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LETTER OF INTEREST
LETTRE D'INTÉRÊT

Comments - Commentaires

Vendor/Firm Name and Address
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Issuing Office - Bureau de distribution
Civilian Aircraft Division/Division des Avions Civils
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Title - Sujet Dash 8-100 Aircraft Upgrade	
Solicitation No. - N° de l'invitation T8493-190062/A	Date 2020-06-22
Client Reference No. - N° de référence du client T8493-190062	GETS Ref. No. - N° de réf. de SEAG PW-\$CAG-011-27820
File No. - N° de dossier 011cag.T8493-190062	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2020-07-06	
Time Zone Fuseau horaire Eastern Daylight Saving Time EDT	
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: Gratton, Isabelle	Buyer Id - Id de l'acheteur 011cag
Telephone No. - N° de téléphone (819) 420-5362 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: DEPARTMENT OF TRANSPORT 200 COMET PRIVATE AIRCRAFT SERVICES DIRECTORATE OTTAWA Ontario K1V9B2 Canada	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée See Herein	Delivery Offered - Livraison proposée
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Name and title of person authorized to sign on behalf of Vendor/Firm (type or print) Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)	
Signature	Date

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REQUEST FOR INFORMATION (RFI)

DASH 8-100 Series Aircraft Upgrade to NASP Requirements

1.0 INTRODUCTION

This RFI is issued by Public Services Procurement Canada (PSPC) on behalf of Transport Canada (TC) to gather information to assist with the definition of the technical requirements and the development of the procurement strategy for the upgrade of a DASH 8-100 series aircraft to conform to the National Aerial Surveillance Program (NASP) requirements.

Through the Government of Canada's Oceans Protection Plan and the Whales Initiative, a De Havilland Dash 8 aircraft was recently acquired to increase the capacity of the National Aerial Surveillance Program. This Program's maritime surveillance missions include conducting pollution prevention patrols to protect the marine environment, responding to oil pollution incidents, conducting ice reconnaissance missions and monitoring endangered whale movements. Over the next two years, the Dash 8 aircraft will undergo modifications to become a maritime patrol aircraft. The recently acquired Dash-8 aircraft will be equipped with specialized mission equipment / sensors that will provide a similar capability to what is currently used on Transport Canada's existing fleet.

2.0 OBJECTIVES OF THE RFI

PSPC, on behalf of TC, is releasing this Request for Information (RFI) to inform Industry of this procurement and to solicit feedback from potential suppliers on the requirements detailed in the draft Annex "A" Statement of work (included) as well as to obtain feedback on the proposed Basis of Payment (BoP) features and the bid evaluation criteria.

This RFI process will ensure that the procurement process is carried out with fairness and transparency by providing all interested participants with the same information.

3.0 FORMAT OF RESPONSES REQUESTED

Responses should be provided electronically in the format provided below to the Contracting Authority identified herein at section 8.0 Enquiries.

Only pertinent information in response to this request shall be submitted. The inclusion of general marketing or technical manuals is discouraged, unless they provide specific information that has been requested in this document.

PART A: TITLE PAGE

The first page after the cover page should be the title page, which should contain the following information:

- a. the title of the respondent's response and the volume number;
- b. the name and address of the respondent;
- c. the name, address and telephone number of the respondent's contact;
- d. the date, and

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File No. - N° du dossier
011cag.T8493-190062

Buyer ID - Id de l'acheteur
011cag
CCC No./N° CCC - FMS No./N° VME

e. the RFI's Solicitation Number.

PART B: RFI QUESTIONS

RFI SECTION	DESCRIPTION	RESPONSE / COMMENTS
Annex A	Draft Statement of Work:	
	Are there any specific elements of the work scope defined in this SOW that are not feasible as written?	
	Are any clarifications required to the draft documents? If yes, please specify.	
	For the scope of work identified in the SOW, are there missing elements that Canada should consider that would better describe the work? If yes, please specify.	
	Are there any elements within the draft document that would limit your ability to respond or perform the work outlined in the document? If yes, please specify.	
	TC may have a requirement for an increase to the direct current Generator rating for a Dash 8-100. Do you have an existing approval that will permit an increased DC Generator amperage rating for the Dash 8-100? Please provide details. If you do not have an existing approval, how much time would it take you to develop it and get it approved?	
	Do you have any other recommendations that you would like Canada to consider? If yes, please specify.	
Annex B	Draft Basis of Payment (BoP):	
	Is the proposed BoP at Annex "B" in accordance with industry standards for this type of requirement? If no, please specify.	
Annex C	Draft Bid Evaluation Criteria: (The bid solicitation will contain mandatory and point-rated technical evaluation criteria, and the basis of selection will be the responsive bid with the highest combined rating of technical merit and price):	
	Are any clarifications required to the draft Annex C? If yes, please specify.	
	Is the scoring methodology for each rated criteria in accordance with industry standard? If no, please specify.	
Other	General Terms and Conditions:	
	Canada will use General Condition 2030 (2018-06-21) and 2035 (2018-06-21) for this requirement with Supplemental General Conditions 4006 (2010-08-16). The General Conditions may be accessed at the following link:	

	https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual/3	
	Phased Bid Compliance Process (PBCP):	
	<p>Canada would like to take this opportunity to inform Industry that PSPC is also considering including the PBCP in the given RFP. The PBCP is a process that provides bidders with an opportunity, after the solicitation closing date, to correct a finding of non-compliance with respect to Eligible Mandatory Requirements. Where a bidder is evaluated as non-compliant they will be offered an opportunity to submit additional or different information in order to be re-evaluated as compliant with respect to such Eligible Mandatory Requirement. The PBCP is expected to support the Government of Canada's procurement objectives of competition and best value to Canada by increasing the number of bids or offers that demonstrate compliance with the eligible mandatory requirements of a given PSPC RFP.</p> <p>Additional information on the PBCP may be found at the following link: https://buyandsell.gc.ca/policy-and-guidelines/policy-notifications/PN-123</p>	

4.0 NOTE TO RESPONDENTS

The publication of this RFI must not be construed as a commitment on Canada's part to issue a subsequent "Request for Proposal" and no Contract or other form of commitment will be entered into with any suppliers based on responses to this RFI. Canada will not be bound by anything stated herein. Potential suppliers of any good or services described in this RFI should not reserve stock or facilities, nor allocate resources, as a result of any information contained in this RFI.

Respondents are requested to provide their comments, concerns and recommendations regarding how the requirements or objectives described in this RFI could be satisfied. Responses will not be used for competitive or comparative evaluation purposes, and thus the response format is not as rigorously defined as would normally be for an RFP. However, for ease of use and in order for the greatest value be gained from responses, Canada requests that respondents follow the structure outlined in section 3.0 - Format of Responses.

Any information submitted to PSPC in response to this RFI may be used in the development of a subsequent solicitation. Potential suppliers will not be bound by any aspect of their response to this RFI. All responses to this RFI will be held by PSPC on a confidential basis (subject to applicable legislation) and remain the property of PSPC once they have been received.

Participation in this RFI is encouraged but is not mandatory. There will be no short-listing of potential firms for the purposes of undertaking any future work as a result of this RFI. Similarly, participation in this RFI is not a condition or prerequisite for the participation in any potential subsequent solicitations. The responses from industry will enable Canada to evaluate the strategy to be taken, if any, in regards to issuing a solicitation for the required goods and services.

Changes to this RFI may occur and will be advertised on the Government Electronic Tendering System. Canada asks Respondents to visit Buyandsell.gc.ca regularly to check for changes, if any.

5.0 RESPONSE COSTS

Canada will not reimburse any organization for expenses incurred in responding to this RFI

6.0 TREATMENT OF RESPONSE

Use of Responses: Responses will not be evaluated. However, the responses received may be used by Canada to develop or modify the procurement approach.

Review Team: A review team composed of representatives of TC and PSPC will review the responses. Canada reserves the right to hire any independent consultant(s) or to use any Government of Canada (GC) resources that it considers necessary to review any response. Not all members of the review team will necessarily review all responses.

Confidentiality: Respondents should mark any portions of their response that they consider proprietary or confidential. Responses will be handled in accordance with the provisions of various legislations including the Access to Information Act (R.S. 1985, c. A-1) the Privacy Act (R.S., 1985, c. P-21), and the Defence Production Act (R.S. 1985, c. D-1).

Clarifications: Canada may, at its discretion, contact any respondents to follow up with additional questions or for clarification of any aspect of a response or for one-on-one meetings. Request for clarification will be submitted in writing (by email) and a response will be requested from the respondent within three (3) working days of the transmission of the clarification questions.

Late Response: Canada may, at its discretion, review responses received after the RFI Response Request Date.

7.0 OFFICIAL LANGUAGES

Responses may be submitted in French or English, at the preference of the respondent.

8.0 ENQUIRIES

All enquiries and other communications related to this RFI shall be directed exclusively to the PWGSC Contracting Authority. Since this is not a bid solicitation, Canada will not necessarily respond to enquiries in writing or by circulating answers to all respondents.

Respondents with questions regarding this RFI may direct their enquiries to:

Isabelle Gratton
Team Lead
Public Works and Government Services Canada
Acquisitions Branch
Aerospace Equipment Program Directorate
11 Laurier Street, Place du Portage, Phase III
Gatineau, QC K1A 0S5

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011cag
CCC No./N° CCC - FMS No./N° VME

Telephone: 819-420-5362

E-mail address: Isabelle.Gratton@tpsgc-pwgsc.gc.ca

The use of email to communicate is preferred. Please ensure the subject line states: **T8493-190062/A – RFI DASH 8-100 Upgrade**

Enquiries Containing Sensitive Information: Suppliers **must not email** any enquiries that contain protected or classified information. If an enquiry must contain protected, classified information or Controlled Goods, suppliers must contact the Contracting Authority and wait for direction as the question(s) must be hand delivered to the Contracting Authority.

ANNEX "A"

STATEMENT OF WORK

1.0 Introduction

Transport Canada (TC), Aircraft Services Directorate (ASD) has a requirement to upgrade a DASH 8-100 series aircraft (MSN 017) to conform to the National Aerial Surveillance Program (NASP) requirements and to upgrade two (2) additional Dash 8-100 aircraft (MSN 020 and 046) to provide greater NASP capability. There is also an optional requirement for Mission Systems Electrical Power Distribution/DC Generator Power Supply to C-FTFM (MSN 017) C-GCFJ (MSN 020) and C-GSUR (MSN 046) and to install a SLAR (Side Looking Airborne Radar) Antenna Mounts including lower waveguide installation on aircraft C-FTFM (MSN 017).

1.1 Background

TC ASD is responsible for the provision of aviation services in support of TC operations as well as those of other federal departments and agencies. TC is the lead federal department responsible for preventing pollution from ships and supports the National Aerial Surveillance Program (NASP), providing three TC owned and operated aircraft strategically located across Canada. TC has procured a third DASH 8-100 series aircraft and requires the aircraft to be modified to a similar configuration as the current fleet.

1.2 Objective

To establish a services contract for a 3-year period, plus an additional 1-year option period to incorporate the list of upgrades below (sub paras a) through g)) on Bombardier Dash 8-100 aircraft (MSN 017) and to provide upgrades to accommodate retrofit of the MX-15 True HD System with Integrated MCU (P/N 49370-48) on C-GCFJ (MSN 020) and C-GSUR (MSN 046).

The new NASP appendages may affect the aircraft certificated performance and flight characteristics, the Contractor will be required to obtain Transport Canada Civil Aviation (TCCA) Supplemental Type Certificate (STC) approval for all modifications to the aircraft type design, flight test and adjusted aircraft performance specifications as necessary.

The required NASP equipment installations includes the following:

Provisional Installations:

- a) EO/IR Optical Sensor on MSN 017, 020 and 046 (L3 WESCAM MX-15, P/N 49370-48);
- b) IR/UV (Infra-Red / Ultra-Violet) Scanner on MSN 017, 020 and 046.

Full Installations:

- c) Installation of Dual Observation Windows (Type III Emergency Exits) on MSN 017;
- d) Installation of four (4) Operator Seats as per National Aerial Surveillance Program per (NASP) Interior Configuration Layout on MSN 017;
- e) Installation of Long-Range Fuel Tanks on MSN 017;
- f) EGPWS Inhibit Function on MSN 017; and
- g) Installation of Door/Exit locking for on ground security on MSN 017.

There is also an optional requirement for Mission Systems Electrical Power Distribution/DC Generator Power Supply to C-FTFM (MSN 017) C-GCFJ (MSN 020) and C-GSUR (MSN 046). Also, there is an

optional requirement for C-FTFM (MSN 017) to install SLAR (Side Looking Airborne Radar) Antenna Mounts including lower waveguide installation to existing ASD data.

1.3 Terminology

AEO – Approved Engineering Organization
AMO – Approved Maintenance Organization
ASD – Aircraft Services Directorate
CAD – Computer Aided Design
CAR – Canadian Aviation Regulations
C of A – Certificate of Airworthiness
CDR - Critical Design Review
CSN – Cycles Since New
DAO – Design Approval Organization
DF – Direction Finding
DTA – Damage Tolerance Analysis
EFB – Electronic Flight Bag
EO/IR - Electro-Optical / Infra-Red
FS – Fuselage Station
GFE – Government Furnished Equipment
ICA – Instruction for Continued Airworthiness
IR/UV – Infra Red / Ultraviolet
LRU – Line Replaceable Unit
MCM – Maintenance Control Manual
NASP – National Aerial Surveillance Program
OEM - Original Equipment Manufacturer
PDR – Preliminary Design Review
SLAR – Side Looking Airborne Radar
SOO - Special Order Option
SRR - Systems Requirement Review
STC - Supplemental Type Certificate
TC – Transport Canada
TCCA – Transport Canada Civil Aviation

2.0 Reference Documents

- Canadian Aviation Regulations (CAR)
 - <https://www.tc.gc.ca/en/transport-canada/corporate/acts-regulations/regulations/sor-96-433.html>
- ASD Maintenance Control Manual (MCM) Section 16.3 Specific Purpose Flight Permit (Appendix 1 to Annex A); and
- Government Furnished Equipment (GFE) (Appendix 2 to Annex A); and
- Procedure 40 Working Print Control (Appendix 3 to Annex A); and
- National Joint Council – Travel Directive
 - <http://www.njc-cnm.gc.ca/directive/d10/en>

3.0 Requirement

3.1 General

- 3.1.1 The Contractor must provide proof that their Approved Maintenance Organization (AMO) holds a certificate with the rating of a category specified pursuant to CAR 573.02 that is appropriate to the type of work to be performed. The Contractor AMO must be authorized to make appropriate entries into the aircraft technical record pursuant to CAR 571.10, by a person authorized in accordance with CAR 571.11, and to supply TC ASD with the original certification for all parts and materials used in the repair/modification of the aircraft. Any foreign Contractor that submits a bid must meet all Canadian regulatory and certification requirements as detailed in this Statement of Work through existing International Aviation Agreements or Arrangements.
- 3.1.2 Post contract award, the Contractors AMO/Engineering Team and the TC ASD AMO/TC ASD AEO will hold a series of meetings, as detailed in section 4.1 of this SOW, to ensure understanding of contract requirements as well as understanding each party's responsibilities. Contract activities, designs, deliverables and schedule will be reviewed during those meetings and any dependencies, assumptions and risks will be discussed. TC ASD will be responsible to provide meeting agendas as well as take meeting minutes and distribute them to all stakeholders.
- 3.1.3 Once all installations are complete, the Contractor must carry out Flight Testing in accordance with section 4.5 of this SOW. TC ASD will then bring the NASP provisional installations to completion. The provisional installations will require coordination between the Contractor and TC ASD to consult and agree on locations of required equipment or movement of existing equipment, (e.g. antenna, mission LRUs). Additional aircraft weight and effects on performance specifications are to be considered to minimize impact detrimental to performance.
- 3.1.4 The Contractor/Design Approval Organization (DAO) will be responsible for providing Approval Certification, as applicable, for the installations. The Contractor must also provide supporting data and proprietary data as detailed in paragraph 4.2.2 of this SOW. This requirement is to allow the TC ASD AEO to make future alterations to installed provisions.

3.2 Scope of Work

The following list is a high-level summary of the work to be carried out on Dash 8-100 (MSN 017) except for 3.2.1 and 3.2.2 which are tasks required on three aircraft. MSN 017 first as part of this requirement and MSM 020 and 046 prior to expiration of this contract. Each task is described in more detail in Section 3.3.

Provisional Installations:

- 3.2.1 EO/IR Optical Sensor (WESCAM MX-15) for aircraft MSN 017, 020 and 046 – The Contractor must design and install structural mounting provisions and a patch harness through the pressure vessel to mount a L3 WESCAM MX-15 on two other Dash 8-100 series aircraft. The installation will be located at the lower, forward fuselage. An Approval Certificate must be provided for these provisional installations.
- 3.2.2 IR/UV Scanner for aircraft MSN 017, 020 and 046 – The Contractor must design, build, certify and install structural and mechanical provisions for an IR/UV scanner (P/N AADS1221/AB118A) in the tail area of a DASH 8-100 (FS 680 to 700). This installation will include a remotely operated door that can be operated from the aircraft cabin at both operator consoles. An Approval Certificate will be must be provided for this installation.

Full Installations:

- 3.2.3 Dual Observation Windows Installation for aircraft MSN 017 - The Contractor must provide, install and certify L/H and R/H Observation Windows replacing/modifying the standard emergency exits with Type III Emergency Exits. An Approval Certificate must be provided for this installation.
- 3.2.4 Mission Operator Seats Installation for aircraft MSN 017 – The Contractor must provide, install and certify four (4) mission Operator Seats. Seats will be located as per NASP interior configuration drawing ASD 2081M-885. TC ASD's drawings are proprietary and can only be distributed to the Contractor post contract award. An Approval Certificate must be provided for this installation.
- 3.2.5 Long Range Fuel Tanks Installation for aircraft MSN 017– The Contractor must fully complete installation of Long Range Fuel Tanks approved for the DASH 8 100 series, either by DHC Special Order Option (SOO) 8061 or equivalent STC authority, inclusive of the contents of applicable supporting DHC Service Bulletins and CAR 525.981. An Approval Certificate must be provided for this installation.
- 3.2.6 Honeywell Enhanced Ground Proximity System (EGPWS) Inhibit Function for aircraft MSN 017 – The Contractor must modify and provide certification for an inhibit function to allow the flight crew to temporarily over-ride and mute the EGPWS system prior to descending below standard transport aircraft altitudes. The modification to the EGPWS will automatically reset once the aircraft climbs above the warning altitude. An Approval Certificate must be provided for this installation.
- 3.2.7 On Ground Aircraft Door/Exit locking Installation for aircraft MSN 017 – The Contractor must install locking provisions to prevent access while aircraft is parked on the ground.

3.3 Tasks

3.3.1 Task 1 –Provisional Installation Electro-Optical / Infra-Red (EO/IR) System on MSN 017, 020 and 046

- 3.3.1.1 The Contractor must design and install structural provisions to mount a WESCAM MX-15 as well as MX-15 electrical interface harnesses routing to, and through the pressure vessel from the MX-15 to the interior of the aircraft. (Note: See Appendix 2, GFE Table 1 for EO/IR MX-15 and GFE Table 2 for harness/connector). The MX-15 camera will be installed FS 145 ±10 inches and allow for un-restricted 360 degree view in the horizontal plane and 180 degree view in the vertical plane for video surveillance and identification of targets. The design must include provisions to remove the camera and still be able to operate the aircraft in normal operations. (e.g. blanking plate).
- 3.3.1.2 The electrical harnesses interfacing the MX-15 turret to the aircraft must be designed and fabricated using the GFE components specified in Appendix 2, GFE Table 2. The detailed design of the electrical harness will be validated during the Critical Design Review (CDR).
- 3.3.1.3 The Contractor must provide a method, acceptable to TC ASD and WESCAM, of stowing the provisionally installed MX-15 camera for the purpose of test flights. The physical and electrical interfaces between the MX-15 turret and the aircraft must be designed in accordance with the applicable L3 WESCAM documents which will be provided to the successful contractor post contract award by TC ASD.

- 3.3.1.4 Post Contractor installation, TC ASD will complete integration of the MX-15 and certify the remaining elements of the installation.
- 3.3.1.5 Concerning the MX-15 installation on MSN 020 and 046 the Contractor needs to be aware that TC ASD does have basic installation data, which can be provided, but TC ASD does not have the engineering data for the current structural provisions. The Contractor will be responsible to obtain or develop their own data necessary to remove or modify the existing structural provisions and obtain airworthiness approval for the new installation.
- 3.3.1.6 An Approval Certificate must be provided for this installation.

3.3.2 Task 2 – Provisional Installation IR/UV Scanner Structural and Mechanical on MSN 017, 020 and 046

- 3.3.2.1 The Contractor must design, build and certify the installation of structural and mechanical provisions for mounting an IR/UV scanner (P/N AADS1221/AB118A) in the tail area (FS 680/700) of MSN 017, 020 and 046, DASH 8-100.
- 3.3.2.2 The IR/UV scanner installation design must have a remotely operated door of a size that will not obstruct the capability of the scanner in operation. The door must protect the scanner from the elements when not in use and the design must include protection from water penetration. The door must also have the capability to be remotely operated from both of the operator consoles in the cabin and have indication of both open and closed position of the door at each operator console.
- 3.3.2.3 The IR/UV scanner assembly must include a box shaped removable cover to protect the scanner from contaminants in the unpressurized area.
- 3.3.2.4 The Contractor must bring all IR/UV scanner electrical interfaces door and scanner door electrical interfaces up to and through the aircraft pressure vessel via a connector. The location of the pressure vessel penetration will require acceptance from TC ASD and TC ASD AEO prior to CDR.
- 3.3.2.5 The successful Contractor must install the IR/UV Scanner to Original Equipment Manufacturer (OEM) installation specifications which will be provided post contract award.
- 3.3.2.6 The IR/UV scanner unit will be supplied to the contractor as GFE (see Appendix 2, GFE Table 1) for each aircraft.
- 3.3.2.7 An Approval Certificate must be provided for this installation.

3.3.3 Task 3 – Full Installation Observation Windows (Type III Emergency Exits) on MSN 017

- 3.3.3.1 The Contractor must replace or modify the original Type III Emergency Exits located on the left and right side of fuselage (FS 366) underneath the wing with Conformal Observation Windows approved for the DASH 8-100.
- 3.3.3.2 Nominal window dimensions must be 17.3" X 24.5", and must be single curvature suitable for undistorted photography through the Observers Window.
- 3.3.3.3 An Approval Certificate must be provided for this installation.

3.3.4 Task 4 – Full Installation Mission Crew Seats (4) on MSN 017

3.3.4.1 The Contractor must provide and install four (4) operator/observer seats at DASH 8-100 fuselage station locations detailed in the NASP Interior Layout Drawing ASD 2081-885. The drawing will be provided by TC ASD post contract award.

Crew seats must include:

1. A five-point restraint harness;
2. Seat track bases with concentric swiveling of the seat on the base;
3. Forward and Aft tracking of the seat on the seat rail;
4. Lateral tracking of the seat on the seat pan;
5. Headrest and Armrest;
6. Recline, height and lumbar adjustment; and
7. Sheep skin covering.

3.3.4.2 The Contractor must provide materials and parts specifications for crew seats for TC ASD to perform future maintenance activities.

3.3.4.3 Crew seats located at Mission Systems Observer Consoles (L/H and R/H) must have sufficient travel forward and aft for operation at both consoles, and provide both aft Observer's access to windows/exits. The crew seats must also provide sufficient clearance for emergency egress for take-off and landing. (Ref: NASP Interior Layout Drawing ASD 2081-885 which will be supplied post contract award)

3.3.4.4 An Approval Certificate must be provided for this installation.

3.3.5 Task 5 – Full Installation of Long Range Fuel Tanks, Wiring and LRUs on MSN 017

3.3.5.1 The fuel system of the basic DHC-8 must be augmented by the installation of a retrofit of Long Range Fuel Tanks per De Havilland Special Order Option 8061 or equivalent STC authority, inclusive of the contents of applicable supporting DHC Service Bulletins and CAR 525.981. The auxiliary tanks must be integral to the wing and installed inboard of the main tanks (between the fuselage and the nacelle) in each wing. The Long Range Fuel System must increase the aircraft's fuel capacity to a total of approximately 10,000 lbs.

3.3.5.2 An Approval Certificate must be provided for this installation.

3.3.6 Task 6 – Full Installation Honeywell Enhanced Ground Proximity System (EGPWS) Inhibit Function on MSN 017

3.3.6.1 The Contractor must modify and provide certification for an inhibit function to the EGPWS to allow the flight crew to temporarily over-ride and mute the EGPWS warnings prior to descending below standard transport aircraft altitudes.

3.3.6.2 The modification to the EGPWS must automatically reset once the aircraft climbs above the warning altitude.

3.3.6.3 An Approval Certificate must be provided for this installation.

3.3.7 Task 7 – Installation Aircraft Door Locking on Ground MSN 017

3.3.7.1 The Contractor must replace, install or modify currently installed locking provisions for all doors and exits listed below (except the Cargo Door) with locks keyed to the same key that will secure and prevent entry while the aircraft (MSN 017) is parked and on the ground. The Contractor will not install a locking provision on the Cargo door.

- Type III cabin exits (2)
- Main Cabin door
- Forward Type II Exit
- APU access door

3.3.7.2 An Approval Certificate must be provided for this installation.

3.4 Optional Work (MSN 017, 020 and 046)

All optional work will be exercised by the Contracting Authority through a contract amendment and will be subject to the prices provided at time of bid and specified herein at Annex B “Basis of Payment”. Any work performed by the Contractor without an approved contract amendment by the Contracting Authority will be considered as outside of the scope of work and will be performed at the Contractor's expense.

3.4.1 Mission Systems Electrical Power Distribution (MSN 017, 020 and 046)

3.4.1.1 The contractor must provide a separate costed option for a design (including costs for any associated contractor designed hardware for up to three (3) Dash 8-100 aircraft) for a Mission Electrical Power Distribution system (Direct Current) with a manual and automatic load shedding capability for a Dash 8-100 series aircraft. The design of the Mission Electrical Power Distribution system will be assessed by TC ASD for applicability. The Contractor must provide a standard data package as detailed in Section 4.2.2.1 of this SOW, demonstrating that their design meets all regulatory requirements for approval.

3.4.1.2 If procured, the design will be certified/approved by the TC ASD AEO and installation will be carried out by the TC ASD AMO. The Contractor must supply applicable draft documentation as detailed in Section 4.2.2.2 of this SOW to support certification/approvals.

3.4.2. DC Generator Power Supply (MSN 017, 020 and 046)

3.4.2.1 TC ASD may have a requirement for an increase to the direct current Generator rating for a Dash 8-100. The Contractor must provide a separate costed option for an approval that will permit an increased DC Generator amperage rating for the Dash 8-100. Acceptance of this approval will be at the discretion of TC ASD.

3.4.3 Provisional Installation Dual Ericsson SLAR Antennae (MSN 017)

3.4.3.1 The Contractor must install structural provisions, lower wave guide tubes and a Mission System Dual Ericsson SLAR Antennae at the FS 472.2 on MSN 017 in accordance with the following TC ASD AEO data/drawings:

TC ASD SLAR Antenna Build to Print Drawings	
Drawing Number	Description
2044M-885 Rev – and 2044D-885 Rev	SLAR Antenna Mount Internal Forward

***2045M-885 Rev – and ***2045D-885 Rev	SLAR Antenna Mount Internal Aft
***2046D-885 Rev	SLAR Antenna Mount External
***2049M-885 Rev – and 2049D-885 Rev	SLAR Antenna Mount Fairings
2060M-885 Rev – and 2060D-885 Rev	SLAR Antenna Mount Fairings
***2016M-885 Rev – and 2016D-885 Rev	Antenna and Waveguides
NOTE: ***SLAR Antenna drawings that will be supplied at time of bid solicitation. Due to proprietary reasons, the remaining drawings required for this installation will be provided to the selected Contractor post contract award. There are four antenna mounts and two waveguide penetrations, forward and aft mounts are similar.	

- 3.4.3.2 TC ASD will provide GFE for the system installation as per Appendix 2, GFE Table 3 of this document. Items not listed in Appendix 2, GFE Table 3 of this document but are listed in other referenced drawings (excluding middle and upper wave guide tubes and hardware) must be supplied or fabricated, per drawings, by the Contractor during installation of the SLAR antennae mount provisions.
- 3.4.3.3 TC ASD will provide SLAR lower wave guide tubes with temporary blanking plates. These temporary blanking plates must remain in place for flight testing to prevent pressurization of the SLAR antennae.
- 3.4.3.4 Once that the provisional mounts, the SLAR Antennae and the lower wave guide (with temporary lower wave guide blanking plates) are installed, the Contractor must complete flight testing (see section 4.5 of this SOW) of the NASP appendages even though the complete SLAR system has not been installed. TC ASD will complete the SLAR system installation post contracted provisional installations.
- 3.4.3.5 The Contractor must contact TC ASD AEO where any drawing changes are necessary to gain TC ASD AEO disposition for change and acceptance. All requested drawing changes will be documented and controlled by the Contractor for any required deviations. The current drawing, the drawing change request and the TC ASD AEO disposition will allow the Contractor to continue work until a revised drawing is produced. (See Appendix 3, for more information).
- 3.4.3.6 The provisional installation must be released in the aircraft journey log book or technical record. The entry must conform to TCCA airworthiness authority requirements. The entry must be in accordance with the final drawing revisions and must meet all requirements of the final approved copy Aircraft Services Engineering Order 885-25-00-0327. The Contractor must generate and submit a Major Modification/Repair Report and provide a copy to TC ASD at aircraft delivery, for work performed.

(Note: No DTA is required by the Contractor for fuselage penetrations related to this task only)

3.5 Additional Work Requirements (AWRs)

- 3.5.1 AWRs are defined as any defects or snags discovered while the aircraft is at the contractor's facility.
- 3.5.2 For any defects or snags discovered, the Contractor must submit to the Technical Authority a report detailing the reason for the AWRs, the description of the work to be performed and a cost estimate. The Contractor will receive formal authorization from the Technical Authority/Procurement Authority using a Task Authorization to carry out the work for the AWRs.
- 3.5.2 The Contractor must perform only the work for which authorization has been received. All other work required and any recommended or optional modifications are to be reported to the Technical

Authority, directions requested, and formal authorization received by the Technical Authority/Procurement Authority before they are incorporated. Any work performed by the Contractor without an approved Task Authorization will be considered as outside of the scope of work and will be performed at the Contractor's expense.

4.0 Deliverables and Acceptance Criteria

4.1 Systems Requirement Review (SRR), Preliminary Design Review (PDR) and Critical Design Review (CRD) Meetings

4.1.1 Systems Requirement Review (SRR) – Following contract award, the purpose of the SRR is to outline the expectations and to clarify details relevant to the tasks to be completed, the PDR and the CDR meetings. The SRR will be carried out in the form of telephone/video conference calls.

4.1.2 Preliminary Design Review (PDR) - The purpose of the PDR is to review the conceptual design and to discuss constraints and scope of adjustments to ensure that the planned technical approach will meet the TC ASD AEO requirements to complete and approve the provisional installations. The PDR will be carried out in person at an agreed upon location.

4.1.3 Critical Design Review (CDR) - The purpose of the CDR is to review the detailed design. The detailed design must include, but not limited to, specifications, descriptions of interoperability with existing systems, etc. The detailed design must also include specific details of how the design will be executed (schedules, sub-contractors, etc). The detailed design must include as much information as possible as it will serve as the basis for the implementation phase. The detailed design must be approved by TC ASD prior to the commencement of "on aircraft" work. The CDR will be carried out in person at an agreed upon location. The contractor will present their detailed design at the CDR meeting in contractor format. TC ASD will accept the CDR as complete only when it has been demonstrated that each of the following exit criteria are satisfied:

4.1.3.1 The detailed design addresses all elements of the SOW; meets all TC ASD AEO requirements to complete and approve the provisional installations as detailed in this SOW and all NASP mission requirements are satisfied

4.1.3.2 The contractor has demonstrated their readiness to manufacture and install each of the installations;

4.1.3.3 The contractor has described in sufficient detail their methodology for testing the design;

4.1.3.4 The contractor has described in sufficient detail their methodology to certify the design and the provision of a Certification Plan; and

4.1.3.5 The contractor has demonstrated that each of the installations are compatible with other affected aircraft systems.

4.1.4 Where meeting attendance must be in person, Contractor personnel will be reimbursed travel and living expenses, reasonably and properly incurred, in accordance with the National Joint Council Travel Directive found at Section 2.0 of this SOW.

4.2 Certificates and Technical Data Package

4.2.1 Certification/Certificates - The contractor must provide TC ASD with approved certificates (STC/LSTC) acceptable to TCCA for all provisional installations and any applicable supplements, wiring drawings or other. Certification of all work must be entered in the aircraft technical record in accordance with applicable standards of airworthiness and acceptable to TC ASD and TCCA. Certification must be provided for all parts/components installed per this statement of work.

4.2.2 Technical Data Package - The contractor must provide all documents listed in Master Document List or equivalent document required for installation and airworthiness approval of the system including supporting documents and data, in their native file format. The Contractor must provide Canada sufficient Technical Data Packages (TDP) and Intellectual Property (including Engineering Drawings – in native Autocad.dwg format transferable to TC ASD to enable TC ASD to conduct in-house In-Service Support and Integrated Logistics Support (ILS) activities, implement obsolescence management, and support all airworthiness activities.

4.2.2.1 The Contractor must provide a standard data package as required by regulatory requirements and approvals for the following tasks:

- a. Task 3 - Dual Observation Windows;
- b. Task 4 - Mission Operator Seats;
- c. Task 5 - Long Range Fuel Tanks;
- d. Task 6 - EGPWS Inhibit Function; and
- e. Task 7 - On Ground Door Locking.

4.2.2.2 The Contractor must provide the following supporting data for:

Task 1 – EO/IR Optical Sensor for MSN 017,020 and 046;
Task 2 – IR/UV Scanner for MSN 017,020 and 046;

*Note: Unless otherwise specified the supporting data items listed below are to be prepared in the Contractors format.

- 4.2.2.2.1 STC approval documents;
- 4.2.2.2.2 Statement of Compliance Documents, or equivalent documents;
- 4.2.2.2.3 Certification Plans;
- 4.2.2.2.4 Certification Compliance Matrix;
- 4.2.2.2.5 Basis of Certification;
- 4.2.2.2.6 Installation and detail drawings (signed and native CAD format);
- 4.2.2.2.7 Electrical drawings (signed and native CAD format);
- 4.2.2.2.8 Installation instructions;
- 4.2.2.2.9 Instructions for Continued Airworthiness, (e.g. including Maintenance Manual Supplements, IPC's, Airworthiness Limitations, Certification Maintenance Requirements);
- 4.2.2.2.10 Master Minimum Equipment List (MMEL) Verification Matrix, MMEL;
- 4.2.2.2.11 Engineering reports and Analysis (e.g. loads and stress reports, damage tolerance analysis, compliance analysis reports, test plans and test reports, system safety assessments, functional hazard analysis, failure modes and effect analysis or fault tree analysis, or similar substantiating reports.);
- 4.2.2.2.12 CAD models and electronic data used to generate above reports;
- 4.2.2.2.13 Flammability test plans and reports;

- 4.2.2.2.14 Flight test plans, reports and analysis;
- 4.2.2.2.15 Flight Manual Supplements, user guides, operating procedures, operating manuals;
- 4.2.2.2.16 Ground test plans and reports;
- 4.2.2.2.17 Interface control documents (ICD's);
- 4.2.2.2.18 Electromagnetic Compatibility Reports, including test plans, test results and analysis;
- 4.2.2.2.19 Electrical Load Analysis, power source capacity report and similar reports;
- 4.2.2.2.20 Antenna location study reports;
- 4.2.2.2.21 System specifications;
- 4.2.2.2.22 Certificate of Conformance;
- 4.2.2.2.23 OEM data associate with installed systems, for example: User Guide, Component Maintenance Manuals (CMM's), Maintenance Manuals, Installation Manual, ICD's, and System specifications; and
- 4.2.2.2.24 Also, any other applicable document not listed above.

4.3 Weight and Balance

- 4.3.1 All alterations/modifications performed per this document that affect the aircraft weight and balance must be captured and addressed in a revised Weight and Balance Report and Equipment list or the aircraft must be reweighed and a new Weight and Balance Report and Equipment list must be produced prior to flight testing.
- 4.3.2 If the Contractor chooses to reweigh the aircraft the weighment configuration must be carried out in accordance with TC ASD's weighment procedure (to be provided by TC ASD at contract award) and detail of all changes (Weight and Arm) must be provided by the Contractor. The TC ASD Quality Assurance department must be contacted for weighment configuration details. TC ASD Quality Assurance department's contact information will be provided upon contract award.

4.4 Damage Tolerance Analysis (DTA)

- 4.4.1 The Contractor must carry out Damage Tolerance Analysis (DTA) for any airframe Structural Significant Item (SSI) for work related to this Statement of Work, including Optional Work that is authorized and provide the Output File Report Data. The Output File Report data must be provided in a table as an appendix to an Engineering Report with output entries printed at suitable intervals for the analysis completed but no greater than crack length increments of 0.100. The Output File Report template will be provided by TC ASD when required.
- 4.4.2 The Contractor must use aircraft data specific to the Marine Patrol Surveillance Equipment (MPSE) special mission role provided by TC ASD. These MPSE mission factors must be used for all required DTA calculations.

4.5 Flight Test Performance Characteristics for NASP Installed Provisions

- 4.5.1 The Contractor must evaluate flight test performance characteristics for NASP installations and appendages and provide certification for any necessary changes to the flight performance characteristics.

Note: Prior to the Contractor commencing any flight testing of the aircraft TC ASD will carry out a Test Readiness Review. The Contractor must inform TC ASD two weeks prior to allow TC ASD time for planning to have personnel available to conduct this review.

4.5.2 The Contractor must evaluate changes to the external aircraft configuration (NASP related appendages) and by Supplemental Type Certificate (STC) provide certification for any additional changes to aircraft performance specifications, flight characteristics, and aerodynamic stability and control. Any defects/snags detected during flight tests that are, part of or disturbed by, the provisional installations will be the responsibility of the Contractor.

4.5.3 Flight tests will be carried out at the Contractors base of operation and the Contractor will be responsible for all associated costs, including, but not limited to, Flight Test Pilot(s), fuel, airport landing fees, etc.

4.5.4 TC ASD authorizes the Contractor/Design Approval Organization (DAO) to make an application for a TC flight permit on behalf of Aircraft Services Directorate as necessary and in accordance with ASD MCM Section 16.3 (See Appendix 1). The Contractor will be responsible for all associated fees.

4.5.5 TC ASD Flight Operations reserves the right to have a TC ASD Pilot present for the Flight Tests for aircraft performance specifications, flight characteristics, and aerodynamic stability and control.

4.6 Final Acceptance - Post Installations

4.6.1 Post installations, TC ASD Maintenance will carry out a physical acceptance inspection of the aircraft and a review of the technical record entries and documentation for the work performed.

4.6.2 TC ASD Flight Operations will then conduct an acceptance Flight Test prior to final acceptance of the aircraft.

4.6.3 The Contractor must provide the necessary support for TC ASD to successfully carry out the aircraft acceptance, including ensuring a flight authority is in place to allow TC ASD to flight test and move the aircraft post installations.

4.6.4 Contractor must clear all defects noted during the acceptance process (inspection and flight test).

4.6.5 TC ASD will provide a Ground Test/Records Review plan and a Flight Test Plan a week prior to final acceptance.

4.6.6 Aircraft fuel for the acceptance tests will be the responsibility of the Crown. Flight crew will be responsible for contacting a local fuel company and arrange fuel load once flight test parameters are identified.

4.6.7 De-icing and/or anti-icing, if required, will be the responsibility of the Crown. Flight crew will be responsible for making arrangements with an aircraft de-icing company.

4.7 Antenna Location Study Report

4.7.1 The Contractor must provide an Antenna Location Study Report to demonstrate interoperability of all existing aircraft transmitter and receiver systems and of those added by the NASP installation

program. The report is to be provided to TC ASD one week prior to the PDR meeting. The report must show estimates of the Radiation Pattern (RP), the coverages and the interoperability for all antennae configuration proposed in the aircraft. The scope of the report is to review the antennas configuration in the aircraft and validate it.

4.8 Monthly Progress Report

- 4.8.1 On a monthly basis, the Contractor must submit a progress report of the aircraft's upgrade, showing the percentage of work completed and the expected completion date. The report must be submitted electronically and in the following format:

Task Number	Upgrade Start Date	% Work Completed	Description of Work Completed	Description of Remaining Work	Estimated Delivery Date

4.9 Progress Report Meetings

- 4.9.1 On a bi-weekly basis, or as requested by TC ASD, the Contractor must prepare and chair progress report meetings via video or teleconference. The intent of the progress meetings is to provide TC ASD and the Contracting Authority with a status update on the work performed to date and to facilitate a verbal information exchange. The Contractor is responsible for ensuring that all necessary representatives are available to respond to any questions from TC ASD AMO or AEO.

4.10 Publications

- 4.10.1 The Contractor must provide a complete set of all supplementary publications in support of the proposed installation for each aircraft. The Contractor must provide TC ASD one (1) paper copy and one (1) electronic copy of publications detailed in section 4.2 of this SOW.
- 4.10.2 Publications that are required to be carried onboard the aircraft must be in hard copy and electronic versions compatible with Electronic Flight Bag (EFB) platforms.

5.0 Constraints

- 5.1 Location of Work: All aircraft will be upgraded by the Contractor using the Contractor's resources at the Contractor's facility at (to be inserted at contract award). Transportation costs to and from subcontractor facilities are the responsibility of the Contractor.
- 5.2 Access to Contractor's Facility: The Contractor must allow access to their facilities and the aircraft to selected TC ASD and PSPC personnel for ongoing review of the modification program, system power up, testing, certification, flight test and aircraft acceptance.

5.3 Language: Any documentation provided to TC ASD as part of the work to be completed with must be in English.

5.4 Technical Support: The Contractor must provide technical support from date of completion of NASP provisions (MSN 017) and TC ASD acceptance of last upgraded aircraft (MSN 020 and 046) for data applied to TC ASD aircraft.

5.5 Travel and Living: All travel and expenses for Canada employees will be the responsibility of Canada.

6.0 Support Provided by TC ASD

6.1 Government Furnished Equipment: TC ASD to provide applicable GFE detailed in Appendix 2.

6.2 Shipping: TC ASD is responsible for the shipping of all GFE to the Contractor's facility.

6.3 Aircraft Transportation - Transportation of the aircraft to the Contractor's facility prior to the beginning of the work and back to TC ASD after completion of the work is the responsibility of TC ASD.

7.0 Timeframe and Delivery Dates

7.1 Contract Period - The period of the contract will be three (3) years from contract award with an additional one (1) year option period.

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APPENDIX 1 TO ANNEX A

ASD MCM SECTION 16.3 FLIGHT PERMIT - SPECIFIC PURPOSE

Section 16.3 states in part...A specific purpose flight permit is issued by the Transport Canada Centre, Ottawa for an aircraft that does not conform to the applicable airworthiness standards, but is capable of safe flight. It provides a flight authority in circumstances when a certificate of airworthiness is invalidated, or there is no other certificate or permit in force. A specific purpose flight permit can be issued for:

- a) Ferry-flights to a base for repairs or maintenance;
- b) Importation or exportation flights;
- c) Demonstration, market survey, or crew training flights;
- d) Test purposes following repair, modification or maintenance; or
- e) Other temporary purposes....

“...When engineering is contracted outside of the Aircraft Services AEO to a Design Approval Organization (DAO), the contract is to stipulate that the DAO is authorized on behalf of Aircraft Services to apply for any required Flight Permits...

APPENDIX 2 TO ANNEX A

GOVERNEMENT FURNISHED EQUIPMENT

Table 1.

GFE FOR PROVISIONAL INSTALLATIONS MSN 017, 020 AND 046			
Quantity	Description	Part Number	Aircraft MSN
3	IR/UV Scanner – IR/UV Scanner	P/N Controller AB 433M3 Scan Head MPDS 11819	017 / 020/ 046
3	EO/IR System - L3 MX-15 ,	49370-48	017 / 020 / 046
3	Hand Controller Unit (HCU)	203760-01	017 / 020 / 046
3	MX-15 GPS L2 Antenna	***S67-1575-96	017 / 020 / 046

Table 2.

GFE COMPONENT KIT FOR FABRICATION OF EO/IR MX-15 ELECTRICAL CABLES AND AIRCRAFT FUSELAGE FEED-THROUGH 1 KIT EACH MSN 017, 020 AND 046				
EO/IR MX-15 Turret Cable Description	Quantity	Mating Connector - MX-15 End	Mating Connector – Feed-through End (aircraft exterior side of feedthrough)	Double-Ended Receptacle Feed- through (pressure vessel feed-through with receptacles)
Power (J1)	1	D38999/26WG11SN	D38999/26WG11PN	Souriau p/n 8DB021W11PSN
Signal (J2)	1	D38999/26WJ7SN	D38999/26WJ35PN	Souriau p/n 8DB025W35PSN
Video/Ethernet (J3)	1	Amphenol p/n TV06RQW2517PA	Souriau p/n 8D5Q25W80PN621L	Souriau p/n 8DB025W80PSN
GPS (J4)	1	Amphenol p/n 31-4452	Amphenol p/n 31- 4452	PIC Wire & Cable p/n 190012

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Table 3.

GFE FOR SLAR ANTENNA MOUNTING PROVISIONS MSN 017 ONLY			
Drawing ASD 2016M-885 - Sheet 1			
Item Number	Quantity	Description	Part Number
Item 1	2	SLAR Antennae	103 01/5
Item 2	2	Waveguide, Lower	3SXX 108 9514/5
Drawing ASD 2016M-885 Sheet 2			
Item 45	8	Metric Hardware	LN 9439M4x25
Drawing ASD 2016M-885 Sheet 8			
Item 28	16	Modified Metric Bolt	ASD 2016D-885-28
Item 30	16	Metric Washer	LN 9016-06k
Drawing ASD 2016D-885 Sheet 3			
Item 13	2	Internal Seal Assy	ASD 2016D-885-13
Drawing ASD 2046D-885 Sheet 2			
Item 1	2	SLAR Mount Bracket Fwd	ASD 2046D-885-1
Item 31	4	Metric Bolt Placard	ASD 2046D-885-31
Drawing ASD 2046D-885 Sheet 4			
Item 16	2	SLAR Mount Bracket Aft	ASD 2046D-885-16
Drawing ASD 2045D-885 Sheet 3			
Item 30	8 (4 of each)	Internal Mount Box	ASD 2045D-885-30 and ASD 2045D-885-1
Drawing ASD 2044D-885 Sheet 3			
The following GFE parts were fabricated 2024 T0 and heat treated to 2024 T42.			
Item 6	2	Bracket, Mount INBD 1	ASD 2044D-885-6
Item 7	2	Bracket, Mount OUTBD 2	ASD 2044D-885-7
Item 8	2	Bracket, Mount OUTBD 1	ASD 2044D-885-8
Item 9	2	Bracket, Mount INBD 2	ASD 2044D-885-9
Drawing ASD 2060D-885			
The following parts are ASD fabricated and supplied undrilled, to be fitted and drilled at install.			
Item 1	2	Channel, Fairing Port	ASD 2060D-885-1
Item 2	2	Channel, Fairing Stbd	ASD 2060D-885-2
Item 3	1	Fairing Aft, Port	ASD 2060D-885-3
Item 4	1	Fairing Aft, Stbd	ASD 2060D-885-4
Item 5	1	Cap, Fairing Port	ASD 2060D-885-5
Item 6	1	Cap, Fairing Stbd	ASD 2060D-885-6
Item 15	1	Fairing, Fwd, Outbd, Stbd	ASD 2060D885-15
Item 16	1	Fairing, Fwd, Outbd, Port	ASD 2060D885-16
Drawing ASD 2060D-885			
Item 17	1	Fairing, Fwd, Inbd, Stbd	ASD 2060D885-17
Item 18	1	Fairing, Aft, Outbd, Port	ASD 2060D885-18
Item 19	1	Fairing, Fwd, Cap, Stbd	ASD 2060D885-19
Item 20	1	Fairing, Fwd, Cap, Port	ASD 2060D885-20
Item 25	1	Fairing, Aft, Outbd, Stbd	ASD 2060D885-25
Item 26	1	Fairing, Aft, Outbd, Port	ASD 2060D885-26
Item 27	1	Fairing, Aft, Inbd, Stbd	ASD 2060D885-27
Item 28	1	Fairing, Aft, Inbd, Port	ASD 2060D885-28
Item 29	1	Fairing, Aft, Cap, Stbd	ASD 2060D885-29
Item 30	1	Fairing, Aft, Cap, Port	ASD 2060D885-30

APPENDIX 3 TO ANNEX A

ASD MCM PROCEDURE 40.8.2.1 – CONTROLLED WORKING DOCUMENT

As working drawings are issued typically for prototype designs (modifications or repairs), it is expected that there will be design changes required as a result of difficulties during the actual modification or repair of the aircraft. It is important to maintain control of design issues and the resultant impact on the drawings. Therefore, change requests from the AMO to the Engineering Authority, will be documented on the Data Change Request form ASD-P40-06 (see form next page).

The originator (submitter) completes the "Discrepancy / Change" and "Proposed Corrective Action" parts of the form and forwards the request to the Person of Primary Responsibility (PPR) of the project. The PPR will then complete the "Change Request Number" and forward the form to the Engineering Authority. The PPR is the process control mechanism, however, direct consultation between the Engineering Authority and either the PPR or Originator is encouraged to ensure a complete understanding of the change request and to enable the best solution to the specified discrepancy. The Engineering Authority completes the "Engineering Authority Disposition" part of the form and returns the form to the PPR. This form provides a documented control process of the design change request and the resultant corrective action.

The ASD-P40-06 form when completed will be retained on the applicable technical record, i.e. shop work order or the aircraft Condition and Correction report. As the working drawings are revised and updated during the project, the certifying authorities are responsible to ensure the progress of the work and the working drawings used is documented in the applicable technical records, i.e. shop work order or the aircraft Condition and Correction report.

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ASD-P40-06

**AIRCRAFT SERVICES DIRECTORATE
DATA CHANGE REQUEST**

ITEM(s) To Be CHANGED:	<input type="checkbox"/> DRAWING No.											
	<input type="checkbox"/> PART											
	<input type="checkbox"/> DESIGN											
	<input type="checkbox"/> ASSB											
	<input type="checkbox"/> OTHER											
DESCRIPTION OF DISCREPANCY / CHANGE: <small>(FOR ADDITIONAL SPACE USE THE BACK)</small>												
PROPOSED CORRECTIVE ACTION: <small>(FOR ADDITIONAL SPACE USE THE BACK)</small>												
ORIGINATOR (NAME)		24/58#	DESIGNATOR	DATE (MM/DD/YYYY)								
TO BE COMPLETED BY PPR. CHANGE REQUEST NUMBER CONSISTS OF CURRENT WORK ORDER / EST NO - ASSB - SEQUENTIAL NUMERIC SUFFIX		<table border="1" style="width: 100%; border-collapse: collapse;"><tr><td style="width: 40%;">CHANGE REQUEST NUMBER:</td><td style="width: 20%; text-align: center;">--</td><td style="width: 20%; text-align: center;">--</td><td style="width: 20%;"></td></tr><tr><td style="text-align: center;">WORK ORDER NUMBER / EST NUMBER</td><td style="text-align: center;">ASSB</td><td colspan="2" style="text-align: center;">SEQUENTIAL NO.</td></tr></table>			CHANGE REQUEST NUMBER:	--	--		WORK ORDER NUMBER / EST NUMBER	ASSB	SEQUENTIAL NO.	
CHANGE REQUEST NUMBER:	--	--										
WORK ORDER NUMBER / EST NUMBER	ASSB	SEQUENTIAL NO.										
PPR SIGNATURE		DESIGNATOR	DATE (MM/DD/YYYY)									
DATA CHANGE APPROVED: <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> SEE ATTACHED ENGINEERING AUTHORITY DISPOSITION: CHANGE REQUEST FORWARDED TO MAPS: <input type="checkbox"/> CONFIRMED CHANGE REQUEST NUMBER ADDED TO REVISED WP DRAWING: <input type="checkbox"/> CONFIRMED ENGINEERING AUTHORITY SIGNATURE: _____ DATE: _____ (MM/DD/YYYY)												
DATA CHANGE REQUEST FOR AMO DEVELOPED DATA												
DATA CHANGE APPROVED: <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> SEE ATTACHED DRM DISPOSITION: CHANGE REQUEST FORWARDED TO MAPS: <input type="checkbox"/> CONFIRMED DRM SIGNATURE: _____ DATE: _____ (MM/DD/YYYY)												
DISPOSITION COMPLIED WITH ---- N/A FOR AN ASSB CHANGE REQUEST												
PPR SIGNATURE: _____		DATE: _____ (MM/DD/YYYY)										

APPENDIX 4 TO ANNEX A

LIST OF DELIVERABLES

Deliverable Summary Table				
SOW Reference	Title	Description	Delivery Date	Format
3.1.1	AMO Certificate	The Contractor must provide proof that their Approved Maintenance Organization (AMO) holds a certificate with the rating of a category specified pursuant to CAR 573.02 that is appropriate to the type of work to be performed.	Solicitation Closing Date	Paper Copy and PDF
4.1.2	Conceptual Design	The Contractor must provide TC ASD with the conceptual design for each task specified in the SOW.	PDR	Native File Format
4.1.3	Detailed Design	The Contractor must provide TC ASD with the detailed design for each task specified in the SOW.	CDR	Native File Format
4.2.1	Certification/Certificates	The contractor must provide ASD with approved certificates (STC/LSTC) acceptable to TCCA for all installations.	Prior to first flight on C of A	Color Paper Copy and PDF
4.2.2	Technical Data Package	<p>The contractor must provide all documents listed in the Master Document List or an equivalent document required for installation and airworthiness approval of each system, as follows:</p> <p>For Tasks 3, 4, 5, 6 and 7, the supporting data must be accordance with that specified in section 4.2.2.1 of this SOW.</p> <p>For Task 1 and Task 2, the supporting data must to be accordance with that specified in section 4.2.2.2 of this SOW.</p>	Within 30 days of aircraft delivery	Native file format
4.3	Revised or new Weight and Balance Report and Equipment list	All alterations/modifications performed that affect the aircraft weight and balance must be captured and addressed in a revised Weight and Balance Report and Equipment list or the aircraft will be reweighed and a new Weight and Balance Report and Equipment list will be produced.	Prior to flight testing	Certified Original (electronic or paper copy)

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4.4	Damage Tolerance Assessment (DTA)	Contractor to apply MPSE Role to DTA that will be submitted to ASD.	Prior to flight testing unless otherwise agreed upon by ASD	Contractor to provide input and output file in AFGROW or other agreed upon format. Template to be provided by TC ASD when required.
4.7	Antenna Location Study Report	Demonstrate interoperability of all existing aircraft transmitter and receiver systems and of those added by the NASP installation program	7 days prior to the PDR Meeting	PDF
4.8	Monthly Progress Report	Contractor must submit a progress report of the aircraft's upgrade, showing the percentage of work completed and the expected completion date	Monthly	Format Provided
4.9	Status Meetings	Contractor must prepare and chair progress report meetings.	Bi-Weekly	Video or Teleconference
4.10	Publications	Complete set of all supplementary publications in support of the proposed installation for each aircraft.	Within 30 days of aircraft delivery	One (1) paper copy and one (1) electronic copy

ANNEX "B"

BASIS OF PAYMENT

Table 1.

A) FIRM PRICES					
<p>1. CORE WORK</p> <p>In consideration of the Contractor satisfactorily completing all of its obligations under the Core Work of the Contract, the Contractor will be paid the all-inclusive firm prices as specified in this Annex, Customs duties included and Applicable Taxes are extra.</p> <p>Canada will not pay the Contractor for any design changes, modifications or interpretations of the Work, unless they have been approved, in writing, by the Contracting Authority before their incorporation into the Work.</p> <p>Canada will make Milestone Payments, in accordance with below Schedule of Milestones subject to the Method of Payment subject and Invoicing provisions of the Contract.</p>					
Schedule of Milestones					
Milestone Number	Milestone Description	Deliverable	Percentage (%) Value of Contract	Amount (\$)	Estimated Delivery Date
1.1	Completion of CDR and acceptance of Detailed Design by TC	Annex TBD - Certificate of Acceptance	10%	\$TBD	As per bid
1.2	Completion of Core Work on aircraft MSN 026, flight testing and acceptance activities.	Annex TBD - Certificate of Acceptance	20%	\$TBD	As per bid
1.3	Completion of Core Work on aircraft MSN 040, flight testing and acceptance activities	Annex TBD - Certificate of Acceptance	20%	\$TBD	As per bid
1.4	Completion of Core Work on MSN 017, flight testing and acceptance activities	Annex TBD - Certificate of Acceptance	20%	\$TBD	As per bid
1.5	Delivery of Technical Data Package and other supporting data as specified in 4.2 of the SOW	Annex TBD - Certificate of Acceptance	30%	\$TBD	As per bid
Total:			100%	As per bid	

2. OPTIONAL WORK

Optional Work must be exercised by the Contracting Authority through a contract amendment. All options can be exercised on multiple amendments in increments of one (1) unit or greater, but not to exceed the option quantity.

In consideration of the Contractor satisfactorily completing all of its obligations under the Optional Work of the Contract, the Contractor will be paid the following all-inclusive firm prices subject to the Method of Payment and Invoicing provisions of the Contract. Customs duties included and Applicable Taxes are extra.

Canada will not pay the Contractor for any design changes, modifications or interpretations of the Work, unless they have been approved, in writing, by the Contracting Authority before their incorporation into the Work.

2.1	Mission Systems Electrical Power Distribution (MSN 017, 020 and 046) Hardware Kits (Maximum Qty 3 Kits)- Price per Kit	
	Price per Kit, if buying 1 Kit:	<i>As per bid</i>
	Price per Kit, if buying 2 Kits:	<i>As per bid</i>
	Price per Kit, if buying 3 Kits:	<i>As per bid</i>
2.2	Generator Power Supply Approval (Qty 1):	<i>As per bid</i>
2.3	Provisional Installation Dual Ericsson SLAR Antennae (Qty 1):	<i>As per bid</i>

Table 2.

B) COST REIMBURSABLE

3. ADDITIONAL WORK REQUIREMENTS

Additional Work Requirements (AWR) over and above the Milestones will be costed based on Table below.

The scope and cost of AWRs will be based upon the bid rates and will be authorized and issued in accordance with the requirements specified in Article TBD - Task Authorization Process of the contract. Payment will be made in accordance with the Basis and Method of Payment specified in each Task Authorization (TA) issued for AWRs.

The Contractor must furnish all material goods necessary to complete the Work in order to be accepted by Canada. The Contractor will be reimbursed for its reasonable costs incurred of such goods, plus the applicable markup as stated below.

For the performance of the work in the Task Authorization by authorized Subcontractors, other than corporate affiliates of the Contractor, the Contractor will be reimbursed its actual costs plus a markup as stated in 3.3 below. Payment for corporate affiliate will be at direct cost with no markup by the Contractor.

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Payment may be either Fixed Time Rate or Laid-Down Cost plus a markup.

Canada's total liability to the Contractor under the Contract for all authorized Task Authorizations (TAs), inclusive of any revisions, must not exceed the sum of \$ _____. Customs duties are included and Applicable Taxes are extra.

3.1	Unplanned Work - for services to support Aircraft Acceptance and other related activities	<i>Fixed Time Rate per hour</i>	<i>As per the bid</i>
3.2	Unplanned Goods – in support of 3.1 a percentage markup to be applied as a percentage of laid down cost. Includes all overhead and profit.	%	<i>As per the bid</i>
3.3	Subcontractor – in support of 3.1 a percentage markup to be applied as a percentage of subcontractor cost. Includes all overhead and profit.	%	<i>As per the bid</i>
3.4	Travel and Living Expenses – The Contractor will be reimbursed for the authorized travel and living expenses reasonably and properly incurred in the performance of the Work, at cost, without any allowance for additional overhead or profit, in accordance with the meal, private vehicle and incidental expense allowances specified in Appendices B, C and D of the Treasury Board Travel Directive (https://www.njc-cnm.gc.ca/directive/d10/en), and with the other provisions of the directive referring to "travelers", rather than those referring to "employees".	<i>\$TBD</i>	<i>\$TBD</i>

Table 3.

C) OTHER
4. Transportation: Transportation costs to and from the Contractor's facility are the responsibility of TC ASD.
5. Customs Duties: Customs duties are included in the contract value.
6. Applicable Taxes: TBD

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ANNEX "C"

BID EVALUATION CRITERIA

PART 1 – Mandatory Technical Criteria **M1 to M8**
PART 2 – Point Rated Technical Criteria **R1 to R12**

Mandatory Technical Criteria

At bid closing time, the Bidder must comply with the following mandatory technical criteria and provide the necessary documentation to support compliance. The Bidder must specify where the information can be found in the brochure or data sheets by completing the "Reference to Bidder's Proposal" column. Canada reserves the right to verify any and all information. Bids that fail to meet the following mandatory technical criteria will be declared non-responsive. Each criterion must be addressed separately. By submitting a bid, the Bidder certifies it meets all the mandatory requirements of the Statement of Work including those that are not part of this mandatory technical criteria bid evaluation.

Definition of Other Substantiating Documentation includes Engineering reports, flight test reports/data, engineering attestations, other Operational/Technical substantiating documentation, but does not include sales / marketing information

M8 - *For clarity "recent" is considered that the Bidder has performed this work within the last five years

ID	Mandatory Criteria	Supporting Evidence Required	Pass	Fail	Reference to Bidder's Proposal (Page/Para #)
Suitability Requirements					
M1	The Bidder must provide proof that their TC Approved Maintenance Organization (AMO) holds a certificate with the rating of a category specified pursuant to CAR 573.02, that is appropriate to the type of work to be	An unaltered copy of the airworthiness certification from the Canadian airworthiness authority.	<input type="checkbox"/>	<input type="checkbox"/>	

	performed.				
M2	The Bidder AMO must be authorized to make appropriate entries into the aircraft technical record pursuant to CAR 571.10, by a person authorized in accordance with CAR 571.11	Transport Canada approved documentation attesting to the following: (a) the type rating for their AMO must clearly state that they are authorized to carry out the work as specified in the SOW; and (b) the capability and currency of Dash-8 aircraft type training (and currency of this training) of all personnel who will make the technical record entries in accordance with CAR Standard 571 for work performed in this contract .	<input type="checkbox"/>	<input type="checkbox"/>	
M3	The Bidder/Design Approval Organization (DAO) must be authorized to provide certification/approval of the SOW NASP provisions.	An unaltered copy of the DAO Scope of Authorization	<input type="checkbox"/>	<input type="checkbox"/>	

M4	<p>The Bidder must provide engineering supporting data (SOW 4.2.2.1) and proprietary data to allow the ASD AEO to make future alterations to installed provisions in accordance with the SOW 4.2.2.2</p>	<p>Response requires description from the bidder demonstrating that the requirement is understood and bidder's commitment to provide applicable data detailed in SOW 4.2.2.1 and 4.2.2.2. As a minimum, the Bidder must provide written confirmation that they will provide TC/ASD with:</p> <ul style="list-style-type: none">(a) a standard aviation data package for full installations specified in the SOW, in accordance with 4.2.2.1, including the format that this will be delivered;(b) a technical data package for partial installations specified in the SOW, in accordance with 4.2.2.2, including the format that this will be delivered;(c) IP rights for (b) above such that ASD is able to make future design changes as required; and(d) Examples* and/or references* to at least 2 former contracts/clients for which engineering data was provided for similar work. <p>*If more than two examples and/or references are provided, the evaluation team will only evaluate the most recent two examples.</p>	<div><input type="checkbox"/></div> <div><input type="checkbox"/></div> <div><input type="checkbox"/></div>	
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M5	<p>The Bidder has the capability to evaluate changes to the external aircraft configuration and upon completion can provide certification for any additional changes to aircraft performance specifications, flight characteristics, and aerodynamic stability and control.</p>	<p>The bidder must document their capability and capacity to comply with the specific requirements detailed in SOW 4.5 by providing examples of previous modification programs that required changes to flight performance.</p> <p>Examples must include, at a minimum, the following information:</p> <ul style="list-style-type: none">• Customers name and address;• Description of the modification program;• Date the modification program was completed;• Description of the flight test performance characteristic evaluation process; and• Results of the evaluation. <p>*If more than two examples are provided, the evaluation team will only evaluate the most recent two examples.</p>	<input type="checkbox"/>	<input type="checkbox"/>
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M6	<p>The Bidder is capable and willing to provide an Approval Certificate for all provisional and full installations listed in the Statement of Work, unless otherwise indicated.</p> <p>h) EO/IR Optical Sensor (WESCAM MX-15HDI);</p> <p>i) IR/UV (Electro-Optical / Infra-Red Scanner);</p> <p>j) Full installation of Long Range Fuel Tanks.</p> <p>k) Full installation of Dual Observation Windows (Type III Emergency Exits)</p> <p>l) Install four (4) Operator Seats as per National Aerial Surveillance Program (NASP) Interior Configuration Layout.</p> <p>m) On ground door locking installation</p> <p>n) EGPWS Alert Inhibit function</p>	<p>Response requires a brief description from the bidder demonstrating that the requirement is understood and bidder's commitment to address it, as detailed in the SOW.</p> <p>The Bidder must provide two (2) examples* of previous similar work completed within the last ten (10) years.</p> <p>Examples must include, at a minimum, the following information:</p> <ul style="list-style-type: none">• Customers name and address;• Type of Aircraft;• Description of the installations;• Date the installations were completed; and• Reference to relevant Supplementary Type Certificates <p>*If more than two examples are provided, the evaluation team will only evaluate the most recent two examples.</p>	<input type="checkbox"/>	<input type="checkbox"/>
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M7	<p>The Bidder has a minimum of ten years of experience (within the last twenty years) designing and installing specialized operational mission equipment of a similar size and scope as listed in the Statement of Work on a Dash 8 or similar type(s) of Special Operations aircraft.</p> <p>The Bidder must have experience in:</p> <ul style="list-style-type: none">• Engineering of prototype design and manufacturing• Integration of complex specialized avionics systems• Installation of specialized applications for marine pollution and aerial surveillance.• Damage tolerance structure and structural and avionics certification including the development of Transport Canada approved flight test programs.• Design and manufacture control of specialized fairings	<p>The Bidder must provide examples that demonstrate they have a minimum of ten (10) years of experience in the last twenty (20) years of this RFP with designing and installing specialized operational mission equipment on a Dash 8 or similar aircraft type.</p> <p>The examples must be in chronological order and must clearly indicate the following information:</p> <ul style="list-style-type: none">• Date of contract;• Duration of contract;;• Name of customers;• Type(s) of aircraft; and• Type(s) of specialized operational mission equipment designed and installed;	<input type="checkbox"/>	<input type="checkbox"/>
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M8	<p>The Bidder must provide a Project/Work Plan with the bid submission. The detailed Project/Work Plan in Bidder format must include all tasks and deliverables specified in this SOW, projected on a timeline that spans from contract award to delivery of Technical Data Package.</p>	<p>1. As a minimum, this Project Work Plan must include the number of calendar days to complete the following activities, and the Bidder must substantiate how they will adhere to their provided timelines:</p> <ul style="list-style-type: none">• *Number of calendar days required from contract award to Preliminary Design Review (PDR);• Number of calendar days required from PDR to Critical Design Review (CDR) (in order to meet the exit criteria identified in SOW 4.1.3);• Number of calendar days to complete each of the Tasks detailed in the SOW as specified in para 3.3.1 through 3.3.7;• Number of calendar days to complete flight testing and acceptance activities (assuming there are no deficiencies to rectify).• Number of calendar days (maximum 30 days) post aircraft acceptance for the delivery of the Technical Data Package as detailed in the SOW para 4.2, including the delivery of the specific supporting data specified in para 4.2.2.2 for Tasks 1 and 2. <p>**The number of calendar days provided in M8 1) will be used to establish the Milestone Schedule found at Annex B – Basis of Payment.</p>	<div><div></div><div></div></div>	
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			<ul style="list-style-type: none">• a description of how the Bidder plans to minimize additional weight as part of the design process;• a plan for the dedicated engineering resources (and other resources as applicable) that will be applied to the design process to minimize adding weight to the aircraft; and• a preliminary engineering assessment of the design implications that add weight to the aircraft, including any potential weight saving elements to the design such as the removal of overhead bins, where applicable.• The Bidder must provide *recent evidence of their previous experience with design, engineering, manufacture, installation and flight testing for each of the Tasks detailed in this SOW (paras 3.3.1 to 3.3.7), or similar work on a Dash 8 aircraft or similar types of Special Operations aircraft; and• The Bidder must provide a summary of their organizational capacity to carry out Tasks 1 through 7, as well as identify the key resources required (and available) to implement these Tasks.• The bidder must identify any data dependencies on ASD; and		
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[illegible]

POINT RATED CRITERIA

Only bids that meet the mandatory criteria will be subject to point rating. The criteria listed below will be used to evaluate each bid that meets the mandatory requirements. Contractors are advised to address these requirements in order and in sufficient depth in their bid to enable a full assessment. The evaluation will be based exclusively on the information contained in the bid.

Any points obtained in the point rated criteria will determine the technical score. Note that there is no minimum points required. The cost to include the applicable point rated deliverables must be included in the total overall price.

R5 to R12 - *For clarity "recent" is considered that the Bidder has performed this work within the last five years.

ID	Rated Portion Requirements	Point Rated Scoring Grid	Maximum Points Available	Bidder's Points Scored	Bidder's Response And Reference to Bid (page/paragraph number)
R1	Bidder's DAO Design Review – Total number of calendar days required from contract award to CDR as provided in Mandatory Criteria 8 1. a) and b).	≤ 30 calendar days – 10 Points 31 to 60 calendar days – 5 Points > 61 calendar days – 0 Points	10 Points		

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R2	Bidder's Project/Work Plan – Total number of calendar days for completion of the Tasks listed at M8 1 c) on aircraft MSN 017 measured from the start of work to completion of flight testing and acceptance activities specified at M8 1 d).	≤ 120 calendar days – 20 Points 121 to 150 calendar days – 10 points 151 to 180 calendar days – 5 Points > 180 calendar days – 0 Points	20 Points	
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R3	Bidder's Project/Work Plan - Total additional weight* that will be added to the aircraft for the following installations (EO/IR, Long Range Fuel Tanks and Mission Operator Seats) as specified in the SOW. (* Actual added weight as provided by the Bidder in M8 2 d) (i) of the project/work plan)	≤ 3% of MSN 017 basic weight - 20 Points >3% but <3.25% of MSN 017 basic weight - 15 points >3.25% but <3.5% of MSN 017 basic weight - 10 points > 3.5% of MSN 017 basic weight - 0 points	20 Points	
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R4	Bidder's Project/Work Plan - Total net additional weight* that will be added to the aircraft for the installations of Tasks 1 through 7, as specified in the SOW, including any weight reduction as part of the Bidders design for all Tasks combined. (* Actual and Estimated added weight as provided by the bidder in M8 2 d) (i) and (ii) of the project/work plan)	≤ 4% of MSN 017 basic weight - 10 Points >4% but <4.5% of MSN 017 basic weight - 7 points >4.5% but <5% of MSN 017 basic weight - 4 points > 5% of MSN 017 basic weight - 0 points	10 Points		
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R5	<p>The Bidder has *recent experience providing Damage Tolerance Analysis (DTA) for Dash 8-100 or other damage tolerant aircraft operating in a special operations role.</p> <p>The Bidder must provide supporting documentation in the form of examples of previous DTA and demonstrate recent experience providing DTA for Dash 8-100 or other damage tolerant aircraft operating in a special operations role.</p> <p>(*For clarity "recent" is considered within the last five years of this RFP)</p>	<p>Yes - Dash 8 -100 – 2 Points</p> <p>Yes - Other type – 1 Point</p> <p>No – 0 Points</p>	2 Points	
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R6	<p>The Bidder has *recent experience installing an EO/IR Camera on a Dash 8-100 or other type aircraft.</p> <p>The Bidder must provide examples of similar work demonstrating its recent experience installing an EO/IR Camera on a Dash 8-100 or other type of aircraft. The supporting documentation must also specify the type EO/IR Camera installed and the type of aircraft it was installed on.</p> <p>(*For clarity "recent" is considered within the last five years of this RFP)</p>	<p>Yes - Dash 8 -100 – 2 Points</p> <p>Yes - Other type – 1 Point</p> <p>No – 0 Points</p>	2 Points	
R7	<p>The Bidder has *recent experience installing SLAR Antenna and wave guides on a Dash 8-100 or other type aircraft.</p> <p>The Bidder must provide examples of similar work demonstrating its recent experience installing a SLAR Antenna and wave guides on a Dash 8-100 or other type aircraft. The supporting documentation must also specify the type SLAR Antenna installed and the type of aircraft it was installed on.</p> <p>(*For clarity "recent" is considered within the last five years of this RFP)</p>	<p>Yes - Dash 8 -100 – 2 Points</p> <p>Yes - Other type – 1 Point</p> <p>No – 0 Points</p>	2 Points	

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R8	<p>The Bidder has *recent experience installing an IR/UV scanner on a Dash 8-100 or other type aircraft.</p> <p>The Bidder must provide examples of similar work demonstrating its recent experience installing an IR/UV scanner on a Dash 8-100 or other type aircraft. The supporting documentation must also specify the type of IR/UV scanner installed and the type of aircraft it was installed on.</p> <p>(* For clarity "recent" is considered within the last five years of this RFP)</p>	<p>Yes - Dash 8 -100 – 2 Points</p> <p>Yes - Other type – 1 Point</p> <p>No – 0 Points</p>	2 Points	
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R9	<p>The Bidder has *recent experience installing/modifying/procuring standard emergency exits to Observation Windows (Type III Emergence Exits) on a Dash 8-100 or other type aircraft.</p> <p>The Bidder must provide examples of similar work demonstrating its recent experience installing/modifying/procuring standard emergency exits to Observation Windows (Type III Emergence Exits) on a Dash 8-100 or other type aircraft. The supporting documentation must also specify the work completed and the type of aircraft it was completed on.</p> <p>(*For clarity "recent" is considered within the last five years of this REP)</p>	<p>Yes - Dash 8 -100 – 2 Points Yes - Other type – 1 Point No – 0 Points</p>	2 Points		
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R10	<p>The Bidder has *recent experience installing Mission Operator Seats on a Dash 8-100 or other type aircraft.</p> <p>The Bidder must provide examples of similar work demonstrating its recent experience installing Mission Operator Seats on a Dash 8-100 or other type aircraft. The supporting documentation must also specify the type of Mission Operator Seats installed and the type of aircraft it was installed on.</p> <p>(*For clarity "recent" is considered within the last five years of this RFP)</p>	<p>Yes - Dash 8 -100 – 2 Points Yes - Other type – 1 Point No – 0 Points</p>	2 Points	
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R11	<p>The Bidder has *recent experience installing Long Range Fuel Tanks on a Dash 8-100 or other type aircraft.</p> <p>The Bidder must provide examples of similar work demonstrating its recent experience installing Long Range Fuel Tanks on a Dash 8-100 or other type aircraft. The supporting documentation must also specify the type of Long Range Fuel installed and the type of aircraft it was installed on.</p> <p>(*For clarity "recent" is considered within the last five years of this RFP)</p>	<p>Yes - Dash 8 -100 – 2 Points</p> <p>Yes - Other type – 1 Point</p> <p>No – 0 Points</p>	2 Points	
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R12	<p>The Bidder has *recent experience with performance specification flight testing.</p> <p>The Bidder must provide examples demonstrating its recent experience with performance specification flight testing. The supporting documentation must indicate, at a minimum, the following information:</p> <ul style="list-style-type: none">• Customers name and address;• Date performance specification flight testing(s) completed for each example; and• Type of Aircraft and description of the performance flight testing completed for each example. <p>(*For clarity "recent" is considered within the last five years of this RFP)</p>	Yes – 2 Points No – 0 Points	2 Points	
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TOTAL TECHNICAL EVALUATION SCORE:		/ 76 Pts	
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