

## ANNEX F TO PART 4 OF THE BID SOLICITATION

### TECHNICAL EVALUATION

#### Technical Bid Format

The technical bid must address clearly and in sufficient depth the points that are subject to the evaluation criteria against which the bid will be evaluated. Simply repeating the statement contained in the bid solicitation is not sufficient.

In order to facilitate the evaluation of the bid, **Canada strongly requests that bidders address and present topics in the order of the evaluation criteria under the same headings.**

To avoid duplication, bidders may refer to different sections of their bids by identifying the specific paragraph and page number where the subject topic has already been addressed.

The Bidder is advised to pay careful attention to the wording used throughout this Request for Proposal (RFP). Failure to satisfy a term or condition of this RFP may result a bid being deemed non-responsive.

All information required for evaluation purposes must be included directly in the Bidder's technical bid. The evaluation team cannot consider information not provided directly in the technical bid (e.g. links to additional website content, references checks, etc.).

#### Submission Requirements

The Bidder must submit one (1) electronic version of their technical bid. Adobe PDF format is the preferred format.

The Bidder is to submit a proposal that contains the following information:

- a) Pilot submission:
  - i. The Bidder must submit within their proposal package, the names and pilot information sheets of 2 possible pilots for this contract, for verification of experience and competency.
  - ii. To be evaluated against mandatory technical criteria 1.1 and 1.2.
  
- b) Helicopter submission:
  - i. The Bidder must submit sufficient technical information and specifications required to evaluate the helicopter proposed for the duration of the contract including but not limited to:
    1. Make & Model of each proposed helicopter
    2. Registration Numbers
    3. Certifications and Documentation Attached
  - ii. Helicopter must meet the requirements as outlined in section 6. Aircraft Requirement of Annex A – Statement of Work.
  - iii. To be evaluated against mandatory technical criterion 1.3.
  
- c) Pilot Rotation Schedule:
  - i. The Bidder must submit a pilot rotation schedule based on the following requirements:
    - i. Applicable Canadian Aviation Regulations requirements;
    - ii. Air Operator Certificate Specification; and
    - iii. Insurance of pilot consistency using the same complement of pilots throughout each individual operational season.
  - ii. To be evaluated against mandatory technical criterion 1.4.

d) Safety Record:

- i. In order to for Parks Canada to evaluate safety record of each bidder, the contract proposal package shall include the following information (Note: The Canadian Aviation Daily Occurrence Reporting System (CADORS) will be used to validate this information);
  - i. The Bidder is to provide a brief description of incidents, causes and contributing factors of any reportable incidents and accidents in the past 10 years (November 1<sup>st</sup>, 2010 to November 1<sup>st</sup>, 2020);
  - ii. The Bidder is to provide details of valid corrective actions for any reportable incidents and accidents in the past 10 years (November 1<sup>st</sup>, 2010 to November 1<sup>st</sup>, 2020).
- ii. To be evaluated against mandatory technical criterion 1.5 and further under Point Rated Technical Criteria A.

**1. Mandatory Technical Criteria**

Technical bids will be evaluated against the mandatory technical criteria below.

For a bid to be declared responsive to the solicitation requirements it must demonstrate and meet all of the mandatory technical criteria. Bids declared non-responsive to the mandatory technical criteria will be given no further evaluation.

Item No.	Evaluation Criteria	Met / Not Met		Remarks / Notes
		**To Be Completed by Evaluation Team**		
<b>a) Pilot submission:</b>				
<b>1.1</b>	<b>Pilot Experience:</b>			
The Bidder confirms at least two (2) pilots which meet the mandatory experience criteria outlined in 5.2(a) to 5.2(g) of the Statement of Work (listed below) will be provided annually:				
<ul style="list-style-type: none"> <li>a. Have appropriate license and endorsements for the proposed helicopter they are assigned to;</li> <li>b. Minimum 1500 hours as Pilot-in-Command (PIC) rotary wing aircraft;</li> <li>c. Minimum 500 hours (PIC) flight time on class;</li> <li>d. Minimum 50 hours (PIC) on type in the last two (2) years prior to the reporting date at the base of operations;</li> <li>e. Minimum three (3) seasons fire-fighting experience;</li> <li>f. Minimum of 150 hours (PIC) vertical reference operations (i.e. bucketing/longlining); and</li> <li>g. Have a minimum of 150 hours flight time in mountainous terrain i.e. within designated mountainous areas as per Transport Canada AIM definition of mountainous regions.</li> </ul>				
Item No.	Evaluation Criteria	Met / Not Met		Remarks / Notes
		**To Be Completed by Evaluation Team**		
1.1.1	Bidder has provided names and qualifications of a minimum of two (2) pilots which meet experience criteria 5.2(a) to 5.2(g).	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met	

**a) Pilot submission (cont.)**

**1.2 Pilot Competence:**

The Bidder confirms at least two (2) pilots which meet the mandatory experience criteria outlined in 5.3(a) to 5.3(g) of the Statement of Work (listed below) will be provided annually:

All pilots assigned to this contract must meet the following competence criteria as described in the Helicopter Association of Canada, *Pilot Competencies for Helicopter Wildfire Operations*:

- a. General Wildfire Operations Knowledge
- b. Mountain Flying
- c. External Load
- d. Aerial Ignition Device and Drip Torching
- e. Hover Exit
- f. Confined Area Operations
- g. Low Visibility Operations

Item No.	Evaluation Criteria	Met / Not Met		Remarks / Notes
		<b>**To Be Completed by Evaluation Team**</b>		
1.2.1	Bidder has provided names and qualifications of two (2) pilots which meet competence criteria 5.3(a) to 5.3(g).	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met	

**b) Helicopter submission:**

**1.3 Helicopters:**

The Bidder must identify the proposed helicopter type and call sign and clearly indicate the aircraft will meet the mandatory criteria listed in sections 6. Aircraft Requirement of the Statement of Work.

- 1. Make & Model of proposed helicopter
- 2. Registration Number
- 3. Certification and Documentation Attached

**1.3.1 General**

Bidder has listed how proposed helicopter meets criteria from 6.1(a) to 6.1(g).

- a. Class Intermediate (ASTAR AS350 B2 equivalent or greater)
- b. Seating Capacity 1 pilot + 5 passengers
- c. Closed Baggage Compartment Volume 1.395 m<sup>3</sup> (49.34 ft<sup>3</sup>) or more (Squirrel Cheeks or equivalent)
- d. Fuel Range 575 km (310 nautical miles) or more
- e. External Load (Cargo Hook Limit) 1,136kg (2500 lbs) or more
- f. Internal Useful Load 955 kg (2,100 lbs) or more
- g. Service Ceiling 14,000 ft (4,267 m) or more

Item No.	Evaluation Criteria	Met / Not Met		Remarks / Notes
		<b>**To Be Completed by Evaluation Team**</b>		
1.3.1.1	Helicopter Meets Criteria 6.1(a) through (g)	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met	

**b) Helicopter submission (cont.)**

**1.3.2 Aircraft Supplemental Equipment for each Helicopter**

Bidder has confirmed proposed helicopter meets, or will meet, criteria 6.2 (a) to 6.2 (m):

- a. Seating for 5 or more passengers. All seats to have high back support capability with shoulder restraint harnesses;
- b. Two (2) fire-bombing buckets (550L / 144 US gal. minimum); i.e. Bambi collapsible type, with instant deployment;
- c. An hour meter activated by the collective;
- d. Equipped for pilot to conduct vertical reference work;
- e. One (1) 15 meter longline and one with remote release load hook (1) 30 meter longline with remote electric release load hook;
- f. Two (2) cargo nets with lanyards and swivels;
- g. Two (2) sets of barrel slings;
- h. Pilot removable, cargo basket for external transport of hazardous good such as fuels, chainsaws, bear sprays etc;
- i. Dart extended high (or equivalent for machine) skid gear with bear paws and passenger steps on both left and right side of the aircraft;
- j. 24-volt DC internal electrical system suitable for *Red Dragon* and *Primo* Plastic Sphere Dispenser (PSD) ignitions devices;
- k. Highly visible marking scheme on the main rotor and on the tail rotor;
- l. Medivac stretcher kit;
- m. Portable refueling pump which operates from aircraft electrical system and spill response kit appropriate for the helicopter.

Evaluation Criteria		Met / Not Met		Remarks / Notes
		<b>**To Be Completed by Evaluation Team**</b>		
<b>1.3.2.1</b>	Helicopter Meets Criteria 6.2 (a) to 6.2 (m):	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met	

**1.3.3 Communication Equipment**

Bidder has confirmed proposed helicopter meets, or will meet, criteria 6.3 (a) to 6.3 (h)

- a. Two (2) VHF/AM radio transmitter-receivers with frequencies of 118 MHz to 135.97 MHz inclusive with 50 KHz spacing with guard feature. The control arrangement will have dual switches, which can be operated independently in both the pilot and co-pilot positions. The co-pilot shall have an operational foot switch for radio transmission or a dash or panel mount ICS/TSX transmit switch;
- b. Two (2) FM transceivers with a frequency range of 150 to 174 Mhz capable of generating CTCSS tones of 103.5HZ, 114.8HZ, 127.3HZ and 141.3HZ. with control head provision for 30 pilot-programmable, pre-set simplex and semi-duplex channels hosting a main and guard feature. Also must be capable of both wideband (25kHz) and narrowband (12.5 kHz) operations as required;
- c. Provision for operational capabilities of both radio and hot-mic intercom, through headset/boom microphones, by both pilot, copilot/front seat passenger;
- d. One (1) intercom, front and four (4) rear seats, with headsets and boom microphones, Davis Clark, Bose or equivalent;
- e. One (1) Transport Canada approved power supply for cockpit electronics;
- f. One (1) hard-wired, or portable, satellite phone for phone communications in remote areas;

**b) Helicopter submission (cont.)**

**1.3.3 Communication Equipment (cont.)**

- g. Two (2) programmable portable FM transceiver radio with capability of frequency range and CTCSS tones (as noted above);
- h. Each aircrew member is to be equipped with a smartphone to facilitate digital communication with Parks Canada personnel.

Evaluation Criteria		Met / Not Met		Remarks / Notes
		<b>**To Be Completed by Evaluation Team**</b>		
<b>1.3.3.1</b>	Helicopter Meets Criteria 6.3 (a) to 6.3 (h)	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met	

**1.3.4 Directional, Safety and Emergency Equipment**

Bidder has confirmed proposed helicopter meets, or will meet, criteria 6.4 (a) to 6.4 (e)

- a. One (1) Emergency Locator Transmitter (ELT);
- b. One (1) Global Positioning System (GPS) accessible by co-pilot position;
- c. One tablet equipped with the Avenza maps application and a QR code reader application, mounted in the cockpit and within reach of the pilot and able to be charged in this position;
- d. Equipped with all safety, communication, navigation and other equipment as required by Transport Canada for operations of the nature of the services;
- e. Automated Flight Following system (AFF), compatible with Latitude Technologies or similar (please specify), providing 2-minute ping locations during the annual operational period.

Evaluation Criteria		Met / Not Met		Remarks / Notes
		<b>**To Be Completed by Evaluation Team**</b>		
<b>1.3.4.1</b>	Helicopter Meets Criteria 6.4 (a) to 6.4 (e)	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met	

**c) Pilot Rotation Schedule:**

**1.4 Schedule**

The Bidder must submit a pilot rotation schedule that conforms to the following requirements:

- i. Applicable Canadian Aviation Regulations requirements;
- ii. Air Operator Certificate Specification;
- iii. Insurance of pilot consistency so as to provide the same complement of pilots throughout each individual operational season.

Evaluation Criteria		Met / Not Met		Remarks / Notes
		<b>**To Be Completed by Evaluation Team**</b>		
<b>1.4.1</b>	The Bidder clearly identifies a pilot rotation schedule as outlined above.	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met	

**d) Safety Record:**

**1.5 Safety Record**

The Bidder must submit a record including reportable incidents and accidents defined by the Canadian Aviation Daily Occurrence Reporting System (CADORS) requirement encompassing the past 10 years (November 1<sup>st</sup>, 2010 to November 1<sup>st</sup>, 2020).

To be evaluated further under Point Rated Technical Criteria A.

Note: Where a bidder is submitting as a joint venture, the safety record is to list the incidents of the main flight operator.

Evaluation Criteria		Met / Not Met		Remarks / Notes
		<b>**To Be Completed by Evaluation Team**</b>		
1.5.1	The Bidder submitted a safety record.	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met	

**Bids that do not demonstrate and meet all of the mandatory technical criteria will be given no further evaluation.**

**2. Point Rated Technical Criteria**

Technical bids will be evaluated against the point rated technical criteria below.

For a bid to be declared responsive to the solicitation requirements Bidders must provide the information listed in section 4 of the Statement of Work and as identified in the criteria below. Bids that do not provide this information will be given no further evaluation.

Item No.	Evaluation Criteria	Maximum Weighted Points	
<b>A.</b>	<b>Carrier Safety Record</b>	<b>10</b>	
Item No.	Evaluation Criteria	Weight	Points Awarded <b>**To Be Completed by Evaluation Team**</b>
<b>A.1.</b>	<p>The Bidder is to list <u>all</u> reportable incidents and accidents defined by the CADORS requirement (to be cross checked against CADORS) in the past 10 years (November 1<sup>st</sup>, 2010 to November 1<sup>st</sup>, 2020).</p> <p>Evaluation to be done (but not limited to), relevant incidents or accidents such as:</p> <ul style="list-style-type: none"> <li>• Mechanical failure</li> <li>• Loss of power</li> <li>• Rotor blade strikes</li> <li>• Settling with power</li> <li>• Loss of Tail Rotor Effectiveness</li> <li>• Flight into Terrain</li> <li>• Dynamic roll-over</li> <li>• Dropped loads</li> <li>• Pilot error incidents</li> </ul>	<b>1.0</b>	<p><b>/10</b> <b>x 1.0 =</b> <b>/10</b></p>

Item No.	Evaluation Criteria	Maximum Weighted Points
	<p><b>Carrier Safety Record (cont.)</b></p> <p>Non-utility flying (i.e. Flight profiles not similar to Parks Canada operations) incidents will not likely be considered, such as:</p> <ul style="list-style-type: none"> <li>• Pilot training</li> <li>• Off shore operations</li> <li>• Skiing incidents (directly attributed to skiing operations) but would still want corrective actions</li> <li>• Acts of God (lightning, bird strikes etc.) but would still want corrective actions for damage</li> <li>• Miscellaneous items such as communications issues, flight plans, inadvertent ELT activations, airspace issues etc.</li> </ul> <p><b>Each Bidder begins with 10 points then the following will be applied:</b></p> <ul style="list-style-type: none"> <li>• 2 points deducted for each relevant incident / accident.</li> <li>• 1 point recovered for appropriate corrective actions.</li> <li>• 2 points deducted for each relevant incident / accident not listed by the Operator but reported in CADORS.</li> </ul>	
<p><b>A.1.</b> **To Be Completed by Evaluation Team**</p>	<p><b>Reference(s):</b></p>	
	<p><b>Strengths:</b></p>	
	<p><b>Weaknesses:</b></p>	
<p><b>Total Points Score Criteria A</b> **To Be Completed by Evaluation Team**</p>		<p><b>/10</b></p>