



National Defence                      Défense nationale  
 National Defence                    Quartier général de Défense  
 nationale  
 Headquarters                      Ottawa (Ontario)  
 Ottawa, Ontario                      K1A 0K2  
 K1A 0K2

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

Bid Receiving – PWGSC  
 Réception des soumissions - TPSGC

**SPECIAL INSTRUCTIONS**  
 Bid receiving unit will be closed to  
 receive the Public during COVID 19.

Bidders must submit their bid  
 electronically through either:

**Epost Connect**  
**Fax: (819) 997-9776**

**REQUEST FOR PROPOSAL  
 DEMANDE DE PROPOSITION**

Proposal: We hereby offer to sell to the Department  
 of National Defence, in accordance with the terms  
 and conditions set out herein, referred to herein or  
 attached hereto, the goods listed herein and on any  
 attached sheets at the price(s) set out therefor.

Proposition: Nous offrons par la présente de vendre  
 au  
 ministère de la défense Nationale, aux conditions  
 énoncées ou incluses par référence dans la présente  
 et aux annexes ci-jointes, les biens énumérés sur  
 toute feuille ci-annexée, au(x) prix indiqué(s).

**Comments – Commentaires**

<b>Title/Titre</b> Cellular Airborne Sensor for Search and Rescue (CASSAR) Procurement	
<b>Solicitation No – N° de l'invitation</b> W8485-216254/DAP4/A	<b>Date</b> 22 January 2021
<b>Solicitation Closes - L'invitation prend fin</b>  at - à 14h00 on - le 26 January 2021	<b>Time Zone</b> Fuseau horaire EST
<b>Address Enquiries to – Adresser toutes questions à :</b>	
<b>Department of National Defence</b> National Defence Headquarters MGen George R Pearkes Bldg 101 Colonel By Drive Ottawa, ON K1A 0K2	<b>Ministere de la Defense Nationale</b> Quartier-General de la Defense Nationale Edifice Mgen George R Pearkes 101 Promenade du Colonel By Ottawa, ON K1A 0K2
<b>Name :</b> Jessica Lepinski <b>Attn:</b> Directorate Aerospace Procurement (DAP) 4-2-7 <a href="mailto:Jessica.lepinski@forces.gc.ca">Jessica.lepinski@forces.gc.ca</a>	
<b>Destination of Goods and Services – Destination des biens et services :</b>	
19 OSS SAR Plans, 19 Wing Comox, P.O. Box 1000, Stn Main, Lazo, BC V0R 2K0.	
<b>Instructions / Instructions: Municipal taxes are not applicable. Unless otherwise specified herein all prices quoted must include all applicable Canadian customs duties, GST/HST, excise taxes and are to be delivered Delivery Duty Paid including all delivery charges to destination(s) as indicated. The amount of the Goods and Services Tax/Harmonized Sales Tax is to be shown as a separate item.</b>	
<b>Instructions: Les taxes municipales ne s'appliquent pas. Sauf indication contraire, les prix indiqués doivent comprendre les droits de douane canadiens, la TPS/TVH et la taxe d'accise. Les biens doivent être livrés « rendu droits acquittés », tous frais de livraison compris, à la ou aux destinations indiquées. Le montant de la taxe sur les produits et services/taxe de vente harmonisée doit être indiqué séparément.</b>	
<b>Vendor/Firm Name and Address - Raison sociale et adresse du fournisseur/de l'entrepreneur</b>	
Telephone No. - no de téléphone: _____	
Delivery required / Livraison exigée: 10 weeks after contract award	
Delivery offered / Livraison proposée:	
<b>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 caractère d'imprimerie)</b>	
Name/Nom _____	
Title/Titre _____	
Signature _____	Date _____

**Amendment three (003) to the Request for Proposal (RFP) W8485-216254/DAP4/A is raised to:**

- A. Provide a response to **bidder questions**;
- B. Amend RFP, Annex A: Statement of Work, Appendix 1, **Mandatory Design Specifications**
- C. Amend RFP, Annex C, Evaluation Plan, Table 1 **Mandatory Criteria Compliance Matrix, Mandatory Design Specifications.**
- D. Amend RFP, Annex A: Statement of Work, Appendix 1, Mandatory Design Specifications, **section 4.2**;
- E. Amend RFP, Annex C, Evaluation Plan, Table 1 Mandatory Criteria Compliance Matrix , Mandatory Design Specifications, **D2**;
- F. Amend RFP, Annex A: Statement of Work, Appendix 1, Mandatory Certification Requirements section **6.5**;
- G. Amend RFP, Annex C, Evaluation Plan, Table 1 Mandatory Criteria Compliance Matrix, Mandatory Certification Requirements; **C5**
- H. Amend RFP Annex C, Evaluation Plan, **Table 1 Mandatory Privacy Specification**;
- I. Amend RFP- Annex C, Evaluation Plan, **Figure 1, Technical Documentation Summary**;
- J. Amend, RFP, Part 4, Evaluation Procedures and Basis of Selection, section **4.1 Evaluation Procedures**
- K. Amend RFP, Part 4, Evaluation Procedures and Basis of Selection, **Section 4.1.2, Financial Evaluation**

**Part A:**

Question from Bidder:

**Would Canada also consider Switzerland and Israel as counties for providing evidences for requirements 4.2 and 6.5?**

Answer from Technical Authority (TA):

Switzerland and Israel will be included as acceptable countries for SOW, Appendix 1 section 4.2 and 6.5 as indicated in the amendment reference in Parts D, E, F G and I of this amendment.

Question from Bidder:

**Taking into account that the sensor will be used in fix wing platform, shouldn't it have a minimum speed that the sensor should be operative?**

Answer from TA:

To answer this question, please refer to:

- RFP, SOW, Section 1.4, Intended use as per Amendment 002 of the RFP.
  - *The RCAF SAR team requires a commercially-available off-the-shelf CASSAR system suitable for use on SAR aircraft. Specifically, the CASSAR system is intended to be used on the following RCAF SAR platforms: CC130H Hercules, CC295 Kingfisher, and CH149 Cormorant.*

And;

- SOW, Appendix 1, Mandatory Design Specifications section 4.2:
  - *"The system must have a system currently in use for Search and Rescue purposes on an aircraft within a NATO allied air force, member of the European Union (EU), or Five Eyes*

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(FVEY) partner” – Please note: Amendment 003 has added Switzerland and Israel to this list.

Given that the CASSAR will be used on rotary wing as well as fixed wing, a minimum speed applicable to both types of platforms is not possible. However, to assist the bidders in providing a response to this criteria, the normal search speeds for each SAR aircraft are:

CH149 Cormorant: 75 knots

CC130H Hercules: 130 knots

CC295 Kingfisher: 130 knots

**A mandatory requirement as added to the RFP in part B and C of this amendment.**

Question from Bidder:

**SOW, Appendix 1, Mandatory Privacy Specification section 5.1 states: "The system must not affect or interact with a cell phone that is connected to a commercial cellular network". Would it be valuable to offer a system that can optionally (configured by the operator) operate in areas with mobile network service, thus search mobile phones connected to a commercial cellular network (i.e. 4G), useful for instance when the lost person is not available (injured)?**

Answer from TA:

There is no requirement to connect to a cellular phone which is already connected to the commercial network as cell phone providers can give a very accurate location if the distressed person is not responsive.

Question from Bidder:

**In reference to SOW, Appendix 1, Mandatory Privacy Specification section 5.1, what is exactly the meaning of the word "interact"? What would happen if a mobile phone connected to a commercial cellular network might attempt to connect to the network created by the sensor (therefore interact), although the sensor can reject the connection? Would that case be considered as an interaction?**

Answer from TA:

This question is in reference to Mandatory Requirement 5.1 in SOW Appendix 1, Mandatory Privacy Specifications: *"The system must not affect or interact with a cell phone that is connected to a commercial cellular network"*.

Per Canadian cell providers, the process of a cell phone connecting to, disconnecting from, searching for connection, and reconnecting to a cell phone tower is not considered an 'interaction' as these functions take place in the background and are not perceived by the cell phone user. An interaction would be considered as something that would interrupt the user experience.

Question from Bidder:

**Are there any limitations in the transmitting power used by the sensor, either when is used from the outside or from the inside?**

Answer from TA:

Any limitations to transmitting power used by the sensor either inside or outside the aircraft will be mitigated by adjusting the antenna's radiated power, per SOW Appendix 1, Mandatory Design

Specifications section 4.6: *“The system’s radiated power at the antenna must be adjustable when an internal window antenna is used”.*

Question from Bidder:

**Should the system work with mobile phones not supporting 2G?**

Answer from TA:

The CASSAR system should be a software defined radio capable of finding cell phones with a 2G or newer network capability.

Question from Bidder:

**In the scanning process which networks should be analyzed, just 2G or also 3G and 4G?**

Answer from TA:

Per the previous question, only 2G network will be analyzed.

Question from Bidder:

**Would “the system working stand-alone” mean that it cannot take power form the aircraft, meaning that we need to supply batteries too?**

Answer from TA:

The system’s stand-alone capability means that it must be independent from the aircraft navigation and communications systems as well as other avionic systems, with the exception of the aircraft GPS.

Power to the system will be provided by the aircraft as per SOW Appendix 1, Mandatory Design Specifications section, 4.7 *“ The system must operate on 28VDC aircraft power with a max electric current of 20 AMP.”*

**PART B:**

Amend RFP, Annex A: Statement of Work, Appendix 1, Mandatory Design Specification to add the following:

**4.8** As the standard operating SAR speed for the RCAF rotary wing is 75 knots and a RCAF fixed wing aircraft is 130 knots, the CASSAR system must be fully functioning at airspeeds between 75 and 130 knots. Systems not capable of fully functioning between 75 and 130 knots will be deemed non-compliant

**PART C:**

Amend, Annex C, Evaluation Plan, Table 1 Mandatory Criteria Compliance Matrix, Mandatory Design Specifications to add the following

D8	SOW Appendix 1, Para 4.8	As the standard operating SAR speed for the RCAF rotary wing is 75 knots and a RCAF fixed wing aircraft is 130 knots, the CASSAR system must be fully functioning at airspeeds between 75 and 130 knots. Systems not capable of fully functioning between 75 and	Yes  Or  No	<i>Must at a minimum, include a design declaration or a test report.</i>	
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		130 knots will be deemed non-compliant			
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**PART D:**

Delete in its entirety RFP, Annex A: Statement of Work, Appendix 1, Mandatory Design Specifications, section 4.2 and replace with the following:

4.2 The system must have a system currently in use for Search and Rescue purposes on an aircraft within a NATO allied air force, member of the European Union, Five Eyes (FVEY) partner, **Switzerland or Israel**;

**PART E:**

Delete in its entirety RFP, Annex C, Evaluation Plan, Table 1 Mandatory Criteria Compliance Matrix, Mandatory Design Specifications, D2 and replace with the following:

D2	SOW Appendix 1, Para 4.2	The system must have a system currently in use for Search and Rescue purposes on an aircraft with a NATO allied Air Force, member of the European Union (EU), FVEY partner, <b>Switzerland or Israel</b> .	Yes  Or  No	<i>Must at a minimum, provide evidence that the system is in use with NATO allied Air Force, member of the European Union (EU), FVEY partner, <b>Switzerland or Israel</b>.</i>	
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**PART F:**

Delete in its entirety RFP, Annex A: Statement of Work, Appendix 1, Mandatory Certification requirements section 6.5 and replace with the following:

6.5 The system must be authorized for use by at least one of the by the national radio frequency spectrum regulator from a Five Eyes (FVEY), member of the EU, NATO country, Switzerland or Israel.

**PART G:**

Delete in its entirety RFP, Annex C, Evaluation Plan, Table 1 Mandatory Criteria Compliance Matrix, Mandatory Certification Requirements, C5 and replace with the following:

C5	SOW Appendix 1, Para 6.5	The system must be authorized for use by at least one of the national radio frequency spectrum regulators from a Five Eyes (FVEY), member of the EU, NATO country, Switzerland or Israel.  <i>Examples of acceptable national radio frequency spectrum regulators include the United States Federal Communications Commission and the United Kingdom Ofcom</i>	Yes  Or  No	<i>Must provide at a minimum, Evidence of Proof of Acceptance by a National Radio Frequency Regulator.</i>	
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**PART H:**

Delete in its entirety RFP, Annex C- Evaluation Plan, Table 1 Mandatory Criteria Compliance Matrix and insert the following:

<b>(P): Mandatory Privacy Specifications</b>					
The CASSAR system must satisfy the following privacy specifications for the Contractors' bid to be declared responsive.					
P1	SOW Appendix 1, Para 5.1	The system must not affect or interact with a cell phone that is connected to a commercial cellular network.	Yes  Or  No	<i>Must at a minimum, include a design declaration or a test report.</i>	
P2	SOW Appendix 1, Para 5.3	The system must not provide any identifiable personal information to the operator and any third party user.	Yes  Or  No	<i>Must at a minimum, include a design declaration or a test report.</i>	
P3	SOW Appendix 1, Para 5.4	The system must not store any information on non-target cell phones.	Yes  Or  No	<i>Must at a minimum, include a design declaration or a test report.</i>	
P4	SOW Appendix 1, Para 5.5	The system must not be able to read or intercept any cell phone's contact lists, text messages, or voice calls.	Yes  Or  No	<i>Must at a minimum, include a design declaration or a test report.</i>	
P5	SOW Appendix 1, Para 5.6	The system must automatically erase information collected during the flight when powered off.	Yes  Or  No	<i>Must at a minimum, include a design declaration or a test report.</i>	

**PART I:**

Delete in its entirety, RFP, Annex C- Evaluation Plan, Figure 1- Technical Documentation Summary and replace with the following:

Figure 1: Technical Documentation Summary

<b>Documentation to Demonstrate Compliance</b>
<b>Test Report</b> Test report to provide the level of details but not limited to: system configuration; aircraft type; when and where the interaction took place; and on what frequency.
<b>Design Declaration or Test Report</b> Design Declaration confirming current system complies with each item or Test Report to provide the level of details but not limited to: system configuration; aircraft type; when and where the interaction took place; and on what frequency
<b>Design Declaration</b> Design Declaration confirming current system complies with each item, and specifically for SOW Appendix 1 para. 4.1 the system does not need further development.
<b>Proof of Acceptance by a National Radio Frequency Regulator</b> By a national radio frequency spectrum regulator either from one of the Five Eyes (FVEY), NATO countries, members of the EU or Switzerland or Israel. Examples of acceptable national radio frequency spectrum regulators include the United States Federal Communications Commission and the United Kingdom Ofcom. An example of proof of acceptance of the system may be demonstrated by, but not limited to, the following: <ul style="list-style-type: none"><li>b. A Technical Acceptance Certificate Number (TAC) or Certification Number provided by Innovation Science Economic Development (ISED) Canada.</li></ul>
<b>Evidence that the system is in use with a NATO allied Air Force, member of EU, FVEY Partner, Switzerland or Israel.</b> Examples of evidence may include but are not limited to the following: <ul style="list-style-type: none"><li>1. Press Release</li><li>2. Contract Number Reference</li></ul>
<b>Acceptance by Airworthiness Authority or Supporting Substantiation</b> Evidence of acceptance by another airworthiness authority acceptable to the DND Technical Airworthiness Authority as specified in C-05-005-001/AG-001 (Technical Airworthiness Manual) and TAA Advisory 2016-04, or provide supporting substantiation evidence such as system safety analysis, stress report, and/or flammability report. Examples of evidence of acceptance by another airworthiness authority acceptable to DND may include but are not limited to the following: <ul style="list-style-type: none"><li>a. Federal Aviation Administration (FAA) Supplemental Type Certificate (STC) for fitting system on a Federal Aviation Regulations (FAR) 25 or FAR 29 aircraft.</li></ul>
<b>Evidence of compliance to DO-160 or MIL STD 810</b> Summary of test report that demonstrates evidence of compliance to DO-160 or MIL STD 810 satisfaction on an aircraft (fixed or rotary wing)

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**PART J:**

Delete in its entirety, RFP, Part 4- Evaluation Procedures and Basis of Selection, section 4.1 and replace with the following:

**4.1 Evaluation Procedures**

- (a) Bids will be assessed in accordance with the entire requirement of the bid solicitation, including the "technical" and "financial" evaluation criteria, in accordance with Annex C - Evaluation Plan.
- (b) An evaluation team composed of representatives of Canada and Marshall Aerospace will evaluate the bids.

**PART K:**

Delete in its entirety, RFP, Part 4, Evaluation Procedures and Basis of Selection, Section 4.1.2, Financial Evaluation SACC Clause A0222T (2014-06-26) Evaluation of Price- Canadian/Foreign Bidder and replace with the following:

**4.1.2 Financial Evaluation**

Bidders must submit their financial bid in accordance with RFP Annex B – Basis of Payment. Unless otherwise indicated, bidders must include a firm all-inclusive price (including but not limited to Delivery Duty Paid, all delivery charges, Canadian Customs Duties and Excise Taxes). Applicable taxes are extra.

Bids will be evaluated in Canadian dollars. Bids submitted in foreign currency will be converted to Canadian currency for evaluation purposes. The rate given by the Bank of Canada in effect on the bid solicitation closing date will be applied as a conversion factor to the bids submitted in foreign currency.