



**RETURN BIDS TO:
RETOURNER LES SOUMISSIONS À:**

Contracting Authority: Sébastien Prévost

TPSGC.PAASTR-APSTTC.PWGSC@tpsgc-pwgsc.gc.ca

**LETTER OF INTEREST
LETTRE D'INTÉRÊT**

Comments - Commentaires

Title - Sujet Strategic Tanker Transport Capability Project - Draft Invitation to Qualify	
Solicitation No. - N° de l'invitation W847A-200275/C	Date 2020-12-17
Client Reference No. - N° de référence du client W847A-200275	GETS Ref. No. - N° de réf. de SEAG PW-20-00938667
File No. - N° de dossier 002stt.W847A-200275	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM Eastern Standard Time EST on - le 2021-01-15 Heure Normale du l'Est HNE	
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Sébastien Prévost	Buyer Id - Id de l'acheteur 002stt
Telephone No. - N° de téléphone () - ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: Department of National Defence ADM(Mat) DGMPD ON CANADA	

Instructions: See Herein

Instructions: Voir aux présentes

Vendor/Firm Name and Address
Raison sociale et adresse du
fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution
Strategic Tanker Transport Capability/Avion stratégique de
transport et de ravitaillement en vol
72, Laval st., 4th floor -
72 rue Laval, 4e étage -
Gatineau
Quebec
K1A 0S5

Delivery Required - Livraison exigée See Herein – Voir ci-inclus	Delivery Offered - Livraison proposée
Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur	
Telephone No. - N° de téléphone Facsimile No. - N° de télécopieur	
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

STRATEGIC TANKER TRANSPORT CAPABILITY (STTC) PROJECT

DRAFT INVITATION TO QUALIFY (ITQ)

W847A-200275/C

1. Purpose

- 1.1. The purpose of this notice is to provide the opportunity for interested suppliers to submit their written feedback on the draft Invitation to Qualify (ITQ) attached herein as Attachment 1. It is Canada’s intent to release the ITQ for the STTC project in Fall 2020/Winter 2021. The feedback received from interested suppliers will be considered.
- 1.2. This ITQ is not a solicitation of bids or tenders. No contract will be awarded as a result of the activities during the ITQ Phase. Canada reserves the right to cancel and re-issue this ITQ at any time during the ITQ Phase and it may not result in any of the subsequent procurement processes described in this document. Respondents and Qualified Suppliers may withdraw from the procurement process at any time. Therefore, Qualified Suppliers can choose not to bid on any subsequent solicitation.
- 1.3. A virtual session may be held before closing of this draft ITQ or the ITQ. If a virtual session takes place, details of time and date will be provided at a later date through amendment to this draft ITQ or the ITQ. The purpose of the virtual session would be to provide an overview of the ITQ and context on different aspects of the project.

2. Background

- 2.1. The Department of National Defence has a requirement to acquire a fleet of strategic multi-role aircraft, as per Attachment 1 to this Draft ITQ This requirement is identified in Canada’s Strong, Secure and Engaged Defence Policy as initiative # 47 of the Strategic Tanker Transport Capability Project. This initiative will replace the CC150 Polaris fleet.

3. Fairness Monitor

- 3.1. Canada has engaged Jocelyn Décoste, BDO Canada LLP as a fairness monitor for this procurement. They will monitor the fairness of the procurement process and report to Canada. The fairness monitor is under obligations pursuant to their contract with Canada to maintain the confidentiality of all information received as a result of their participation in this procurement process.

4. Timelines

Description	Timeline
Draft Invitation to Qualify	See Draft Invitation to Qualify Cover Page
Phase 1: Invitation to Qualify	Fall 2020/Winter 2021
Phase 2: Review and Refine Requirements (RRR) Phase	Winter 2021 to Fall 2021
Draft Request for Proposal (within RRR Phase)	Summer 2021 to Fall 2021
Phase 3: Request for Proposal	Fall 2021 to Winter 2022

5. Consultants

- 5.1. Canada has engaged consultants listed in Attachment 1, Annex F of this Draft ITQ, and may engage new ones in the future at its sole discretion, for the purposes of the STTC Project.
- 5.2. Canada will share with consultants, on a need to know basis, information and documents provided to Canada, which may include those of Respondents, as part of the procurement process.
- 5.3. Consultants are required to sign non-disclosure agreements before gaining access to the information and documents as part of this procurement process.

6. Enquiries / Feedback

- 6.1. All enquiries and other communications related to this notice, including the feedback on the draft ITQ, are to be submitted in writing to the attention of the Public Services and Procurement Canada (PSPC) Contracting Authority, using the Project's e-mail address below:

TPSGC.PAASTR-APSTTC.PWGSC@tpsgc-pwgsc.gc.ca

- 6.2. Respondents should reference as accurately as possible the numbered item of the draft ITQ to which the question or feedback relates. Respondents should explain each question or the feedback in sufficient detail in order to allow Canada to provide an accurate answer. Any questions or feedback that a Respondent believes includes proprietary information must be clearly marked "proprietary" at each relevant item. Items identified as proprietary will be treated as such unless Canada determines that the question or the feedback is not of a proprietary nature. Canada may edit the questions or feedback or may request that the Respondents do so, so that the proprietary nature of the question or feedback is eliminated, and the edited question or feedback and answer can be provided to all Respondents. Questions or feedback not submitted in a form that can be provided to all Respondents may not be answered by Canada.
- 6.3. Interested suppliers are requested to provide their feedback on the draft ITQ as early as possible. Feedback received after the closing date and time may not be considered.

ATTACHMENT 1

TO

DRAFT INVITATION TO QUALIFY (ITQ)

STRATEGIC TANKER TRANSPORT CAPABILITY (STTC) PROJECT

DRAFT

Invitation to Qualify for the Procurement Process for the Strategic Tanker Transport Capability (STTC) Project

The Contracting Authority, who is identified in the cover page, is Canada's representative for all questions and comments about this document.	
ITQ Closing Date and Time	2 weeks from the ITQ publication date*
Email Address for submitting any questions related to this ITQ	TPSGC.PAASTR-APSTTC.PWGSC@tpsgc-pwgsc.gc.ca

**This is the closing date for the final ITQ and not this draft ITQ.*

Invitation to Qualify for the Procurement Process for the Strategic Tanker Transport Capability (STTC) Project

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Invitation to Qualify for the Procurement Process for the Strategic Tanker Transport Capability (STTC) Project

1 General Information

1.1 Definitions

The following definitions apply for the purpose of this ITQ:

- a) **“Aircraft”** is an existing multi-role aircraft capable of conducting air-to-air refueling (AAR), strategic airlift, aeromedical evacuation and transport of government officials.
- b) **“Manufacturer”** means an aircraft manufacturer who at the ITQ submission date has designed, manufactured and produced an aircraft that possesses, at minimum, the design characteristics and capabilities of the Aircraft requirements described in this Invitation to Qualify (ITQ).
- c) **“Qualified Supplier”** is a Respondent that successfully meets all the mandatory requirements of the ITQ. Only Qualified Suppliers will be invited to participate in any subsequent phases of the procurement process.
- d) **“Respondent”** includes, at a minimum, a Manufacturer or an entity (or Joint Venture) authorized by a Manufacturer to propose the Manufacturer’s Aircraft in response to this ITQ. If the Respondent does not include the Manufacturer, it must have authorization from the Manufacturer to propose the Manufacturers’ Aircraft in the response to this ITQ using Form 2 – Manufacturer Form or through a letter from the Manufacturer, which must cover the required elements in Form 2. Other entities may be proposed as part of the Respondent.
- e) Where the Respondent is more than one entity, **“Lead”** means the entity authorized by all the other entities including the Manufacturer to be the Authorized Representative of the Respondent and the main point of contact with Canada for communication purposes. Where necessary due to reasons such as information being provided of a commercially sensitive nature, other members of the Respondent should be authorized to flow that information directly to the Contracting Authority.

1.2 Introduction

- a) **Purpose of this ITQ:** The purpose of Phase 1 - ITQ (see Section 1.4.a) is to identify Qualified Suppliers that will be invited to participate in the subsequent procurement process.
- b) **Phase 1 of Procurement Process:** This ITQ is the first phase of a Department of Public Works and Government Services Canada (known as PSPC or Public Services and Procurement Canada) led procurement process for the Strategic Tanker Transport Capability (STTC) Project. Respondents must provide a fully compliant response to this ITQ as described in Section 2.5 a) Security Requirements and Section 3 in order to become a Qualified Supplier. Only Qualified Suppliers will be permitted to participate and bid on any subsequent solicitation issued as part of this STTC procurement process.
- c) **Further Evaluation of Qualified Suppliers:** Even though certain Respondents may be pre-qualified by Canada as a result of this ITQ, Canada reserves the right, pursuant to the terms of this ITQ, to re-evaluate any aspect of the qualification of any Qualified Supplier at any time during the procurement process and change their status to “unqualified” if they no longer meet the requirements provided in this ITQ.

- d) **Additional Qualified Suppliers:** Canada may, at its sole discretion, re-open Phase 1 – ITQ.
- e) **ITQ is not a Bid Solicitation:** This ITQ is not a solicitation of bids or tenders. No contract will be awarded as a result of the activities during the ITQ Phase. Canada reserves the right to cancel and re-issue this ITQ at any time during the ITQ Phase and it may not result in any of the subsequent procurement processes described in this document. Respondents and Qualified Suppliers may withdraw from the procurement process at any time. Therefore, Qualified Suppliers can choose not to bid on any subsequent solicitation.

1.3 Overview of Project

- a) The Strategic Tanker Transport Capability (STTC) Project will deliver a multi-role platform to provide an Air-to-Air Refueling (AAR) capability for both domestic and expeditionary coalition operations, while complementing the strategic airlift capabilities of other transport aircraft within the Royal Canadian Air Force (RCAF) fleet. The STTC aircraft will have the adaptability to be re-configured to support missions for Air-to-Air Refueling, personnel airlift, strategic Government of Canada transport, Aeromedical Evacuations, freight movement, and other supporting roles.
- b) In June 2017, the Government of Canada (GC) articulated within the strategic vision of the new *Strong, Secure, Engaged* (SSE) Defence Policy that Canada needs an agile, multi-purpose, combat-ready military. In response to SSE Initiative #47, the STTC Project is the means to recapitalize the next generation strategic air-to-air tanker-transport capability, and replace the CC-150 Polaris fleet.
- c) Aligning with the SSE requirement to enhance interoperability with Canada's Allies, the Minister of National Defence has a mandate to renew Canada's strong commitment to the North American Aerospace Defence Command (NORAD) and the North Atlantic Treaty Organization (NATO), acting in multiple theatres simultaneously, while also bolstering disaster relief, search and rescue, contributing to peace operations and capacity building. The STTC platform will be equipped to support and contribute to these renewed commitments through delivery of Air-to-Air Refueling of Canadian, Allied and Coalition aircraft, strategic Government of Canada transport, aeromedical evacuation, personnel and equipment transport.
- d) The STTC Project requirements will include the following:
 - i) Deliver aircraft with the ability to be reconfigured to support missions for Air-to-Air Refueling, personnel airlift, strategic Government of Canada transport, aeromedical evacuations, freight movement, and other supporting roles.
 - ii) Concurrently provide support to three Lines of Tasking¹ of unrestricted global Air Mobility movements.
 - iii) Provide sufficient Air-to-Air Refueling capacity to RCAF fighters to enable standard RCAF mission profiles.
 - iv) Ability to provide Air-to-Air Refueling to all NATO and NORAD aircraft.
 - v) Ability to detect, avoid, defeat and survive threats that will allow safe operations.

¹ **Line of Tasking (LOT)** – a performance measurement unit that indicates the mission usage of one aircraft for one day (24 hours). Individual aircraft lines of tasking can incorporate several different missions, loads, destinations and aircrews.

- vi) Provide training for aircrew and maintenance personnel, as well as infrastructure to support the STTC Project requirements
 - vii) Provide a sustainment program that assures operational readiness and maintains mission effectiveness of the capability throughout its service life.
- e) Canada's Industrial and Technological Benefits (ITB) Policy, including the Value Proposition (VP), will apply to the STTC Project and require the successful bidder to make investments in Canada equal to the value of the contract.
- f) The objectives of the ITB Policy include:
- i) Support the long-term sustainability and growth of Canada's aerospace and defence sectors by maximizing direct opportunities for Canadian industry;
 - ii) Ensure strong Canadian participation in the long term sustainment program, including in-service support of the aircraft, its systems and training and simulation;
 - iii) Support growth of contractors and suppliers in Canada, including small and medium-sized enterprises in all regions of Canada;
 - iv) Enhance innovation through research and development in Canada;
 - v) Increase the export potential of Canadian based firms; and,
 - vi) Promote skills development and training to advance employment opportunities for Canadians.
- g) This procurement will align with Canada's Key Industrial Capabilities (KICs), which may include aerospace systems and components; defence systems integration; in-service support; and, training and simulation. Further engagement will refine this list of KIC's for the procurement.
- Note:** Further information on the ITB Policy can be found at www.canada.ca/itb.
- h) To meet the Government of Canada's objectives of encouraging Aboriginal socio-economic development through federal contracting opportunities, Canada is exploring the inclusion of an Aboriginal Participation Component (APC) as part of the STTC Project. The Aboriginal Participation Component is designed to encourage Respondents to contribute to creating long term sustainable and meaningful socio-economic benefits for Aboriginal people, businesses and communities. An APC is a portion of the value of a contract that is allocated for Aboriginal participation, which can be direct or indirect (or both). Direct Aboriginal participation refers to business development, employment and training. Indirect Aboriginal participation refers to scholarships and bursaries. More information on the APC and how it may form part of the STTC Project will be provided in subsequent phases of the STTC procurement process.
- i) **Procurement Scope:** The scope of contract(s) resulting from any subsequent solicitation may include:
- i) fleet of Aircraft and associated equipment;
 - ii) aircrew and ground crew training solution(s);
 - iii) maintenance and engineering support;
 - iv) materiel support;

- v) required infrastructure;
 - vi) sustainment set-up to enable achievement of full operational capability of the new fleet; and
 - vii) a period of sustainment for the new fleet.
- j) **National Security Exception:** The national security exceptions provided for in the applicable trade agreements have been invoked.
- k) **Controlled Goods Program:** This procurement may be subject to the Controlled Goods Program. The final status of the procurement will be confirmed in any subsequent solicitation.

1.4 Overview of Anticipated Procurement Process

- a) This ITQ is the first phase in this procurement process. Although the procurement process remains subject to change at Canada's sole discretion, Canada currently anticipates that it will be conducted in the following phases:
- i) **Phase 1 - ITQ Phase:** This ITQ will be used to qualify Respondents to participate in any subsequent phases of the procurement process. Respondents may qualify by providing a fully compliant response as described at Section 3 and by meeting the security requirements detailed in Section 2.5 a). Canada will publish the list of Qualified Suppliers, including all entities, after the ITQ Phase.
 - ii) **Phase 2 - Review and Refine Requirements (RRR) Phase:** The RRR Phase with the Qualified Suppliers will follow the ITQ Phase. The objective of the RRR Phase is to obtain feedback from Qualified Suppliers on Canada's preliminary requirements including draft procurement documents. It is intended to be a collaborative process and may involve interactions such as workshops, one-on-one sessions (commercially confidential meetings), and written questions and answers. Canada will consider the feedback provided by Qualified Suppliers. Qualified Suppliers may choose to bring representatives from potential subcontractors to individual meetings. Further details regarding the RRR Phase will be provided to those Respondents who qualify as a result of the ITQ Phase.
 - iii) **Phase 3 - Request for Proposals (RFP) Phase:** Canada will release the RFP(s) to those Qualified Suppliers who remain qualified at the time the RFP is released. Canada will evaluate bids in accordance with the RFP.
- b) The estimated timeline for each phase is as follows:

Description	Timeline
Phase 1: Invitation to Qualify	Fall 2020/Winter 2021
Phase 2: Review and Refine Requirements (RRR) Phase including Draft Request for Proposal	Winter 2021 to Fall 2021
Phase 3: Request for Proposal	Fall 2021 to Winter 2022

1.5 Consultants

- a) Canada has engaged the consultants listed in Annex F – Conflict of Interest Declaration and may engage new ones in the future at its sole discretion, for the purposes of the STTC Project.

- b) Canada will share with consultants, on a need to know basis, information and documents provided to Canada, which may include those of Respondents, as part of the procurement process.
- c) Consultants are required to sign non-disclosure agreements before gaining access to the information and documents as part of this procurement process.

1.6 Fairness Monitor

Canada has engaged Jocelyn Décoste, BDO Canada LLP as a fairness monitor for this procurement. They will monitor the fairness of the procurement process and report to Canada. The fairness monitor is under obligations pursuant to their contract with Canada to maintain the confidentiality of all information received as a result of their participation in this procurement process.

1.7 epost Connect

Only electronic submissions using the epost Connect will be accepted. Respondents should refer to Section 2 entitled Instructions for Respondents of this ITQ, for further information.

2 Instructions for Respondents

2.1 Standard Instructions, Clauses and Conditions

The 2003 (2020-05-28) Standard Instructions – Goods or Services – Competitive Requirements, (as amended by this Section 2.1) are incorporated by reference into and form part of the ITQ as though they were expressly set out here in full. If there is a conflict between the provisions of the 2003 Standard Instructions and this document, this document prevails. The 2003 Standard Instructions can be found at: <https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual/1/2003/25>

- a) The "Invitation to Qualify" is a solicitation of interest, not a request for bids or tenders. There is no bid validity period, since an Invitation to Qualify invites Respondents simply to qualify. Canada will assume that all Respondents wish to qualify unless they withdraw in writing. If a Respondent is more than one entity, withdrawal of any entity from the Respondent during the ITQ Phase will result in withdrawing the response.
- b) Section 01 (2016-04-04) Integrity provisions – bid in the 2003 Standard Instructions is deleted.
- c) Section 04 (2007-11-30) Definition of Bidder in the 2003 Standard Instructions is deleted.
- d) Terminology for Invitation to Qualify:
 - i) the word "bidder(s)" in the 2003 Standard Instructions is replaced with the word "Respondent(s)";
 - ii) the word "bid(s)" in the 2003 Standard Instructions is replaced with the word "response(s)";
 - iii) the phrase "solicitation closing" in the 2003 Standard Instructions is replaced with the phrase "ITQ closing"; and
 - iv) the phrase "bid solicitation" in the 2003 Standard Instructions is replaced with the phrase "Invitation to Qualify".
- e) Section 08 (2019-03-04) Transmission by facsimile or by epost Connect in the 2003 Standard Instructions, subsection 1. Facsimile is deleted.

- f) Section 21 (2016-04-04) Code of Conduct for Procurement—bid in the 2003 Standard Instructions is deleted and replaced with the following:

“21 Code of Conduct for Procurement

The procurement process is subject to the Code of Conduct for Procurement (<http://www.tpsgc-pwgsc.gc.ca/app-acq/cndt-cndct/contexte-context-eng.html>).”

2.2 Questions, Comments and Communications

- a) **Single Point of Contact:** To ensure the integrity of the competitive procurement process, questions and other communications regarding this ITQ must be directed only to the Contracting Authority identified in the ITQ at: TPSGC.PAASTR-APSTTC.PWGSC@tpsgc-pwgsc.gc.ca. Failure to comply with this requirement may result in the response being disqualified from further consideration.
- b) **Deadline for Asking Questions:** All questions and comments regarding this ITQ must be submitted by email to the Contracting Authority no later than 5 business days before the ITQ closing date. Questions received after that time may not be answered.
- c) **Content of Questions:** Respondents should reference as accurately as possible the numbered item of the ITQ to which the question relates. Respondents should explain each question in sufficient detail in order to allow Canada to provide an accurate answer. Any questions that a Respondent believes include proprietary information must be clearly marked “proprietary” at each relevant item. Items identified as proprietary will be treated as such unless Canada determines that the question is not of a proprietary nature. Canada may edit the questions or may request that the Respondent do so, so that the proprietary nature of the question is eliminated, and the edited question and answer can be provided to all Respondents. Questions not submitted in a form that can be provided to all Respondents may not be answered by Canada.
- d) **Publication of Answers:** To ensure the consistency and quality of information provided to suppliers, all questions (as per this Section) and the answers will be posted on the Government Electronic Tendering Service (GETS) as an amendment to the ITQ.

2.3 Submission of Responses

- a) Respondents must submit their responses electronically using the epost Connect in a single submission in accordance with Section 08 Subsection 2 of the 2003 Standard Instructions as amended in this ITQ. The epost Connect service has the capacity to receive multiple documents, up to 1GB per individual attachment.
- b) The email address for epost Connect is:
tpsgc.dgareceptiondessaoumissions-abbidreceiving.pwgsc@tpsgc-pwgsc.gc.ca
- c) Responses will not be accepted if emailed directly to this email address. This email address is to be used to open an epost Connect conversation, as detailed in Section 08 Subsection 2 under the 2003 Standard Instructions, or to send responses through an epost Connect message if the Respondent is using its own licensing agreement for epost Connect.

2.4 Rights of Canada

In addition to any other rights that Canada has as described in this ITQ, including those incorporated by reference, Canada reserves the right, at its sole discretion, to:

- a) reject and not consider further a response if, in Canada's opinion, any component of the response presents potential, perceived or real issues or matters that may be injurious to the national security of Canada;
- b) remove at any time, any Qualified Supplier, if, in Canada's opinion, it presents potential, perceived or real issues or matters that may be injurious to the national security of Canada;
- c) cancel this ITQ at any time;
- d) reissue this ITQ;
- e) at any time during Phase 2 – Review and Refine Requirements, suspend Phase 2 and re-open Phase 1 – ITQ; and
- f) If there is only one responsive Respondent to this ITQ that becomes a Qualified Supplier, negotiate with the sole Qualified Supplier to procure a solution for the STTC Project while ensuring best value to Canada.

2.5 Security Requirements

- a) For the ITQ Phase, a Respondent is not required to have a security clearance in order to become a Qualified Supplier. However, at the ITQ closing date:
 - i) The government of the Manufacturer must have an international bilateral security instrument with Canada. For more on international bilateral security requirements and instruments, see <https://www.tpsgc-pwgsc.gc.ca/esc-src/international-eng.html>. For details on the PSPC Contract Security Program (CSP), see <https://www.tpsgc-pwgsc.gc.ca/esc-src/index-eng.html>; and
 - ii) Foreign Respondents (or each foreign entity of a Respondent, if the Respondent is more than one entity) must be from countries that have international bilateral security instruments with Canada. All Respondents (or each entity of a Respondent, if the Respondent is more than one entity) must be registered with their domestic industrial security program.
 - iii) Respondents must provide complete information in Annex B Form 1 and Annex C Form 2 (as applicable). Canada will use the information provided in Form 1 and Form 2 to verify the existence of international bilateral security instruments with Canada as detailed in Section 2.5 a) i) and ii).
- b) For the RRR Phase, there will be security requirements. Canada currently expects the following (subject to change at Canada's sole discretion):
 - i) Qualified Suppliers who participate in sessions where SECRET and/or classified information is discussed must EACH hold a valid security clearance at the SECRET level, granted or approved by the PWGSC Contract Security Program.
 - ii) In the case of foreign Qualified Suppliers, who participate in sessions where SECRET and/or classified information is discussed, foreign Qualified Suppliers must EACH hold an equivalent valid clearance at the SECRET level, granted or approved by their domestic industrial security program. Also, Qualified Suppliers must obtain security screening for their organizations.
- c) For the RFP Phase, there will be security requirements in the RFP. These security requirements will be discussed with the Qualified Suppliers during the RRR Phase and will be established in the RFP documents when published.

- d) Respondents should be aware that a security screening can be a lengthy process. To learn how to obtain security screening for your organization, please copy and paste the following link in a browser: <https://www.tpsgc-pwgsc.gc.ca/esc-src/organisation-organization/index-eng.html>. Foreign Respondents should contact the appropriate authorities in their domestic industrial security program on how to obtain security screening.

3 Preparing and Submitting a Response

3.1 Language for Future Communications

Each Respondent is requested to identify, in Form 1 - Response Submission Form, which of Canada's two official languages the Respondent chooses to use for future communications with Canada regarding this ITQ and any subsequent phases of the procurement process.

3.2 Content of Response

Only complete responses will be eligible for qualification to participate in subsequent procurement processes. A complete response to this ITQ by a Respondent consists of all of the following:

- a) **Signed and Dated ITQ Cover Page (Required at ITQ Closing):** The response must include a signed and dated ITQ cover page.
- b) **Specific responses to ITQ Mandatory Requirements (Required at ITQ Closing):** Respondents must include all the information required by the mandatory requirements of ITQ Section 2.5 a), Section 3 and Annex A Aircraft Qualification Requirements.
- c) **Form 1 – Response Submission Form (Required at ITQ Closing):** Respondents must include a completed Response Submission Form with their responses. If a Respondent includes more than one entity, it is requested that all entities sign this form. Form 1 is included at Annex B.
- d) **Form 2 – Manufacturer Form (Required at ITQ Closing):** Respondents must include a completed Manufacturer Form with their responses unless the Respondent includes the Manufacturer. Form 2 is included at Annex C.
- e) **Form 3 – Questionnaire for Government Reference (Required at ITQ Closing):** Respondents must include a government reference (Form 3) in response to Annex A. Form 3 is included at Annex D.
- f) **Form 4 – Notices and Acknowledgements Form (Required at ITQ Closing):** Respondents must include a signed Notices and Acknowledgements Form with their responses. Form 4 is included at Annex E.
- g) **Annex F – Conflict of Interest Declaration (Required at ITQ Closing):** Respondents must include a signed Conflict of Interest Declaration in their responses. This declaration is included in Annex F.
- h) The Forms 1, 2, 3, and 4 referred to above and the Conflict of Interest Declaration in Annex F provide the formats the Respondents must use in their response to this ITQ.
- i) Annex G - Checklist for ITQ Response is provided for convenience purposes only, to allow Respondents to link their responses to the mandatory requirements contained in this ITQ. Canada does not warrant that the checklist is complete and reminds Respondents that it is their sole responsibility to provide a complete response to this ITQ. Respondents are not required to submit this form.
- j) The Respondents must propose an Aircraft that meets all the requirements of this ITQ in order to qualify. At the RFP Phase a Qualified Supplier may propose an Aircraft that differs

from the Aircraft used in response to the ITQ; however, the different Aircraft, or one of its variants, must still meet the Annex A - Aircraft Qualification Requirements of this ITQ at the time of the proposal.

- k) If Canada determines, subject to Section 4.2.d herein that any of the information required in any one of the Forms, the Conflict of Interest Declaration or Annex A is missing or incomplete, at Canada's sole discretion, Canada may provide the Respondent with an opportunity to provide the additional information during the evaluation period.
- l) Respondents to this ITQ should clearly mark "proprietary" for any submitted information that is to be considered as proprietary information.

3.3 Notices and Acknowledgements

Respondents are notified that the following elements will be required at Phase 2 and 3 and form part of any upcoming subsequent procurement. Respondents are required to complete Form 4 (Annex E) to provide an authorized signatory's initials to acknowledge the following notices in their response to this ITQ:

- a) In-Service Support component: Respondents are notified that an In-Service Support requirement may be included at Phase 3 – RFP or may be procured independently via a competitive process.
- b) ITB/VP requirement: Respondents are notified that Canada's ITB Policy including Value Proposition will apply to the STTC Project solicitation at Phase 3 – RFP. For more information on ITB Policy please visit: <https://www.ic.gc.ca/eic/site/086.nsf/eng/home>.
- c) Aboriginal Participation Component (APC): Respondents are notified that an Aboriginal Participation Component may be included at Phase 3 – RFP. For more information on APC Policy (Procurement Strategy for Aboriginal Business) please visit: <https://www.aadnc-aandc.gc.ca/eng/1100100032802/1100100032803>.

4 Process for Evaluating Responses

4.1 Evaluation of Respondent Qualifications

Canada will evaluate whether each response satisfies all the mandatory requirements described in this ITQ (including information that this ITQ indicates is required, but the ITQ specifically states that it may be submitted upon request after the closing date). A response must comply with all the mandatory requirements and requirements of the ITQ in order for the Respondent to be declared a Qualified Supplier.

4.2 Conduct of the Evaluation

- a) **Assessment of Responses:**
 - i) Responses will be assessed in accordance with all the mandatory (as defined in subsection ii) below) requirements described in this ITQ, including the mandatory Aircraft Qualification Requirements in Annex A.
 - ii) Any element of this ITQ identified with the words "**must**" or "**mandatory**" or "**required**" is a mandatory requirement. Responses that do not comply with each and every mandatory requirement will be declared non-compliant and be disqualified. Once a response has been disqualified, Canada will have no obligation to evaluate the response further.
- b) **Evaluation Team:** An evaluation team composed of representatives of the Government of Canada will evaluate the responses. Canada may hire any independent consultant, or use

any Government of Canada resources, to evaluate any response. Not all members of the evaluation team will necessarily participate in all aspects of the evaluation.

- c) **Discretionary Rights during Evaluation:** In addition to any other rights described in this ITQ, in conducting its evaluation of the responses, Canada may, but will have no obligation to, do the following:
- i) Canada may, in its discretion, request and accept at any time from a Respondent (including after ITQ closing) and consider as part of the response, any information to correct errors or deficiencies in the response that are clerical or administrative, such as, without limitation, failure to provide a form, failure to provide a certification, failure to sign the response or form or failure to provide contact information. The Respondent must address only the missing information identified by the Contracting Authority.
 - ii) request additional information to verify the compliance of the response with any mandatory requirement;
 - iii) request an alternate government reference(s) to be provided, if Canada decides to verify the response to an Annex A - Aircraft Qualification Requirement through the government reference (identified in a completed Form 3 – Questionnaire for Government Reference) and the government reference cannot be reached; and
 - iv) verify any information provided by a Respondent through independent research and use of any government resources including government-to-government channels.
- d) **Requests for Clarifications:** If Canada seeks clarification or verification or additional information or missing information from a Respondent about the response, the Respondent will have the time specified in writing by the Contracting Authority to provide the necessary information to Canada. Depending on the nature of the request, failure to meet this deadline may result in the response being disqualified.
- e) **Extension of Time to Respond:** If additional time is requested by a Respondent, Canada may grant an extension in its sole discretion for all Respondents.

4.3 Basis of Qualification

- a) Each Respondent whose response meets all the mandatory requirements of this ITQ will become a Qualified Supplier for the next phase of the procurement process.
- b) Canada reserves the right to re-evaluate the qualification of any Qualified Supplier at any time during the procurement process. If Canada re-evaluates the qualification of any Qualified Supplier, Canada may request further information and, if the Qualified Supplier fails to provide it within the time period specified in writing by the Contracting Authority, may disqualify the Qualified Supplier.
- c) Respondents that have not qualified will not be given another opportunity to participate or be re-evaluated for the subsequent phases of the procurement process, unless Canada determines at its sole discretion to conduct a second qualification round.
- d) All Respondents will be notified in writing regarding whether or not they have qualified. In addition, the list of Qualified Suppliers, including the entities forming them, will be published on the GETS.
- e) Canada may, at any time during Phase 2 – RRR, re-open Phase 1 – ITQ by publishing an ITQ on the GETS at the same time as the RRR Phase activities are conducted with existing Qualified Suppliers. If another qualification round results in additional Qualified Suppliers, Canada will share the RRR Phase documents with them and they will be able to either join

the engagement activities, should Canada have planned such activities or have the same opportunity for engagement activities with respect to the procurement process.

4.4 Withdrawals and Additions of the Entities that Form the Respondent or Qualified Supplier

- a) This Section 4.4 applies to any Respondent that consists of more than one entity.
- b) By submitting a response, the entity of the Respondent submitting the response acknowledges and accepts the following conditions for all entities of the Respondent:
 - i) The Manufacturer, or entity authorized by a Manufacturer through Form 2 to propose the Manufacturer's Aircraft, must remain part of the Qualified Supplier for the entire STTC procurement process (including ITQ, RRR, RFP and award of any Contract). Any substitution or withdrawal of the Manufacturer or entity authorized by the Manufacturer as referenced herein from the Respondent or Qualified Supplier will result in disqualification of the Respondent, or Qualified Supplier from the STTC procurement process and its removal from the list of Qualified Suppliers.
- c) Following the ITQ Phase, one or more entities can be added to a Qualified Supplier, by written notice from the Respondent to the Contracting Authority and at Canada's discretion. These added entities may withdraw, or be removed by the Respondent, by written notice to the Contracting Authority. In addition:
 - i) An entity must meet the security requirements of the applicable procurement phase before it can be added to a Qualified Supplier; and
 - ii) The cut-off date for addition, withdrawal or removal of entities will be discussed with Qualified Suppliers during the RRR Phase and will be defined in the future documentation as required.

Annex A – AIRCRAFT QUALIFICATION REQUIREMENTS

References

- A. STANAG 7191, Air-to-Air (Aerial) Refuelling Equipment: Boom-Receptacle System and Interface Requirements, Edition 1, June 2013
- B. STANAG 3447, Air-to-Air (Aerial) Refuelling Equipment: Probe-Drogue Interface Characteristics, Edition 5, June 2016

1. Qualification Requirement No. 1: Interoperability

The Respondent, as defined in this ITQ, must propose an Aircraft that, at the ITQ publication date, is operated by or being procured by a NATO country and is capable of performing both boom and drogue air-to-air refueling (AAR) in the same flight using equipment defined in reference A and in reference B.

The Respondents must submit the following required information to demonstrate compliance with the above Qualification Requirement No. 1:

- a. A government reference from a NATO country confirming that such government is operating or procuring the proposed Aircraft capable of performing both boom and drogue air-to-air refueling in the same flight. It is required that the reference be provided by completing Form 3 – Questionnaire for Government Reference; and
- b. Flight test results that clearly demonstrate the ability of the proposed Aircraft to perform both boom and drogue refueling in the same flight.

2. Qualification Requirement No. 2: AAR Capacity

The Respondent, as defined in this ITQ, must propose an Aircraft that, at the ITQ publication date, can accomplish the AAR Flight described below under the following conditions:

- a. Flight planning assumes ICAO Standard Atmospheric conditions and a 1 knot wind from the North; and
- b. The Aircraft completes the flight without requiring additional fuel from another aircraft.

AAR Flight

The Aircraft must off-load 135 000 lbs of fuel in flight to enable the transit of RCAF CF188 fighter aircraft in a single leg from Bagotville, Canada¹ to Spangdahlem, Germany². The Aircraft flight plan encompasses a takeoff from Bagotville, cruise at 31 000 ft mean sea level non-stop to Spangdahlem, Germany, air-to-air refueling of the CF188 fighter aircraft over the Atlantic, and the Aircraft landing with enough fuel remaining for a 200 Nautical Mile divert.

The Respondent must submit the following required information to demonstrate compliance with the above Qualification Requirement No. 2:

- a. A mission ready and executable flight plan generated by the Respondent's flight planning software for the above AAR Flight that is of sufficient quality to be used for an actual flight, that describes the fuel consumption per phase of flight, and that accounts for the fuel remaining upon landing.

¹ ICAO code CYBG

² ICAO code ETAD

3. Qualification Requirement No. 3: Airlift Capacity (1)

The Respondent, as defined in this ITQ, must propose an Aircraft that, at the ITQ publication date, can accomplish the Airlift Flight 1 described below under the following conditions:

- a. Flight planning assumes ICAO Standard Atmospheric conditions and a 1 knot wind from the North ;
- b. Any reconfiguration of the proposed Aircraft from the *AAR Flight* configuration to the *Airlift Flight 1* configuration must follow the Aircraft's maintenance instructions, utilize only components and equipment present in or on the Aircraft, and must carry all components and equipment that were on or in the Aircraft prior to reconfiguration, and must be reconfigured in less than 8 hours.
- c. Each troop weighs 200 lbs and brings on-board baggage weighing 250 lbs with a volume of 15.9 cubic feet;
- d. Cabin configuration complies with Canadian Airworthiness Regulations 525.801 to 525.817 inclusively or an equivalent foreign airworthiness standard (i.e. Federal Aviation Administration Regulation 14 CFR Part 25, or European Union Aviation Safety Agency CS-25 Large Aeroplanes), ensures a minimum pitch of 30 inches between passenger seats, and has a minimum of 3 functional lavatories and 1 galley; and
- e. Crew rest is not to be a consideration in this Qualification Requirement.

Airlift Flight 1

With the AAR Flight from Qualification Requirement No. 2 completed, the Aircraft having landed and any required reconfiguration of the Aircraft completed, the Aircraft refuels and boards 130 troops along with their baggage. The Aircraft then immediately launches and flies a minimum of 5600 Nautical Miles to another commercial airport and lands with enough fuel remaining for a 200 Nautical Mile divert.

The Respondent must submit the following required information to demonstrate compliance with the above Qualification Requirement No. 3:

- a. A mission ready and executable flight plan generated by the Respondent's flight planning software for the above *Airlift Flight 1* that is of sufficient quality to be used for an actual flight, that describes the fuel consumption per phase of flight, and that accounts for the fuel remaining upon landing;
- b. A demonstration with diagrams and figures showing that, prior to takeoff, the Aircraft has at least 130 seats available for the 130 troops, and capacity to carry their baggage; and
- c. If reconfiguration of the Aircraft is required, a description that clearly details the steps required to perform any reconfiguration of the Aircraft that is necessary to transition from the *AAR Flight* mission to the *Airlift Flight 1* mission. The description must also detail that:
 - i) all equipment and components being reconfigured were in or on the Aircraft prior to the reconfiguration and are in or on the Aircraft after the reconfiguration; and
 - ii) the time required to reconfigure the Aircraft is less than 8 hours.

4. Qualification Requirement No. 4: Airlift Capacity (2)

The Respondent, as defined in this ITQ, must propose an Aircraft that, at the ITQ publication date, can accomplish the *Airlift Flight 2* described below under the following conditions:

- a. Flight planning assumes ICAO Standard Atmospheric conditions and a 1 knot wind from the North;
- b. Any reconfiguration of the proposed Aircraft from the *Airlift Flight 1* configuration to the *Airlift Flight 2* configuration must follow the Aircraft's maintenance instructions, utilize only components

- and equipment present in or on the Aircraft, must carry all components and equipment that were on or in the Aircraft prior to reconfiguration, and must be reconfigured in less than 8 hours.
- c. Each passenger weighs 200 lbs and brings baggage weighing 50 lbs;
 - d. Cabin configuration complies with Canadian Airworthiness Regulations 525.801 to 525.817 inclusively, or an equivalent foreign airworthiness standard (i.e. Federal Aviation Administration Regulation 14 CFR Part 25, or European Union Aviation Safety Agency CS-25 Large Aeroplanes), ensures a minimum pitch of 30 inches between passenger seats, and has a minimum of 4 functional lavatories and 1 galley; and
 - e. Crew rest is not to be a consideration in this Qualification Requirement.

Airlift Flight 2

With the Airlift Flight 1 from Qualification Requirement No. 3 completed, the Aircraft having landed at a commercial airport, disembarked 130 troops along with their baggage, and any required reconfiguration of the Aircraft completed, the Aircraft refuels, and boards 194 passengers along with their baggage. The Aircraft then immediately launches and flies a minimum of 5600 Nautical Miles to another commercial airport and lands with enough fuel remaining for a 200 Nautical Mile divert.

The Respondent must submit the following required information to demonstrate compliance with the above Qualification Requirement No. 4:

- a. A mission ready and executable flight plan generated by the Respondent's flight planning software for the above *Airlift Flight 2* that is of sufficient quality to be used for an actual flight, that describes the fuel consumption per phase of flight, and that accounts for the fuel remaining upon landing;
- b. A demonstration with diagrams and figures showing that, prior to takeoff, the Aircraft has at least 194 seats available for the 194 passengers, and capacity to carry their baggage; and
- c. If reconfiguration of the Aircraft is required, a description that clearly details the steps required to perform any reconfiguration of the Aircraft that is necessary to transition from the Airlift Flight 1 mission to the Airlift Flight 2 mission. The description must also detail that:
 - i) all equipment and components being reconfigured were in or on the Aircraft prior to the reconfiguration and are in or on the Aircraft after the reconfiguration; and
 - ii) the time required to reconfigure the Aircraft is less than 8 hours.

Annex B – Form 1: Response Submission Form

Invitation to Qualify No. Response Submission Form	
Respondent's "Team Name" (if applicable):	
Respondent's Full Legal Name: (required) (if Respondent is more than one entity identify the Lead that will be the Respondent's main point of contact with Canada for communication purposes such as clarifications and provide the full legal name for each entity of the Respondent ¹)	
Authorized Representative of Respondent (i.e. Lead): (required) (if Respondent is more than one entity, also provide the contact information for the authorized representative of each entity. Note, however, that Canada will primarily communicate with authorized representative of the Lead)	Name:
	Title:
	Address:
	Telephone #:
	Email:
Name of Manufacturer of the Respondent's proposed Aircraft (legal name): (required)	
Name, Make and Model of the Manufacturer's Aircraft being proposed by the Respondent: (required, and to include engine make and model)	
Name of Government of the Manufacturer: (required) (if included as an entity of the Respondent, the Government must complete the Government Section of this Form)	
Requested Language for future communications regarding this procurement process: (please indicate either French or English)	
On behalf of the Respondent, by signing below, I confirm that I have read the entire ITQ and I certify and agree that: <ol style="list-style-type: none"> 1. The Respondent considers itself and its products able to meet all the mandatory requirements described in the ITQ; 2. The Respondent agrees to be bound by all the instructions and requirements of this ITQ; and 3. All the information provided in the response is complete, true and accurate. (required)	
Date: (required)	
Signature of Authorized Representative of Respondent: (required)	

¹ Additional entities may provide their information on a separate copy of this form

(Government Section: Complete only if the government of the Manufacturer is included as an entity of the Respondent)

Invitation to Qualify No. Response Submission Form		
Government Section		
By submitting this Government Section of the Response Submission Form, the Government identified below requests to become an entity listed within the Respondent for the Strategic Tanker Transport Capability (STTC) Project procurement. <i>(required)</i>		
Authorized Signatory of the Government of the Manufacturer: <i>(required)</i>	Name:	
	Agency/Department:	
	Title:	
	Address:	
	Telephone #:	
	Email:	
Date: <i>(required)</i>		
Signature: <i>(required)</i>		

Annex C – Form 2: Manufacturer Form

(Must complete this Form 2 unless the Respondent includes the Manufacturer)

Invitation to Qualify No. Manufacturer Form	
Name of Manufacturer of the Respondent's proposed Aircraft (<i>Legal name</i>): <i>(required)</i>	
Name, Make and Model of the Manufacturer's Aircraft that is being proposed by the Respondent: <i>(required)</i>	
Name of Government of the Manufacturer: <i>(required)</i>	
Name of the legal entity of the Respondent authorized by the Manufacturer to propose the Manufacturer's Aircraft in the response to this Invitation to Qualify: <i>(required)</i>	
By signing and submitting this Manufacturer Form, the authorized signatory of the Manufacturer confirms that the legal entity of the Respondent named above is authorized to propose the Manufacturer's Aircraft in response to this Invitation to Qualify. <i>(required)</i>	Authorized Signatory
	Name:
	Title:
	Address:
	Telephone #:
	Email:
	Date:
Signature:	

Annex D – Form 3: Questionnaire for Government Reference

Note to Respondents: This form is provided for Respondents to demonstrate compliance with Annex A Aircraft Qualification Requirement No. 1. Canada reserves the right to use this questionnaire to verify compliance with mandatory requirements in Annex A of the Invitation to Qualify.

Respondent's Information (required)	
Respondent	
Manufacturer (if different from Respondent)	
Name, Make and Model of the Manufacturer's Aircraft that is being proposed by the Respondent	

Question 1

Is your Government operating, or procuring, the Aircraft being proposed by the Respondent of this ITQ?

- Yes, our Government is operating, or procuring, the Aircraft being proposed by the Respondent of this Invitation to Qualify (ITQ).
- No, our Government does not operate, or is not procuring, the Aircraft being proposed by the Respondent of this Invitation to Qualify (ITQ).
- I am unwilling or unable to provide any information in response to this question (see the Note to Government Reference box).

Question 2

Has your Government, through a test flight, an operational flight or other types of flight, performed air-to-air refueling of at least two different aircraft where one aircraft requires the boom and the other aircraft requires the drogue with the Aircraft being proposed by the Respondent?

- Yes, while in service with our Government, the Aircraft being proposed by the Respondent has demonstrated through a test flight, an operational flight or another type of flight that it is capable of performing boom and drogue methods of air-to-air refueling in the same flight using equipment defined in Annex A references A and B.
- No, while in service with our Government, the Aircraft being proposed by the Respondent has not demonstrated through a test flight, an operational flight or another type of flight that it is capable of performing boom and drogue methods of air-to-air refueling in the same flight using equipment defined in Annex A references A and B.
- I am unwilling or unable to provide any information in response to this question (see the Note to Government Reference box).

Government Reference Information and Signature <i>(required)</i>	
Name:	
Title:	
Organization:	
Address:	
Telephone #:	
Email:	
Date:	
Signature:	

Note to Government Reference: A response to the questions above indicating that the reference is unwilling or unable to provide any information, will be treated as a “No” response.

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Annex E – Form 4: Notices and Acknowledgments Form

Respondents are required to acknowledge the following notices in their response to this ITQ by their authorized signatory initials in the form provided below:

In-Service Support Component	
Respondents are notified that in-service support requirement may be included at Phase 3 – RFP or may be procured independently via a competitive process.	Authorized Representative initials
ITB/VP Requirement	
Respondents are notified that Canada’s ITB Policy including Value Proposition will apply to the STTC Project solicitation at Phase 3 – RFP.	Authorized Representative initials
Aboriginal Participation Component (APC)	
Respondents are notified that an Aboriginal Participation Component may be included at Phase 3 – RFP.	Authorized Representative initials
Authorized Representative of the Respondent Name: Title:	

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Annex F – Conflict of Interest Declaration

Subject to Standard Instructions 2003 (2020-05-28), Section 18, Canada has engaged the assistance of the following private sector Contractors in the preparation of the solicitation documents and fairness monitoring:

1. William Stephen Samulack, Kotick Consulting Inc (under sub-contract through Calian Group Ltd), providing Contracted Support to RCAF Project Sponsor
2. Jocelyn Décoste, BDO Canada LLP – Fairness monitor

Canada will disqualify any response in respect of which Canada determines, in its sole discretion, that the previous involvement, whether direct or indirect, of the Respondent (or any subcontractor, joint venture partner, employee, agent, representative or advisor of the Respondent) with the aforementioned Contractors confers an unfair advantage upon the Respondent or creates a conflict of interest or a perceived conflict of interest.

The Respondent represents and certifies that it does not consider itself to be in conflict of interest, nor to have an unfair advantage as a result of any involvement it (or any subcontractor, joint venture, employee, agent, representative or advisor of the Respondent) had with the aforementioned Contractors; however, the Respondent acknowledges that it is within Canada's sole discretion to determine whether a conflict of interest or unfair advantage exists.

CERTIFICATION SIGNATURE

By providing a signed response, we hereby certify compliance with the above noted requirements. We also certify that the signature below is that of a person authorized to sign on behalf of the Respondent.

Signature

Date

Title of person authorized to sign on behalf of the Respondent

Name of the Respondent

Annex G – Checklist for ITQ Response

#	Requirement	Reference to applicable page and paragraph in the Respondent's Response to this ITQ
1	Signed and Dated ITQ Cover Page	
2	Form 1 – Response Submission Form	
3	Form 2 – Manufacturer Form (as applicable)	
4	Form 3 – Questionnaire for Government Reference	
5	Form 4 – Notices and Acknowledgements Form	
6	Annex A - Aircraft Qualification Requirements	
6-1	Qualification Requirement No. 1: Interoperability	
6-2	Qualification Requirement No. 2: AAR Capacity	
6-3	Qualification Requirement No. 3: Airlift Capacity (1)	
6-4	Qualification Requirement No.4: Airlift Capacity (2)	
7	Annex F – Conflict of Interest Declaration	