizer Performance with Vertical Guidance
LP - Localizer Performance
RCMP OCC RCMP Operation Control Center
TAWS Annunciator Control Units TAWS - Terrain Awareness Warning System
MHAS Wiring Diagram MHAS - Multi Hazard Warning System
KMD 850 MFD KMD 850 is a model number
MFD - Multi Function Display
TCAS / TAWS TCAS - Traffic and Collision Avoidance System
KMD 850 displays KMD 850 is a model number
RDR 2000 ART 2000 RDR 2000 - Model number of Weather Radar system
ART 2000 - Model number of Weather Radar Receiver / Transmitter unit
VOR/LOC/GS
VOR - Very High Frequency Omni-directional Range (Navigation system)
LOC - Localizer
GS - Glideslope
Garmin GTN Garmin - name of manufacturer
GTN - Series of MFD / GPS / NAV / COM
L.H. Left Hand side
R.H. Right Hand side
STC / LSTC STC - Supplemental Type Certificate LSTC - Limited Supplemental Type Certificate
ATC TRANSPONDER ATC- Air Traffic Control
ADF Receiver ADF- Automatic Direction Finder
KR 87 SC + ADF KR 87 SC+ is a model number of Automatic Direction Finder
28 Vdc Vdc - Volt s Direct Current
existing KGS Electronics SS KGS Electronics is a manufacturer
SS 50 is a model number of Inverter
TB 1 TB - Terminal Board
PCD Block PCD is a manufacturer
TDFM-614 is a model number of Police Radio
AMS-6000 is a model number of an Audio Mode Selector
COM 3 Position of Communication Radio utilized on Audio Panel
PTT wire PTT- Push To Talk
Comant **CI** 177-1 Comant - is a manufacturer CI 177-1 is a part number of an Antenna
TDFM-614 VHF Band TDFM-614 - is a model number of a Police Radio
VHF - Very High Frequency
TIL Doc No: 03RE325 TIL – Technisonic Industries Limited
TIL is the manufacturer of the TDFM-614 Radio
Doc - Document
DAR approved DAR- Design Approval Representative
BNC Bulkhead connectors BNC - type of Radio Frequency Connector
Skytrac **ISAT**-100 Flight Skytrac is a manufacturer
ISAT-100 is a model number
KMC 321 model is a number of the Autopilot Control Panel
GTN650 is a model number of a Garmin unit



GA 35 GPS WAAS Antenna GA 35 is a model number for a GPS Antenna
GPS- Global Positioning System
WAAS - Wide Area Augmentation System
Garmin STC Garmin – is a Manufacturer STC- Supplemental Type Certificate (Approval Document)
VOR Enroute and Approaches VOR - Very High Frequency Omni – Directional Range (Navigation system)
ILS Approaches ILS - Instrument Landing System
GPS / SBAS GPS - Global Navigation System
SBAS - Satellite Based Augmentation System
Dual **GS** Antenna Diplexer GS - Glideslope
RG-400, RG-142B type of coaxial cable
AMMS 050-0233/ AMTD 050-0226. Air Methods Corp Document Numbers
F.M.S. Flight Manual Supplement
(VLOC/ LOI or INTG, TERM, WPT, APR, MSG, OBS - SUSP) External Annunciator
VLOC - VOR/Localizer
LOI – Loss of Integrity
Terrain A.C.U A.C.U. - Annunciator Control Unit
CIC Computer Instruments Corp is a manufacturer
ARINC 429 Type of Data Bus used for communication and data transfer between Electronic units / systems
A.D.C. Air Data Computer
KFC 325 model number of Autopilot Control Panel
LOC BC Localizer Back Course
RNAV Approaches Area Navigation Approach
LNAV + V Lateral Navigation with advisory Vertical Guidance
L / VNAV Lateral/ Vertical Navigation
EFS EFS 40 is a model of EFIS system
EFIS Electronic Flight Instrument System
SG 465 Symbol Generators SG 465 is a model number
KN 63 DME KN 63 is a model number for a DME (Distance Measuring Equipment)
KI 204 C.D.I. KI 204 is a model number of a CDI (Course Deviation Indicator)
EPS Emergency Power Supply
Vdc lighting Vdc - Volts Direct Current
KNI KNI 582 is a model number of RMI
RMI Radio Magnetic Indicator
KMH KMH 980 is a model number
ART 2000 model number of Weather Radar Transmitter / Receiver unit
ARINC 429 Bus type of Electronic Communication / Data Transfer Bus
WX RADAR ON Weather Radar ON
CP 466A model number of Radar Control Panel
KMD 850 model number of Multi-Function Display
RDR 2000 Model Number of Weather Radar System
TB 123-05 / K TB – Terminal Block
ARTEX C406-N ELT ARTEX - is a Manufacturer
C406-N is a model number of ELT (Emergency Locator Transmitter)
AHRS 1 (LCR-92) AHARS – Attitude and Heading Reference System LCR-92 is a model number
FRQ XFER switch Frequency Transfer Switch
WHEEL (**WOW**) system WOW – WEIGHT ON WHEEL



ANNEX "B"

BASIS OF PAYMENT

Name of Firm: _____

Address: _____

Contact Person: _____

Phone number: (____) ____ - _____ Fax number: (____) ____ - _____

Email: _____@_____

The financial proposal shall be a Firm All Inclusive Price per Upgrade reasonably and properly incurred in the performance of the Work, determined in accordance with the Basis of Payment detailed below. Goods and Services Tax or Harmonized Sales Tax is extra, if applicable.

The estimated number of aircrafts shown below are for evaluation purposes only and should not be construed as a level of effort guarantee.

Period of Standing Offer:	# of Pilatus PC12/45 or 47 aircraft	Firm All Inclusive Price Per Upgrade	Total Firm All Inclusive Price Per Upgrade (a) x (b) = (c)
	(a)	(b)	
Standing Offer award for a 1 year period	1	\$	\$
Option Period 1 – 3 year option period	1	\$	\$
TOTAL FIRM PRICE (d):			\$

Disbursement

Disbursements (photocopying, office expenses, Telephone calls, etc.) are included in the above costs. All deliverables are FOB Destination, and Canadian Customs Duty included, where applicable.

Unforeseen Work

Any unforeseen work such as Avionics or other aircraft system failures, corrosion, etc. which is not covered under the standing offer, is to be reported to the Standing Offer Authority and the Project Authority for approval prior to commencing of any work to rectify the problem.



Annex "C"

STANDING OFFER REPORTING REQUIREMENTS

In accordance with Article 3.2 of the Standing Offer, the Offeror must report on a quarterly basis by electronic means the following information:

The Offeror must complete all of the data fields identified below, as applicable.			
Standing Offer Number:			
Reporting Period: _____ to: _____			
Call-up number	Date of Call-up and amendment(s) (if applicable)	Value of Call-up GST/HST excluded/Value of amendment GST/HST excluded (if applicable)	GST/HST