

Strategic Tanker Transport Capability (STTC) Project Long-Term In-Service Support Virtual Industry Engagement Session

Letter of Interest (LOI)/Request for Information (RFI)

No. W847A-200275/K

Amendment 002

This amendment is raised to:

- A) Provide answers to questions posed as a result of the Virtual Industry Engagement Session held December 13, 2023.
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Q1) Can Canada inform on the procurement schedule of the remaining airframes?

A1) As publicly announced, Canada has awarded contracts for the procurement of both used and new aircraft. Two contracts have been awarded to International Airfinance Corporation for a total of five used A330-200 aircraft. One contract has been awarded to Airbus Defence and Space for the procurement of four new A330 Multi-Role Tanker Transport Aircraft and the conversion of five used aircraft to their future CC330 configurations.

The delivery dates to Canada are still being finalized, but it is forecasted that all converted aircraft will be delivered to Canada between spring 2027 and summer 2029.

Q2) Can Canada inform on the schedule for the tendering of the long-term In-Service Support (ISS)?

A2) Anticipated procurement timelines for the maintenance support and materiel support work packages:

- ITQ release – January 2024
- ITQ closing – March 2024
- Qualified suppliers listed – March/April 2024
- Draft RFP – Spring 2024
- RFP release – Summer 2024
- Contracts awarded – 2025

Q3) When will the draft RFP for the long-term ISS be issued to industry?

A3) The draft RFP is anticipated to be released in spring 2024 to the qualified suppliers for both the maintenance support and materiel support work packages.

Q4) With respect to the long-term ISS, where will the Senior Design Engineer function reside? Will Canada allow for it to be fulfilled by a 3rd party?

A4) The Canadian CC330 Weapon System Management Team will retain the Lead Senior Design Engineer (SDE) role. The maintenance support contractor must also achieve a Acceptable Maintenance Organization (AMO) Provisional Approval/Acceptance in advance of the first aircraft arrival and an AMO will also be required to identify an SDE.

The DND Technical Airworthiness Manual contains eligibility criteria for SDEs, and at this time, no additional requirements or CC330 specific criteria are expected to be added.

Q5) With respect to the long-term ISS, can Work Package 4 (OEM support) be fulfilled by a 3rd party, or will it reside with the OEM?

A5) OEM support will remain with the OEM.

Q6) Given the split ISS procurement into 4 distinct packages, who holds overall responsibility and accountability for the fleet operational availability?

A6) The Canadian Weapon Systems Manager will have overall responsibility for fleet operational availability. Achievement of required operational availability is a combination of maintenance support, materiel support, OEM support, and training support. Each of the contracts will be reporting on their specific outcomes to the WSM.

Q7) What would be the contract duration?

A7) The contract duration has not yet been decided; however, the Contract duration will be determined by the release of the draft RFP.

Q8) As said, there is going to be one RFP for the two packages, but two separate contracts. Is this correct? How is this going to be managed? Two negotiations in parallel?

A8) Yes, this procurement process will result in two separate contracts; one for maintenance support and the second for materiel support. Each contractor will be responsible for the management of their contract and form part of the Integrated Project Team. Negotiations, if required, may be done in parallel.

Q9) Canada had originally presented a model including an initial support period followed by a long-term support contract is that still the case?

A9) At this time Canada plans to move forward with long-term ISS contracts. The initial support period option has been included in the acquisition contract with Airbus Defence and Space as a risk mitigation should there be a delay in issuing the long-term ISS contracts.

Q10) Will the ISS contract be Performance based?

A10) Yes. The intent is for each of the contracts to be performance based.

Q11) What is the plan to compete the Training ISS work package?

A11) The procurement process for the training support long-term ISS will be determined at a later date, estimated to begin in 2025.

Q12) Nothing for a subject matter expert offering IT Consulting services (IT Architecture) who is Controlled Goods registered, Top Secret Level III and NATO Secret?

A12) At this time, Canada plans to move forward with the following long-term support contracts:

- maintenance support;
- materiel support;
- training support; and

- OEM support.

Companies that are not able to provide these services, but are interested in one or more of these contracts are encouraged to seek potential companies to partner with.

Q13) What are minimum requirements to qualify for ITQ?

A13) The ITQ will be published in January 2024; however, the following mandatory technical criteria were shared in the Industry Engagement session but are subject to change, with the content in the ITQ having priority.

For maintenance support the mandatory technical criteria require that the Respondent must be an Approved/Acceptable Maintenance Organization (AMO) for any Large Transport Aircraft (e.g. EASA CS-25, FAA Part 25, TCAC Chapter 525); and have experience providing First, Second or Third line maintenance services for Large Transport Aircraft (e.g. EASA CS-25, FAA Part 25, TCAC Chapter 525).

For materiel support the mandatory technical criteria require that the Respondent must possess 7-years' experience out of the last 10-years delivering aircraft Materiel support; and experience managing complex aeronautical parts and assemblies (e.g. engines, APUs, landing gear, rudders, flaps, thrust reversers, etc.).

Q14) Your schedule seems unrealistic. If ITQ downselected qualified suppliers are only notified in April 2024, starting the RRR phase, how can you release the Draft RFP in 'Spring 2024'?

A14) Canada is aware that the schedule is aggressive; however, work on draft documents are underway and review of the draft documents can occur simultaneously with other events.

Q15) Please describe the work scope of the OEM Support (Airbus).

A15) Canada is prioritizing maintenance and materiel support RFPs. The scope of the OEM support consists of elements that must be contracted to OEM due to design authority or specific IP that cannot be shared.

Q16) Why is industry hangar availability not part of the ITQ for maintenance support?

A16) The focus of this ITQ is to qualify companies with experience providing aircraft maintenance support and materiel support. The facilities element of maintenance support will be addressed and evaluated as part of the formal RFP.

Q17) When will these slides be available for download?

A17) The slides can be found on CanadaBuys at <https://canadabuys.canada.ca/en/tender-opportunities/tender-notice/cb-592-14586905>, under Bidding Details Amendment 001.

Q18) What is the short term plan for the Training ISS? Will the Training Solution be available in Canada before the IOC of the A/C?

A18) CC330 MRTT Husky initial cadre training will be provided by Airbus Defence and Space until training devices are delivered and set-up at the Operational Training Unit and determined to be "Ready For Training".

Q19) At what point does the long-term ISS come into effect in respect to aircraft deliveries?

A19) The long-term ISS contract awards are planned for 2025, with a target of awarding the contracts approximately two years in advance of the first aircraft delivery.

Q20) Why is the Crown relying on Spain to accredit Canadian companies' suitability to participate in the program, instead of doing it in Canada?

A20) The Spanish Ministry of Tourism and Industry will not accredit Canadian companies, they will grant export licenses, similar to the Canadian process, to those companies which qualify under the ITQ. An export license is required for any company to gain access to the Controlled Good restricted technical publications.

Q21) Will Canada acquire the IP for all Husky components and systems?

A21) Canada is acquiring the license and rights required to operate, maintain and support the aircraft to the maximum extent practicable.

Q22) So for an IT consulting company the best path would be to partner with one of the bidders?

A22) Canada encourages companies to partner with small and medium-sized businesses (SMB). Bidders can expect the ISED standard SMB requirement on each of the long-term ISS work packages. This is intended to motivate bidders to expand on their existing and seek new supply relationships with Canadian SMBs.

Q23) If the contractor qualifies and bids on both resulting contracts, does Canada expect two separate responses?

A23) Yes, Canada expects two separate responses.

Q24) Is Canada not concerned that allowing the OEM to compete from a position of massive advantage effectively means that there is no competition?

A24) The federal procurement process is guided by the following core principles:

- fair, open, and transparent
- competitive
- sustainable
- value for money
- integrity
- acquiring the right goods and services

As such, Canada is obtaining licenses to allow potential bidders the ability to submit proposals. Concerns about fairness can also be addressed to the Fairness Monitor, BDO Canada LLP.

Q25) ISED guidelines state that the R&D component of the VP should not normally be included for ISS programs. Will ISED confirm there will not be a R&D requirement?

A25) The Value Proposition is developed on a case by case basis in order to align with the potential opportunities available on each procurement. Through market analysis and industry engagement, ISED

will determine the appropriate R&D requirements for each of the long-term ISS contracts. This will be done through the next phase of the procurement process.

Q26) What is the rationale for separating the work into separate contracts (for maintenance, materiel, and training support), rather than one contract for all work?

A26) Canada's interests is to ensure that the long-term sustainment is set-up in such a way that will allow Canada to balance the following four sustainment principles for both the near term and the long term.

The four sustainment principles are:

- Equipment Performance;
- Value for money;
- Flexibility; and
- Socio-economic benefits.

Q27) How do I know which company(ies) to contact to form a partnership?

A27) The formation of partnerships for this enterprise is the responsibility of interested parties. More information may be found at the following websites:

- <https://ised-isde.canada.ca/site/ised/en/supports-business>
- <https://www.canada.ca/en/public-services-procurement/services/acquisitions/support-for-businesses.html>

Q28) We would like to offer a recommendation that we believe will benefit the program during the ITQ Phase.

On Slide 30: ITQ Evaluation Criteria - Maintenance Support, there is a requirement for potential suppliers to possess Approved Maintenance Organization certification. However, on Slide 31: ITQ Evaluation Criteria – Materiel Support, there is no requirement for potential suppliers to have any form of approved certification.

We strongly recommend that the ITQ Evaluation Criteria for Materiel Support includes a requirement for potential suppliers to possess DND accreditation as an “Acceptable Materiel Support Organization (AMSO)”. This is a recognized certification, required by DTAES under DND Technical Airworthiness program, and ensures adhered to the DND Technical Airworthiness Manual.

A28) This recommendation will be taken into consideration.