



**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**

**SOLICITATION AMENDMENT**

**MODIFICATION DE L'INVITATION**

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

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

**Comments - Commentaires**

**Vendor/Firm Name and Address**

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

**Issuing Office - Bureau de distribution**

**Armoured Vehicles Support/Soutien des véhicules  
blindés**

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

**Place du Portage Phase III 6C1**

**Gatineau**

**Québec**

**K1A 0S5**

<b>Title - Sujet</b> Next Generation Fighting Vehicle	
<b>Solicitation No. - N° de l'invitation</b> W6399-19KH53/A	<b>Amendment No. - N° modif.</b> 002
<b>Client Reference No. - N° de référence du client</b> W6399-19KH53	<b>Date</b> 2019-08-09
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$BL-319-27400	
<b>File No. - N° de dossier</b> 319bl.W6399-19KH53	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2019-08-23</b>	
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Ferron, Nathalie	<b>Buyer Id - Id de l'acheteur</b> 319bl
<b>Telephone No. - N° de téléphone</b> (819) 420-0840 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b> N/A	

**Instructions: See Herein**

**Instructions: Voir aux présentes**

<b>Delivery Required - Livraison exigée</b>	<b>Delivery Offered - Livraison proposée</b>
<b>Vendor/Firm Name and Address</b> <b>Raison sociale et adresse du fournisseur/de l'entrepreneur</b>	
<b>Telephone No. - N° de téléphone</b> <b>Facsimile No. - N° de télécopieur</b>	
<b>Name and title of person authorized to sign on behalf of Vendor/Firm</b> <b>(type or print)</b> <b>Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

## **AMENDMENT 002**

This Request for Information amendment (**002**) is raised to provide clarifications sought by Industry.

### **Questions and Answers:**

Question 2: We intend to reply to the LOI per the close date of 23 August 2019. However given resource availability would it be acceptable to Canada if we delay submission of the financial annex until 27 September 2019? We don't want to jeopardize internal Canada procurement timelines, but this schedule relief will allow for a more detailed pricing estimate. If this delay would impact the procurement timelines then we would re-assess and deliver on 23 August 2019.

Answer 2: As per Article 1.0 Purpose and Nature of the RFI, Sub-article 1.9, the RFI closing date published herein is not the deadline for comments or input. Comments and input will be accepted any time up to the time when/if a follow-on solicitation is published. However, Canada would request that the submission of the Annex C, Financial Information be provided at the latest by 16 September 2019.

Question 3: In support of the vehicle demonstration, per Annex D, the designated time window is 21 October to 1 November 2019. We are in the process of securing the required permits, coordinating logistics and vehicle availability. Would it be possible to narrow down the demonstration window. Our preference would be 22 and/or 23 October 2019 at CFB Petawawa.

Answer 3: As per RFI Article 6.0 Vehicle Demonstration, Sub-article 6.5, the schedule and specific details of the demonstration will be provided to the selected participants in advance of the demonstrations.

Question 4: In drafting our response, we have come across a question for Canada which will assist us in our answer. For the Annex A – High Level Mandatory Requirements (HLMR) Serial #6 – Transportability: Can Canada please confirm the CH-147F payload capabilities inclusive of internal and sling load? If/where possible can it be related to the Mil-Std 1366 or equivalent?

Answer 4: CH 47F Payload:

Note: This is under a "good-case scenario" (20°C, sea level, only 1 hr fuel req'd, etc.)...the environment and distance required to transport could increase these numbers slightly or lower them drastically.

- 1) Max Gross Aircraft Wt = 54,000lbs:
  - a. Operating Wt Standard Config (no guns) = 29,500lbs + 4,000lbs (1hr Fuel + min landing fuel) = 54,000 – 33,500 = 20,500lbs of Cargo
  - b. Operating Wt Guns Only = 31,000lbs + 4,000lbs (1hr Fuel + min landing fuel) = 54,000 – 35,000 = 19,500lbs of Cargo

- c. Operating Wt Guns + Armour = 33,500lbs + 4,000lbs (1hr Fuel + min landing fuel) = 54,000 – 37,500 = 16,500lbs of Cargo

Note: Cargo weights above can be internal, slung load (single hook or tandem), or a combination of both.

2) Considerations for slung load:

- a. A load Wt greater than 18,750lbs requires additional rigging equipment... adding time & complexity to the rigging.
- b. Possible to move slung loads greater than 20,000lbs, but only very short distances with an "empty aircraft" in a non-threat environment.

3) Considerations for internal load:

- a. Pax are considered cargo... so their weights would need to be subtracted from the weights in para 1 if you expect to carry them with the slung load or internal load.
- b. Concentrated loads (hard rubber wheels, skids, ridges/contact pads under crates, etc.) should not exceed 50psi. If exceeded additional equipment is required which adds time & complexity to the load/off-load.
- c. Palletized cargo requires installation of the cargo rollers which could reduce the internal load weight by 878lbs
- d. Max Wt of a 88inx108in Aircraft Pallet is 5,500lbs... Max Wt of a Standard 40in x 48in Tri-wall/Warehouse Pallet is 2,200lbs.

**ALL OTHER TERMS AND CONDITIONS OF THE REQUEST OF INFORMATION REMAIN UNCHANGED**