STATEMENT OF WORK

FOR

CANADIAN ARMED FORCES UNMANNED AIRCRAFT SYSTEM SERVICES

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1 SCOPE

1.1 Purpose

1.1.1 This Statement of Work (SOW) describes the work requirements for the Canadian Armed Forces (CAF) Unmanned Aircraft Systems (UAS) Services program.

1.2 Overview

1.2.1 The CAF UAS Services will include providing near real-time, beyond-visual-line-of-sight (BVLOS) Intelligence, Surveillance, Target Acquisition, and Reconnaissance (ISTAR) information to the CAF tactical units at sea and on land.

1.2.2 The CAF UAS Services are required in Naval and Land operational environments.

1.2.3 The CAF UAS Services described in this SOW are comprised of Assignments, which are firm periods of work, optional Assignments, and optional flying hours which is not guaranteed work, that Canada may utilize anytime during the contract period.

1.2.4 The CAF UAS Services described in this SOW are comprised of Program Delivery, which is the on-going support work.

1.2.5 The CAF UAS Services described in this SOW are comprised of Additional Work Requirements (AWR), which is unknown emergent work.

1.3 Assignments

1.3.1 A total of six firm assignments will be delivered under this contract. Further optional assignments may be requested on an as and when requested basis. All Assignments will be requested via a Task Authorization (DND 626) process as detailed in the Contract.

1.3.2 Assignment work will be requested under two (2) streams:

a. Contractor Owned Contractor Operated (COCO); and

b. Contractor Owned Military Operated (COMO).

1.3.3 Notwithstanding specific assignments streams as identified above, assignments may be executed as per the following:

a. Naval COCO Assignment;

b. Naval COMO Assignment; and

b. Land COMO Assignment.

1.3.4 Assignment execution procedures are defined by periods in this document; a Preparation phase, an Installation phase, a Pre-Deployment phase, a Deployment phase, and a Post-Deployment phase.

1.3.5 Canada will provide the Tentative Assignment Schedule to the Contractor on a yearly basis and will update as required as soon as information becomes available.

1.3.6 The first assignment is planned to be COCO, and subsequent firm assignments are planned to be COMO once the CAF has built up the experience and received the internal authority to operate the UAS.

1.3.7 Canada may require additional COCO and/or COMO Assignments. If required, Canada will exercise its option to purchase Optional Assignments beyond six firm assignments.

1.3.8 Canada may require Optional UA Flying Hours on an “as and when requested” basis.

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1.3.9 Canada reserves the right to extend the period of an assignment in the event a mission is extended. The period of each assignment will be nine months consisting of 5 phases as described in this SOW. The Contracting Authority will provide the revised assignment completion date through the amended 626 form to the contractor.

1.4 Program Delivery

1.4.1 Program Delivery is work that is required for the on-going support of the CAF UAS Services program and includes the following elements as detailed in this document:

a. Program Management;

b. Integrated Logistics Support (ILS) Management;

c. Publications and Documentation;

d. Acceptance Testing; and

e. Airworthiness Management as detailed in Appendix B1.

1.4.2 The Contractor must perform all Program Delivery work without the need for a Task Authorization to be issued.

1.5 Additional Work Requirements

1.5.1 AWR is work that is not forecastable at the time of Contract award and therefore must be provided by the Contractor on “as and when” requested basis using Task Authorization process as defined in the Contract.

2 ACRONYMS, ABBREVIATIONS AND DEFINITIONS

2.1 Acronyms, abbreviations and definitions which are listed in Appendix B6 must apply to the SOW, Appendices to the SOW and System Performance Specification (SPS) at Annex C.

3 APPLICABLE DOCUMENTS

3.1 The documents listed in this section are applicable to and must form part of the SOW, Appendices to the SOW, and the System Performance Specification (SPS) at Annex C.

3.2 In the event of a conflict between the SOW, Appendices to the SOW, or SPS at Annex C and an applicable document, the SOW, Appendices to the SOW, or SPS must take precedence to the extent necessary to resolve such conflict.

3.3 The latest approved revision of the document listed in this section must apply unless otherwise specified.

3.4 Government Publications

3.4.1 A-GA-135-001/AA-001, Flight Safety for Canadian Armed Forces;

3.4.2 A-GA-135-003/AG-001, Airworthiness Investigation Manual (AIM);

3.4.3 A-LM-505-001/AG-001, Guidance Manual Integrated Logistic Support

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3.4.4 A-P9-000-009/PT-000, Canadian Forces Manual of Individual Training, Volume 9, Instructional Techniques;

3.4.5 A-P9-050-000/PT-003, Canadian Forces Individual Training and Education System Analysis of Instructional Requirements Volume 3;

3.4.6 A-P9-050-000/PT-004, Manual of Individual Training and Education Vol 4 - Design of Instructional Programs;

3.4.7 A-P9-050-000/PT-007, Manual of Individual Training and Education Vol-7 Evaluation of Learners;

3.4.8 Airworthiness Risk Management Process, EMT01.003, as amended;

3.4.9 B-GA-100-001/AA-000, National Defence Flying Orders;

3.4.10 B-GA-104-000/FP-001, Operational Airworthiness Manual (OAM);

3.4.11 B-GT-D35-001/AG-000, the Canadian Forces Publication on Management of the Radio Spectrum;

3.4.12 C-01-100-100/AG-005, Specification Acceptance of Commercial And Foreign Government Publications as Adopted Publications;

3.4.13 C-01-100-100/AG-006, Writing, Format and Production of Technical Publications;

3.4.14 C-03-010-000/AG-003, Policy and Procedures for Naval Operational and Maintenance Computing Devices;

3.4.15 C-05-005-001/AG-001, Technical Airworthiness Manual (TAM);

3.4.16 C-05-005-P01/AM-001 through C-05-005-P12/AM-001, Air Maintenance Policies;

3.4.17 C-05-005-021/AM-000, Tool Control System;

3.4.18 C-55-040-001/TS-001, Radio Frequency Safety Program, as amended;

3.4.19 Canadian Aviation Regulations, Part V - Standard 507 - Flight Authority and Certificate of Noise Compliance;

3.4.20 D-02-006-008/SG-001, Design Change Deviation and Waiver Procedure;

3.4.21 DAOD 5019-1, Personal Relationships and Fraternization;

3.4.22 Queen’s Regulations and Orders (QR&Os);

3.4.23 Royal Canadian Air Force Flight Operations Manual;

3.4.24 STANAG 2895, Extreme climatic conditions and derived conditions for use in defining design/test criteria for North Atlantic Treaty Organization (NATO) forces materiel;

3.4.25 STANAG 4545, NATO Secondary Imagery Format;

3.4.26 STANAG 4559, NATO Standard Image Library Interface (NSILI);

3.4.27 STANAG 4607, NATO Ground Moving Target Indicator (GMTI) Format;

3.4.28 STANAG 4609, NATO Digital Motion Imagery Standard;

3.4.29 STANAG 4670, / ATP 3.3.8.1, Guidance for the Training of Unmanned Aircraft Systems (UAS) Operators;

3.4.30 STANAG 7085, Interoperable Data Links for ISR Systems; and

3.4.31 TAA09.007-01 Airworthiness Review Board.

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3.5 Non-Government Publications

3.5.1 ANSI Z136.1 of the American National Standard for safe use of Lasers (See http://www.ansi.org/ in order to obtain a copy).

4 ASSIGNMENT REQUIREMENTS

4.1 The CAF UAS Services must meet the Airworthiness Requirements specified in Appendix B1 to this SOW.

4.2 The CAF UAS Services must be delivered using an UAS as specified in Annex C – System Performance Specification (SPS).

4.3 The CAF UAS Services must meet the requirements, and follow the conditions, and guidance as specified in Appendix B4 - Contractor's Personnel Accompanying CAF on Missions to this SOW.

4.4 The Contractor must deliver no less than six (6) Assignments over the firm contract period.

4.5 The Contractor must be able to support three (3) concurrent Assignments at any given time.

4.6 Each Assignment will consist of 1050 UAS flying hours that must be completed within a Deployment period of the assignment.

4.7 The Contractor must recapture UAS flying hours lost due to unforeseen circumstances beyond the control of the CAF, within the assignment.

4.8 The Contractor must provide the CAF UAS Services at no less than 95% availability at all times prior the commencement of a sortie.

4.9 The Contractor must provide the CAF UAS Services at no less than 95% reliability at all times during the sortie.

4.10 The Contractor must retain ownership of the UAS including all the equipment used to provide the CAF UAS Services.

4.11 The Contractor must provide Integrated Logistics Support (ILS), as specified in this document, in order to support all authorized Assignments.

4.12 The Contractor must provide technical support assistance, available through email and telephone to CAF personnel 24 hours per day, 365 days per year, with solutions to issues provided within three (3) hours.

4.13 When on a COCO Assignment, the number of contractor personnel on the Assignment must not exceed seven (7).

4.14 In general, Canada will initiate Assignments from Canadian Force Bases (CFB), either from CFB Halifax or CFB Esquimalt for Naval Assignments, and CFB Trenton for Land

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Assignments. All pertinent details of the Assignment will be provided in a Task Authorization.

5 NAVAL COCO ASSIGNMENT

5.1. The Contractor must:

5.1.1 Provide the UAS fleet;

5.1.2 Provide UAS operators to operate the UAS including launching and recovering at all times;

5.1.3 Provide UAS maintainers to maintain the UAS fleet at all times to include 1st, 2nd, and 3rd line maintenance;

5.1.4 Provide sufficient UAS operators and UAS maintainers to support up to two (2) six-hour sorties within a 24 hours per day, seven (7) days per week operation within the duty day constraints as described in the Royal Canadian Air Force Flight Operations Manual;

5.1.5 Participate in all operational activities related to UAS flight operations (e.g. pre and post briefings); and

5.1.6 The Contractor must designate one of its personnel as the Assignment Manager who will be the point of contact for all matters relating to the deployed contractor personnel and UAS.

5.2 Preparation Phase

5.2.1 The preparation phase is a DND sole responsibility. A Royal Canadian Navy (RCN) ship will require to carry out ship modifications in order to accommodate the UAS before an Assignment may be authorized. The Contractor must provide DND with technical information (drawings, manuals, specifications of the UAS, etc.) in order to determine the extent of ship modifications required.

5.2.2 DND may at its discretion use a design agent (3rd party company) or DND's own internal design specialists, to generate a specification which will detail the ship modifications required.

5.2.3 This specifications will be followed to modify the ship. The work to modify the ship may be performed by DND's internal workforce, called Fleet Maintenance Facility (FMF). This type of work results in ship spaces being emptied, cables being run, mounting plates installed, etc. to prepare the ship for the UAS installation.

5.2.4 Canada will provide the contractor with instructions six months prior the start of an Assignment. The Contracting Authority (CA) will issue a Task Authorization through DND Form 626, which will provide the following Assignment details to the contractor, but not limited to:

a. Start location of assignment (e.g. CFB Halifax).
b. Finish location of assignment (e.g. CFB Halifax).
c. Unclassified itinerary of the ship for logistical collaboration.
d. Date of planned Pre-Deployment Training provided to Contractor.
e. Date of planned ship modifications to be completed.
f. Date of planned UAS installation on ship.
g. Date of planned ship departure for sea acceptance trials.
h. Date of planned ship departure for team training.

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i. Date of planned ship departure for deployment phase of assignment.
j. Date of planned return of the ship.
k. Date of planned completion of assignment.
l. Date by which the UAS and all contractor's equipment must be removed from the ship by the contractor.

5.3 Installation Phase

5.3.1 The Contractor personnel must be trained on Pre-Deployment Training as described in Appendix B4 to the SOW and any other training as described in the Contractors Training Master Plan at CDRL TR-001.

5.3.2 The Contractor must deliver the UAS to a CFB specified in the Task Authorization (DND 626) prior to or on the date of planned UAS installation onboard designated ship. Date and time of the UAS delivery must be agreed upon between the contractor and the CFB receiving official identified in the 626.

5.3.3 The ship modifications specification often includes the equipment installation and testing to verify the equipment works. For the CAF UAS Services project, the installation of the UAS must be performed by the Contractor. However, since the installation of the UAS will require specialized dockyard equipment support (e.g. cranes, welding, etc.), DND will provide support functions, if required, as detailed in the ship modifications specification.

5.3.4 Installation of the UAS will include connecting components of the UAS, setting up components of the UAS and performing any activities outlined in the ship modification specification.

5.3.5 The Contractor must perform Harbour Acceptance Testing (HAT) in accordance with HAT activities outlined in the ship modification specification, to ensure the UAS is operating properly and functioning with ships equipment prior to proceeding to sea.

5.3.6 The Contractor must perform Sea Acceptance Testing (SAT) in accordance with SAT activities outlined in the ship modification specification, to ensure the UAS is operating properly and functioning with ships equipment while at sea.

5.4 Pre-Deployment Phase

5.4.1 The Contractor's UAS operators/maintainers will then be assigned to the ship to commence integrating with the ship's company by participating in team training activities, which will include, but not be limited to;

a. UAS flights to integrate with ships activities;
b. Unit training; and
c. Combat training.

5.4.2 Team Training activities are normally performed daily or weekly, with the ship returning to home or foreign ports for weekends. However, sometimes, team training will be extended over a period of up to 4 weeks at sea in an environment that will simulate an operational environment.

5.5 Deployment Phase

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5.5.1 The Contractor must provide UAS operators/maintainers that will deploy and perform operational activities, which will include, but not be limited to:

a. UA flights as per the planned weekly sortie schedule;
b. First line maintenance of the UAS; and
c. All other UAS services as specified in the SOW.

5.5.2 The RCN normally plans port visits every 2 to 4 weeks to re-supply the ship, crew rest, have minor maintenance performed, and host state visit functions. This is one opportunity where the Contractor can use to replenish the spares and/or replace the UAS, as necessary.

5.6 Sortie Requirements

5.6.1 Canada will provide the Contractor's Assignment Manager a finalized sortie schedule on a weekly basis. Each sortie will be scheduled and take place in response to an authorized Air Tasking Order (ATO). The CAF will generate all ATOs and pass the relevant information to the CAF UAS Officer in Charge (OIC). The CAF UAS OIC in turn, will inform the Assignment Manager to prepare for UA flight operations. Appropriate airspace authorization will be obtained by the CAF prior to flight operations.

5.6.2 Typically, the daily flying rate will be one sortie per day consisting of approximately six (6) flying hours per sortie up to a maximum of two (2) sorties in a 24 hour period.

5.6.3 The Contractor must deliver all scheduled sorties in accordance with the weekly sortie schedule.

5.6.4 The Contractor must have the UAS ready to launch from a stowed and/or transport configuration in no more than three (3) hours.

5.6.5 The Contractor must have the UAS ready to launch from a Cold Start within 30 minutes as described in Annex C - SPS.

5.6.6 The Contractor must execute the approved sortie plan while maintaining operational control of the UAS.

5.6.7 The Assignment Manager must report to the responsible CAF UAS OIC when sortie operations are completed and that the UAS has been prepared for the next scheduled sortie.

5.6.8 The Contractor must complete the Aircraft Journey Log with all relevant information as describe in Appendix B1 – Airworthiness Requirements.

5.6.9 In the event a sortie could not be completed after takeoff for any unforeseen reason, the follow on sorties will make up for the lost time by flying extra time until the lost time is delivered.

5.6.10 All UAS flying hours will continue to be recorded on a cumulative basis based on actual flying hours flown until the mandatory 1050 hours have been delivered.

5.6.11 If the Optional Flying Hours have been authorized within the DND 626 form the CAF UAS OIC will be permitted to use them only after the 1050 UAS flying hours have been delivered.

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5.7 Logistics Coordination

5.7.1 The Contractor must coordinate any logistic requests through the CAF UAS OIC.

5.7.2 The Contractor must transport all required sustainment equipment, repairs, initial and replenishment spares, consumables, support equipment and import/export documentation for items moving to and from CFB Halifax/Esquimalt for naval assignments, unless port visits are requested by the Contractor and authorized to be used by the CAF UAS OIC.

5.8 Post Deployment Phase

5.8.1 The Contractor must transfer all data collected during the Assignment to the CAF if not already provided to the CAF UAS OIC.

5.8.2 The Contractor must remove all of its equipment by the date specified in the DND 626 (or after notification from the TA that the equipment is available for pick-up).

6 NAVAL COMO ASSIGNMENT

6.1 The Contractor must:

6.1.1 Provide the UAS fleet, excluding personnel to accompany CAF on missions;

6.1.2 Deliver the UAS fleet at a location specified by Canada;

6.1.3 Allow the UAS fleet to be operated by trained CAF personnel;

6.1.4 Allow the UAS fleet to be maintained by trained CAF personnel for 1st line maintenance; and

6.1.5 Provide 2nd and 3rd line maintenance of the UAS fleet.

6.2 Preparation Phase

6.2.1 The preparation phase is a DND sole responsibility. A Royal Canadian Navy (RCN) ship will require to carry out ship modifications in order to accommodate the UAS before an Assignment may be authorized. The Contractor must provide DND with technical information (drawings, manuals, specifications, etc. of the UAS) in order to determine the extent of ship modifications required.

6.2.2 DND may at its discretion use a design agent (3rd party company) or DND's own internal design specialists, to generate a specification which will detail the ship modifications required.

6.2.3 This specification will be followed to modify the ship. The work to modify the ship may be performed by DND's internal workforce, called Fleet Maintenance Facility (FMF). This type of work results in ship spaces being emptied, cables being run, mounting plates installed, etc. to prepare the ship for the UAS installation.

6.2.4 Canada will provide the contractor with instructions six months prior the start of an Assignment. The Contracting Authority (CA) will issue a Task Authorization through DND Form 626, which will provide the following Assignment details to the contractor, but not limited to:

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a. Start location of assignment (e.g. CFB Esquimalt).
b. Finish location of assignment (e.g. CFB Esquimalt).
c. Unclassified itinerary of the ship for logistical collaboration.
d. Date of planned ship modifications to be completed.
e. Date of planned UAS installation on ship.
f. Date of planned ship departure for sea acceptance trials.
g. Date of planned ship departure for deployed portion of assignment.
h. Date of planned return of the ship.
i. Date of planned completion of assignment.

6.3 Installation Phase

6.3.1 The Contractor will be required to train CAF personnel as described in the SOW and any other training as described in the Contractors Training Master Plan at CDRL TR-001.

6.3.2 The Contractor must deliver the UAS to a CFB specified in the Task Authorization (DND 626) prior to or on the date of planned UAS installation onboard designated ship. Date and time of the UAS delivery must be agreed upon between the contractor and the CFB receiving official identified in the 626.

6.3.3 The ship modifications specification often includes the equipment installation and testing to verify the equipment works. For the CAF UAS Services project, the installation of the UAS must be performed by the Contractor. However, since the installation of the UAS will require specialized dockyard equipment support (e.g. cranes, welding, etc.), DND will provide support functions, if required, as detailed in the ship modifications specification.

6.3.4 Installation will include connecting components of the UAS, setting up components of the UAS and performing any activities outlined in the ship modification specification.

6.3.5 The Contractor must perform Harbour Acceptance Testing (HAT) in accordance with HAT activities outlined in the ship modification specification, to ensure the UAS is operating properly and functioning with ships equipment prior to proceeding to sea.

6.3.6 The Contractor must perform Sea Acceptance Testing (SAT) in accordance with SAT activities outlined in the ship modification specification, to ensure the UAS is operating properly and functioning with ships equipment while at sea.

6.4 Pre-Deployment Phase

6.4.1 The Contractor must train CAF UAS operators/maintainers that will then be assigned to the ship and commence integrating with the ship's company by participating in team training activities, which will include, but not be limited to:

a. UAS flights to integrate with ships activities;
b. Unit training; and
c. Combat training.

6.4.2 The Contractor may be required to support CAF Team Training activities with limited resources. CAF Team Training are normally performed daily or weekly, with the ship returning to home or foreign ports for weekends. However, sometimes, team training will be extended over a period of up to 4 weeks at sea in an environment that will simulate an operational environment.

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6.5 Deployment Phase

6.5.1 The CAF UAS OIC will liaise directly with the contractor with regards to operational and maintenance related issues.

6.5.2 The RCN normally plans port visits every 2 to 4 weeks to re-supply the ship, crew rest, have minor maintenance performed, and host state visit functions. This is one opportunity where the Contractor can replenish the spares and/or replace the UAS, as necessary.

6.6 Sortie Requirements

6.6.1 Canada will manage the UAS while on deployment with regards to operation, technical and maintenance requirements.

6.6.2 The Contractor must provide sufficient parts for Canada to achieve a daily flying rate of one sortie per day consisting of approximately 6 flying hours per sortie up to a maximum of two (2) sorties in a 24 hour period.

6.6.3 The Contractor must provide a UAS that is ready to launch from a stowed and/or transport configuration in no more than three (3) hours. The Contractor must provide a UAS ready to launch from a Cold Start within 30 minutes as described in Annex C - SPS.

6.6.4 All UAS flying hours will continue to be recorded on a cumulative basis based on actual flying hours flown until the mandatory 1050 hours have been delivered.

6.6.5 If the Optional Flying Hours have been authorized within the DND 626 form the CAF UAS OIC will be permitted to use them only after the 1050 UAS flying hours have been delivered.

6.7 Logistics Coordination

6.7.1 The CAF UAS OIC will coordinate any logistic requests with the Contractor directly.

6.7.2 The Contractor must transport all required sustainment equipment, repairs, initial and replenishment spares, consumables, support equipment and import/export documentation for items moving to and from CFB Halifax/Esquimalt, unless port visits are requested by the Contractor and authorized to be used by the CAF UAS OIC.

6.8 Post Deployment Phase

6.8.1 The Contractor must transfer all data collected during the assignment to the CAF, if already not provided to the CAF UAS OIC.

6.8.2 The Contractor must remove all of its equipment by the date specified in the Task Authorization (DND 626) (or after notification from the TA that the equipment is available for pick-up).

6.8.3 The Contractor must conduct an equipment inspection to verify it with the information recorded in the log books.

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6.8.4 The Contractor must report to the CA if any variances are found in terms of what's reported in the log books versus what was been recovered. The report must also identify any damaged equipment in the performance of the assignment within thirty days after the assignment has been completed.

7 Land COMO Assignment

7.1 The Contractor must:

7.1.1 Provide the UAS fleet, excluding personnel to accompany CAF on missions;

7.1.2 Deliver the UAS fleet at a location specified by Canada;

7.1.3 Allow the UAS fleet to be operated by trained CAF personnel;

7.1.4 Allow the UAS fleet to be maintained by trained CAF personnel for 1st line maintenance; and

7.1.5 Provide 2nd and 3rd line maintenance of the UAS fleet.

7.2 Preparation Phase

7.2.1 The preparation phase is a DND sole responsibility. Canada may require to carry out modifications specific to Land requirements in order to accommodate the UAS before an Assignment may be authorized. The Contractor must provide DND with technical information (drawings, manuals, specifications of the UAS, etc.) in order to determine the extent of land modifications required.

7.2.2 DND may at its discretion use a design agent (3rd party company) or DND's own internal design specialists, to generate a specification which will detail the land modifications required.

7.2.3 This specification will be followed to modify the land unit. The work to modify the land unit may be performed by DND's internal workforce.

7.2.4 Canada will provide the Contractor with instructions six months prior to the start of an Assignment. The Contracting Authority (CA) will issue a Task Authorization (DND 626), which will provide the contractor Assignment details, such as but not limited to:

a. Start location of assignment (e.g. CFB Trenton);
b. Finish location of assignment (e.g. CFB Trenton);
c. Date of planned UAS installation with land unit;
d. Date of planned testing; and
e. Date of planned completion of assignment.

7.3 Installation Phase

7.3.1 The Contractor will be required to train CAF personnel as described in the SOW and any other training as described in the Contractors Training Master Plan at CDRL TR-001.

7.3.2 The Contractor must provide the UAS to a CFB specified in the Task Authorization (DND 626) prior to or on the date of planned UAS installation.

7.3.3 The land modifications specification may include installation and testing to verify the equipment functions properly. For the CAF UAS Services project, the installation of the UAS must be performed by the contractor. DND will provide support functions, if required, as detailed in the land modifications specification.

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7.3.4 Installation will include connecting components of the UAS, setting up components of the UAS and performing any activities outlined in the land modification specification.

7.3.5 The Contractor must perform Land Acceptance Testing (LAT) in accordance with LAT activities outlined in the land modification specification, to ensure the UAS is operating properly and functioning with land equipment prior to proceeding to a deployment.

7.4 Pre-Deployment Phase

7.4.1 The Contractor must train CAF UAS operators/maintainers that will then be assigned to the land unit and commence integrating with the land unit company by participating in team training activities, which will include, but not be limited to:

a. UAS flights to integrate with land activities;
b. Unit training; and
c. Combat training.

7.4.2 The Contractor may be required to support CAF Team Training activities with limited resources. CAF Team Training are normally performed daily or weekly, with the land unit returning to home or foreign ports for weekends. However, sometimes, team training will be extended over a period of up to 4 weeks at sea in an environment that will simulate an operational environment.

7.5 Deployment Phase

7.5.1 The CAF UAS OIC will liaise directly with the contractor with regards to operational and maintenance related issues.

7.5.2 The Contractor should be planning a re-supply schedule on a 2 to 4 weeks planning cycle.

7.6 Sortie Requirements

7.6.1 Canada will manage the UAS while on assignment with regards to operation, technical and maintenance requirements.

7.6.2 The Contractor must provide sufficient parts for Canada to achieve a daily flying rate of one sortie per day consisting of approximately 6 flying hours per sortie up to a maximum of two (2) sorties in a 24 hour period.

7.6.3 The Contractor must provide a UAS that is ready to launch from a stowed and/or transport configuration in no more than three (3) hours. The Contractor must provide a UAS ready to launch from a Cold Start within 30 minutes as described in Annex C - SPS.

7.6.4 The Contractor must provide the Aircraft Journey Log with all relevant information as describe in Appendix B1 – Airworthiness Requirements.

7.6.5 All UAS flying hours will continue to be recorded on a cumulative basis based on actual flying hours flown until the mandatory 1050 hours have been delivered.

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7.6.6 If the Optional Flying Hours have been authorized within the DND 626 form the CAF UAS OIC will be permitted to use them only after the 1050 UAS flying hours have been delivered.

7.7 Logistics Coordination

7.7.1 The CAF UAS OIC will coordinate any logistic requests with the Contractor directly.

7.7.2 The Contractor must transport all required sustainment equipment, repairs, initial and replenishment spares, consumables, support equipment and import/export documentation for items moving to and from CFB Trenton.

7.8 Post Deployment Phase

7.8.1 The Contractor must transfer all data collected during the assignment to the CAF.

7.8.2 The Contractor must remove all of its equipment by the date specified in the Task Authorization (DND 626) (or after notification from the TA that the equipment is available for pick-up).

7.8.3 The Contractor must conduct an equipment inspection to verify it with the information recorded in the log books.

7.8.4 The Contractor must report to the CA if any variances are found in terms of what's reported in the log books versus what was been recovered. The report must also identify any damaged equipment in the performance of the assignment within thirty days after the assignment has been completed.

8 COMO ASSIGNMENT TRAINING

8.1 The Contractor must provide one training course to qualify up to a maximum of ten (10) CAF personnel as UAS Operators, following the operator portion of the Training Standard and Packages at CDRL TR-002.

8.2 The Contractor must provide one training course to qualify up to a maximum of ten (10) CAF personnel as UAS maintainers, following the maintainer portion of the Training Standard and Packages at CDRL TR-002.

8.3 The Contract must provide an Optional Train the Trainer course to qualify up to a maximum of ten (10) CAF personnel as UAS trainers, if requested by Canada.

8.4 The Contractor provided training must be completed prior to the first COMO Assignment.

8.5 The Contractor provided training must be held at the Contractor's facility.

8.6 The details such as dates of courses will be discussed and finalized with the contractor after the contract award.

9 COMBAT LOSS

9.1 During Assignments, in exceptional circumstances, Canada may perform or may require the Contractor to perform certain operational missions which may result in a total or

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partial loss or damage of UAS and/or Contractor supplied equipment. This loss of equipment is considered a Combat Loss, which will be investigated as an incident or accident in accordance with the airworthiness requirements described in Appendix B1.

9.2 Canada reserves the right to destroy any Contractor equipment or materiel if operationally necessary to, but not limited to, protect technology and to avoid the UAS being exploited by hostile forces.

10 GOVERNMENT FURNISHED RESOURCES

10.1 Canada will provide resources to the Contractor as described in Appendix B5 to this SOW, Government Furnished Resources (GFR).

10.2 If resources are required above and beyond what is described in Appendix B5, the Contractor must request GFR, such as Government Furnished Equipment (GFE), Services (GFS), and Information (GFI) not less than 30 business days prior to the required date of the resource.

10.3 The GFR requests will be reviewed and will be subject to approval by the TA.

11 PROGRAM DELIVERY

11.1 General

11.1.1 The Contractor must manage the program, which includes all of the activities and administrative requirements for initiating, planning, executing, controlling, and closing-out all on-going support work in this SOW.

11.1.2 The Contractor must assign a Project Manager (PM) who will manage the work described in this SOW and deliver contract administration services.

11.2 Meetings

11.2.1 The Contractor must plan, host and support Progress Review Meetings (PRM's).

11.2.2 PRM's may be conducted virtually or in person at either Canada's facilities or at the Contractor's facilities, as mutually agreed to between Canada and the Contractor.

11.2.3 The Contractor must provide appropriate representation at PRM's, to be held at the following designated intervals:

a. Semi-Annual PRM's;

b. Additional PRM's if or when required; and

c. Bi-weekly tele-conferences, if deemed necessary by Canada.

11.2.4 Within 30 days after Contract award, the Contractor must host a kick-off meeting at the Contractor's facility or at a location mutually agreed to between Canada and the Contractor.

11.2.5 The Contractor must provide a meeting agenda at least 10 business days in advance of the meeting.

11.2.6 The Contractor must provide Meeting Minutes in accordance with CDRL PM-004.

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11.3 Integrated Logistics Support Management

11.3.1 The Contractor must have an ILS system in place to provide uninterrupted CAF UAS Services, providing all necessary support for its equipment.

11.3.2 The Contractor must develop, deliver, and maintain an ILS plan in accordance with CDRL PM-008.

11.3.3 The Contractor must collaborate with Canada when planning ILS activities to include, but not be limited to: training; technical documentation; and maintenance support.

11.3.4 The Contractor is responsible for all activities and costs related to the repairs and maintenance of the CAF UAS, including the replenishment of spares.

11.3.5 The Contractor must provide instructions for and material required for the safe packaging, transportation, handling, storage, and disposal procedures of any items to be handled by CAF personnel during the conduct of the CAF UAS Services.

11.3.6 The Contractor must provide all spares management, including, but not limited to the identification of spares requirements, the management of a pool of spares, ordering spares, and transportation of the same to DND required destinations.

11.4 Publications and Documentation

11.4.1 The documentation support function encompasses control, maintenance, upkeep, production, and distribution of all documentation including the preparation and submission of deliverables as specified in Appendix B2 Contract Data Requirements List (CDRL) and Appendix B3 Data Item Descriptions (DID) of this SOW.

11.4.2 The Contractor must develop, deliver, and maintain data deliverables as specified in Appendix B2 CDRL.

11.5 Shared Data Environment

11.5.1 The Contractor must implement an unclassified electronic Shared Data Environment (SDE) that will enable only Canada and the Contractor to store, exchange and share data deliverables.

11.5.2 The Contractor should implement a secret classified electronic SDE that will enable only Canada and the Contractor to store, exchange and share program data.

11.5.3 The Contractor must submit all data deliverables through the SDE.

11.5.4 The Contractor must notify the TA when a data deliverable is placed on the SDE.

11.5.5 Canada owns all documentation produced by the Contractor in relation to this contract. A digital copy of all documentation delivered under the Contract located in the SDE must be provided to Canada at the completion of the Contract.

11.5.6 The Contractor must provide an electronic copy of data deliverables on removable media (e.g. CD/DVD) when requested.

12 ACCEPTANCE TESTING

12.1 The Contractor must develop, deliver, and maintain an Acceptance Test Plan in accordance with CDRL SE-003.

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12.2 The Contractor must conduct UAS acceptance testing following the Acceptance Test Plan approved by Canada.

12.3 The UAS acceptance testing must meet all requirements of the approved Acceptance Test Plan.

12.4 The UAS acceptance testing will establish whether or not the UAS is suitable for acceptance by Canada prior to commencement of Assignments under the CAF UAS Service.

12.5 The Contractor must repeat the Acceptance Testing until it meets the criteria of Acceptance Test Plan.

12.6 Canada will approve the proposed UAS following the successful acceptance testing of the UAS.

12.7 After successful completion of the UAS acceptance testing, the Contractor must deliver a report to the TA within 10 business days, which describes the results of the UAS acceptance testing and confirms the commencement date of the CAF UAS Services.

13 ADDITIONAL WORK REQUIREMENTS

13.1 Engineering Support Services

13.1.1 The Contractor must provide Engineering Support Services such as Technical Investigation Engineering Support (TIES) and Special Investigation and Technical Studies (SITS), when requested as per the Task Authorization process. TIES and SITS tasks may consist of, but not be limited to:

a. Payload development;

b. Payload enhancements;

c. UAS modifications and enhancements; and

d. Installation of the UAS on CAF platforms (e.g. RCN ship, CFB and/or theatres).

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