

ANNEX F TO PART 4 OF THE BID SOLICITATION

TECHNICAL EVALUATION

Technical Bid Format

The technical bid must address clearly and in sufficient depth the points that are subject to the evaluation criteria against which the bid will be evaluated. Simply repeating the statement contained in the bid solicitation is not sufficient.

In order to facilitate the evaluation of the bid, **Canada strongly requests that bidders address and present topics in the order of the evaluation criteria under the same headings.**

It is highly recommended that the Bidder use the Technical Compliance Matrix at Appendix F.1 for responding to the Mandatory Technical Criteria.

To avoid duplication, bidders may refer to different sections of their bids by identifying the specific paragraph and page number where the subject topic has already been addressed.

The Bidder is advised to pay careful attention to the wording used throughout this Request for Proposal (RFP). Failure to satisfy a term or condition of this RFP may result a bid being deemed non-responsive.

All information required for evaluation purposes must be included directly in the Bidder's technical bid. The evaluation team cannot consider information not provided directly in the technical bid (e.g. links to additional website content, references checks, etc.).

Submission Requirements

The Bidder must submit one (1) electronic version of their technical bid. Adobe PDF format is the preferred format.

The Bidder is to submit a proposal that contains the following information:

- a) Pilot submission:
 - i. The Bidder must submit within their proposal package, the names and pilot information sheets of four (4) possible pilots for this contract, for verification of experience and competency.
 - ii. To be evaluated against mandatory technical criteria **1.1, 1.2, and 1.3.**
 - iii. To be evaluated further against point rated criteria B.
- b) Helicopter submission:
 - i. The Bidder must submit sufficient technical information and specifications required to evaluate the helicopters proposed for the duration of the contract including but not limited to:
 - 1. Make & Model of each proposed helicopter
 - 2. Registration Numbers
 - 3. Certifications and Documentation Attached
 - ii. Helicopter must meet the requirements as outlined in section 6. Aircraft Requirement of Annex A – Statement of Work.
 - iii. To be evaluated against mandatory technical criterion **1.4.**
- c) Pilot Rotation Schedule:
 - i. The Bidder must submit a pilot rotation schedule based on the following requirements:
 - i. Applicable Canadian Aviation Regulations requirements;
 - ii. Air Operator Certificate Specification; and
 - iii. Insurance of pilot consistency using the same complement of pilots throughout each individual operational season.

- ii. To be evaluated against mandatory technical criterion 1.5.

d) Safety Record:

- i. In order for Parks Canada to evaluate safety record of each bidder, the contract proposal package shall include the following information (Note: The Canadian Aviation Daily Occurrence Reporting System (CADORS) will be used to validate this information);
 - i. The Bidder is to provide a brief description of incidents, causes and contributing factors of any reportable incidents and accidents in the past five (5) years (**April 1, 2017 to March 31, 2022**);
 - ii. The Bidder is to provide details of valid corrective actions for any reportable incidents and accidents in the past five (5) years (**April 1, 2017 to March 31, 2022**).
- ii. To be evaluated against mandatory technical criterion 1.6 and further under Point Rated Technical Criteria A.

1. Mandatory Technical Criteria

Technical bids will be evaluated against the mandatory technical criteria below.

For a bid to be declared responsive to the solicitation requirements it must demonstrate and meet all of the mandatory technical criteria. Bids declared non-responsive to the mandatory technical criteria will be given no further evaluation.

a) Pilot submission:				
Item No.	Evaluation Criteria			
1.1	Pilot submission: The Bidder must provide four (4) <i>primary pilots</i> and must include the following with their proposal: <ul style="list-style-type: none">- The respective pilot information sheets which clearly outlines minimum qualifications (to be used to confirm qualifications for mandatory criterion 1.2) and- The pilot record of training, including training dates and locations, that clearly indicates that the pilots meet the Helicopter Association of Canada, <i>Pilot Competencies for Helicopter Wildfire Operations</i>: (to be used to confirm qualifications for mandatory criterion 1.3).			
Item No.	Evaluation Criteria	Met / Not Met		Remarks / Notes
		To Be Completed by Evaluation Team		
1.1.1	Bidder has provided the names, qualifications, pilot information sheets, and training records of a minimum of four (4) primary pilots.	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met	

a) Pilot submission:				
Item No.	Evaluation Criteria			
1.2	Pilot Experience: The Bidder must submit at least four (4) primary pilots which meet the mandatory experience criteria outlined in 5.2 (a) to 5.2 (g) of the Statement of Work (listed below) that will be provided annually. Bidders must show how the proposed pilots meet, or will meet by expected season start date of May 25, 2022, the following criteria: <ol style="list-style-type: none"> Appropriate license and endorsements for the proposed helicopter they are assigned to; Minimum 2,000 hours as Pilot-in-Command (PIC) rotary wing aircraft; Minimum 500 hours (PIC) flight time on class; Minimum 50 hours (PIC) on type in the last twelve (12) months prior to the reporting date at the base of operations; Minimum total of 200 hours (PIC) fire-fighting experience; Minimum of 250 hours (PIC) vertical reference operations (i.e. bucketing/longlining); Minimum of 250 hours flight time in mountainous terrain i.e. within designated mountainous area 1 as per Transport Canada AIM definition of mountainous regions. 			
Item No.	Evaluation Criteria	Met / Not Met		Remarks / Notes
To Be Completed by Evaluation Team				
1.2.1	Bidder has provided names and qualifications of a minimum of four (4) primary pilots which meet experience criteria (5.2 (a) through 5.2 (g) of Annex A – Statement of Work).	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met	
Item No.	Evaluation Criteria			
1.3	Pilot Competence: The Bidder must submit at least four (4) primary pilots which meet the mandatory experience criteria outlined in 5.3 (a) to 5.3 (g) of the Statement of Work (listed below) that will be provided annually. Bidders must show how the proposed pilots meet, or will meet by expected season start date of May 25, 2022, the following criteria: All pilots assigned to this contract must meet the following competence criteria as described in the Helicopter Association of Canada, <i>Pilot Competencies for Helicopter Wildfire Operations</i> : <ol style="list-style-type: none"> General Wildfire Operations Knowledge Mountain Flying External Load Aerial Ignition Device and Drip Torching Hover Exit Confined Area Operations Low Visibility Operations 			
Item No.	Evaluation Criteria	Met / Not Met		Remarks / Notes
To Be Completed by Evaluation Team				
1.3.1	Bidder has provided names and qualifications of four (4) primary pilots which meet competence criteria above (5.3 (a) through 5.3 (g) of Annex A – Statement of Work).	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met	

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b) Helicopter submission:				
1.4 Proposed Helicopters: The Bidder must identify the proposed helicopter and clearly indicate they will meet the mandatory criteria listed in sections 6. Aircraft Requirement of the Statement of Work and as outlined below in Mandatory Criteria 1.4.1 through 1.4.5.				
Item No.	Evaluation Criteria			
1.4.1	Helicopter Identification: The Bidder must identify the type and call sign of the two (2) helicopters proposed for the work and provide the minimum identifiers: <ul style="list-style-type: none"> a. Makes and Models of each proposed helicopter b. Registration Numbers c. Certifications and Documentation Attached 			
Item No.	Evaluation Criteria	Met / Not Met		Remarks / Notes
		To Be Completed by Evaluation Team		
1.4.1.1	Information provided shows all identifiers for the proposed helicopters as per item 1.4.1.	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met	
Item No.	Evaluation Criteria			
1.4.2	General Helicopter Requirements: Bidder has listed how each proposed helicopter meets criteria from 6.1(a) to 6.1(g). <ul style="list-style-type: none"> a. Class Intermediate b. Seating Capacity 1 pilot + 5 passengers c. Closed Baggage Compartment Volume 1.39 m³ (49.08 ft³) or more (tail boom cargo compartment and Squirrel Cheeks or equivalent) d. Fuel Range 575 km (310 nautical miles) or more e. External Load (Cargo Hook Limit) 1,115kg (2500 lbs) or more f. Internal Useful Load 860 kg (1,896 lbs) or more* g. Service Ceiling 14,000 ft (4,267 m) or more 			
Item No.	Evaluation Criteria	Met / Not Met		Remarks / Notes
		To Be Completed by Evaluation Team		
1.4.2.1	Helicopter #1 submitted meets or exceeds Criteria 6.1 (a) through 6.1 (g) of Annex A – Statement of Work.	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met	
1.4.2.2	Helicopter #2 submitted meets or exceeds Criteria 6.1 (a) through 6.1 (g) of Annex A – Statement of Work.	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met	

b) Helicopter submission (continued)				
Item No.	Evaluation Criteria			
1.4.3	Aircraft Supplemental Equipment: Bidder has confirmed each proposed helicopter meets, or will meet, criteria 6.2 (a) to 6.2 (n): <ul style="list-style-type: none">a. Seating for 5 or more passengers. All seats to have high back support capability with shoulder restraint harnesses;b. Two (2) fire-bombing buckets i.e. Bambi collapsible type, with instant deployment;<ul style="list-style-type: none">i. 1 bucket size (180USG / 680l)ii. 1 bucket size (240 USG / 910l)c. An hour meter activated by the collective;d. Equipped for pilot to conduct vertical reference work;e. One (1) 15 meter longline and one with remote release load hook;f. One (1) 30 meter longline with remote release load hook;g. Two (2) cargo nets with lanyards and swivels;h. One (1) pilot removable, cargo basket for external transport of hazardous good such as fuels, chainsaws, bear sprays etc;i. Dart extended high (or equivalent for machine) skid gear with bear paws and passenger steps on both left and right side of the aircraft;j. One (1) operational, 24-volt heli-torch capable of using AVGAS, Jet A and/or B fuel mixed with a gelling agent (only having 1 torch between the 2 aircraft is acceptable);k. 24-volt DC internal electrical system suitable for <i>Red Dragon</i> and <i>Primo</i> Plastic Sphere Dispenser (PSD) ignition devices;l. Highly visible marking scheme on the main rotor and on the tail rotor;m. Medivac stretcher kit for each aircraft;n. Portable refueling pump which operates from aircraft electrical system and spill response kit appropriate for the helicopter.			
b) Helicopter submission (continued)				
Item No.	Evaluation Criteria	Met / Not Met		Remarks / Notes
		To Be Completed by Evaluation Team		
1.4.3.1	Helicopter #1: Supplemental Equipment submitted meets or exceeds criteria 6.2 (a) through 6.2 (n) of Annex A – Statement of Work.	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met	
1.4.3.2	Helicopter #2: Supplemental Equipment submitted meets or exceeds criteria 6.2 (a) through 6.2 (n) of Annex A – Statement of Work.	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met	

b) Helicopter submission (continued)				
Item No.	Evaluation Criteria			
1.4.4	Communication Equipment: Bidder has confirmed each proposed helicopter meets, or will meet, criteria 6.3 (a) to 6.3 (h)			
	a. Two (2) VHF/AM radio transmitter-receivers with frequencies of 118 MHz to 135.97 MHz inclusive with 50 KHz spacing with guard feature. This will provide independent receive and transmit capability for the pilot and co-pilot position on any of the radio systems. The control arrangement will have dual switches, which can be operated independently in both the pilot and co-pilot positions. The co-pilot shall have an operational foot switch for radio transmission or a dash or panel mount ICS/TSX transmit switch;			
	b. Two (2) FM transceiver with a frequency range of 150 to 174 MHz capable of generating CTCSS tones of 103.5HZ, 114.8HZ, 127.3HZ and 141.3HZ with control head provision for 30 pilot-programmable, pre-set simplex and semi-duplex channels hosting a main and guard feature. Also must be capable of both wideband (25kHz) and narrowband (12.5 kHz) operations as required;			
	c. Provision for operational capabilities of both radio and hot-mic intercom, through headset/boom microphones, by both pilot, copilot/front seat passenger;			
	d. One (1) intercom, for all front and rear seats, with headsets and boom microphones, Davis Clark, Bose or equivalent;			
	e. One (1) Transport Canada approved power supply for cockpit electronics accessible to copilot/front seat;			
	f. One (1) hard-wired or portable, satellite phone for phone communications in remote areas;			
	g. Minimum one (1) programmable portable FM transceiver radio with capability of frequency range and CTCSS tones (as noted above);			
	h. All aircrew, including engineers, to be equipped with smartphone.			
Item No.	Evaluation Criteria	Met / Not Met		Remarks / Notes
		To Be Completed by Evaluation Team		
1.4.4.1	Helicopter #1 submitted Communication Equipment meets or exceeds criteria 6.3 (a) through 6.3 (h) of Annex A – Statement of Work.	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met	
1.4.4.2	Helicopter #2 submitted Communication Equipment meets or exceeds criteria 6.3 (a) through 6.3 (h) of Annex A – Statement of Work.	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met	

b) Helicopter submission (continued)				
Item No.	Evaluation Criteria			
1.4.5	Directional, Safety and Emergency Equipment Bidder has confirmed each proposed helicopter meets, or will meet, criteria 6.4 (a) to 6.4 (e) <ul style="list-style-type: none"> a. One (1) Emergency Locator Transmitter (ELT); b. One (1) Global Positioning System (GPS); c. One tablet equipped with the Avenza maps application and a QR code reader application, mounted in the cockpit, within reach of the pilot, and able to be charged in this position; d. Equipped with all safety, communication, navigation and other equipment as required by Transport Canada for operations of the nature of the services; e. Automated Flight Following system (AFF) providing 2-minute ping locations during the annual operational period. 			
Item No.	Evaluation Criteria	Met / Not Met		Remarks / Notes
		To Be Completed by Evaluation Team		
1.4.5.1	Helicopter #1 submitted meets Criteria 6.4 (a) through 6.4 (e) of Annex A – Statement of Work.	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met	
1.4.5.1	Helicopter #2 submitted meets Criteria 6.4 (a) through 6.4 (e) of Annex A – Statement of Work.	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met	
c) Pilot Rotation Schedule:				
Item No.	Evaluation Criteria			
1.5	Pilot Rotation Schedule The Bidder must submit a pilot rotation schedule that conforms to the following requirements: <ul style="list-style-type: none"> a. Applicable Canadian Aviation Regulations requirements; b. Air Operator Certificate Specification; c. Insurance of pilot consistency so as to provide the same complement of pilots throughout each individual operational season. d. Principal pilots identified in the bid package must fly a minimum of 75% of contracted time during the first contract year. e. Principal pilots identified in subsequent contract years (if different than those identified in the bid package) must fly a minimum of 75% of contract time during subsequent contract years and must possess comparable experience and competencies as those identified in the original bid package. 			
Item No.	Evaluation Criteria	Met / Not Met		Remarks / Notes
		To Be Completed by Evaluation Team		
1.5.1	The Bidder has submitted a pilot rotation schedule as outlined above in 1.5.	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met	

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d) Safety Record:

1.6 Safety Record

The Bidder must submit a record including reportable incidents and accidents defined by the Canadian Aviation Daily Occurrence Reporting System (CADORS) requirement encompassing the past five (5) years (**April 1, 2017 to March 31, 2022**).

To be evaluated further under Point Rated Technical Criteria A.

Note: Where a bidder is submitting as a joint venture, the safety record is to list the incidents of the main flight operator.

Item No.	Evaluation Criteria	Met / Not Met		Remarks / Notes
		To Be Completed by Evaluation Team		
1.6.1	The Bidder submitted a safety record with CADORS information.	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met	

Bids that do not demonstrate and meet all of the mandatory technical criteria will be given no further evaluation.

2. Point Rated Technical Criteria

Technical bids will be evaluated against the point rated technical criteria below.

For a bid to be declared responsive to the solicitation requirements Bidders must provide the information listed in section 4 of the Statement of Work and as identified in the criteria below. Bids that do not provide this information will be given no further evaluation.

Each section below will form part of the Bidder's overall technical score for a total of 60% of their evaluated package:

2.1	Company Safety Record	20%
2.2	Pilot Package	40%

2.1 Company Safety Record

The Bidder's score from this section will form 20% of their overall evaluation package score and the point score awarded will be their percentage earned (e.g. if a Bidder scores 15 points in this section they will earn 15% of the available 20%).

The Canadian Aviation Daily Occurrence Reporting System (CADORS) is used to assess this part of the contract bid package. CADORS is a mandatory incident / accident reporting system which includes all operators, Transport Canada, NAV Canada and the public. An un-biased helicopter safety consultant is tasked with evaluating operator RFP submissions and operator reports within CADORS over the past five (5) years (**April 1st, 2017 to March 31st, 2022**).

1.1 Safety Record Point Rating Process:

- a. Bidders are requested to submit a list of reportable safety occurrences and corrective actions, which apply to PCA fire management type operations, during the past 5 years.
- b. Safety consultant reviews operator reports to:
 - i. Determine if reported occurrences are relevant to the type of flight operations as per the statement of work. These include:
 - Mechanical failure
 - Loss of power
 - Rotor blade strikes
 - Settling with Power
 - Hard landings
 - Loss of tail rotor effectiveness
 - Flight into terrain
 - Dynamic roll-over
 - Dropped loads
 - Pilot error
 - Other incidents not listed may be included if determined relevant

Occurrences during flight profiles not similar to Parks Canada operations will not be considered. These may Include:

- Pilot training
 - Off shore operations
 - Skiing incidents directly attributed to skiing operations
 - Acts of God (lightning, bird strikes, etc)
 - Miscellaneous occurrences such as flight plans, inadvertent, ELT activations, airspace issues
- ii. Determine if operator has sufficiently implemented corrective actions;
 - iii. Determine if there are unreported incidents in the RFP, yet, reported within CADORS or elsewhere.

Item No.	Evaluation Criteria		Maximum Weighted Points
A.	Carrier Safety Record		20
Item No.	Evaluation Criteria	Weight	Points Awarded <small>**To Be Completed by Evaluation Team**</small>
A.1.	<p>The Bidder is to list <u>all</u> reportable incidents and accidents defined by the CADORS requirement (to be cross checked against CADORS) in the past five (5) years (April 1st, 2017 to March 31st, 2022).</p> <p>Each operator begins with 20 points:</p> <ul style="list-style-type: none">i. 2 points removed for each relevant incident / accident;ii. 1 point credited for each appropriate corrective action;iii. 2 points removed for each relevant unreported incident or accident;iv. For dropped loads, 0.5 points are simply removed. No points are reinstated. These are considered less severe incidents than major incidents such as dynamic rollover.	1.0	/20
A.1. <small>**To Be Completed by Evaluation Team**</small>	Reference(s):		
	Strengths:		
	Weaknesses:		
Total Points Score Criteria A <small>**To Be Completed by Evaluation Team**</small>			/20

2.2 Pilot Package

The Pilot Package will be evaluated against the point rated criteria below and will form 40% of the bidder's overall package score. The overall point score below from items B.1 and B.2 will be multiplied by the 40% available to give the Bidder's final score for the Pilot Package (rounded to the nearest 2 decimal places).

For example:

Overall Pilot Package Score	95/ 131 = 0.725
Overall amount of percentage received	0.725 x 40 = 29.01

The Bidder is to submit a minimum of four (4) pilots who will be the *principal pilots* for this contract. The four (4) principal pilots will be clearly identified in the bid package if more than four (4) pilots are submitted.

- Principal pilots identified in the bid package must fly a minimum of 75% of contracted time during the first contract year.
- Principal pilots identified in subsequent contract years (if different than those identified in the bid package) must fly a minimum of 75% of contract time during subsequent contract years and must possess comparable experience and competencies as those identified in the original bid package. Principal pilot qualifications must be reviewed and approved by Parks Canada on an annual basis if principal pilots change year over year.

The Bidder *may* submit up to two (2) *supplementary pilots* meeting minimum experience and qualifications to be evaluated against point rated criteria B.2 for additional points.

All pilot experience listed in the bid package must be clearly reported on pilot resumes and pilot information sheets so that it may be confirmed by the evaluation committee.

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Item No.	Evaluation Criteria	Maximum Weighted Points		
B.	Pilot Package	131		
Item No.	Evaluation Criteria			
B.1	Principal Pilot Supplementary Experience (131 points max total):			
B.1.1	Pilot-in-Command (PIC) rotary wing aircraft (42 points max for 4 pilots): 0.5 points will be awarded for each principal pilot which exceeds the 2,000-hour minimum experience in increments of 50 hours: I. 2000.1 - 2050.0 hours = 0.5 point II. 2050.1 - 2100.0 hours = 1.0 point III. 2100.1 - 2150.0 hours = 1.5 points IV. 2150.1 - 2200.0 hours = 2.0 points V. 2200.1 - 2250.0 hours = 2.5 points VI. 2250.1 - 2300.0 hours = 3.0 points VII. 2300.1 - 2350.0 hours = 3.5 points VIII. 2350.1 - 2400.0 hours = 4.0 points IX. 2400.1 - 2450.0 hours = 4.5 points X. 2450.1 - 2500.0 hours = 5.0 points XI. 2500.1 - 2550.0 hours = 5.5 points XII. 2550.1 - 2600.0 hours = 6.0 points XIII. 2600.1 - 2650.0 hours = 6.5 points XIV. 2650.1 - 2700.0 hours = 7.0 points XV. 2700.1 - 2750.0 hours = 7.5 points XVI. 2750.1 - 2800.0 hours = 8.0 points XVII. 2800.1 - 2850.0 hours = 8.5 points XVIII. 2850.1 - 2900.0 hours = 9.0 points XIX. 2900.1 - 2950.0 hours = 9.5 points XX. 2950.1 - 3000.0 hours = 10.0 points XXI. 3000.1 + hours = 10.5 points			
	Item No.	Evaluation Criteria	Weight	Points Awarded <small>**To Be Completed by Evaluation Team**</small>
	B.1.1	Total Pilot-in-Command (PIC) rotary wing aircraft score	1.0	/42
	B.1.1 <small>**To Be Completed by Evaluation Team**</small>	Reference(s):		
		Strengths:		
		Weaknesses:		

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B.	Pilot Package (continued)		
Item No.	Evaluation Criteria		
B.1.2	Fire Seasons Experience (32 points max for 4 pilots): Additional point(s) to be awarded for <u>each</u> of the four (4) <i>principal</i> pilots which exceeds the minimum 200-hour minimum fire experience, in increments of 50 hours as per the following: <ul style="list-style-type: none"> I. 200.1 - 250.0 hours = 1 point II. 250.1 - 300.0 hours = 2 point III. 300.1 - 350.0 hours = 3 point IV. 350.1 - 400.0 hours = 4 points V. 400.1 - 450.0 hours = 5 points VI. 450.1 - 500.0 hours = 6 points VII. 500.1 - 550.0 hours = 7 points VIII. 550.1 + hours = 8 points 		
Item No.	Evaluation Criteria	Weight	Points Awarded <small>**To Be Completed by Evaluation Team**</small>
B.1.2	Total Fire Seasons Experience score	1.0	/32
B.1.2 <small>**To Be Completed by Evaluation Team**</small>	Reference(s):		
	Strengths:		
	Weaknesses:		
Item No.	Evaluation Criteria		
B.1.3	PIC vertical reference operations (i.e. bucketing/longlining) (24 points max for 4 pilots) Additional point(s) to be awarded for <u>each</u> of the four (4) <i>principal</i> pilot which exceeds the 250-hour minimum experience in increments of 50 hours as per the following: <ul style="list-style-type: none"> I. 250.1 - 300.0 hours = 1 point II. 300.1 - 350.0 hours = 2 points III. 350.1 - 400.0 hours = 3 points IV. 400.1 - 450.0 hours = 4 points V. 450.1 - 500.0 hours = 5 points VI. 500.1 + hours = 6 points 		
Item No.	Evaluation Criteria	Weight	Points Awarded <small>**To Be Completed by Evaluation Team**</small>
B.1.3	PIC vertical reference operations (i.e. bucketing/longlining) score	1.0	/24
B.1.3 <small>**To Be Completed by Evaluation Team**</small>	Reference(s):		
	Strengths:		
	Weaknesses:		

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B.	Pilot Package (continued)		
Item No.	Evaluation Criteria		
B.1.4	PIC in Mountainous Terrain (28 points max total for 4 pilots): Additional point(s) to be awarded for <u>each</u> of the four (4) <i>principal</i> pilots, up to 6.0 points per pilot to a maximum of 24 points, for experience which exceeds the minimum 250-hours PIC flight time in designated mountainous area 1 as per Transport Canada AIM definition of mountainous regions, in increments of 50 hours as per the following:		
	I.	250.1 - 300.0 hours	= 0.5 points
	II.	300.1 - 350.0 hours	= 1.0 point
	III.	350.1 - 400.0 hours	= 1.5 points
	IV.	400.1 - 450.0 hours	= 2.0 points
	V.	450.1 - 500.0 hours	= 2.5 points
	VI.	500.1 - 550.0 hours	= 3.0 points
	VII.	550.1 - 600.0 hours	= 3.5 points
	VIII.	600.1 - 650.0 hours	= 4.0 points
	IX.	650.1 - 700.0 hours	= 4.5 points
	X.	700.1 - 750.0 hours	= 5.0 points
	XI.	750.1 - 800.0 hours	= 5.5 points
	XII.	800.1 - 850.0 hours	= 6.0 points
	XIII.	850.1 - 900.0 hours	= 6.5 points
XIV.	900.1 + hours	= 7.0 points	
Item No.	Evaluation Criteria	Weight	Points Awarded <small>**To Be Completed by Evaluation Team**</small>
B.1.4	PIC flight time in mountainous terrain score	1.0	/28
B.1.4 <small>**To Be Completed by Evaluation Team**</small>	Reference(s):		
	Strengths:		
	Weaknesses:		

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B.	Pilot Package (continued)		
Item No.	Evaluation Criteria		
B.2	Supplemental Pilot(s) (5 points max total):		
Item No.	Evaluation Criteria		
B.2	Supplementary Pilots (5 points max for 2 pilots) <i>Reminder:</i> Supplementary pilots may only fly up to a maximum of 25% of contracted flight time. 2.5 points awarded each for a maximum of 2 <i>supplementary pilots</i> meeting minimum experience, see 1.1 and 1.2 of Mandatory Criteria, who may be approved for work on this contract. <ul style="list-style-type: none"> Supplementary pilots are not evaluated against points under 2.1(a) <i>Principal Pilot Supplementary Experience</i> of the evaluation process. Supplementary pilots may fly a combined maximum of 25% of contracted flight time. 		
Item No.	Evaluation Criteria	Weight	Points Awarded <i>**To Be Completed by Evaluation Team**</i>
B.2.1	Supplementary Pilots score	1.0	/5
B.2.1 <i>**To Be Completed by Evaluation Team**</i>	Reference(s):		
	Strengths:		
	Weaknesses:		
Total Points Score Criteria B (B.1.1 + B.1.2 + B.1.3 + B.1.4 + B.2.1) <i>**To Be Completed by Evaluation Team**</i>			/131
Overall portion of 40% received: (Overall Score) divided by (Total Points Available for B) x 40 <i>**To Be Completed by Evaluation Team**</i>			/40
Overall Technical Points Score Criteria A (Safety Record) + B (Pilot Score) <i>**To Be Completed by Evaluation Team**</i>			/60