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LETTER OF INTEREST
LETTRE D'INTÉRÊT

Title - Sujet Supplement - RPAS RFI 2016	
Solicitation No. - N° de l'invitation 660BL-120002/D	**Date** 2018-12-13
Client Reference No. - N° de référence du client W6451-RFI01	**GETS Ref. No. - N° de réf. de SEAG** PW-$RPS-002-27105
File No. - N° de dossier 002rps.660BL-120002	**CCC No./N° CCC - FMS No./N° VME**
Solicitation Closes - L'invitation prend fin **at - à 02:00 PM** **on - le 2019-06-28**	**Time Zone** **Fuseau horaire** Eastern Daylight Saving Time EDT
F.O.B. - F.A.B. Specified Herein - Précisé dans les présentes **Plant-Usine:** ☐ **Destination:** ☐ **Other-Autre:** ☑	
Address Enquiries to: - Adresser toutes questions à: Dadashzadeh, Feridon	**Buyer Id - Id de l'acheteur** 002rps
Telephone No. - N° de téléphone (613) 944-8738 ( )	**FAX No. - N° de FAX** ( ) -
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RPAS Sustainment-related Questions – 2018
660BL-120002/D

Supplement - RPAS (JUSTAS) - RFI 2016 - Update

This document is a supplement to "RPAS (JUSTAS) - RFI 2016 - Update (660BL-120002/C)".

On July 6, 2016, the Remotely Piloted Aircraft System (RPAS) Project (then called JUSTAS) made an announcement as follows:

"The JUSTAS Project equipment sustainment approach will be developed in accordance with the Sustainment Initiative. The goal of the Sustainment Initiative is to generate tailored solutions that maximize value to Canada through balancing and optimizing the four principles of sustainment: Equipment Performance, Value for Money, Flexibility and Economic Benefits.

Canada intends to develop the equipment sustainment approach for the JUSTAS Project in consultation with industry through fair, open, and transparent engagement activities in the future."

Responding to Sustainment-related Questions in this Document: In support of the efforts to develop the RPAS Project's sustainment requirements and approach, a number of questions have been drafted for written responses by industry. Suppliers interested in responding to these questions should refer to the Request for Information (RFI) published in 2016 (https://buyandsell.gc.ca/procurement-data/tender-notice/PW-BL-298-25611), which, among other things, sought information about respondents' sustainment concepts and costs. In responding to the sustainment-related questions, respondents should assume that only the "Full JUSTAS" option applies.

Responding to RFI 2016: As indicated in "RPAS (JUSTAS) - RFI 2016 - Update (660BL-120002/C)" Canada may, in its discretion, review responses to RFI 2016 received after the RFI closing date (660BL-120002/B as last amended on March 15, 2016). Those suppliers who still would like to provide a response, or an updated response, may do so but should only consider the "Full JUSTAS" option including Part 1 of the Cost Table at Annex A of the RFI 2016 document.

Canada may, at its discretion, contact any respondents to follow up with additional questions or for clarification of any aspect of a response and/or to arrange one-on-one sessions, in accordance with the provisions of the JUSTAS RFI 2016.

Interested suppliers are requested to send their responses to the sustainment-related questions (by February 15, 2019 preferably) or any other communications to the attention of the Public Services and Procurement Canada (PSPC) Contracting Authority, using the Project's e-mail address below:

TPSGC.PASATP-APRPAS.PWGSC@tpsgc-pwgsc.gc.ca

Canada will not necessarily respond to questions or provide feedback on the information provided by suppliers. However, if there are any questions and answers or announcements, they will be posted on buyandsell.gc.ca for all suppliers.

RPAS Sustainment-related Questions

#	Area	Question	2016 RFI Reference
1	Operations	Is your RPAS able to rely solely on Beyond Line Of Sight (BLOS)/Satellite Communications (SATCOM) for operations? (i.e. BLOS/SATCOM is robust enough as the sole means for safe control of the RPA and reliable transmission of sensor data to a Ground Data Terminal (GDT)) Is a Line of Sight (LOS) command and control node required in theatre?	3.39
2	Operations	What are the current and forecasted SATCOM bandwidth requirements for safe and effective operation of the platform, communications, and sensor payload?	3.33
3	Operations	What specific equipment is necessary to support RPAS launch/recovery and maintenance activities if the Ground Control Stations (GCSs) and operators are not co-located with the platforms?	3.39
4	Operations	Is your RPAS certified for operations in icing conditions? If yes: What are the de-icing requirements prior to flight?, How does your RPAS detect, communicate and respond to flight in icing conditions, What type of de-icing fluid is used? and, Do you use any specific application equipment?	3.29
5	Operations	What is the operating environment of your RPAS? (e.g. temperature ranges, altitudes, etc.)	3.29 3.30
6	Operations	What is the level of effort required to re-assemble your RPAS to a fully operational state from its shipping container? And what is the level of effort required to breakdown an RPAS into its shipping container(s)? (i.e. person-hours, minimum number of personnel required, ground/flight tests, required equipment such as an overhead crane, etc.)	3.53
7	Operations	How many C-17 and / or C130J chalks would be required to deploy three (3) RPAS, all necessary support equipment, and sparing to support a single line of tasking (i.e. one RPAS airborne 24/7 for up to 30 days)?	3.53
8	Performance Metrics	How well is your RPAS performing in terms of: serviceability, availability, reliability, sustainment costs, technical issues, spares availability?	3.60
9	Performance Metrics	What specific performance metrics are you using to manage your RPAS operations?	3.60
10	Performance Metrics	Based on your RPAS performance data collected to date, what would be a realistic and achievable target for Mission Reliability Rate? (i.e. the rate for which an RPAS successfully completes a scheduled mission without experiencing a critical fault to either a flight or mission system that prevents mission completion)	3.60
11	Performance Metrics	What is the availability, serviceability, and reliability of your Ground Control Station (GCS)?	3.60

12	Performance Metrics	What are your key RPAS sustainment and/or equipment cost drivers? What are your top performance degraders leading to system downtime?	Annex A
13	Training	Do you currently provide RPAS specific on-type maintenance technician courses? If yes: What is the duration of each on-type course? What certification is awarded upon completion? Is there a requirement for on-the-job training following formal coursing?	3.57
14	Training	Do you currently provide RPAS specific on-type training for pilots and sensor/payload operators? If yes: What is the duration of each on-type course? What certification is awarded upon completion?	3.57
15	Training	Can a GCS be used for Pilot and Payload Officer training instead of a dedicated simulator?	3.57
16	Training	What RPAS specific maintenance training aids do you use or recommend using? (i.e. part-task trainer(s), maintenance simulators, weapons load trainer, etc.)	3.57
17	Material Management	What would be the physical size and number of contents of a Deployable Pack-Up Kit (i.e. equipment and sparing to support three (3) RPAS for a 30 day period)	3.53
18	Material Management	What is your ability to provide a fully contracted Supply Chain Management solution?	3.53
19	Maintenance	What is the approximate number of maintenance hours per flight hour?	3.60
20	Maintenance	How many contracted maintenance personnel (broken out by roles and responsibilities) would be required to support a deployment of three (3) RPAS providing a single line of tasking (i.e. one RPAS airborne 24/7 for up to 30 days)?	3.53
21	Maintenance	How many contractors are required to maintain up to seven (7) co-located Ground Control Stations (GCS)?	3.53
22	Maintenance	How many contracted technicians would be required to perform launch/recovery, and first line servicing and maintenance activities for three (3) RPAS flying up to two (2), thirty-hour missions each week from a Royal Canadian Air Force (RCAF) Wing in Canada?	3.39
23	Maintenance	Are there any sustainability issues with the long term storage of a Remotely Piloted Aircraft (RPA) in its shipping container(s)? What square footage is required to store one RPA? Are the shipping containers stackable?	3.53
24	Maintenance	What are your RPAS' preventative maintenance program requirements? (i.e. specify all inspection types, intervals, and level of effort, including person-hours)	3.53
25	Maintenance	What are the preventative maintenance requirements for your Ground Control Station (GCS)? Is there an established preventative maintenance program or is the GCS only repaired when broken?	3.53
26	Maintenance	Provide a list of "lifed components" and include whether they are based on calendar time and/or flight hours and if they are sent for overhaul or disposal?	3.53

27	Maintenance	What are the Conditional Inspection requirements? (i.e. lightning strike, hard landing, high G loading?)	3.53
28	Maintenance	Do you have a Corrosion Control Program for your RPAS (e.g. inspection following flight over salt water, etc.)? If yes: What are the specifics of this program, including what constitutes a corrosive environment and the level of effort of any inspection requirements?	3.53
29	Maintenance	Does your RPAS maintenance program include any Non-Destructive Testing (NDT) inspection requirements? If yes: What are the specific NDT inspection frequencies and level of effort?	3.53
30	Maintenance	What corrective maintenance tasks are the leading contributors to aircraft downtime?	3.53
31	Maintenance	To what extent are standard structural/carbon fibre repairs available in the maintenance manuals? (i.e. is each repair treated non-standard repair requiring a separate engineering disposition?) To what extent can these repairs be embodied in the field?	3.53
32	Maintenance	What is the level of effort for an engine change and a prop change (i.e. person-hours, ground/flight tests, and equipment required such as overhead crane, cradles, engine stand, etc.)?	3.53
33	Maintenance	Can all maintenance functional checks and ground run-ups be completed independent of the GCS and/or operator involvement (i.e. can they be completed solely by technicians on-site)?	3.53
34	Maintenance	What maintenance activities require flight tests? What is the frequency/duration of flight tests and can they be combined with an operational mission?	3.53
35	Maintenance	Are there any oil analysis requirements and if so, how are they conducted?	3.53
36	Maintenance	How is the RPA handed over between operators in the GCS and the deployed maintenance crew pre-flight and post-flight?	3.39
37	Maintenance	Who maintains configuration of the RPAS software? What are the timelines for the software update/change cycle?	3.53
38	Maintenance	Is the software update/change cycle Original Equipment Manufacturer (OEM) and/or Operator driven?	3.53
39	Maintenance	How do you plan to manage obsolescence over the planned RPAS service life?	3.42
40	Maintenance	What specific aircraft maintenance support equipment (AMSE) is required to support your RPAS? (e.g. hydraulic stands, avionics (power carts), payload, test stands, etc.)	3.53
41	Maintenance	Is all RPAS maintenance carried out at first and/or third line? (i.e. no limited second line/intermediate level shops / maintenance) If there are any second line/intermediate level shops or maintenance requirements, what are they? (e.g. engine shop, battery shop, avionics shop, etc.)	3.53
42	Maintenance	Are the maintenance manuals in S1000D format? How often are maintenance manuals updated? Are the maintenance manuals purely electronic and/or paper based?	3.60

43	Airworthiness & Eng Support	What specific airworthiness standards will your RPAS be certified against for flight in non-segregated airspace?	3.24 3.28
44	Airworthiness & Eng Support	Does your RPAS have a Master Minimum Equipment List (MMEL) for flight critical systems?	3.53
45	Airworthiness & Eng Support	What is the requirement to perform Weight and Balance on the RPAS?	3.53
46	Sustainment	What is the approximate sustainment costs per flying hour?	3.60 6.2
47	Programme Issues	How is the concept of continuous improvement integrated in your program management framework?	3.42