



## **Solicitation No.**

T8080-210116

### **Advance Contract Award Notice**

Senior Aviation Medical Officer for the Civil Aviation Medicine Branch of Transport Canada

#### **1. ADVANCE CONTRACT AWARD NOTICE (ACAN)**

An ACAN is a public notice indicating to the supplier community that a department or agency intends to award a contract for goods, services or construction to a pre-identified supplier, thereby allowing other suppliers to signal their interest in bidding, by submitting a statement of capabilities. If no supplier submits a statement of capabilities that meets the requirements set out in the ACAN, on or before the closing date stated in the ACAN, the contracting officer may then proceed with the award to the pre-identified supplier.

#### **2. DEFINITION OF THE REQUIREMENT**

The Department of Civil Aviation Medicine (CAM) at Transport Canada has a requirement to provide Transport Canada with medical services and advice to support the aeromedical certification of aviation personnel.

The CAM Branch of Transport Canada is responsible for all aspects of aviation health and advises on many issues in aviation safety. This includes assessment of aeromedical fitness for aircrew and air traffic controllers, development of medical standards, education and training for Civil Aviation Medical Examiners (CAMEs).

CAM Branch involvement in the aeromedical certification of aviation personnel traces its origins to Canada's decision to become a signatory to the Convention on International Civil Aviation on 7 December 1944. Under the regulatory framework that followed, physicians with specialized training in aviation medicine became essential for providing informed, rational, and reasonable aeromedical decisions in support of aviation safety. The assessment the medical fitness of civilian aircrew require the provision of an "accredited medical conclusion," in accordance with International Civil Aviation Organization (ICAO). The ICAO Manual of Civil Aviation Medicine section 1.2.4.9 defines an "accredited medical conclusion" as "[t]he conclusion reached by one or more medical experts acceptable to the Licensing Authority for the purposes of the case concerned, in consultation with flight operations or other experts as necessary."

Physicians with additional medical specialization assist the CAM aeromedical decision-making process by providing information and recommendations. This process is undertaken through the Aviation Medical Review Board (AMRB). The AMRB came into existence as a forum for aeromedical certification decision makers to review and provide recommendations relating to Medical Certificate (MC) applications. In addition to aviation medicine physicians, clinical consultants are key participants in the AMRB as subject matter experts providing additional medical and risk assessment information.



## OBJECTIVE

To provide Transport Canada with medical services and advice to support the aeromedical certification of aviation personnel. Transport Canada has a requirement for physicians on an as and when required basis to undertake medical activities within Civil Aviation Medicine regional offices and at times in different locations to present training workshops.

## TASKS

The Physician Consultant must support the aeromedical certification of aviation personnel (pilots, flight engineers and air traffic controllers).

The Physician Consultant must provide the following services:

- a) To review and assess routine Medical Evaluation Report (MERs) which includes but is not limited to reviewing the MER that CAMEs have completed, reviewing medical documents (blood work, ECGs etc.), assessing the applicant for “fit” or “unfit” characteristics);
- b) To review and assess complex MERs under the supervision of the Regional Aviation Medical Officer (RAMO) Note: Complex being cases where the applicant has an elaborate or complex medical situation that may impact their fitness to operate an aviation aircraft.
- c) To review Aviation Document Holder (ADH) medical files in conjunction with Specialist Medical Advisors, Office Manager/Clinical Assessment Officer and CAM office staff as necessary;
- d) To prepare correspondence to TC licensing offices (Nationwide) and to ADHs on medical issues;
- e) To provide guidance and advice on conducting MER examinations with applicants to CAMEs;
- f) To prepare case presentations once a month for the AMRB, this will include pulling all findings and recommendations if any, to AMRB for review; reviewing the full applicant file in its entirety and ensuring all documents are available to AMRB; and,
- g) To participate in case discussions at the AMRB, attendance will be required either in person or teleconference on as and when needed basis.

## DELIVERABLES

The Senior Regional Aviation Medical Officer will evaluate pilots, air traffic controllers, and other aviators based on their fitness for aviation.

They will represent the Minister of Transportation in arbitrating medical fitness for aviation.

The Senior Regional Aviation Medical Officer will also draw on significant policy experience to the Director of Medicine on questions of policy relating to medical fitness for aviation.

Decisions must be made based on the Canadian Aviation Regulations (CARs), and the medical requirements as determined in the medical section of the Aeronautics act.

## WORK LOCATION

Services are required to be delivered in Toronto.



### 3. CRITERIA FOR ASSESSMENT OF THE STATEMENT OF CAPABILITIES (MINIMUM ESSENTIAL REQUIREMENTS)

Any interested supplier must demonstrate by way of a statement of capabilities that it meets all of the following requirements:

- Experience:
  - 5 years of experience in clinical (general or specialized), medical practice in any medical discipline
  - 10 years of experience in performing medical assessments to determine suitability for aviation medical certification (civilian or military)
  - 5 years of experience in supervising other health care professionals including nurses, and physicians assistants
  - 5 years of experience in developing aviation related medical policy or internal guidelines
  - Experience must have been gained in the past 15 years
- Knowledge and understanding: of Civil Aviation Regulations (CARs) and the Aeronautics Act.
- Academic qualifications: Graduation with a medical degree from a recognized School of Medicine. To be recognized, Canadian institutions must appear in the Directory of Universities, Colleges and Schools in the Provinces and Territories of Canada (<http://www.cicic.ca/422/directory-of-universities-colleges-and-schools-in-canada.canada>).
- Professional designation, accreditation, and/or certification: Valid unrestricted license to practice medicine in any province or territory of Canada AND Board certified from the Royal College of Physicians and Surgeons or eligible in Aerospace Medicine or possesses a diploma in Aviation Medicine. Proof of accreditation and/or certification will be required.
- Language: Fluent in one of Canada's official languages (English or French). Fluent/Proficient is defined as Written, Verbal, and Comprehension at a minimum Advanced Professional Proficiency level or above. Advanced Professional Proficiency means that the supplier must be able to use the language fluently and accurately on all levels normally pertinent to professional needs. Language usage and ability to function are fully successful. Can tailor language to audience and discuss in depth highly abstract or unfamiliar topics. Able to speak with a great deal of fluency, grammatical accuracy, complex vocabulary and in an idiomatic fashion. Understands all forms and styles of speech and shows strong sensitivity to social and cultural references.
- Security: Reliability

### 4. JUSTIFICATION FOR THE PRE-IDENTIFIED SUPPLIER(S)

Dr. Edward Bekeris has over 20 years of experience working with Civil Aviation Medicine. He is a graduate of the University of Toronto school of Medicine and is registered to practice medicine in Ontario. He has over 30 years of experience and education on the field of aerospace medicine. He holds 20 years of critical organisational knowledge and expertise due to his decades of experience in Civil Aviation Medicine. This is critical to Civil Aviation Medicine due to the highly specialized nature of regulatory aviation medicine as a discipline.



As a result of this, he is frequently called upon to provide advice to the Director of Medicine on the certification of medical fitness for aviation. Furthermore, he is able to analyze medical files quickly and thoroughly due to his significant experience. Aviation Medicine is a very specialized area of medicine and as such this is a very niche set of skills and knowledge pertaining to the discipline of Aviation Medicine that the Dr. Bekeris holds which makes him unique. In order for TC to ensure there is no disruption to the Operations of the Civil Aviation Unit and Aeronautic division Nationwide Dr. Bekeris's knowledge is crucial. Thus, Dr. Edward Bekeris holds highly specialized skills which are critical to Transport Canada's Civil Aviation Medicine.

## **5. GOVERNMENT CONTRACTS REGULATIONS EXCEPTION**

The following exception to the Government Contracts Regulations is invoked for this procurement under subsection 6(d) - "only one person is capable of performing the work").

## **6. EXCLUSIONS AND/OR LIMITED TENDERING REASONS**

The following exclusion(s) and/or limited tendering reasons are invoked under the section of the trade agreement(s) specified):

- Canadian Free Trade Agreement (CFTA) – Article(s) 504: Scope and Coverage, Clause 11 (h) (ii). Health Services or Social Services.
- Canada-Korea Free Trade Agreement – Not listed under Annex 14-C Services, Schedule of Canada Applicable to the Trade Agreement.
- Canada-Chile Free Trade Agreement (CCFTA) – Article(s) Part 1 – Annex Kbis-01.1-1 and Annex Kbis-01.1-2 G. Health and Social Services.
- Canada-Colombia Free Trade Agreement – Article(s) Annex 1401-4 Services, Schedule of Canada, Section B – Excluded Coverage, Part I, G.
- Canada-Honduras Free Trade Agreement – Article(s) Annex 17.4: Services, Schedule of Canada, Section B – Excluded Coverage, Part I – Service Exclusions by Major Service Category, G. Health and Social Services.
- Canada-Panama Free Trade Agreement – Article(s) Annex 5: Services, Section B – Excluded Coverage by Major Service Category, Part I, G. Health and Social Services.

## **7. OWNERSHIP OF INTELLECTUAL PROPERTY**

Canada intends to retain ownership of any Foreground Intellectual Property arising out of the proposed contract on the basis that the main purpose of the contract is to generate knowledge and information for public dissemination (Treasury Board Exception to Contractor Ownership 6.4.1).

## **8. PERIOD OF THE PROPOSED CONTRACT OR DELIVERY DATE**

The proposed contract is for a period of 2 years starting July 2021 to July 2023. The contract will also include three additional option periods of one year each.



## 9. COST ESTIMATE OF THE PROPOSED CONTRACT

The total estimated value of the contract, including option(s), is \$ 847,500 (GST/HST included).

This is an 'as and when requested' service requirement as a result, there will be a Limitation of Expenditure clause which will limit Canada's liability to the supplier. The limitation of expenditure for the period of the contract is as follows:

Initial Contract Period:

2021/22 Fiscal Year: \$169,500 (GST/HST included)

2022/23 Fiscal Year: \$169,500 (GST/HST included)

Option Years:

2023/24 Fiscal Year: \$169,500 (GST/HST included)

2024/25 Fiscal Year: \$169,500 (GST/HST included)

2025/26 Fiscal Year: \$169,500 (GST/HST included)

## 10. NAME(S) AND ADDRESS(S) OF THE PRE-IDENTIFIED SUPPLIER(S)

Dr. Edward Bekeris

1904-260 Scarlett Road, Toronto ON M6N4X6

## 11. SUPPLIERS' RIGHT TO SUBMIT A STATEMENT OF CAPABILITIES

Suppliers who consider themselves fully qualified and available to provide the goods, services or construction services described in the ACAN may submit a statement of capabilities in writing to the contact person identified in this notice on or before the closing date of this notice. The statement of capabilities must clearly demonstrate how the supplier meets the advertised requirements.

## 12. CLOSING DATE FOR A SUBMISSION OF A STATEMENT OF CAPABILITIES

The closing date and time for accepting statements of capabilities is July 7, 2021 at 02:00 p.m. EST.

## 13. INQUIRIES AND SUBMISSION OF CAPABILITIES:

Inquiries and submission of capabilities are to be directed by email to:

Jessica Hanschell

Transport Canada

Telephone: 613-324-1856

E-mail : [jessica.hanschell@tc.gc.ca](mailto:jessica.hanschell@tc.gc.ca)