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Title - Sujet CASE Phase 2 Questions and Answers CASE Phase 2 Questions et réponses	
Solicitation No. - N° de l'invitation W8475-16VMT2/F	Date 2021-05-18
Client Reference No. - N° de référence du client W8475-16VMT2	GETS Ref. No. - N° de réf. de SEAG PW-\$\$QF-123-28230
File No. - N° de dossier 123qf.W8475-16VMT2	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM Eastern Daylight Saving Time EDT on - le 2021-09-01 Heure Avancée de l'Est HAE	
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Signature	Date

NOTE: This document (W8475-16VMT2/F) is published as a furtherance of, and is directly related to the previously expired CASE Phase 2 DRAFT RFP (W8475-16VM2T/D)

CASE Phase 2 Draft RFP Industry Questions and Replies

No.	Draft RFP Reference and Text	Question	Reply
1	General	Can Canada provide their justification for no National Security Exception (NSE)?	<p>The G SIN for this commodity is classified as FSC Group 69, Training Aids and Devices, sub-category N6910, Training Aids, which is subject to all Commercial Trade Agreements,</p> <p>Canada will not invoke an NSE for this procurement for the following reasons.</p> <ol style="list-style-type: none"> 1. This equipment is being acquired to aid in the instruction of basic, generic aircraft maintenance training at CFSATE and is not for specific RCAF operational type training. 2. There is no requirement for a military specific aircraft and no sensitive military operational data is required.
2	<p>Appendix 1 – VMT Requirements Section 2</p> <p>Item 2.5 – “Each VMT suite must include components to distribute power from the facility provided power source to the system components”</p>	What can the CFSATE infrastructure provide for the VMT in terms of input voltage, amperage, phase, etc.	Power available for the VMTs within CFSATE classrooms is the standard 110v, 60Hz.
3	<p>Appendix 1 - VMT Requirements Section 3</p> <p>Item 3.10 - “The VMT should be based on an aircraft that has a Transport Canada (or equivalent) approved Master Minimum Equipment List (MMEL)”</p>	Will Canada identify a specific aircraft type to obtain an appropriate MMEL?	The VMT is for generic aircraft maintenance training at CFSATE, and therefore Canada will not designate a specific aircraft type. It is the responsibility of the vendor to provide proof that their proposed solution meets the requirement.
4	<p>Appendix 1 – VMT Requirements Section 3</p> <p>Item 3.32 – “The VMT should record and display any safety infractions carried out by the trainee.”</p>	Can the term safety infractions be defined?	Safety infractions in this case refers to items such as missed power on or maintenance procedure checklist items.

5	<p>Appendix 1 VMT Requirements Section 3</p> <p>Item 3.33 - “The VMT should record and display that an area inspection and FOD check were carried out.”</p>	<p>Is this requirement implying a simulated tarmac/flight line environment to conduct a virtual FOD Check?</p> <p>Is a simple dialog with a checkbox that says "FOD check complete" sufficient?</p>	<p>This requirement does not refer to a simulated tarmac/flight line FOD check. It refers to a technician carrying out a close out FOD check in the area of the aircraft where maintenance was performed.</p> <p>With respect to a maintenance area FOD check, a dialogue box with a check box that says “FOD check complete” would be sufficient.</p>
6	<p>Appendix 1 – VMT Requirements Section 3</p> <p>Item 3.41 – “The VMT should allow the trainee to select a desired power setting during free play mode.”</p>	<p>What power setting is being referred to in this requirement?</p>	<p>Power setting in this case refers to the aircraft or aircraft systems power settings.</p>
7	<p>Appendix 1 VMT Requirements Section 5</p> <p>Item 5.1 - “The VMT should be based on a Transport Canada, Federal Aviation Administration or European Aviation Safety Agency certified multi-engine, turbo prop, transport aircraft”</p>	<p>Does Canada have a preferred model? If so, please specify.</p> <p>Would Canada entertain a rotary wing aircraft as the VMT platform?</p>	<p>The VMT is for generic aircraft maintenance training at CFSATE and therefore Canada will not designate a specific aircraft type (fixed or rotary wing) for this rated requirement.</p>
8	<p>Appendix 1 – VMT Requirements Section 5</p> <p>Item 5.2.17 – “The VMT should allow students to troubleshoot, diagnose and isolate faults in any wire, wiring device, and termination device installed in any area of the aircraft, including data and signals, between two or more intended termination points.”</p>	<p>This requirement is overly broad. Will Canada narrow the scope of this requirement?</p>	<p>Yes. The scope of this rated requirement will be limited to the systems identified in item 5.2.16</p>
9	<p>Appendix 1 VMT Requirements Section 5</p> <p>Item 5.20 – Flight Director System</p>	<p>Is a flight sim mode required to prove those systems in virtual flight or is an indicator that the system is in the mode requested sufficient?</p>	<p>A flight sim mode is not required as the VMT is specifically for maintenance technician training.</p> <p>An indicator that the system is in the mode requested is sufficient.</p>
10	<p>Appendix 1 VMT Requirements Section 5</p> <p>Item 5.21.1 - “The VMT should include an auto-flight system which allows for the performance of functional checks and troubleshooting.”</p>	<p>Is a flight sim mode required to prove those systems in virtual flight?</p>	<p>A flight sim mode is not required as the VMT is specifically for maintenance technician training,</p>

11	<p>Appendix 1 VMT Requirements Section 5</p> <p>Item 5.22.20 – “The VMT should include a Data Management System”</p>	<p>Will the functionality of the DMS be limited to that required strictly for maintenance training?</p> <p>Will the VMT also be used for aircrew training?</p>	<p>The VMT will be used exclusively for basic aircraft maintenance technician training at CFSATE. No DMS aircrew specific functionality is required.</p>
12	<p>Draft RFP Part 1 – General Information</p> <p>Item 1.2.3 – “CASE Phase 2 will also procure Part Task Trainer (PTT) devices under this same acquisition contract which will enable the students to bring the knowledge acquired from the VMT suite onto a physical training platform. The total number of PTT devices will include a minimum of eight (8) Communications Systems (CS) trainers, eight (8) Cockpit Instrumentation (CI) trainers, eight (8) Pitot Static (PS) trainers, eight (8) Navigation Systems (NS) trainers, and eight (8) Automatic Flight Control Systems (AFCS) trainers.”</p>	<p>Is there a physical size limitation for the PTT devices?</p> <p>Will eight cockpit replicas be adequate for maintenance training?</p>	<p>Yes, there is a physical size limitation. All eight PTT devices belonging to a specific aircraft system (e.g. eight Comms Sys PTTs) will be housed in a classroom measuring 70 square metres or 753 square feet.</p> <p>The PTT devices are intended to be system level maintenance training devices. Cockpit replicas are not adequate as they will limit the available student throughput.</p>
13	<p>Appendix 2 – PTT Requirements General PTT Requirements</p>	<p>Many requirements appear to be for actual temperature and pressure probes. Will simulated probes with simulated temperatures and pressures be adequate?</p>	<p>Simulated/virtual probes are not acceptable as the PTT is intended to have the look, feel and functionality of real aircraft systems.</p> <p>However, simulated temperature and pressures driving the applicable indicators is acceptable</p>
14	<p>Appendix 2 – PTT Requirements Section 2</p> <p>Item 2.7 – “The PTTs must be designed so system faults can be induced through DIP (Dual in-line package) switches or equivalent circuitry”</p>	<p>Would an alternative be considered for some systems to be replaced with known fault conditions rather than DIP or equivalent circuitry? I.e. a board or module swapped with a known fault?</p>	<p>A board or module swapped with a known fault would be an acceptable alternative.</p>
15	<p>Appendix 2 – PTT Requirements Section 3</p> <p>Item 3.1.1 – “The Communication Systems PTT must include two of the following radio systems: an HF radio system, a UHF FM radio system, and a VHF AM radio system.”</p> <p>Item 3.1.2 – “The Communication Systems PTT must include one antenna per radio system capable of receiving and transmitting within the ranges specified.”</p>	<p>Would physical LRUs with software simulated functionality be considered?</p>	<p>Physical LRUs with software simulated functionality would not be considered. The PTT is required to have the look feel and functionality of real aircraft systems.</p>

	Item 3.1.3 – “The Communication Systems PTT radio systems must be wattage restricted to allow the user to safely stand in front of the antenna at a distance of 1 m.”		
16	Appendix 2 – PTT Requirements Section 3 Item 3.1.2 – “The Communication Systems PTT must include one antenna per radio system capable of receiving and transmitting within the ranges specified”	Is the requirement for the use of real functionally capable radios?	The requirement is for real functionally capable radios. The PTTs are intended to replicate real aircraft systems in look, feel and functionality, including LRUs.
17	Appendix 2 – PTT Requirements Section 3 Item 3.1.4 – “The Communication Systems PTT must contain a Control Display Unit (CDU) including a radio select box”	Does Canada want individual Radio CDUs? Or would they be satisfied with a fully integrated CDU?	No, Canada does not want individual radio CDUs. Yes, a fully integrated CDU is acceptable.
18	Appendix 2 – PTT Requirements Section 4 Item 4.1.7 – “The Cockpit Instrumentation PTT should include a Control Display Unit (CDU), with user interface”	Does this refer to a standard CDU normally mounted on the centre console? Or does this refer to a Multi-Purpose Display Unit mounted on the instrument panel?	The requirement is for a CDU with user interface, not a display. The location of the CDU will be dependent on the proposed solution.
19	Appendix 2 – PTT Requirements Section 4 Item 4.1.12 – “The Cockpit Instrumentation PTT aircraft temperature indication system should include an engine temperature probe”	Is a simulated probe and temperature indicator acceptable?	Simulated probes and indicators are not acceptable as the PTT is intended to have the look feel and functionality of real aircraft systems. However, engine sensor simulation driving the applicable indicator is acceptable.
20	Appendix 2 – PTT Requirements Section 6 Item 6.1.1 – “Each Navigation Systems PTT must come equipped with a radio navigation system test set capable of testing the TACAN, VOR, and ILS radio navigation systems. An integrated unit is not acceptable”	Is this requirement only pertaining to the test set?	Yes. This requirement is specifically discussing test sets. The vendor must supply navigation test sets which are not integrated into the PTT.
21	Appendix 2 – PTT Requirements Section 7 Item 7.1.12 – “The Automatic Flight Control System PTT rudder pedals, flight control surface control column, and flight control surfaces must be linked with functioning servos.”	Can flight control surfaces be simulated on a display for visualization? If not, can scaled flight control surfaces be used?	The flight control surfaces cannot be simulated. Scaled flight control surfaces can be used.

	Items 7.1.26 to 7.1.28 – “The Automatic Flight Control System PTT should include a representation, physically or otherwise, of the rudder (or aileron or elevator) flight control surfaces.”		
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