

Strategic Tanker Transport Capability (STTC) Project

In-Service Support – Invitation to Qualify (ITQ)

W847A – 200275/L

Amendment 002

ITQ amendment 002 is being issued to address the following:

A) Answer questions raised by Industry.

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Q5)

Paragraph 2.1.b of Annex A (Page 14 of 26) Materiel Support Work Package states that "Respondents" must submit with their response:

- b) Records and description (e.g. maintenance process manual or specific materiel support process manual, etc.) of experience managing aeronautical parts including complex assemblies (e.g. engines, APUs, landing gear, rudders, flaps, thrust reversers, etc.)."

Annex D of the DND TECHNICAL AIRWORTHINESS MANUAL (TAM) C-05-005-001/AG-001 states that to be accredited as an ACCEPTABLE MATERIEL SUPPORT ORGANIZATION (AMSO), the following provisions apply:

- 1) Eligibility Criteria. To be deemed acceptable by the TAA as an AMSO, an organization must meet the requirements stipulated in Section 2 of this chapter (1.4.2).
- 2) Materiel Support Process Manual (1.4.2.S1.3). To be deemed acceptable by the TAA, an organization must have an Airworthiness Process Manual (APM) that meets the requirements of 1.4.2. The APM within an AMSO is referred to as a Materiel Support Process Manual (MSPM).

Rather than submit numerous documents (some of which are large) relating to materiel support processes and procedures, would you please confirm whether proof of accreditation as an AMSO meets the documentary evidence requirements referred to in paragraph 1 above (e.g. a copy of the DTAES AMSO accreditation certificate). Descriptive evidence of experience will also be provided in the accompanying response narrative.

A5)

Proof of accreditation as an AMSO is not sufficient evidence to meet the requirement of this ITQ. In order to qualify, Respondents are requested to provide:

- b) Records and description (e.g. maintenance process manual or specific materiel support process manual, etc.) of experience managing aeronautical parts including complex assemblies (e.g. engines, APUs, landing gear, rudders, flaps, thrust reversers, etc.).

Q6)

Regarding the subject ITQ for the STTC Program it is not clear where the ATO role, specifically, maintenance planning/scheduling and aircraft records management, will reside. Can you clarify whether this Airworthiness Management role will reside with the selected contractor for the Maintenance Support Work Package, the OEM (through the OEM Technical Support Work Package), with the RCAF, or some other option not yet disclosed?

A6)

ATO roles will be specified in the DRAFT RFP.

Q7)

I would like to confirm that the Closing date and time for this is indeed 15 March 2024 at 14H00 EST. The reason for my question is that we have been speaking with some other interested parties and a few of them said that this date had been extended to 29 March 2024 at 14H00.

The webpage on the Strategic Tanker Transport Capability (STTC) Project In Service Support Third Virtual Industry Engagement Session shows a date of 29 March 2024 at 14H00. This engagement session was held in December 2023 and so many are wondering whether this extension date was actually supposed to be for the ITQ, and not the Engagement Session. <https://canadabuys.canada.ca/en/tender-opportunities/tender-notice/cb-592-14586905>

The date on the ITQ webpage clearly still says that the deadline is 15 March 2024 at 14H00 EST. <https://canadabuys.canada.ca/en/tender-opportunities/tender-notice/cb-348-95809403>

A7)

The closing date on the ITQ posting is the correct closing date for the ITQ - 15 March 2024 at 14H00 EST.

ALL OTHER TERMS AND CONDITIONS OF THE ITQ REMAIN THE SAME.