



**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**

**Quebec**

**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**

Frigate Life Extension (FELEX) Project / Bureau de  
projet de prolongation de la vie des frégates (BP  
FELEX)

455 Blvd de la Carrière

Gatineau

Quebec

K1A 0K2

<b>Title - Sujet</b> HCCS IN-SERVICE SUPPORT		
<b>Solicitation No. - N° de l'invitation</b> W8482-168150/D		<b>Amendment No. - N° modif.</b> 005
<b>Client Reference No. - N° de référence du client</b> W8482-168150		<b>Date</b> 2019-11-07
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$FX-008-27388		
<b>File No. - N° de dossier</b> 008fx.W8482-168150	<b>CCC No./N° CCC - FMS No./N° VME</b>	
<b>Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2020-01-13</b>		<b>Time Zone</b> Fuseau horaire Eastern Standard Time EST
<b>F.O.B. - F.A.B.</b> Specified Herein - Précisé dans les présentes <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input type="checkbox"/> <b>Other-Autre:</b> <input checked="" type="checkbox"/>		
<b>Address Enquiries to: - Adresser toutes questions à:</b> Fortin, Marie-Andrée		<b>Buyer Id - Id de l'acheteur</b> 008fx
<b>Telephone No. - N° de téléphone</b> (819) 939-3234 ( )		<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>		

**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 (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>

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**In-Service Support of the *Halifax*-class Combat Systems  
RFP – Questions and Answers  
Amendment no. 05**

This amendment is being issued to answer questions received against this solicitation.

**Questions and Answers:**

**Q164** - In the HCCS ISS RFP Section 4.3.1, pages 17 and 18 of 172, CANADA specifies that the M3 Senior Systems Engineer section must have Naval Radar experience. To ensure fairness in this competition, Canada is respectfully requested to make one of the two changes outlined below:

1. Expand or restate the requirement for “Naval” Radar experience to include “Military Maritime” radar systems experience. Given the fundamental similarities between radar systems, this will enable a Bidder to provide a suitable resource, familiar with the naval environment, with the appropriate radar experience to meet the requirements of the Mandatory Technical Evaluation Criteria; or
2. Remove the requirement for the resource to be an employee of the Bidder or have entered into an agreement with the Bidder to become an employee of the Bidder by allowing the bidder to subcontract for this expertise, with confirmation that the resource will be available for the execution of the contract, as is the practice in other naval in-service support contracts.

The understanding is that the Systems Engineering expertise CANADA is looking for pertains to complex radar systems used at sea for surveillance, fire control, navigation and identification purposes (e.g. 2D, 3D, IFF, ESM/ECM and radar illumination systems), in contrast to simple marine navigation radars that could be used in a Naval application.

Military Maritime radar systems, such as those that are used on Maritime Helicopters or Patrol Aircraft, include those used in support of naval operations for the purpose of identifying, prosecuting or relaying contact information regarding surface or airborne targets, such as are used on Maritime Helicopter surveillance, IFF and ESM/ECM systems. The core technologies and system complexity (hardware and software) for both airborne and ship based systems are the same despite the physical differences. The common Operations environment (operating at sea, prosecuting similar targets) will enable communication of the key technical issues and operational issues. While specific systems training is required, the core commonalities between radar systems enables experienced personnel to rapidly transition between systems in both domains.

**A164** - Canada will not change the words “Naval radar” to “Military Maritime radar” in any of the bullets in subsection (c) of the Mandatory Technical Evaluation Criterion M3 – Senior Systems Engineer, but on the basis of the description of Military Maritime radar specified in the question, Canada will accept Military Maritime radar experience for the purpose of meeting the Naval radar experience described in any of the bullets in subsection c).

**Q165** - Amendment 4, Answer 154 contradicts Amendment 2, Answer 71 as follows:

Answer 71 states “Bidders are to calculate ITB percentage against the Management Fee for 12 years of the Contract. Management Fee for this purpose is to be calculated by multiplying the Management fee for the first 6 years of the Contract by 2. This will be for the purposes of evaluation only.”

N° de l'invitation - Solicitation No.  
W8482-168150/D  
N° de réf. du client - Client Ref. No.  
W8482-168150

N° de la modif - Amd. No.  
005  
File No. - N° du dossier  
008fx.W8482-168150

Id de l'acheteur - Buyer ID  
008fx  
N° CCC / CCC No./ N° VME - FMS

However Answer 154 states: "Bidders should use the total sum of Management Work, Emergent Work in Canada and any other potential work in Canada including performance incentives as the ITB/VP contract value. Please refer to the example below for further clarification.

Example: For illustration purposes only

Work under HCCS ISS may be comprised of the following elements:

- Management work in Canada : \$10,000
- Emergent Work
  - In Canada : \$3,000
  - Outside Canada : \$7,000
  - Any other potential work done in Canada : \$1,000
- Performance Incentives : \$1,000

The above example outlines approximately \$22,000 of overall work, out of which, \$15,000 would be part of the Contract Value for the purposes of the ITB obligation.

We request that Canada provide clarification as to the correct approach bidders are to use for their ITB/VP commitments.

**A165** - For the purpose of the ITB/VP evaluation, bidders will be evaluated on their commitments and identification of transactions against the four pillars specified in the HCCS ISS Evaluation Plan which includes Management Work, Emergent Work in Canada (including any other potential work in Canada), Research and Development, and Skills Development and Training.

**Q166** - Where can we find the template transaction sheet for the HCCS-ISS bid?

**A166** - The transaction sheet template is included in the ITB Terms and conditions of the final RFP for the HCCS ISS project. In addition, an electronic copy can be requested by sending an email to the Contracting Authority.

**Q167** - A126 states "The SRCL has been updated...", however we do not see an updated SRCL in RFP Amendment #4. Can you advise where the updated SRCL is that is referred to in the Q&A can be located.

**A167** – An updated version of the SRCL and other related security documents will be released on Buyandsell shortly.

**All other terms and conditions remain the same.**