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Title - Sujet RCAF-ILS Replacement Project	
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Instrument Landing Systems (ILS) Request for Information (RFI) Process

1. Purpose and Nature of the Request for Information Process

1.1 Public Services and Procurement Canada (PSPC) is requesting Industry feedback regarding the Instrument Landing Systems (ILS) for the Department of National Defence.

Annex A “Questions to Industry” is attached to this RFI. Industry is requested to review these questions and provide answers to the PSPC Contracting Authorities identified under Article 5 “Contracting Authority” on or before April 1st, 2021.

In light of the current COVID-19 pandemic, and its impact on government operations and those of industry, please inform the Contracting Authorities under Article 5 below if you intend to submit your responses to the Annex A questions after Canada’s requested response date.

Please note that the published RFI closing date **is not** the deadline for comments or input.

THIS IS THE FIRST OF MULTIPLE POTENTIAL ENGAGEMENT ACTIVITIES PLANNED UNDER THIS RFI PROCESS.

1.2 The intent of this RFI is to remain open until a formal solicitation process is released in the future. PSPC intends to release future engagement activities through amendments to this RFI process. Each subsequent amendment will clearly identify the information Canada is requesting and the requested Industry response date. This purpose of this RFI format is to:

- a. provide a continuous single point of official project communication with industry;
- b. present draft RFP documents to solicit industry comments and feedback;
- c. collaborate with industry on all elements of the requirement such as technical, infrastructure, Industrial and Technological Benefits (ITB) and Value Proposition (VP), performance management framework and the resulting contract’s terms and conditions;
- d. answer questions from industry to ensure all interested participants receive the same information;
- e. provide schedule updates; and
- f. hold industry meetings and engagement activities as necessary.

1.3 The objective of this RFI process is to:

- a. ensure Canada’s expectations for engagement are clear and easy for Industry to understand;
- b. foster innovation and deliver the best solution possible for Canada;
- c. fully understand potential ILS solutions the market has to offer, and leverage Industry expertise to develop an efficient and effective procurement strategy that achieves the project’s objectives and best value to Canada;
- d. proactively communicate the Government’s commitment to acquire and support an ILS capability through a fair, open, transparent, and competitive procurement process;
- e. communicate timely, relevant, and easy-to-understand information to ensure suppliers understand what the procurement process aims to achieve and how they can participate;
- f. foster productive and positive working relationships with the ILS supplier community to ensure the project’s objectives are achieved;
- g. seek feedback and validation from Industry on various critical aspects of the ILS draft RFP package; and
- h. advise Industry of potential engagement activities such as Industry Day events, site visits one-on-one meetings and other potential engagement activities.

1.4 This RFI process is neither a call for tender nor a Request for Proposal (RFP). No agreement or contract will be entered into based on this RFI process. The issuance of this RFI process is not to be

considered in any way a commitment by the Government of Canada, nor as authority to potential respondents to undertake any work that could be charged to Canada. This RFI process is not to be considered as a commitment to issue a subsequent solicitation or award contract(s) for the work described herein.

Although the information collected may be provided as commercial-in-confidence (and, if identified as such, will be treated accordingly by Canada), Canada may use the information to assist in drafting performance specifications (which are subject to change) and for budgetary purposes.

Respondents are encouraged to identify, in the information they share with Canada, any information that they feel is proprietary, third party or personal information. Please note that Canada may be obligated by law (e.g. in response to a request under the Access of Information and Privacy Act) to disclose proprietary or commercially-sensitive information concerning a respondent (for more information: <http://laws-lois.justice.gc.ca/eng/acts/a-1/>).

Respondents are asked to identify if their response, or any part of their response, is subject to the Controlled Goods Regulations.

Participation in this RFI process is encouraged, but is not mandatory. There will be no short-listing of potential suppliers for the purposes of undertaking any future work as a result of this RFI. Similarly, participation in this RFI is not a condition or prerequisite for the participation in any potential subsequent solicitation.

Respondents will not be reimbursed for any cost incurred by participating in this RFI process.

2. Background Information:

2.1 The ILS project is identified under DNDs “Strong, Secure and Engaged” policy, which provides clear direction on Canadian Defence priorities over a 20-year horizon. Once such area for investment that is explicitly mentioned in SSE is to upgrade air navigation, management, and control systems, and the ILS project is identified in SSE as Initiative number 52.

The objective of the ILS Replacement project is to deliver ILS equipment that will provide reliable precision approach capability to RCAF, civilian, and allied aircraft at DND airfields. Current ILS systems in use throughout DND controlled aerodromes, have either exceeded or are approaching their Estimated Life Expediency (ELE). To address this, the ILS Replacement Project will procure sufficient modern Instrument Landing Systems to meet the operational and training requirements of the RCAF. Further project introduction, overview and scope details are contained in Annex A.

3. Potential Scope and Constraints:

3.1 National Security Exception

In regards to national security interests, Canada has decided to **not** invoke its right under national and international trade agreements, and to not use a National Security Exception (NSE) for this procurement.

3.2 Trade Agreement applicability

ILS is not eligible under Canada’s international trade agreements, and is only eligible under the Canada Free Trade Agreement.

3.3 Industrial and Technological Benefits Policy

The [Industrial and Technological Benefits \(ITB\) Policy](#), including Value Proposition, may apply to ILS, requiring the winning bidder to undertake business activities in Canada equal to the value of the contract.

4. Schedule:

Canada is finalizing the procurement schedule which will be communicated under a future RFI amendment.

5. Contracting Authority

Interested Respondents may submit their responses to the PSPC Contracting Authorities, identified below, preferably via email.

Tim Blahey
Supply Team Leader
Defence and Marine Procurement Branch
Public Services and Procurement Canada / Government of Canada
tim.blahey@tpsgc-pwgsc.gc.ca
Tel: 873-354-1679

A point of contact for the Respondent should be included in each delivery.

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

6. Questions Submitted by Industry

All enquiries and other communications related to this RFI process shall be directed exclusively to the PSPC Contracting Authority identified under Article 5. While Canada intends to respond to Industry questions by release answers periodically through subsequent RFI amendments, responding to questions will be handled on a best effort basis.

Often Canada may not be in a position to answer certain questions because requirements may not yet be finalized on various aspects of the requirement. Unanswered questions are still very valuable feedback as it allows Canada to see where Industry may have concerns, or where a different approach to a requirement may be possible.

As Industry feedback is submitted and reviewed for consideration over the course of the RFI process, Canada intends to periodically release updated versions of various draft RFP documents. These updated documents often answer questions submitted by Industry.

7. Additional Information Requests

Throughout the RFI process, the Public Services and Procurement Canada may request additional information, clarifications or site visits from Respondents.

8. Fairness Monitor

Canada has engaged the services of an organization to act as an independent, third-party Fairness Monitor (FM). The role of the Fairness Monitor is to provide an attestation of assurance on the fairness, openness, and transparency of the monitored activities. The Fairness Monitor's duties include, but will not be limited to the following:

- a. observing all or part of the procurement process (including, but not limited to, the engagement and contemplated RFP processes);
- b. providing feedback to Canada on fairness issues; and
- c. attesting to the fairness of the procurement process.

Please note that, for the purpose of carrying out its Fairness Monitor related obligations, the Fairness Monitor will be granted access to industry responses and related correspondence received by Canada as a result of this RFI, and will act as an observer at potential follow-up engagement or contracting activities.

Instrument Landing Systems (ILS) Replacement Project

Annex A Questions to Industry January 2021



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1. Project Background

1.1 Introduction

The Canadian Armed Forces (CAF) has an enduring responsibility to defend Canada and North America while contributing to the security of our allies through allied and coalition operations abroad. In order to provide flexible options to the Government of Canada (GoC) in fulfilling these core responsibilities, the CAF must maintain agile, multi-role capabilities that are deployable across the spectrum of operations. The Strong, Secure, Engaged (SSE) policy provides clear direction on Canadian defence priorities over a 20-year horizon. The objectives identified in SSE cannot be fulfilled without an investment in the CAF's core capabilities. With respect to the Royal Canadian Air Force (RCAF), one such area for investment that is explicitly mentioned in SSE is to upgrade air navigation, management, and control systems, identified in SSE as Initiative 52.

Instrument Landing Systems (ILS) are designed to provide aircraft with precision final approach guidance, offering a horizontal and vertical flight path to the runway. The ILS navigational equipment at the airport consists of a localizer and a glide path transmitter. ILS operations are assigned a category (CAT I, II or III) based on airport facilities and weather minima such as low cloud ceilings or reduced visibility due to fog, snow or rain. The categories represent how close an aircraft can get to the ground on approach before deciding whether to land, with lower altitude possibilities (higher category numbers) being more desirable for increased inclement weather flight performance capabilities:

- Category I ILS – 200ft (60m);
- Category II ILS – 100ft to 200ft (30m to 60m); and
- Category IIIA ILS – < 100ft (< 30m).

1.2 Project Overview

The objective of the ILS Replacement project is to deliver ILS equipment that will provide reliable precision approach capability to RCAF, civilian, and allied aircraft at DND airfields. Current ILS systems in use throughout DND controlled aerodromes, have either exceeded or are approaching their Estimated Life Expediency (ELE). To address this, the ILS Replacement Project will procure sufficient modern Instrument Landing Systems to meet the operational and training requirements of the RCAF.

1.3 Project Scope

The scope of the ILS Project is to provide the following capabilities and quantities:

- Replace the five Philips 7801 ILS at RCAF main operating bases (MOBs) (Comox, Cold Lake, Bagotville, Goose Bay and Greenwood);
- Consider procuring an additional three ILS (one each at Cold Lake, Greenwood, and Goose Bay) to enable two ILS approaches at each MOB, along with additional associated equipment such as localizer, glideslope transmitter with shelter, marker beacons and approach lighting as required ;
- Consider replacing the two Selex 2100 installed in Moose Jaw by Bombardier in 2001 (to curtail ELE and assist in standardization of the fleet); and
- Consider replacing the four Thales 420 installed in 2011 by the Aerodrome Precision Approach and Landing Systems (APALS) project (to curtail ELE and assist in standardization of the fleet).

The table below represents the present RCAF Wings at which the current ILS equipment is installed. It identifies the Wing, along with the city or town where the CF base is located in, as well as the current equipment OEM configurations and quantities.

Table 1 - Present RCAF ILS Numbers and Locations

Original Equipment Manufacturer (OEM)	ELE	3 Wing	4 Wing	5 Wing	8 Wing	14 Wing	15 Wing	19 Wing	Totals
		Bagotville, QC	Cold Lake, AB	Goose Bay, NL	Trenton, ON	Greenwood, NS	Moose Jaw, SK	Comox, BC	
Philips 7801	2015	1	1	1		1		1	5
Thales 420	2027	1			2			1	4
Selex 2100	2030 (est.)						2		2
Total ILS per Wing		2	1	1	2	1	2	2	11

In addition, the project will be procuring Integrated Logistics Support, RCAF Technician Training and putting in place a sustainment solution to maintain the systems over their lifetimes.

2. Preliminary Requirements

2.1 High Level Mandatory Requirements

The High Level Mandatory Requirements for the ILS project as follows:

a. *Operational*

The ability to assure Category I precision approach capability (both a primary and an alternate) is available to military and civilian aircraft within the parameters as specified in International Civil Aviation Organization (ICAO) document.

b. *Growth*

The ability to upgrade to CAT II and CAT IIIA ILS that will meet both current and future Air Traffic Management requirements; and

c. *Flight Safety*

The ability to monitor the integrity of the equipment to ensure the safety of the approach.

2.2 Environmental Conditions

All systems must be ruggedized for use in the full range of environmental conditions present at CAF MOB's. The ILS must be capable of meeting a full range of climate conditions specified in AECTP-200

to 250 'Environmental Conditions' (NATO STANAG 4370) typical with the environments where the systems are to be installed.

Rain and Snow: The ILS must be capable of withstanding rain and snow experienced at CAF MOB locations, as well as in close proximity to rotary aircraft.

Sea/Salt Spray: The ILS must be designed for and capable of withstanding without preparation or any degradation in performance or reliability, sea and salt spray as would be encountered at our coastal MOB's to the maximum extent practical.

3. Questions to Industry

Respondents are requested to provide answers to the proposed questions below as well as provide any and all information describing how their proposed system(s) could meet the preliminary requirements as described in sections 1 and 2 in this document package.

3.1 Question 1 - General

Respondents are encouraged to pick a range of systems that meets the preliminary system descriptions as described in Section 2 above.

- a. Please state which system(s) you are capable of supplying and include the equipment specifications with your response. If you have more than one system, please include them all.
- b. Are you an Original Equipment Manufacturer (OEM) of the system(s) you are capable of supplying? If not, please describe your relationship with the OEMs (integrator, distributor, exclusivity etc.).
- c. What is the current capability of each system type?
- d. What is your standard warranty period for each system type?
- e. Will your system be subject to Controlled Technology Access and Transfer (CTAT) / International Traffic in Arms Regulations (ITAR) restrictions?
- f. Does your company currently satisfy any of the three possible applications of the Canadian content policy (Sole, Conditional, or Open) as outlined in: <https://buyandsell.gc.ca> website? If so, please explain. Link: <https://buyandsell.gc.ca/policy-and-guidelines/supply-manual/section/3/130>

3.2 Question 2 - Technology Outlook

The ILS project is looking for information related to system advancements in terms of technology advancements and upgradability for each of the proposed systems and any future upcoming families of systems.

- a. What is the technology outlook for each of the systems proposed?
- b. Are there new technologies available which would provide both a future ready capability, while enabling legacy aircraft to continue operations?

Our current ILS systems are integrated with existing legacy Distance Measuring Equipment (DME). As current CAF DME is also approaching ELE, we would be interested in Industry's ability to integrate their systems with existing DME (TACAN and VOR w/DME), as well as providing options for integrated low

power DME transponders paired with their presented ILS solution. What DME solutions do you have available that can be integrated with your proposed solution?

3.3 Question 3 - System Interoperability and Security

It is expected that best practices are used to help meet the current and future needs of integration, interoperability, and security. In terms of interoperability with other systems, there are both immediate and future needs for the project. As part of the Cybersecurity and IT/IM Security management, the analysis and design must take into account the future integration with other systems, and how they are managed and supported. Security documentation will be written and provided for reviews and approval by the ILS Project Management Office and potentially Director Information Management Security (DIM Secure). How do you satisfy customer IT/IM security requirements, practices, and policies when providing system integration services? Do you have Security certification documentation for your systems, if so, is this documentation available for clients and contractors?

3.4 Question 4 - Qualification

The ILS project is seeking existing information on the proposed systems that have undergone qualification testing, such as Cat I, II, and CAT III, temperature test, humidity test, electromagnetic interference (EMI) / Electromagnetic compatibility (EMC) test.

For each system for which specification sheets can be submitted, please provide the following information:

- a. Has some or all qualification testing been done?
- b. To what extent / standard has the testing been done for this specific system?
- c. Has this system been certified as Safe and Suitable for Service use by NAV Canada, ICAO, NATO, or a Five Eyes Alliance (which includes Canada, United States, United Kingdom, Australia and New Zealand) country?

3.5 Question 5 - Usage

For each system specification sheet you are submitting, please provide the following information:

- a. Is one or more of your proposed systems currently in use by any NATO or Five Eyes Alliance countries?
- b. If so, can you offer a list of which countries they are being used by?

3.6 Question 6 - Production Capacity / Strength of Design

For each system specification sheet you are submitting, please provide the following information. If you are not the OEM, please request the OEM to provide the following information:

- a. Do you produce the proposed system?
- b. How many proposed systems have you produced in last 10 years?
- c. How long has your system been in production?
- d. How long do you expect to support the proposed system?
- e. How long do you plan on producing your proposed system?
- f. What is the mean production rate(s) units per year/quarter/month for any given systems of technology?

3.7 Question 7 - Cost Estimate Initial Acquisition Cost

Initial Acquisition Cost

The purpose of the Instrument Landing System costing is to request estimated indicative initial acquisition costing information from suppliers in order to allow Canada to understand what level of equipment performance may be expected at certain price points.

Respondents are asked to complete Table 2 – Cost Estimate for Initial Acquisition Cost in order to provide indicative costing for all systems types that they are capable of providing and that meet descriptions above. This information will provide a better understanding of costs related to system performance, for defining the performance range.

Table 2 – Cost Estimate for Initial Acquisition Cost				
Costs	Proposed System 1:	Proposed System 2:	Proposed System 3:	Proposed System 4:
ILS (per unit)				
Transportation				
Installation				
Initial Cadre Training				
Total Cost per Proposed System (Tax Excl.)				

In order to determine the preferred way forward, the ILS project would like feedback from the perspective of suppliers on each of the options below. Some general questions across all options will follow:

a. Option 1 - Replace Systems past ELE

Replace five Philips 7801 ILS at RCAF main operating bases (MOBs) (Comox, Cold Lake, Bagotville, Goose Bay and Greenwood).

b. Option 2 – Replace Systems past ELE and provide two ILS approaches.

Replace five Philips 7801 ILS at RCAF main operating bases (MOBs) (Comox, Cold Lake, Bagotville, Goose Bay and Greenwood). Install an additional three ILS (Cold Lake, Greenwood, and Goose Bay) to enable two ILS approaches at each MOB, along with additional associated equipment (installation of eight (8) systems total).

c. Option 3 – Replace all in service ILS Systems

Replace five Philips 7801 ILS at RCAF main operating bases (MOBs) (Comox, Cold Lake, Bagotville, Goose Bay and Greenwood). Replace the four Thales 420 installed in 2011 by the APALs project (one in Comox, two in Trenton, and one in Bagotville). Replace two Selex 2100 systems installed in Moose Jaw by Bombardier in 2001 (installation of eleven (11) systems total).

d. Option 4 – Replace all in service ILS Systems and provide two ILS approaches.

Replace five Philips 7801 ILS at RCAF main operating bases (MOBs) (Comox, Cold Lake, Bagotville, Goose Bay and Greenwood). Install an additional three ILS (Cold Lake, Greenwood, and Goose Bay) to enable two ILS approaches at each MOB, along with additional associated equipment. Replace two Selex 2100 installed in Moose Jaw by Bombardier in 2001. Replace the four Thales 420 installed in 2011 by the APALs project (installation of fourteen (14) systems total).

e. Option 5 – Procure ILS as a Service

Provide ILS as a service for a Category I precision approach capability both for a primary and an alternate. Provider would be responsible to provide, maintain, and repair associated equipment for a determined time period, such as between 15 to 20 years, with options to renew. Contractor would be responsible for all facets of In Service and Support.

3.8 Question 8 – Cost Estimate In-Service Support

In-Service Support Cost

In-Service Support (ISS) is critical to ensure maximum equipment availability, long-term reliability, maintainability, and durability of the equipment during operational usage. Effective Integrated Logistic Support extends the life of the equipment and reduces critical breakdowns.

The Instrument Landing Systems replacement project is requesting estimated ISS costing information from suppliers in order to allow Canada to understand what level of equipment sustainment cost may be expected at certain price points. Although not an exhaustive list, Canada would be looking for costing based on the following list of items:

- a. Electronic Technical Manuals;
- b. Spare parts provisioning;
- c. Reliability and Maintainability Predictions;
- d. Obsolescence Management;
- e. Maintenance Task Analysis;
- f. Life Cycle Costing;
- g. Configuration Management;
- h. Level of Repair Analysis; and
- i. Field Service Representatives.

Respondents are asked to complete Table 3 – Total Yearly Cost Estimate for In-Service Support for each proposed system, in order to provide indicative costing for the sustainment of all systems types that they are capable of providing, and that meet the descriptions above. This information will provide a better understanding of costs related to training, system sustainment, and sparing.

Table 3 – Total Yearly Cost Estimate for In-Service Support					
Proposed ILS System	Year One Cost	Year Two Cost	Year Three Cost	Year Four Cost	Year Five Cost
Technical Manuals					
Spare parts provisioning					
Integrated Logistic Support					

Total ISS Cost per year per proposed system (Tax Excl.)					
--	--	--	--	--	--

3.9 Question 9 - Industry equipment development timelines

How much time is required after contract award to install the first system? How much time would it take to install all subsequent systems?

3.10 Question 10 – Economic Benefits for Canada

Canada is exploring the leveraging of this procurement for domestic economic benefits under its Industrial and Technological Benefits (ITB) Policy. Under the Policy companies are required to undertake business activity in Canada equal to the value of the contract they obtain and provide economic opportunities that increase jobs, innovation and economic growth across the country. As part of the ITB policy, bidders will submit an economic proposal to Canada that may include activities in Research and Development, Supply Chain Development, Skills Development and Training as well as Export Development. The economic proposal may include commitments for Direct Work, which is Work on the project itself.

For your proposed solution, inclusive of the proposed systems and accompanying ISS:

- a. Are there opportunities to provide Direct Work in Canada?
- b. In which area(s) could this Direct Work be provided?
- c. Is there any estimate of how much Direct Work could be conducted in Canada relative to total Work?

For any/all Direct Work that which that cannot take place in Canada:

- d. What would this represent as a percentage of total Work undertaken under this requirement?
- e. Are there other industrial benefits opportunities that you and your supply chain could provide/undertake in Canada to offset any non-Canadian work - for example in the areas of: Research and Development, Supply Chain Development, Skills Development and Training, Export Development?
- f. Are there other areas of industrial benefit opportunity not mentioned directly above that you and your supply chain could provide/undertake in Canada?

Annex B - Acronyms and Abbreviations

Acronym	In Full
1 CAD	1 Canadian Air Division
ADM(IM)	Assistant Deputy Minister (Information Management)
ADM(Mat)	Assistant Deputy Minister (Material)
APALS	Aerodrome Precision Approach and Landing Systems
ATC	Air Traffic Control
ATM	Air Traffic Management
CAF	Canadian Armed Forces
CTAT	Controlled Technology Access and Transfer
DME	Distance Measuring Equipment
DND	Department of National Defence
ELE	Estimated Life Expectancy
FOC	Full Operational Capability
HLMR	High Level Mandatory Requirement
HR	Human Resource
GoC	Government of Canada
ICAO	International Civil Aviation Organization
ILS	Instrument Landing System
IM	Information Management
IOC	Initial Operational Capability
IOT	In Order To
ISS	In-Service Support
ITAR	International Traffic in Arms Regulations
LCMM	Life Cycle Material Manager
MOB	Main Operating Base
NATO	North Atlantic Treaty Organization
OEM	Original Equipment Manufacturer
PSPC	Public Service and Procurement Canada
RCAF	Royal Canadian Air Force
RFI	Request for Information
SSE	Strong, Secure, Engaged: Canada's Defence Policy
TACAN	Tactical Air Navigation Aid (UHF)
VOR	VHF Omnidirectional Radio Range