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Pacific Region  
401 - 1230 Government Street  
Victoria, B.C.  
V8W 3X4  
Bid Fax: (250) 363-3344

## 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

Public Works and Government Services Canada -  
Pacific Region  
401 - 1230 Government Street  
Victoria, B. C.  
V8W 3X4

<b>Title - Sujet</b> Distance Measuring Equipment		
<b>Solicitation No. - N° de l'invitation</b> F1701-180056/A		<b>Date</b> 2019-05-30
<b>Client Reference No. - N° de référence du client</b> F1701-180056		<b>Amendment No. - N° modif.</b> 005
<b>File No. - N° de dossier</b> XLV-8-41151 (591)	<b>CCC No./N° CCC - FMS No./N° VME</b>	
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$XLV-591-7700		
<b>Date of Original Request for Standing Offer</b> Date de la demande de l'offre à commandes originale		2019-03-14
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2019-06-07</b>		<b>Time Zone</b> <b>Fuseau horaire</b> Pacific Daylight Saving Time PDT
<b>Address Enquiries to: - Adresser toutes questions à:</b> Zwarich, Eric		<b>Buyer Id - Id de l'acheteur</b> xlv591
<b>Telephone No. - N° de téléphone</b> (250) 661-2347 ( )		<b>FAX No. - N° de FAX</b> ( ) -
<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>		

Solicitation No. - N° de l'invitation	Amd. No. - N° de la modif.	Buyer ID - Id de l'acheteur
F1701-180056/A	004	XLV591
Client Ref. No. - N° de réf. du client	File No. - N° du dossier	CCC No./N° CCC - FMS No./N° VME
F1701-180056	XLV-8-41151	

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This Solicitation amendment is to conduct the following:

1. Incorporate Questions and Answers received to date.

**1. Incorporate Questions and Answers received to date:**

**UNDER APPENDIX 1 to ANNEX A:**

DELETE: ALL

INSERT: (Starts on Following Page)

## APPENDIX 1 to ANNEX A – Questions and Answers

F1701-180056 - DME - Questions and Answers					Rev 3
#	Date Received	Question	Answer	Date Returned	
1	15/04/2019	<p>1) MR 18, MR 34 both state “must be capable of being powered by either of the following power sources:</p> <p>a. 115 VAC...,</p> <p>b. 24 VDC..., or</p> <p>c. 12 VDC...”</p> <p>To clarify, is the requirement either of the listed power sources or should the line say “any of the listed sources”</p>	<p><b>Section 4.2.3 Electrical</b></p> <p>MR. 18. The electronics associated with the DME Core must be capable of being powered by any combination of the listed sources:</p> <p>a. 115 VAC ± 10% circuit,</p> <p>b. 24 VDC ± 15%, two wire ungrounded, or</p> <p>c. 12 VDC ± 15%, two wire negative ground.</p> <p><b>Section 4.4.3 Electrical</b></p> <p>MR. 34. The electronics associated with the DME Bridge Controller must be capable of being powered by any combination of the listed sources:</p> <p>a. 115 VAC ± 10% circuit,</p> <p>b. 24 VDC ± 15%, two wire ungrounded, or</p> <p>c. 12 VDC ± 15%, two wire negative ground.</p>	16/04/2019	

2	15/04/2019	<p>2) OUTPUT POWER: Typical DMEs are low power, nominally 100W, or high power, nominally 1000W. A continuously adjustable output from 100 to 500W is feasible but may be a unique design from some suppliers for this procurement. Is there a functional requirement, such as minimum slant range distance coverage required, that could be specified to achieve the desired result? Is there a functional requirement on board the ship that requires the 100 – 500W output power range?</p>	<p><b>Section 4.2.3 Electrical</b></p> <p>MR. 17. The DME Core must be user configurable to transmit at either 100 watts or 500 watts.</p> <p>A one hundred (100) watt transmit power has been tested by CCG and proven to be insufficient for some of the environments that the vessels operate in. Five hundred (500) watts is the transmit power of the existing DME and has been deemed acceptable. At a transmit power of one thousand (1000) watts there is an unacceptable risk of damaging the sensitive marine receivers on the vessel.</p>	16/04/2019
3	15/04/2019	<p>3) DME operation is for an aircraft interrogator to send an interrogation, receive the response from the DME ground (or in this case, shipboard) system, and calculate the slant range distance. The distance measurement is fed to the various avionics on the aircraft. Therefore the distance information is at the aircraft side of the system and is not available to the DME itself. Is there a datalink from the helicopter to the ship that can feed the identification of the aircraft and slant range to the controller? Or, is this a requirement that can be removed from the specification?</p>	<p>After further review, in <b>Section 4.4.1 General</b>, MR. 30 and MR. 31 are outside of the Distance Measuring Equipment operational scope and should be removed from the Statement of Requirements.</p>	16/04/2019

4	15/04/2019	4) Bridge Controller Trial #20 – DME bridge controller must provide users with the ability to determine the number of ADF equipped helicopters that are currently connected to the DME system. a. Will the CCG provide this data on the ship to allow for such tracking?	After further review and with the removal of requirement MR. 30 in <b>Section 4.4.1 General</b> , trial #20 can be removed from Appendix C.	16/04/2019
5	15/04/2019	5) Trial #21 – this requirement is to display the distance of two (or more) helicopters. a. Will the CCG provide this data on the ship from radar or via data links to allow for display to the controller?	After further review and with the removal of requirement MR. 31 in <b>Section 4.4.1 General</b> , trial #21 can be removed from Appendix C.	16/04/2019
6	15/04/2019	6) In additions to the listed questions we would hereby like to request and extension to the closing date to enable us to prepare for the responses to the above questions. Therefore requesting to extend the closing date from current April 24, 2019 to May 8th, 2019.	I approve of this extension. The RFP closing date can be moved to May 8, 2019.	16/04/2019

7	15/04/2019	Could you please clarify if installation on the ships is to be included in the offer?	<p>Installation onboard Canadian Coast Guard vessels will be performed by CCG personnel.</p> <p>The Contractor will be required to set up a DME Antenna, DME Core, and DME Bridge Controller for the Acceptance Trials detailed in Appendix C only.</p> <p>Acceptance Trials will be conducted on shore at the Canadian Coast Guard base at 25 Huron Street, Victoria, BC. Assistance for the acceptance trial period can be provided by CCG personnel upon written request from the Contractor.</p>	16/04/2019
8	15/04/2019	Will Cables and Cabling installation on the ships need to be included in the offer?	<p>Cabling installation on board Canadian Coast Guard vessels is outside the scope of this Request for Proposal.</p> <p>Any cabling that is not commercially available and is specialized in nature that its use is particular to the item procured must be included in accordance with the Contractor's offer.</p>	16/04/2019

9	01/05/2019	With reference to MR. 16., please confirm a DME core with 40" H x 25" W x 25 " D will be accepted.	Yes, this is acceptable. The spaces and entryways on the vessel limit the dimensions of the DME Core. I have adjusted the requirement to better reflect this constraint. <b>Section 4.2.2 Mechanical</b> MR. 16. The DME Core must not exceed 48" H x 26" W x 26"D.	06/05/2019
10	01/05/2019	With reference to MR. 21 & MR. 27. Please confirm supplying the cables will be CCG's responsibility.	Yes, cabling that is commercially available and required for MR. 21 and MR. 27 will be the responsibility of CCG to procure.  Commercially available cable requirements for MR. 21 and MR. 27 are considered outside the scope of this Request for Proposal.	06/05/2019
11	02/05/2019	With reference to MR. 10., please confirm similar standards like MIL-STD-291C and STANAG 5034 will be accepted.	Yes, MIL-STD-291C and STANAG 5034 will be accepted as an alternative to FAA-E-2996: <i>Performance Specification for Distance Measuring Equipment.</i>	06/05/2019
12	02/05/2019	With reference to DR. 2., please confirm similar standards like MIL-STD-461F will be accepted.	Yes, MIL-STD-461F will be accepted as an alternative to IEC 60945-2002 Ed. 4: <i>Maritime navigation and radiocommunication equipment and systems - General requirements - Methods of testing and required test results.</i>	06/05/2019

13	02/05/2019	With reference to MR.18. & MR.34., if a system runs on 115 VAC, but is not designed to run on DC power would this be acceptable.	Yes, this is acceptable. The three power sources specified in MR. 18 and MR. 34 are commonly available on Canadian Coast Guard vessels. A proposed DME solution can operate on one type of source or any combination of the three sources.	06/05/2019
14	21/05/2019	1. With reference to "site acceptance trial" Subsection 5.3.1, MR. 21, For a system that is specifically designed for shipboard operation, using it in a fixed base configuration likely will not provide the optimal results on top of a building due to ground effects and etc. The trial may need to mount the antenna on an extendable mast to eliminate the effect of the building and the ground effects during test.  Is an extendable or high level mount available.	Yes. There is a thirty (30) foot high tower next to the building that is available for use during acceptance trials. The tower is approximately ten (10) feet above the building.  At the contractor's written request, prior to the acceptance trial, the tower can be used.	28/05/2019
15	21/05/2019	Since this equipment is meant to be used on a ship, it is strongly recommended to perform the site acceptance trial on the ship instead of being performed on the ground. Is there any chance this could be conducted on a ship?	No. Due to operational requirements, a ship will not be available for acceptance trials.	28/05/2019
16	24/05/2019	With reference to MR. 11. "The DME Core must provide ..... the slant range .... "  Question: To navigate a helicopter on shipboard, you need to provide it with both bearing and slant range. If you install a DME to provide only slant range, how are you going to provide the bearing?	Bearing for the helicopter is provided by an existing Non-Direction Beacon (NDB) system on the vessel.  The addition of an NDB is outside of the scope of this request for proposal.	28/05/2019



17	24/05/2019	<p>With reference to MR. 24.a and b : “ The antenna gain must ... a minimum gain of 6 dB on the main beam.. ” and “ The antenna gain must ... a minimum gain of 3 dB at the horizon... ”</p> <p>Please confirm a TACAN antenna with 3dB main beam gain and -2dB horizon gain is accepted.</p>	<p>If a TACAN system is specified for bid evaluation, a TACAN antenna that conforms to MIL-E-16400 will be accepted as the appropriate antenna for the Contractor's proposal.</p> <p>The bid must clearly state in writing that the system specified is a TACAN system. The bidder must reference a manufacturer's technical manual or certificate demonstrating the antenna conforms to MIL-E-16400.</p>	28/05/2019
18	24/05/2019	<p>With reference to MR. 26. “ The antenna must be capable of operating in .... conditions as specified in the FAA-G-2100H “</p> <p>Question 3: Please confirm an antenna with similar military standard like MIL-E-16400 is also acceptable.</p>	<p>If a TACAN system is specified at bid evaluation, MIL-E-16400 will be considered an acceptable substitution for the FAA-G-2100H standard.</p> <p>The bid must clearly state in writing that the system specified is a TACAN system. The bidder must reference a manufacturer's technical manual or certificate demonstrating the antenna conforms to MIL-E-16400.</p>	28/05/2019

19	24/05/2019	<p>With reference to MR. 25. The antenna must be rated at a temperature rating of -40°C to +50°C. The standard MIL-E-16400 for marine application requires that the antenna is verified to operate in the temperature range of -28C to 65C and its verified storage temperature is -62 to 71C.</p> <p>Question 4: Please confirm a TACAN antenna which is designed to meet MIL-E-16400 for marine application with verified Operating temperature of -28C to 65C and verified storage temperature of -62 to 71C are accepted.</p>	<p>If a TACAN system is specified at bid evaluation, MIL-E-16400 will be considered an acceptable standard. The antenna specified in the bid must have a minimum operating temperature range of -28C to +65C and storage temperature range of -62C to +71C.</p> <p>The bid must clearly state in writing that the system specified is a TACAN system. The bidder must reference a manufacturer's technical manual or certificate demonstrating the antenna conforms to MIL-E-16400.</p>	28/05/2019
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Sollicitation No. - N° de l'invitation F1701-180056/A	Amd. No. - N° de la modif. 004	Buyer ID - Id de l'acheteur XLV591
Client Ref. No. - N° de réf. du client F1701-180056	File No. - N° du dossier XLV-8-41151	CCC No./N° CCC - FMS No./N° VME

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**ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME**