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**LETTER OF INTEREST
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Title - Sujet CH146 GRIFFON	
Solicitation No. - N° de l'invitation W8485-07MB80/A	Date 2019-02-04
Client Reference No. - N° de référence du client W8485-07MB80	GETS Ref. No. - N° de réf. de SEAG PW-\$\$\$BF-129-27181
File No. - N° de dossier 129bf.W8485-07MB80	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2019-03-08	
Time Zone Fuseau horaire Eastern Standard Time EST	
F.O.B. - F.A.B. Specified Herein - Précisé dans les présentes Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input checked="" type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Pavlich(129bf), William	Buyer Id - Id de l'acheteur 129bf
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CH-146 Griffon Limited Life Extension (GLLE) Letter of Interest W8485-07MB80

1. Purpose and Nature of the Letter of Interest

This Letter of Interest (LOI) is neither a call for tender nor a Request for Proposal (RFP). No agreement or contract will be entered into based on this Letter of Interest. This LOI is not a commitment that a non-competitive contract(s) for the work described herein will be issued.

The purpose of this Letter of Interest is to inform Industry of Canada's intent to replace obsolete systems found on the CH-146 Griffon through a Griffon Limited Life Extension (GLLE) project. Canada intends to carry out the definition work for this requirement through a non-competitive process with the Original Equipment Manufacturer (OEM), Bell Helicopter Textron Canada Limited (BHTCL). Canada intends to maximize Canadian industry participation when and where possible during the implementation phase of the project.

The objectives of this Letter of Interest are to:

- a. Inform Industry of this upcoming project;
- b. Inform Industry of Canada's intent to consider only BHTCL solutions for the definition phase of work and to outline the factors that led to this decision;
- c. Inform Industry of Canada's intent to carry out the GLLE project definition phase through a non-competitive process and to outline the factors that led to this decision: and,
- d. Inform Industry of the possibility to work with BHTCL as an accredited supplier for the implementation phase of the project

2. Background Information:

The Department of National Defence (DND) has a requirement to recapitalize the investment in CH-146 as outlined in the Strong, Secure, Engaged (SSE) initiative 54 – recapitalize existing capabilities in advance of next generation platforms. GLLE is a result of the decision to postpone the Griffon replacement project. The sustainment of the CH-146 capability until at least the mid-2030's is essential to retain a spectrum of tactical aviation capabilities available to the Canadian Armed Forces for domestic and expeditionary operations.

The CH-146 Griffon and its sub-systems are based on technology dating back to the 1980s. In the absence of a mid-life upgrade program, a significant portion of the CH-146 avionics, instruments, displays, and Government Furnished Material (GFM) will soon become obsolete. The lack of parts and spares combined with the failure rate of obsolete components negatively impacts the availability rate of the CH-146 fleet, resulting in escalating maintenance costs. These components must be replaced with new supportable components to assure fleet availability and mitigate cost risks.

In addition, a number of critical CH-146 components have reached their operating limits and modification to meet new mandated requirements is not possible. For instance, the Control Display Unit (CDU) is the primary interface with the mission systems and avionics. The current CDU is operating at maximum capacity. Without an upgrade it would not be capable of integrating any new or additional CH146 sub-system component functions. Replacement of components of this nature is needed to ensure that the CH-146 capability can continue to function effectively over its extended life.

3. Project Intent

The intent of the GLLE project is to replace obsolete avionics with modern systems that meet the requirements of the Royal Canadian Air Force (RCAF) and are sustainable to at least the mid-2030's. To remain operationally relevant, the GLLE configuration must meet civil and military standards. Currently, certain CH-146 components do not comply with the Communication, Navigation, Surveillance Air Traffic Management (CNS ATM) regulations that are scheduled to be fully implemented in Western Europe and the United States by 2020, and Canada by 2021. GLLE must comply with all regulatory airspace requirements to enable unrestricted operations in international and domestic controlled airspace when the new CNS ATM standards are implemented.

As a result of the multiple individual obsolescence issues, new regulatory requirements, and BHTCL retaining IP rights, the option of leveraging as much existing, certified, and, Off-the-Shelf components with a fully integrated digital avionics and engine package was selected based on the following:

- a. BHTCL is the exclusive holder of the technical data (Intellectual Property [IP]) associated with the engineering and manufacturing of the Bell 412CF Type Design;
- b. BHTCL is the exclusive holder of the Bell 412CF Type Certificate. As the design authority organization, BHTCL is the only organization capable of performing a full assessment of the design and thus providing or recommending airworthiness approval / certification for any subsequent design changes or associated repairs;
- c. Based on projected flying rates and proposed life extension, the CH-146 will remain a viable asset to the RCAF until at least the mid-2030's; and,
- d. The Government of Canada intends to have the Griffon full-motion flight simulator and the mission rehearsal tactical trainers reflect the GLLE configuration through a separate procurement process.

4. Project Constraints

Project constraints to be considered are:

- a. BHTCL is the sole provider of CH-146 aircraft and exclusively holds the necessary level of intellectual property (IP) to conduct a project of this scope;



- b. The solution must be available in the form of Commercial and/or Military Off-the-Shelf components to reduce risk on the project, design and certification;
- c. Upgrades to aircraft mission equipment and GFM will be limited to those components becoming obsolete within the extended life of the CH146, and as required to mitigate project risk: and,
- d. Canada intends to work with BHTCL and accredited supplier(s) during the implementation phase of the GLLE. Non-accredited BHTCL suppliers may have the option to become accredited through BHTCL to allow involvement in this project.

5. Economic Benefits

Canada will seek to leverage this procurement through the application of the Industrial and Technological Benefits (ITB) Policy, including Value Proposition (VP). Under the Industrial and Technological Benefits Policy, companies awarded defence procurement contracts are required to undertake business activities in Canada, equal to the value of the contract. The Industrial and Technological Benefits Policy has four (4) main objectives:

- Support the long-term sustainability and growth of Canada's defence sector;
- Support the growth of prime contractors and suppliers in Canada, including small and medium-sized enterprises in all regions of the country;
- Enhance innovation through Research and Development in Canada; and
- Increase the export potential of Canadian-based firms.

In addition, a core element of the Industrial and Technological Benefits Policy is the Value Proposition. The industrial analysis conducted to date reveals that this project is related to a number of strategic Key Industrial Capabilities (KICs), including In-Service Support, Training and Simulation, Aerospace Systems and Components and Defence Systems Integration.

The Industrial and Technological Benefits Policy is administered by Innovation, Science and Economic Development Canada, with assistance from the Regional Development Agencies. Further information regarding the Intellectual Technological Benefits Policy can be found at www.canada.gc.ca/itb.

6. Schedule:

The Project is currently in the Definition phase and a more definitive schedule will be established as the projects proceeds towards the implementation phase.

7. Important Notes:

Questions regarding this project can be sent to:

Name: Stefan Wetscher
Title: Supply Team Leader – Transport and Helicopters Division



Organization: Public Services and Procurement Canada

Address: Place du Portage, Phase III, 8C1, 11 Laurier Street, Gatineau, QC, K1A 0S5

Telephone: 819-420-0974

E-mail: Stefan.Wetscher@tpsgc-pwgsc.gc.ca

Email is the preferred method of communication and a point of contact for any queries should be included.

8. Closing date for the LOI

The closing date for the LOI is March 8th 2019