



**RETURN BIDS TO:**

**RETOURNER LES SOUMISSIONS À:**

**Bid Receiving - PWGSC / Réception des soumissions**

**- TPSGC**

**11 Laurier St. / 11, rue Laurier**

**Place du Portage , Phase III**

**Core 0B2 / Noyau 0B2**

**Gatineau**

**Québec**

**K1A 0S5**

**Bid Fax: (819) 997-9776**

**Revision to a Request for a Standing Offer**

**Révision à une demande d'offre à commandes**

National Individual Standing Offer (NISO)

Offre à commandes individuelle nationale (OCIN)

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

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

**Comments - Commentaires**

**Vendor/Firm Name and Address**

**Raison sociale et adresse du  
fournisseur/de l'entrepreneur**

**Issuing Office - Bureau de distribution**

Civilian Aircraft Division/Division des Avions Civils

Portage III 8C1 - 50

11 Laurier St./11 rue Laurier

Gatineau

Québec

K1A 0S5

<b>Title - Sujet</b> R&O Pratt & Whitney PT6T-9 Engines		
<b>Solicitation No. - N° de l'invitation</b> T8493-170022/A		<b>Date</b> 2018-01-26
<b>Client Reference No. - N° de référence du client</b> T8493-170022		<b>Amendment No. - N° modif.</b> 001
<b>File No. - N° de dossier</b> 003cag.T8493-170022	<b>CCC No./N° CCC - FMS No./N° VME</b>	
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$CAG-003-26599		
<b>Date of Original Request for Standing Offer</b> Date de la demande de l'offre à commandes originale		2017-12-19
<b>Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2018-01-31</b>		<b>Time Zone Fuseau horaire</b> Eastern Standard Time EST
<b>Address Enquiries to: - Adresser toutes questions à:</b> MacNeil, Michael		<b>Buyer Id - Id de l'acheteur</b> 003cag
<b>Telephone No. - N° de téléphone</b> (873) 469-3884 ( )		<b>FAX No. - N° de FAX</b> (819) 997-0437
<b>Delivery Required - Livraison exigée</b>		
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>		
<b>Security - Sécurité</b> This revision does not change the security requirements of the Offer. Cette révision ne change pas les besoins en matière de sécurité de la présente offre.		

**Instructions: See Herein**

**Instructions: Voir aux présentes**

<b>Acknowledgement copy required</b> <b>Accusé de réception requis</b>	<b>Yes - Oui</b> <input type="checkbox"/>	<b>No - Non</b> <input type="checkbox"/>
<b>The Offeror hereby acknowledges this revision to its Offer.</b> <b>Le proposant constate, par la présente, cette révision à son offre.</b>		
<b>Signature</b>	<b>Date</b>	
Name and title of person authorized to sign on behalf of offeror. (type or print) Nom et titre de la personne autorisée à signer au nom du proposant. (taper ou écrire en caractères d'imprimerie)		
<b>For the Minister - Pour le Ministre</b>		

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The purpose of this amendment is to answer questions received in response to this RFSO and to amend Annex B, Basis of Payment.

1. Annex B is amended to better define line items 48 and 49. Annex B is amended as follows:

**DELETE:** Annex B in its entirety.

**INSERT:** Insert Annex B dated 26 January 2018 (enclosed).

2. The following are answers to questions received in response to this RFSO.

Question 1: Would Canada accept a Transport Canada AMO, FAA Repair Station or EASA bi-lateral agreement as a method of compliance for Part 4, Section 4.1.1.1 Mandatory Technical Criteria: M3?

Response 1: No. Form 1 or 8130-3 must accompany all parts.

Question 2: Can Canada provide technical information related to current size and condition of the fleet of PT6T-9 engines and a forecast of scheduled removals for the next three years?

Response 2: The fleet consists of seven B412EPI helicopters and a spare twin-pac. All are new with no scheduled removals over the next three years.

Question 3: In ref to Annex B, we believe Canada is requesting the basic price to overhaul an engine, which we presume to be a full twin-pac (2 Power Sections and 1 Combining Gearbox plus accessories). A basic price would typically comprise flat rate labour, or may include overhaul kit parts but no other parts. Please clarify if this is the intent.

Response 3: The basic price is to overhaul one engine, comprising of flat labour rate and overhaul kit parts.

Question 4: In ref to Annex B, This sample of parts used in these engines, includes many high priced items, which are not typically replaced during an overhaul. We wish to respectfully point out that the resulting evaluation could disproportionally weigh parts pricing over the actual cost of overhaul. We would typically expect to provide a parts discount from List price, which would apply to all parts. Or alternatively, if the parts in items 2 through 45 were changed to be a list of those typically replaced at overhaul, then the evaluation would be more representative. Request clarification of intent.

Response 4: The discounts for parts in items 2 through 45 will be from a price-list of parts typically replaced at overhaul.

Question 5: In reference to Annex B, Items 46 and 47 – The 300 hour/12 month rental rate is longer than would be needed for an engine overhaul (<90 days). Is the 12 month rental

rate for bid evaluation purposes or is it TC's intent to rent an engine for this length of period? Request clarification.

Response 5: Operational requirements may prevent TC to replace the rental engine at three months and as a result have asked for a twelve month rate.

Question 6: In ref to Annex B, Item 49 – We would expect to apply the discount referred to above on parts only, so this line does not allow a bidder to differentiate parts pricing versus an overall discount. Would you consider a separate “New Parts discount” line item?

Response 6: Yes. Annex B is amended accordingly.

Question 7: Does Canada own spare engines or will it rely solely on the availability of rental engines?

Response 7: TC currently owns one spare twin-pac assembly (two engines and one combining gearbox).

Question 8: If Vendor does not have Rentals and Exchanges, will the submission be rendered as non-compliant?

Response 8: No, a submission will not be rendered non-compliant if rentals and exchanges are not included in the bid.

Question 9: Section 2.2 indicates that transmission of offers by facsimile to PSPC will be accepted. Can you confirm that scanned copies by email are acceptable?

Response 9: No, emailed copies of the bid are not acceptable.

Question 10: Are bidders expected to provide firm hourly rates for MRP services using the table listed in Part 7 B, Section 7.5.1 and include as part of their Section II: Financial Offer?

Response 10: Yes.

Question 11: Can Canada clarify if the 10 hours of repair labour are for MRP services or repair/overhaul?

Response 11: The 10 hours of repair labour are for repair/overhaul, not MRP services.

Question 12: Can Canada clarify if the requested firm prices are for repair/overhaul or replacement?

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T8493-170022/CAG

Amd. No. - N° de la modif.  
001

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003cag

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Response 12: The firm prices are for repair/overhaul, not replacement.

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## ANNEX B

### BASIS OF PAYMENT – 26 January 2018

The Offeror must submit firm prices and rates that will apply for the entire period of the Standing Offer.

The Total Assessed Price (TAP) must be submitted with the offeror's financial offer.

Number	Item	01 April 2018 to 31 March 2019	01 April 2019 to 31 March 2020	01 April 2020 to 31 March 2021
1	Overhaul of PT6T-9 engine			
2	<b>3055478-01</b> COVER ASSEMBLY, NO.1 REDUCTION GEARBOX			
3	<b>3054695-01</b> COVER ASSEMBLY, NO.2 REDUCTION GEARBOX			
4	<b>3078795-01</b> HOUSING, INPUT, REDUCTION GEARBOX			
5	<b>3053340-01</b> HOUSING OUTPUT, REDUCTION GEARBOX			
6	<b>3115691-01</b> DIAPHRAGM, REDUCTION GEARBOX			
7	<b>3044726-01</b> SHAFT ASSEMBLY, MAIN INPUT DRIVE			
8	<b>3123031-01</b> SHAFT, MAIN INPUT DRIVE COMPONENT			
9	<b>3044894-01</b> HOUSING ASSEMBLY, PRESSURE PUMP			
10	<b>3019944</b> HOUSING, INLET, PRESSURE OIL PUMP			
11	<b>3053858-01</b> COVER, TORQUEMETER PISTON			
12	<b>3053857-01</b> CYLINDER, TORQUEMETER			
13	<b>3049206-01</b> CASE ASSEMBLY, COMPRESSOR INLET			
14	<b>3112496-01</b> SCREEN, AIR INLET			

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15	<b>3076420-01</b> ROTOR, COMPRESSOR			
16	<b>3073686-01</b> ROD, TIE, COMPRESSOR ROTOR			
17	<b>3055004-01</b> SHAFT ASSEMBLY, COMPRESSOR ROTOR			
18	<b>3078311-01</b> COMPRESSOR STATOR ASSEMBLY			
19	<b>3119992-01</b> STATOR ASSEMBLY, COMPRESSOR, SECOND STAGE			
20	<b>3121253-01</b> STATOR ASSEMBLY, COMPRESSOR, THIRD STAGE			
21	<b>3027798</b> IMPELLER, CENTRIFUGAL			
22	<b>3049540-01</b> FIRESEAL ASSEMBLY, CENTER			
23	<b>3054583-02</b> CASE ASSEMBLY, GAS GENERATOR			
24	<b>3054444-01</b> LINER ASSEMBLY, COMBUSTION CHAMBER			
25	<b>3115877-01</b> LINER, COMBUSTION CHAMBER, OUTER,			
26	<b>3078584-01</b> HOUSING, COMPRESSOR TURBINE SHROUD			
27	<b>3055781CL</b> VANE, RING, TURBINE ASSEMBLY			
28	<b>3115729-01</b> DUCT ASSEMBLY, COMBUSTION CHAMBER, EXIT, LARGE			
29	<b>3059088-01</b> HOUSING ASSEMBLY, POWER TURBINE SHAFT			
30	<b>3011095</b> SHAFT, POWER TURBINE			
31	<b>3075790-01</b> REAR FIRESEAL ASSEMBLY, TOP			
32	<b>3074810-01</b> REAR FIRESEAL ASSEMBLY, BOTTOM			
33	<b>3118877-01</b> SUPPORT ASSEMBLY, NO.3 AND NO.4			

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	BEARING HOUSING			
34	<b>3121029-01</b> DUCT ASSEMBLY, TURBINE EXHAUST, SINGLE PORT			
35	<b>3073079-01</b> COVER ASSEMBLY, ACCESSORY GEARBOX			
36	<b>3057786-01</b> HOUSING ASSEMBLY, ACCESSORY GEARBOX			
37	<b>10544G</b> HEATER, OIL-TO-FUEL P&WC P/N: 3049386-02			
38	<b>26425-1</b> FLOW DIVIDER AND DUMP VALVE P&WC P/N: 3120483-01			
39	<b>3054522-01</b> ADAPTER ASSEMBLY, FUEL MANIFOLD			
40	<b>8063-1091</b> FUEL MANAGEMENT MODULE P&WC P/N: 3049160-09			
41	<b>1000604-2-003</b> CONTROL, ENGINE, ELECTRONIC P&WC P/N: 3049167-07			
42	<b>92455-1</b> STATOR, ALTERNATING CURRENT, GENERATING P&WC P/N: 3054717-01			
43	<b>88043-1</b> ROTOR, ALTERNATING CURRENT, GENERATING P&WC P/N: 3038627			
44	<b>3055601-01</b> HARNESS ELECTRICAL			
45	<b>540-1407-4</b> VALVE ASSEMBLY, COMPRESSOR AIR, BLEED P&WC P/N: 3049038-03			
46	Rental of PT6T-9 engine for 300 hours and 12 months			
47	Rental of CGB for 300 hours and 12 months			
48	10 hours of repair/overhaul labour			
49	New Parts Discount			
	Sum of items numbered 1 through 48			
		(a)	(b)	(c)

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**TOTAL ASSESSED PRICE (TAP) = (a) + (b) + (c) =** \_\_\_\_\_