



Responses to proponents' queries on PPA's north and south coast RFPs for helicopter hoist operations.

Question	Answer
Would you be able to provide us with a copy of the contract that will be presented to the Frontrunner?	The contract for helicopter services will be developed only after a front runner has been identified.
Are Cargo Hook Camera Systems suitable/desirable in place of: Convex mirrors (2) – under nose of helicopter?	The RFP provides for technical enhancements
Requirement: 2 forward facing, high visibility, alternating, white strobe recognition lights, under front of helicopter. Question: Is there flexibility in the placement of the lights?	The RFP requires forward facing alternating (flashing) strobe lights to enhance safety. Proponents may propose aircraft meeting this requirement.
Does PPA North or South not desire/foresee the need for aircraft emergency floats in the candidate aircrafts configuration?	Transporting Marine Pilots is classified as “offshore” by Transport Canada. All required class D operational approvals and aircraft equipment are required.
Is the hoist requirement for the Helicopter Hoisting Services RFP a Single or Dual-type Hoist?	Our minimum requirement is a Single-Hoist system. You may propose a Dual-Hoist system if you so choose.
The tender indicates that aircraft smaller than a medium twin helicopter will only be considered if there are two of them (“Proponents may propose two smaller aircraft capable of meeting the performance and load requirements.” Page 14 Southern Coast RFP). Please confirm the requirement for “two” helicopters is mandatory if one light twin helicopter could meet the mission requirements.	The RFP provides proponents the option to use two smaller aircraft in lieu of a larger aircraft. If the proposed aircraft meets the performance requirements regardless of commercial classification, it will be considered.
The tender states “Full aircraft crew is presumed to be two aircraft pilots and one hoist operator for 24/7 night operations”. In our experience the tasks could be safely completed by one pilot for both day and night operations when using one modern twin engine aircraft (e.g., H135 Helionix). Is the “presumption” that the aircraft crew will include 2 pilots a requirement for a conforming proposal, or will a single pilot solution be considered conforming?	Current Transport Canada minimums for aircraft pilots for commercial night operations is two. Air operators with approved alternatives will be considered.
Are the flight hour minimums required for pilot-in-command also required for co-pilots?	No
Backup aircraft are only briefly mentioned on page 21 of the southern RFP – does the PPA have any expectations of minimum percentage availability or back-up requirements? Is it expected that back-up aircraft should be priced into the proposal or is it expected that launch will be used in the event that the aircraft are unavailable due to whether or scheduled and unscheduled maintenance?	Proponents are expected to address backup aircraft in the event the primary contract aircraft is removed from service for unscheduled events. Listed in both the north and south RFP and associated scoring matrix.
Does the PPA have a strong preference for new helicopters (vs low hour young helicopters)?	No preferences.
Page 22 says the contractor/aircraft is expected to be available for the tender period without any major scheduled maintenance “During the annual operating period, the Authority requires helicopter services in anticipation of or in response to marine pilotage demands. The Authority expects that the contractor will be available to respond to these requirements by supplying fully serviceable and appropriately equipped aircraft whose availability will be free of major scheduled maintenance events”) – could you please clarify the expectations as this requirement will not be capable of being met by one aircraft for a contract that may run up to 13 years.	Proponents are required to provide aircraft that will meet the annual operating period specifications. Scheduled events are required to be accommodated, with the operator making arrangements, as required, to provide replacement aircraft.
We can offer multiple conforming tender options (e.g. different medium twin helicopter types) – should they be done as one tender with sub options or two or more separate tenders?	The RFP does not limit proposal options.



Question	Answer
The RFP implies/states that alternate non-conforming solutions will only be considered if the tender is the preferred conforming solution provider – is this the case?	Please clarify the section of the RFP to which this query applies and provide context to the question so that I may respond appropriately.
Do all pilots/crew need to be known and/or employed at this stage?	Helicopter pilots need to be specified and must meet all Transport Canada regulatory requirements.
Full aircraft crew is presumed to be two aircraft pilots and one hoist operator for 24/7 night operations. Is it envisaged that daylight operations can be undertaken with one aircraft pilot?	Yes
Will proposals be considered from companies who have significant helicopter marine pilot transfer experience elsewhere in the world and do not currently hold a Transport Canada Operating Certificate, but are able to obtain one prior to the required commencement date of operations?	No. The successful proponent will possess all relevant certifications as required by Transport Canada to conduct hoisting operations including airworthiness certification for all associated hoisting equipment including attachments and harnesses. Mandatory criteria requires a completed Appendix A with requirements that read in part “...must be submitted with the proposal. Any cooperating firms and/or subcontractors must fully meet the mandatory requirements.”
In the Northern Coastal Region RFP document, on page 49 columns numbered “D” and “E” suggest 24/7 operations commence in December 2022. On page 14 and elsewhere in the document commencement of 24/7 operations is referenced as 1st June 2023. Could you please confirm which date is correct?	The correct date for 24/7 operations is 01 June 2023.
Flight hours are estimated to be around 500 hours per annum with daylight only operations and up to 700 hours per annum under 24/7 operations. Approximately how many pilot transfers are expected to occur under both scenarios?	The drivers for the two helicopter RFPs are proposed energy project ships that will be using helicopters for marine pilot transfers. In addition, the helicopters will be used to transport pilots on a commuter basis when the opportunities arise. Also, PPA’s pilot launches do approx. 6000 marine pilot transfers at the Victoria pilot station and 1200 at the Triple Island (Prince Rupert) pilot station. These transfers happen at any time during the day, i.e., 24/7/365; the helicopter may be utilized for these transfers as well.
The specified range of “60 nautical mile... Prince Rupert to the vessel location and return” means 30 miles to the vessel, plus the return?	Yes
With reference to the range, is the legally required Day VFR reserve acceptable for Day Operations, and then the IFR reserve when night operations begin?	Yes, assuming no limitations.
The crew requirements, “Full aircraft crew is presumed to be two aircraft pilots and one hoist operator for 24/7 night operations.” State for 24/7 operations. Is a single pilot acceptable for Day Operations?	Yes
For 24/7 service is the requirement then to have 2 helicopter pilots, a hoist operator, plus 3 marine pilots at the 220 lb level and be able to do a night transfer and return to Prince Rupert with IFR reserve?	Yes. No to IFR. Only night VFR limitations apply.
With the following requirement, “supplementary hoist training for marine pilots specific to the Authority’s standards” are we able to access those standards?	PPA’s minimum standard is the Canadian regulatory requirements. To be discussed at the time of award.
Do specific ships or classes of ships (e.g., LNG or Cruise Ships) have their own standards for helicopter certifications? If so, may we have access to those requirements?	PPA is unaware of helicopter certification standards for specific classes of ships.
Will the Authority acquire and maintain the required harnesses for hoist transfers?	Yes. This issue may also become part of the negotiations with the successful proponent and/or front runner.
If the contractor is required to acquire and maintain harnesses, how many are required based on the varying sizes, etc.?	See response above.



Question	Answer
Will the authority acquire and ensure the Marine Pilots are trained on the use of EUBA devices?	Yes. This issue may also become part of the negotiations with the successful proponent and/or front runner.
Who is responsible for Helicopter Underwater Egress Training?	PPA. This issue may also become part of the negotiations with the successful proponent and/or front runner.
Confirm Night Visions Goggles are not required, but may increase awarded points as a value-added feature?	The Authority is interested in continuous improvement in its marine pilotage capabilities including the best use of emerging technologies, industry supported enhancements and operator innovation. The Authority may give preference and award higher scores for aircraft enhancements, performance upgrades resulting in increased safety margins or provide cost savings for the type of operations required.
Section 3.1.3 details the procedure and process to dispatch a Marine Pilot to an assignment. Could we please learn the process of dispatching a helicopter as the method of travel for the Marine Pilot?	The service contractor will be expected to work with the Authority to collectively enhance the dispatching system.
How much notice can a Helicopter Operator depend on for a Marine Pilot Transfer?	This will be discussed with the successful proponent and/or front runner.
<p>The contractor is responsible for “Securing and maintaining an acceptable base for operations and support in the Prince Rupert area”. Could you define “the Prince Rupert area”</p> <p>Specifically, is there a drive time consideration?</p> <p>Are Port Edward or Ridley Island acceptable solutions?</p> <p>Are locations closer to the current Pilot dock scored higher?</p>	<p>Within reasonable proximity and access to the pilot boat station in Prince Rupert.</p> <p>Refer to the scoring matrix provided in the RFP.</p> <p>PPA will evaluate all proposed locations.</p> <p>Refer to the scoring matrix provided in the RFP.</p>
<p>The contractor is responsible for “Identifying and developing specific flight corridor(s)”.</p> <p>Is a Point in Space Approach anticipated?</p> <p>Is there potential to install ground-based aids at the Triple Island Light?</p>	<p>No</p> <p>Yes</p>
Is there a specific type or list of types that is preferred by the Authority?	No preferences.
The RFP states, “The Authority may give preference and award higher scores for aircraft enhancements, performance upgrades resulting in increased safety margins or provide cost savings for the type of operations required”. Are you able to expand upon the scoring matrix and what kind of enhancements or upgrades will gain more points?	No
If an aircraft checks every box in terms of the Authority’s stated equipment requirements (avionics suite, hoist speed, fittings, etc), and meets the performance requirements (3 X 220lb pilots for the stated distance, etc), does it by definition score full points? If, as above, the aircraft does not score full points even though meeting the requirements, are you able to share what will earn full points?	Per the scoring matrix
Would a skid-equipped helicopter score higher than a wheel equipped machine due to its higher versatility, or would a wheel equipped machine score higher due to its (likely) higher airspeed?	Scoring is guided by the matrix and is based on the capabilities of the aircraft as proposed by the proponents and accepted by the PPA.
Is there a specified minimum sea state certification for ditching for the aircraft?	No
Irrespective of whether a minimum sea state certification is required, are more points awarded for a higher certification?	As per the scoring matrix



Question	Answer
<p>According to the RFP, “The Authority’s preference is to have the most modern highly capable helicopter as soon as possible for the duration of the agreement”. Does this imply that “newer” aircraft score higher?</p> <p>Does date of certification (FAR 27 or FAR 29 standards change over time) impact scoring?</p> <p>Does internal cabin volume impact scoring?</p>	<p>Per the scoring matrix.</p> <p>Per the scoring matrix.</p> <p>Per the scoring matrix.</p>
<p>According to the RFP, “the Authority is prepared to accept transition aircraft provided transition aircraft meet the minimum requirements as set out in Appendix B, C and D and are supported with a well documented plan to deliver the proposed aircraft and equipment”.</p> <p>If the “transition aircraft” meets the minimum requirements, isn’t it acceptable for the duration of the contract?</p> <p>Is there a scoring delineation that would indicate a “transition aircraft” meets the requirements but a “preferred aircraft” scores higher due to “other” considerations?</p>	<p>All proposed aircraft that meet the requirements will be evaluated.</p> <p>No.</p>
<p>The RFP asks for “Include noise certification and associated levels from the aircraft certification basis”. Is this a scored item (the “quieter” helicopter scores higher)?</p>	<p>As per scoring matrix - Innovation, newer technologies.</p>
<p>The RFP states, “Therefore, it is important that the proponent have training programs in place and current hoisting experience that include hoisting for work methods.” This seems to indicate a company needs such a program at time of bid, but with the service starting 14 months after bid closing there is more than adequate time to introduce hoisting for work methods and gain all necessary experience, is this acceptable? Proposals that meet the minimum mandatory criteria.</p>	<p>PPA will evaluate all proposals that meet the mandatory criteria of the RFP.</p>
<p>The RFP states, “The contractor will be responsible for securing and maintaining acceptable base facilities, preferably in the Victoria area. Alternate or additional locations that a proponent may wish to submit can do so as per Part B, Section 6.3”.</p> <p>We assume this is a typo left in the document from the South Coast RFP?</p> <p>Are there alternatives to Prince Rupert already considered?</p>	<p>Prince Rupert area for the north coast RFP.</p> <p>No</p>
<p>The following excerpts are from the RFP.....</p> <p>These requirements seem to imply that an aircraft must be in the possession of the operator and already configured (and insured), over a year before services begin. Please advise on how compliance may be met by an aircraft not yet in the stable of the operator.</p>	<p>PPA is not able to provide advice on how to meet the requirements of the RFP.</p>
<p>For aircraft not yet owned, but planned to offer for service by time of contract start, how does an operator .....</p> <p>For aircraft not yet owned...operational empty weight.....perhaps the individual weight of pieces of equipment, matched to a manufacturer provides empty weight?</p>	<p>Transition aircraft may be proposed with alternative aircraft listed with schedules for meeting the RFP requirements.</p> <p>PPA is not able to provide advice on how to meet the requirements of the RFP.</p>





Question	Answer
<p>The RFP states a requirement for wire strike protection. If a choice was offered between emergency flotation (in our opinion a more useful kit) and wire strike protection due to incompatibility, would the authority still choose wire strike protection?</p>	<p>Wire strike protection is a requirement as per the RFP</p>
<p>The RFP requires minimum 500 hrs on type. Are allowances made for offsetting this requirement through simulator training, similar type time or the like?</p> <p>If the aircraft is new to the company and possibly the country, there is little chance the minimum hourly requirement could be met.</p>	<p>Yes. Mitigation or alternative compliance will be considered.</p> <p>PPA has no comment for this statement.</p>
<p>So many of the checklist items in the evaluation section refer to an actual aircraft condition and configuration. Once again, how does an Operator with an aircraft on order (not yet in possession) manage this?</p> <p>Is the scoring simply higher for an Operator that already has an aircraft that is suitable?</p>	<p>PPA is not able to provide advice on how to meet the requirements of the RFP. The RFP provides options for transition aircraft.</p> <p>As per the scoring matrix.</p>
<p>Our analysis and experience show us that a 4-axis autopilot would be an essential piece of kit if it was available for the 24/7 operations foreseen beginning in 2023, but a 3-axis or no autopilot will also comply “legally”. We assume a 4-axis will score higher but are we able to receive confirmation with regard to the weighting?</p>	<p>As per scoring matrix - Innovation, newer technologies.</p>
<p>Would you provide us with a copy of the contract that will be presented to the Frontrunner?</p>	<p>The contract for helicopter services will be developed only after a front runner has been identified.</p>
<p>With respect to section 4 (“Mandatory Criteria”) of the proposal: Is this section meant to consist solely of a completed “Appendix A” (checklist of “Documents to be Submitted with Proposal”), or is this section of the proposal intended to include any additional narrative content or attestations?</p>	<p>Section 4, bullet ‘a’ – This refers to the mandatory documentation required as indicated in Appendix ‘A’. The appendix may be used as a checklist to ensure that the mandatory documents are provided in your submission.</p>
<p>To what level of detail is the PPA requesting be supplied regarding the any aviation accident occurrences within the organisation and the resulting corrective actions?</p>	<p>Section 5.4(16)(b) applies. Provide a description of action undertaken for each accident. Please also refer to section 5.4(16)(c).</p>
<p>Early in the North coast RFP document there are several references to Prince Rupert, however specifically in the opening paragraphs of section 5.4 the following statement is observed “The contractor will be responsible for securing and maintaining acceptable base facilities, preferably in the Victoria area” – can the accuracy of this statement be clarified in terms of its relevance to a northern coastal RFP bid? - Section 6.3 - Alternate Price Proposals (Appendix I) also contains similar comments regarding a secondary base location (other than Victoria) – would a successful proponent for only the northern RFP be expected to maintain a base in Victoria also?</p>	<p>A base in Prince Rupert is required for the North Coast RFP.</p>
<p>In section 7.3 and Appendix H – there is a note that night operations would be expected to commence in December 2022, however in other areas of the document June 01, 2023, is mentioned – can the desired date please be clarified for North Coast Operations?</p>	<p>For the north coast, the correct date for commencement of 24/7 operations is 01 June 2023.</p>



Question	Answer
<p>Page 03 of the RFP document states, “Proponent inquiries will not be accepted after July 09, 2021. Inquiries are to be directed only to the Authority representative identified below and must be in writing to both email addresses below.” However, only 1 email address is noted on this page – which is the one that the above questions have been submitted to – if the questions need to be submitted to an additional email address, can that address be provided please?</p>	<p>The [one] email address supplied on page three may be used; no additional email address is required.</p>
<p>If a Proponent is submitting either, an independent North and/or South RFP Proposal and wishes to submit a combined RFP Proposal; does PPAC require the Proponent to submit a complete and separate submission Proposal, or just complete the section under Page 50.</p>	<p>In addition to a combined price proposal, please provide individual price proposals for each RFP.</p>
<p>“Proponents may propose two smaller aircraft capable of meeting the performance and load requirements. These are specified as: Three Marine Pilots with average weights of 220lbs, (Potential exists to transport four marine pilots at this location) fuel endurance for 60 nautical mile range Prince Rupert to the vessel location and return /or for South Coast 60 nautical mile range to Victoria to Vancouver and 30 nautical mile range Victoria return to the vessel location.” Can you please expand on the statement “two smaller aircraft” and does this imply that a Proponent may use two separate qualifying aircraft to complete a single dispatch? Or propose different aircraft when considering a combined North and South Coast proposal.</p>	<p>A proponent may find it more cost effective to operate two smaller helicopters in one location as compared to one larger helicopter.</p>
<p>For the North Coast can you please confirm 60nm range Prince Rupert to the vessel and return. Are you asking 30 nm each direction for a total of 60nm or, 60nm each direction for a total of 120nm?</p>	<p>The marine pilot transfer station is approximately 30 nautical miles, one way, from the Seal Cove area.</p>
<p>For the South Coast can you please confirm is the distance required 60nm + 30nm to the vessel and then 30nm return to Victoria, for a total of 120nm?</p>	<p>The 30 nautical mile range (return) is for marine pilot transfers by hoisting operations off Sooke. The 60 nautical mile range is for helicopter taxi services for marine pilots between Vancouver Island and the Lower Mainland.</p>
<p>Please describe location and/or provide lat/long coordinates of the “pilot boarding station” for both the North and South Coast.</p>	<p>Sooke area: approx. position is 48° 17.5’N; 123° 40.0’W; Triple Island area: 54° 19.0’N, 131° 02.5’W</p>
<p>Will the “pilot boarding stations” be the preferred/primary helicopter pickup/drop-off location for marine pilots, now and in the future?</p>	<p>Yes, the general areas of the positions mentioned above expected to be used.</p>
<p>Are there alternate pilot boarding stations being investigated to be used/desired by PPAC, in the future?</p>	<p>Not at this time.</p>
<p>Is there an expectation that future transfer distances may increase? Or new anchorages located farther offshore?</p>	<p>No changes anticipated beyond the scope of the descriptions in the RFPs.</p>
<p>Please define an “outport” ref: Page 16: 3.1.4 Transportation Management?</p>	<p>Stewart, BC; Gold River, BC</p>
<p>“Other assignments are more difficult since they originate in a distant outport, which can only be accessed by floatplane or helicopters, and completes in another outport more than 200 nautical miles away.” Can the above statement imply a helicopter transfer might involve a leg from the Prince Rupert base to a distant outport, then another leg over to another outport and the third leg returning to Prince Rupert? If so, please advise where these outports might be located and the distances involved?</p>	<p>Unlikely from one outport to another outport but rather to/from an outport and the helicopter operating base.</p>



Question	Answer
Is there any cargo/equipment (average volume & weight if possible) that travels (onboard) with a marine pilot transfer?	A pilot typically travels with a backpack, and a carry-on suitcase when travelling overnight.
Does PPAC have a preferred or desirable helicopter physical cabin size (cubic meters or feet) to meet their mission requirements?	No. PPA will assess the aircraft proposed.
How does the PPAC define Category A aircraft performance for the purpose of this RFP?	Category A aircraft certification is the base line performance required for all aircraft being considered. The air operator is fully responsible to have the required TCCA operational approvals for the class D loads specified in this RFP and meeting all regulatory and guidance requirements associated with their specific air operator approval.
“Proponents may be expected to provide occasional helicopter services (including maintenance) in small, remote and/or unimproved locations with basic or limited infrastructure. The helicopter services may be expected to deploy on an occasional basis with little advance notice.” Does the above statement imply use of the contract aircraft, or another aircraft the Proponent may have in the area for these above missions?	This is based on the contract aircraft. PPA may charter or have the need for additional ad hoc services.
Is “PART C: ATTACHMENTS” (pages 29 thru 31-form document), for the purpose of offering the Proponent guidance in completing a Proposal, or are the actual Form documents, to be completed as part of the Proponent’s Proposal?	These are for guidance only. You may use the form templates if you wish to.
Please explain what “Each aircraft must have its own separate AME” implies? Can assorted licensed and experienced company AME’s work on the contract aircraft?	The contracted aircraft must have available a licensed AME with the associated ACA signing authority. Additional maintenance staff required to support the aircraft is the responsibility of the air operator.
“The Contractor will supply pilots and hoist operators with survival suits and flight helmets”. Please confirm if “pilots” implies; marine or helicopter pilots, or both?	Air operator crew pilots and hoist operators.
Is the Contractor responsible to supply survival suits and/or helmets for all passengers (non-essential crew) onboard, during a vessel transfer?	This will be discussed during negotiations with the successful proponent and/or front runner.
Are the Marine Pilots for Prince Rupert, or Victoria local, transient or both? If they are traveling to either location, how do they get there?	Marine pilots reside in the Lower Mainland and on Vancouver Island. When dispatched to assignments they use road taxis, water taxis, ferries, and scheduled/chartered flights, as required.
Can we get more specific direction of aircraft range requirements regarding distances and locations? Particularly for the south coast opportunity.	For hoisting operations, the marine pilot transfer location is expected to be off Sooke. Distances will depend on the location of the proponent’s helicopter operating base.
For the daytime operations, does the PPA prefer single or two crew pilot operations?	Single helicopter pilot for day-time operations and two helicopter pilots for night-time operations.
Who will be reviewing the technical submission? While we are not expecting individual names, it would be valuable to understand the background of the reviewing party. For example, has a 3rd party aviation consultant been engaged, or will Canada’s (Government) internal professionals be providing this support?	An independent aviation specialist is providing PPA with consultancy services.
5.4 Technical - Personnel and Services, Requirements states that the proponent have training programs in place and current hoisting experience. Will the Authority accept "training programs" being put in place prior to commencement of the contract with the support of 3rd party experience companies?	PPA will review all proposals for compliance with the RFP and suitability for PPA operations
Will the Authority accept current hoisting experience held by individuals in the Proponents employ or sub-contract?	PPA will review all proposals for compliance with the RFP.



Question	Answer
Appendix B - 1. Aircraft Requirements, 4. In possession of a Certificate of Airworthiness. Does this requirement mean that the Proponent must be in current possession of the airframe, or that the airframe must have a Transport Canada Certification of Airworthiness? For further clarity - can the Proponent identify suitable and available aircraft on the market, or with the manufacturer that will be acquired and made ready before the October 2022 start date?	Transition aircraft may be proposed with alternative aircraft listed with schedules for meeting the RFP requirements.
Appendix E - Flight Crew - Pilot Qualifications states that the pilot-in-command shall have a minimum 500 hours on type. For a new type to the country, or the Proponents fleet this will be prohibitive. Will the Authority accept alternative means of compliance with a combination of manufacturer provided training, enhanced and frequent level D simulator training and/or similar aircraft experience?	Yes. Mitigation or alternative compliance will be considered.
Is there a weight limit for landing on the deck of certain ships?	Yes. These RFPs are for hoisting operations where deck loads and other low-lying deck obstructions will not be issues.
If bidding on both opportunities, and successful, will the Authority accept one spare hoist and cable?	Yes. Assuming same model/type and interchangeable with aircraft.
In the proposal you have made special mention of Ogden Point. Is it expected that the helicopter would pick up the Marine Pilot here, or will the Marine Pilot be able to travel to another nearby location to meet the helicopter? If so, what would the desired distance in either time or kilometres?	Presently, the marine pilots report to the pilot launch base which is at Ogden Point. A short travel time between the helicopter base and pilot boat base is preferred. The PPA is aware of noise issues/complaints in the area for nighttime operations.
The Authority is allowing proposals with a transition aircraft while a newly constructed, upgraded or otherwise aircraft is being prepared. If a proponent is proposing a new type of aircraft to the proponent's fleet, or an aircraft purchased new from the manufacturer, will the Authority accept Appendix B-1 which does not include a serial number, or registration for this aircraft.	Yes, provided the mandatory items in the RFP are addressed.
Are we expected to provide line services to all types of ships?	Yes, provided that the vessels are helicopter compliant
For the proposal submission, with the Authority accept a USB flash drive in place of a CD or DVD?	Yes
Please confirm the performance charts required are HOGE OEI (hover out of ground effect, one engine inoperative) charts that include the requirements of AC29-2C and not Category A charts.	The RFP requires "fully certified for class D external loads per CAR 702.21." for non-emergency operations. This includes all regulations and associated guidance Transport Canada has published and guidance used at the time of the air operators class D operations being approved.
For clarity, we suggest that the following chart be added to Appendix B-1.	PPA's criteria will capture the same.
What has the PPA done that will allow night operations considering past restrictions of the GVHA and significant concerns of the local community?	PPA understands that there are restrictions and challenges for night-time operations in the GVHA area. Depending on the operations base proposed, PPA assumes that the proponent is the responsible party.
The RFP requests four hard copies and one copy on CD or DVD. Will the PPA accept submission by USB?	PPA will accept an e-copy on a USB.
Please describe your standards for Hoist Training?	PPA minimum standard for hoist training is the Canadian regulatory requirements.
A review of Appendix E indicates that a minimum 500 hours PIC on type for the aircraft commander. Would the Authority consider proposals for new technology aircraft for which CHC could demonstrate experience on equivalent complexity and size aircraft with a comprehensive transitional training program?	Yes





<b>Question</b>	<b>Answer</b>
In relation to the Organizational Information, item 5c, could the Pacific Pilot Authority Canada confirm that the requested information refers to the direct shareholders of the bidding company?	The organization refers to the helicopter company that will provide the services as required by the RFP. You may include information about the company shareholders if appropriate.
Is there an option for alternate submissions in addition to those allowed in 6.3, for example, a combined price submission for both North and South RFP's?	In addition to a combined price proposal, please provide individual price proposals for each RFP.
As per 3.10 of both RFP's, regarding the 14-day negotiating period, is the Pacific Pilotage Authority able to provide a complete list of the terms and conditions that could be negotiated with the frontrunner upon notification of their selection?	PPA will provide the terms and conditions for the negotiations with the front runner.
Is there a maximum aircraft gross weight that has been identified by the Pacific Pilotage Authority for the HHO services north and south?	PPA has not identified a maximum aircraft gross weight for the HHO services.
Is it the intention of the Pacific Pilotage Authority that the scope of the 24/7 operations include Night Vision Capabilities, i.e. NVG?	The RFP does not have a hard requirement for night vision capabilities. Enhancements to the aircraft that make the operations safer will be considered by the PPA during evaluations of the proposals.