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K1A 0S5

Bid Fax: (819) 997-9776

**SOLICITATION AMENDMENT
MODIFICATION DE L'INVITATION**

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

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

Comments - Commentaires

Vendor/Firm Name and Address

Raison sociale et adresse du
fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution

Civilian Aircraft Division/Division des Avions Civils

Portage III 7C2 - 50

11 Laurier St./11 rue Laurier

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Title - Sujet MARITIME SURVEILLANCE SYSTEM 6000 Maritime Surveillance Integrated Mission System (MSIMS) and the upgrading of thr	
Solicitation No. - N° de l'invitation T8493-190015/C	Amendment No. - N° modif. 001
Client Reference No. - N° de référence du client T8493-190015	Date 2021-01-04
GETS Reference No. - N° de référence de SEAG PW-SCAG-005-28033	
File No. - N° de dossier 005cag.T8493-190015	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 2021-02-10 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: Wallingford, Carol	Buyer Id - Id de l'acheteur 005cag
Telephone No. - N° de téléphone (343) 572-1818 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée	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

Amendment 001 is to respond to a bidder's question.

Question 1: Reference: Solicitation No. T8493-190015/C

With regard to the above-referenced RFP, Maritime Surveillance Integrated Mission System, Statement of Work V2.0, Paragraph 6, CONTRACTOR REQUIREMENTS, we have one question for which we would appreciate your response as soon as possible:

1) REQ 2. (M) states that 'The Contractor must demonstrate their experience with integrating Side Looking Airborne Radar (SLAR) with other similar or higher complexity radars. To demonstrate SLAR integration experience, the Contractor must demonstrate that they have previously integrated a SLAR as part of a proven operational system.'

Question: Does experience with the integration of other similarly complex radars as part of an operationally proven system meet this requirement?

If yes, would Canada agree to amend this requirement such that it states "The Contractor must demonstrate their experience with integrating Side Looking Airborne Radar (SLAR) with or other similar or higher complexity radars. To demonstrate SLAR integration experience, the Contractor must demonstrate that they have previously integrated a SLAR similar complexity radar as part of a proven operational system.'

If no, we respectfully request Canada to explain the reasons and justification for such a specific mandatory requirement (i.e. SLAR integration experience) considering that the technical concepts and issues addressed with the integration of other complex airborne radar systems would be similar to a SLAR system.

Response 1:

The answer is no.

Justification:

Transport Canada cannot move away from requesting this experience as it is critical that the program receives an end product that is an operational proven solution which is tightly integrated and operating as a unified solution that meets all requirements of the SOW. The Side Looking Airborne Radar (SLAR) sensor is the primary maritime surveillance instrument on the National Aerial Surveillance Program (NASP) fleet of aircraft - this is why the requirement is so important and placed as REQ 2 in the RFP. All other sensors and resources, existing and new, add value or amplify the value of the information that the SLAR provides to TC for monitoring the ocean surface for anomalies that are indicative of oil spills. To change REQ 2 would change the nature and intent of the procurement. The integration of Side Looking Airborne Radar with the new Maritime Surveillance Radar will bring a high degree of value to the NASP platform. Canada is seeking bids from vendors with experience in this specific type of work to ensure the successful integration on the NASP aircraft and not further delay the deployment of this aircraft.