



**RETURN BIDS TO:
RETOURNER LES SOUMISSIONS À:**

**SOLICITATION AMENDMENT
MODIFICATION DE L'INVITATION**

The referenced document is hereby revised; unless otherwise indicated, all other terms and conditions of the Solicitation remain the same.

Ce document est par la présente révisé; sauf indication contraire, les modalités de l'invitation demeurent les mêmes.

Comments - Commentaires

**Vendor/Firm Name and Address
Raison sociale et adresse du
fournisseur/de l'entrepreneur**

Issuing Office - Bureau de distribution
Land Projects and Communication System Support
Division/Div des projets terrestres et support de
systèmes de communication
11 Laurier St. / 11, rue Laurier
8C2, Place du Portage, Phase III
Gatineau
Québec
K1A 0S5

Title - Sujet LAND ISR MOD / MOD RSR de la Force terrestre	
Solicitation No. - N° de l'invitation W8476-206262/A	Amendment No. - N° modif. 004
Client Reference No. - N° de référence du client W8476-206262	Date 2021-10-05
GETS Reference No. - N° de référence de SEAG	
File No. - N° de dossier 005ra.W8476-206262	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 2021-12-31 Heure Avancée de l'Est HAE	
F.O.B. - F.A.B. Specified Herein - Précisé dans les présentes	
Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input checked="" type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Wijaya, Yessica	Buyer Id - Id de l'acheteur 005ra
Telephone No. - N° de téléphone (873) 355-1542 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée	Delivery Offered - Livraison proposée
Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur	
Telephone No. - N° de téléphone Facsimile No. - N° de télécopieur	
Name and title of person authorized to sign on behalf of Vendor/Firm (type or print) Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)	
Signature	Date

The purpose of this amendment is to:

1. Update the RFI closing date.
2. Answers the questions received from industry.

The following shall form part of the RFI:

1. Paragraph 1.9 – RFI Closing Submission

Delete in its entirety.

Insert the information below.

1.9.1 Respondents are asked to submit their technical response by **12th October 2021, 2:00 pm EDT** and financial response by **12th November 2021, 2:00 pm EDT**.

Even though the deadline is being extended as mentioned above, Canada would appreciate if industry can submit their submission as soon as possible.

1.9.2 The RFI will remain open after the submission deadline to allow ongoing engagement opportunities with Industry.

All other terms and conditions of the RFI remain unchanged.

Questions Received from Industry as of September 24th 2021.

	Questions	Answers
1	<p>Para 1.2 of the ANNEX A – LAND ISR MOD DESCRIPTION – Revision 001 document, it makes the statement that, “Solutions will consist of sensor technologies such as radar, acoustic, electro-optical and infrared cameras with configurations that will meet NATO standards and may be incorporated in fighting vehicles ...”. In subsequent para 2.3.2, the requirement to deploy sensors becomes more specific, i.e. “To enable rapid deployment as well as survivability, sensors which can operate autonomously will be deployed via towed-trailer.”</p> <p>a. Will the Crown consider solutions in which the sensors, such as air/ground surveillance radar and electro-optical systems, are vehicle-mounted and offer integrated detection, recognition and identification capabilities. Or must the sensors be trailer-mounted? Our contention is that trailer-only solutions may unnecessarily constrain the available solutions for the Canadian Army.</p> <p>b. Will the Crown consider allocating top-side space, electrical, digital/video and mechanical interfaces to integrate air/ground surveillance radar and electro-optical assets on the TAPV? Our contention is that this would provide a highly mobile, versatile ISR Sensor platform that can be readily deployed for static picket or on-the-move surveillance.</p>	<p>At this time Canada will consider proposals for modifying the TAPV which contribute to achieving the objectives of the Land ISR MOD project.</p> <p>Any proposal to modify the TAPV fleet will need to consider:</p> <ul style="list-style-type: none"> i) the limited space available (both internally and externally); ii) that all existing on-board systems, equipment, and kit will likely be retained, and iii) that the TAPV platform must remain safe and able to fulfill its original intended role.
2	<p>As further noted in para 2.3.1 Trailer-based Autonomous Sensors, it states, “The platform which integration with the trailer focuses on will be the Tactical Armoured Patrol Vehicle (TAPV) utilizing the standard NATO trailer hitch.” Please provide the Gross Trailer Weight capacity of the TAPV.</p>	<p>The gross trailer weight capacity of the TAPV is 4500lb (2041 Kg).</p>

3	<p>As noted in para 2.4 Land ISR Mod Project – Network View, it states, “In addition to providing situational awareness, the sensor capabilities will need to provide air surveillance and counter rockets, artillery, mortars (CRAM) data to Ground-Based Air Defence (GBAD) systems as well as other Brigade assets.”.</p> <p>The description above indicates that Land ISR Mod will provide a counter-RAM surveillance capability, which seems to be an overlap or duplication of the Ground-Based Air Defence (GBAD) project (ref: W8476-185732/B). Does this replace, or augment, capabilities that are intended to be acquired under the GBAD Project?</p>	<p>The key word is data. Land ISR Mod sensors will detect RAM threats therefore they can share this data and contribute to a CRAM capability. Air surveillance sensors will provide early warning of air threats. GBAD project requirements remain as current.</p>
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