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Title - Sujet RFI for RCN ISTAR UAS project	
Solicitation No. - N° de l'invitation W8472-175664/A	Date 2017-02-16
Client Reference No. - N° de référence du client W8472-175664	GETS Ref. No. - N° de réf. de SEAG PW-\$\$\$QD-037-26189
File No. - N° de dossier 037qd.W8472-175664	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2017-04-18	
Time Zone Fuseau horaire Eastern Standard Time EST	
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: Lee, Inwon	Buyer Id - Id de l'acheteur 037qd
Telephone No. - N° de téléphone (819) 420-0232 ()	FAX No. - N° de FAX () -
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REQUEST FOR INFORMATION

FOR

ROYAL CANADIAN NAVY INTELLIGENCE, SURVEILLANCE, TARGET ACQUISITION AND RECONNAISSANCE UNMANNED AIRCRAFT SYSTEM PROJECT

1. Purpose and Nature of the Request for Information

Public Services and Procurement Canada (PSPC) is requesting Industry feedback regarding Unmanned Aircraft Systems (UAS) for the Government of Canada for use by the Royal Canadian Navy (RCN).

The objectives of this Request for Information (RFI) are to:

- a. collect information regarding the technical feasibility of the requirements as published in this RFI;
- b. seek industry feedback to solidify the DND requirements;
- c. seek industry feedback on economic leveraging opportunities;
- d. seek costing information from industry for budgetary purposes; and
- e. engage potential respondents and answer their questions, as necessary.

Canada would like to engage industry and seek feedback on technical documents that are published via this RFI, as this will facilitate formalizing the Request for Proposal (RFP) process. An Industry Day/s is being organized for this project that will be held in the National Capital Region. Canada may consider the information gathered, during the Industry Day/s, for the improvement of the technical documents and the RFP process. There will be a plenary session to kick-off the Industry Day followed by one-on-one meetings with the interested suppliers.

The Defence Procurement Strategy (DPS) applies to the RCN ISTAR UAS Project. As part of the DPS, Canada is seeking information on potential economic leveraging opportunities for the RCN ISTAR UAS Project. Respondents should be aware that any contracts entered into as a result of any subsequent request for proposals that may follow this RFI may contain socio-economic benefit requirements, which may include the Industrial and Technological Benefits (ITB) Policy. Please refer to ANNEX A –Industrial and Technological Benefits and value Proposition attached herewith.

Under the ITB Policy, companies awarded defence procurement contracts are required to undertake business activities in Canada, equal to the value of the contract. In addition, a core element of the ITB Policy is a rated and weighted Value Proposition. Further information regarding the ITB Policy can be found at <http://www.ic.gc.ca/eic/site/086.nsf/eng/home>

This RFI is neither a call for tender nor a RFP. No agreement or contract will be entered into based on this RFI. The issuance of this RFI is not to be considered in any way a commitment by the Government of Canada, nor as authority to potential respondents to undertake any work that could be charged to



Canada. This RFI is not to be considered as a commitment to issue a subsequent solicitation or award contract(s) for the work described herein.

Although the information collected may be provided as commercial-in-confidence (and, if identified as such, will be treated accordingly by Canada), Canada may use the information to assist in drafting performance specifications (which are subject to change) and for budgetary purposes.

Respondents are encouraged to identify, in the information they share with Canada, any information that they feel is proprietary, third party or personal information. Please note that Canada may be obligated by law (e.g. in response to a request under the Access of Information and Privacy Act) to disclose proprietary or commercially-sensitive information concerning a respondent (for more information: <http://laws-lois.justice.gc.ca/eng/acts/a-1/>).

Respondents are asked to identify if their response, or any part of their response, is subject to the Controlled Goods Regulations.

Participation in this RFI is encouraged, but is not mandatory. There will be no short-listing of potential suppliers for the purposes of undertaking any future work as a result of this RFI. Similarly, participation in this RFI is not a condition or prerequisite for the participation in any potential subsequent solicitation.

Respondents will not be reimbursed for any cost incurred by participating in this RFI.

The RFI closing date published herein is not the deadline for comments or input. Comments and input will be accepted any time up to the time when/if a follow-on solicitation is published.

2. Background

The Royal Canadian Navy (RCN) requires an alternate airborne platform that can be operated from a Halifax-class frigate in order to provide near real-time, over the horizon Intelligence, Surveillance, Target Acquisition, and Reconnaissance (ISTAR) information that will enhance its Situational Awareness out to the ship's effective weapon engagement range in order to generate an operational advantage for commanders without compromising the safety of the frigate or Maritime Helicopter and their crews in support of operations up to and including multi-threat warfare.

This capability will be operated from a Halifax-class frigate at sea around the world. To meet this requirement, the Department of National Defence (DND) may lease the equipment, lease the equipment with services, procure the equipment, and/or acquire in-service support for the procured equipment.

As described in the Defence Acquisition Guide 2016, (<http://www.forces.gc.ca/en/business-defence-acquisition-guide-2016/naval-systems-907.page>), the RCN ISTAR UAS project is in the Options Analysis (OA) phase and wishes to open a more formal chain of discussion with industry to assist in developing the business case analysis. In order to support this requirement with an initial operating capability (IOC) planned for the year 2022, the Government of Canada (GoC) has created a cross departmental project team to support this planned capability.



3. Potential Scope of Work and Constraints

The potential scope of work would be met by delivering a combination of equipment and services for the purpose of establishing the required operational UAS and its sustainable maintenance system.

The design restrictions and constraints for the RCN ISTAR UAS Project are described in Annex B, RCN Technical and Operational Draft Requirements.

4. Legislation, Trade Agreements, and Government Policies

The following indicative of some of the legislation, trade agreements and government policies that could impact any follow-on solicitation(s):

- a. Agreement on Internal Trade (AIT)
- b. Defence Production Act
- c. Defence Procurement Strategy (DPS)
- d. Industrial and Technological Benefits Policy (ITB)
- e. Controlled Goods Program (CGP)
- f. Federal Contractors Program for Employment Equity (FCP-EE)

5. Schedule

In providing responses, the following schedule should be utilized as a baseline:

- RFI Released: As specified on the main page of this document;
- Industry Engagement including Industry Day and potential One-on-One Sessions: March 23rd and 24th, 2017;
- RFI Closing: April 18th, 2017
- Potential Draft Request for Proposal (RFP) issued: 2020; and
- Contract Award: 2021

Canada may modify the above timeline anytime as necessary.

6. Important Notes to Respondents

Interested Respondents may submit their responses to the PSPC Contracting Authority, identified below, preferably via email:

Inwon Lee

Contracting Authority
 Public Services and Procurement Canada (PSPC)
 Acquisitions Branch, Land and Aerospace Equipment Procurement and Support Sector
 Place du Portage, Phase III, 8C2
 Gatineau, Québec K1A 0S5 Canada

Telephone: 819-420-0232
 Facsimile: 819-953-4510
 e-mail: inwon.lee@tpsgc-pwgsc.gc.ca



A point of contact for the Respondent should be included in the package.

Changes to this RFI may occur and will be advertised on the Government Electronic Tendering System (GETS). Canada asks Respondents to visit Buyandsell.gc.ca regularly to check for changes, if any.

7. Upcoming Engagement Sessions

Interested respondents will have the opportunity to participate in the Industry Day and One-to-One Sessions with the government officials from March 23 to March 24, 2017. The purpose of these sessions is not only to provide interested participants with the opportunity to obtain further information about the RCN ISTAR UAS Project and its specific requirements but for Canada to hear from participants.

To register for the Industry Day, please email Contracting Authority at the email address provided above before March 17, 2017 14.00 hrs.

Non-attendance at the industry day will not preclude any supplier from bidding on this requirement should follow-on solicitation/s be issued.

8. Closing date for the RFI

Responses to this RFI are to be submitted to the PSPC Contracting Authority identified above, on or before April 18, 2017 - 14.00 Hrs.

Respondents should present their responses in MS Word and/or Excel format as they deem fit. Please ensure the requested costing information is contained in Annex C provided herewith.



ANNEX A

INDUSTRIAL AND TECHNOLOGICAL BENEFITS AND VALUE PROPOSITION

Canada is requesting that industry provide information regarding Canadian capabilities, export potential, R&D activities, and industrial opportunities to help Canada develop leveraging approaches for procurements that may occur as a result of this RFI.

For each RFI element your company responds to, please provide responses to the following questions:

1. To what extent would economic opportunities be affected (negatively or positively) should the Government consider bundling some of its requirements? Which requirements would you recommend be bundled or unbundled to obtain maximum economic benefits?
2. Where do you see economic opportunities for your company to undertake work directly in Canada related to the requirement?
3. Where do you see economic opportunities for your company in undertaking work with Canadian companies:
 - a. Directly related to the requirement (please list)
 - b. in other areas (please elaborate)
4. Are these opportunities already established in Canada or do these areas require investment?
5. What R&D activities related to the requirement do you anticipate undertaking?
 - a. Directly related to the requirement?
 - b. in other areas?
6. Are there any export opportunities related to the requirement that could be leveraged?
 - a. Directly related to the requirement?
 - b. in other areas?
7. Are there any other areas of priority that should be considered for leveraging



ANNEX B

ROYAL CANADIAN NAVY TECHNICAL AND OPERATIONAL DRAFT REQUIREMENTS

1. To help guide respondents and ensure the Unmanned Aircraft System (UAS) being discussed is applicable for the RCN operations; suppliers of a complete UAS that is currently at Technical Readiness Level 8¹ (TRL 8) are encouraged to respond to this RFI, noting that the UAS will be employed onboard a *Halifax*-class warship that is expected to operate around the world away from direct support for extended periods of time. It is also worthy to note that the RCN ISTAR UAS project will focus procurement on a TRL 9 system that has already been proven in a theatre of operations, that is technically airworthy, and has an already established supply chain and maintenance schedule.

2. For the purpose of the formal (written) response to this RFI, the requirement relates to a complete UAS, the components of which include one or more unmanned aircraft, the supporting network and all equipment necessary to operate the unmanned aircraft. UAS` s typically consists of the five following components:
 - a. Unmanned Aircraft (UA) – the frame and integrated equipment (propulsion, fuel, navigation and communications equipment);
 - b. Payloads – internal or external mission-specific sensors and modules;
 - c. Ground Control Station (GCS) – the operating center from which the UA is controlled, handles multiple mission aspects such as mission planning, command and control (C2), payload control and communications. The UAS operator is physically located at the GCS;
 - d. Communications (data link system) – the electronic link (including multiple antennae and associated equipment) between the Control Station and the UA, used to send control commands as well as receive status information and sensor products from the UA; and
 - e. Support Element – includes all of the equipment required to deploy, transport, maintain, store, launch and recover the UA.

3. The inherent operational advantage of employing the UAS will be its suitability to stand-off at some distance if required and perform tasks within hostile environments. The absence of an on-board crew makes missions in a hostile environment more viable than with a manned aircraft. The primary employment for the UAS will be to conduct both Maritime and Joint ISTAR missions. These

¹ The UAS has been completed and flight qualified through test and demonstration in its final form under expected conditions.



operations, particularly in the littorals², will be characterized by extensive Intelligence Preparation of the Operational Environment (IPOE), in which maritime forces will play a major role, contributing toward the strategic insight, operational anticipation and tactical awareness of the joint force as a whole. The UAS will enhance the *Halifax*-class frigate's ability to conduct sustained, extended, concealed Over The Horizon (OTH) surveillance, targeting, and intelligence gathering operations required to locate, identify and interdict Contacts of Interest (COI) or similar effects in support of forces in open ocean or the littorals.

4. Noting that an embarked Maritime Helicopter on a typical six (6) month deployment would fly approximately 500 hours, while operating a 12 hour deck cycle; it would not be unreasonable to consider that the UAS could fly closer to 1000 hours in that same period. This would provide the host warship with a UAS that could fly up to 12 hours every other day (or iterations thereof). Integrating the UAS into the deck cycle of the Maritime Helicopter and accounting for maintenance and crew rest periods, this combination would provide a more persistent Over The Horizon (OTH) ISTAR capability to the *Halifax*-class Frigate.
5. As there is limited real-estate aboard the *Halifax*-class frigate, both above and between decks, the UAS must be able to operate within the current ships design and infrastructure. The embarked UAS must ensure that its launch and recovery has minimal interference with the deck cycle of the embarked Maritime Helicopter, therefore the requirement is for a UAS that does not require any launch and recovery apparatus, as this will interfere with flight deck operations when not in use. Figure 1 below depicts the flight deck of the *Halifax*-class ship which measures approximately 22 metres in length and 13.5 metres in width. Figure 2 below depicts the expected space allocation that will be made available for both storage and maintenance of the UAS.

² In military operations, a coastal region consisting of the coastal sea areas and that portion of the land that is susceptible to influence or support from the sea.

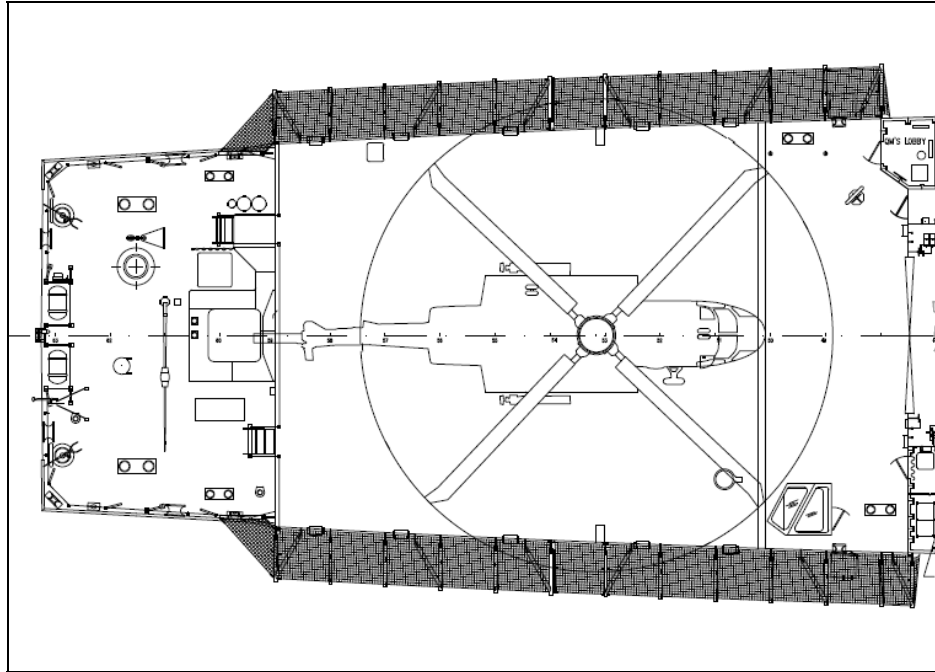


Figure 1: *Halifax*-class Flight Deck

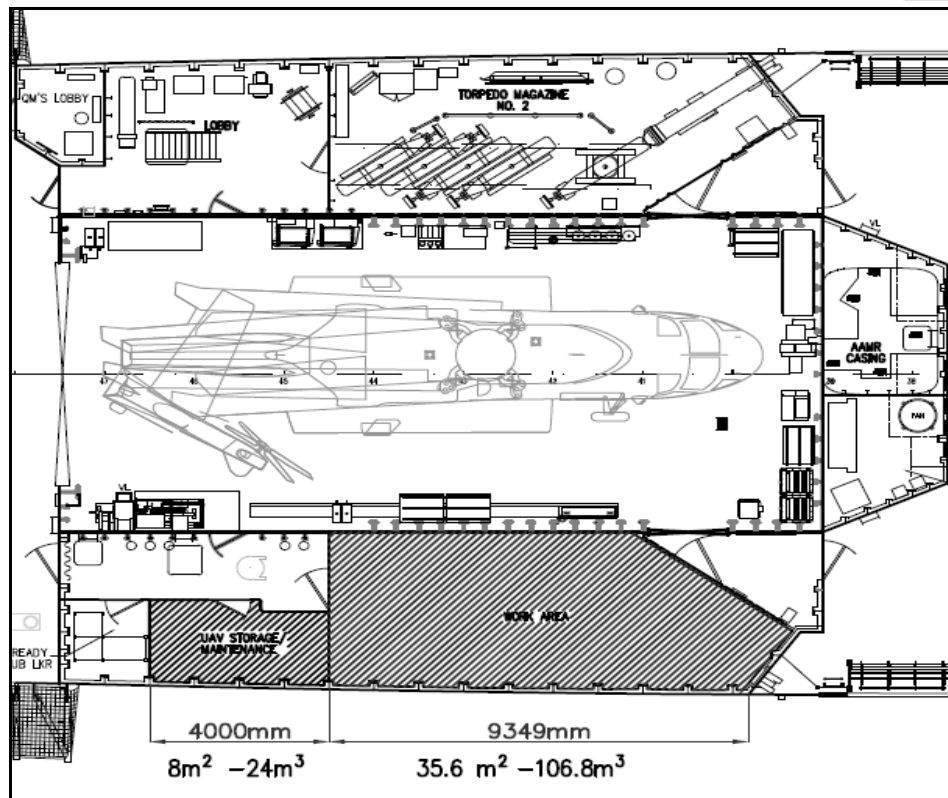


Figure 2: Expected space allocation onboard Halifax-class ship

6. In support of Force Generation (FG) and training activities to Force Employment (FE) single ship operations, or as part of a Task Group (TG), either deployed or in domestic theatres of operation, the RCN plans to acquire and sustain a yet to be determined number of UAS's which will have the notional level of capabilities as described below:
 - a. The UAS must have a minimum of six (6) hour endurance in order to meet a minimum of 3.5 hour on station time, a minimum of 50 NM from the host ship while fitted with a core payload, while operating at 50kts.
 - b. The UAS must operate in challenging maritime conditions, which include up to sea state 4, headwinds of 25 knots with crosswinds of 10 knots and gusts up to 40 knots, temperatures ranging from -30 to +40 Celsius and rainfall of up to 4mm per hour.
 - c. The UAS must remotely operate Beyond Visual Line of Sight (BVLOS), extending a ships current sensor range beyond 50nm, in order to effectively perform ISTAR related tasks at a tactically relevant range.



- d. The UAS must have a core set of payloads installed at all times to include EO/IR, maritime radar, AIS, and an IFF Transponder, and the UAS must be able to add additional mission specific payloads to support the ISTAR mission of the day.
- e. In order to seamlessly integrate with other shipborne activities and evolutions in such a way that its employment does not hamper flight deck operations outside of a 30 minute launch and recovery window, the UAS must be a vertical take-off and landing (VTOL) or rotary wing capability.
- f. In order to enhance operations, the UAS must be able to transfer multi-stream near real-time sensor data to other ships at sea and be interoperable within DND, with Other Government Departments and Agencies, and our Allies.



ANNEX C

RESPONSE INSTRUCTIONS

This RFI is aimed at engaging industry to refine the RCN ISTAR UAS project requirements, as well as confirming the cost estimates, schedule and defining any risk elements associated with fielding an operationally suitable and effective UAS to the *Halifax*-class frigate. Respondents are encouraged to be innovative in their proposed method(s) of capability delivery and support options.

To facilitate the review of responses to this RFI, respondents are strongly encouraged to follow the response format described below and complete the cost table template. Furthermore, respondents may include any additional information they believe to be relevant to the RFI.

RESPONSE FORMAT

1. EXECUTIVE SUMMARY

- a. Respondents are requested to provide a high level description of their UAS capability and their experience with manufacturing and developing a NATO Class I or Class II UAS. This should also include how they propose to meet the project requirements in terms of program management, technical solution, maintenance concept, costs, security and Industrial and Technological Benefits (ITB).

2. MANAGEMENT APPROACH

- a. Respondents are requested to identify any companies that will be involved in providing the capability, their core competencies and experience, and the specific functions for which they will be responsible.
- b. Respondents are requested to describe how each company will accomplish specific functions in terms of program management, engineering, manufacturing, repair and overhaul, test and evaluation.
- c. Respondents are requested to describe their proposed maintenance concept with sufficient details to identify who (contractors or military personnel) will conduct the broad maintenance tasks (scheduled maintenance, unscheduled maintenance, UAS pre-flight preparation, UAS shutdown, etc.).
- d. Respondents are requested to provide the earliest date they can deliver a system following contract award and a schedule for follow on deliveries including any production/delivery constraints.



3. TECHNICAL APPROACH

- a. Respondents are requested to provide a description of the proposed UAS, including UA performance specifications, any sub-systems, payloads, ship components, ship support and logistical elements.
- b. Respondents are requested to describe any payloads and/or sub-system elements that will be integrated in order to meet the requirements in Annex B, and also identify any additional payloads that have been integrated.
- c. Respondents are requested to provide a description of the Airworthiness Certification methodology and previously obtained regulatory approvals from airworthiness authorities for the system being described in the response. Respondents are requested to identify any additional engineering services and testing required to achieve airworthiness certification necessary to operate in segregated airspace and/or uncontrolled airspace over international waters under International Civil Aviation Organization (ICAO) "Due Regard" procedures.
- d. Respondents are requested to describe their approach to meeting the minimum requirements outlined in Annex B.
- e. Respondents are requested to describe their recommended UAS configuration (quantity of AV and onboard spares) to achieve the requirements described in Annex B paragraph 4.

4. TECHNICAL CHALLENGES

- a. Respondents are requested to describe their recommended approach for providing high-bandwidth, Beyond Visual Line of Sight (BVLOS) communications to allow operations with a ship at sea out to a minimum of 50nm and also out to the maximum range of your UAS.
- b. Respondents are requested to describe how the control station communicates with the air vehicle, to include the data link used including waveform, operational frequency band, analog or digital, and encryption capabilities. Also include what the data link range is in relation to operating altitudes, out to 150nm from the ship (i.e. inside 25nm, 25nm, 50nm, 100nm and 150nm).
- c. Respondents are requested to describe how the UAS, in its current configuration, would be operated from a maritime platform and how many people would be required to both operate and maintain the UAS while deployed on a 6 month deployment.
- d. Respondents are requested to describe the UAS's repair/overhaul methodology (e.g. onboard repairs/routine maintenance performed on a ship during a 6 month deployment and the OEM major overhaul schedule).



- e. Respondents are requested to describe how, if capable, your system would conduct simultaneous air vehicle operations.
- f. Respondents are requested to describe which software operating system the UAS uses and any storage facilities for the associated data, including any associated STANAG compliances.

5. Other Challenges

- a. Respondents are requested to describe what is the anticipated process to address controls or restrictions if the solution you propose includes any equipment, software or information that may be subject to foreign export controls or restrictions, including US International Traffic in Arms Regulations (ITAR).
- b. Respondents are requested to describe requirements identified in Annex B which you anticipate as being challenging, significant cost-drivers, or not being able to meet.
- c. Respondents are requested to describe the life expectancy for their system in a maritime environment and their recommended approach to maintaining life expectancy.
- d. Respondents are requested to describe the space requirements for storage and maintenance of the UAS when not in use. This should also include a description of the assembly required to ready the air vehicle from its stored state to launch, including associated timelines.
- e. Respondents are requested to describe the security features of the UAS (e.g. encrypted data link, memory storage and susceptibility to jamming/hacking).

6. INTEGRATED LOGISTICS SUPPORT

- a. Respondents are requested to describe any other ancillary equipment that is not included as part of the system configuration, such as special tools and test equipment.
- b. Respondents are requested to describe the status (either in draft or complete) of any existing operational and maintenance publications/manuals.
- c. Respondents are requested to describe your recommended two (2) year spares requirements for a UAS.
- d. Respondents are requested to describe your recommendation for the UAS's facility and infrastructure requirements at a shore support facility or training location.
- e. Respondents are requested to describe the existing training curriculum (course type, classes, devices, duration, training location and any certification requirement timelines).



- f. Respondents are requested to describe any other system features that the UAS has that are unique and stand out from other system platforms.

7. **SECURITY**

Respondents are requested to describe their companies' ability to support industrial and contract security, supply chain security, personnel security, physical security, airworthiness security, and information technology security.

8. **COST**

To facilitate analysis of the responses, respondents are requested to identify the costs of their proposed solution using the format presented in the cost table at Appendix 1 to Annex C. In your response, if the cost associated with a specific element in the template is already embedded into another line item, clearly indicate so in your response.

9. **APPENDIX 1 TO ANNEX C, COST TABLE AMPLIFICATION**

a. **Unmanned Aircraft System**

- i. Costs for both acquisition and the lease of one (1) complete UAS, along with the acquisition and lease of six (6) and twelve (12) complete UAS, this includes your recommended number of Air Vehicles, associated payloads (either one set per aircraft or as per your recommendations to meet the requirements outlined in Annex B), the GCS and associated communications equipment, and any support equipment.
- ii. Cost of one (1) fixed Ground Control Station including all associated equipment that would be fitted onboard a Halifax-class frigate to enable hub and spoke operations or a fitted for but not with concept.
- iii. Cost of an additional Air Vehicle, including core payloads.
- iv. Cost and description of any other payloads recommended by the respondents.

b. **Field Service Representatives (FSR)** The respondent is to include the costs to provide FSRs to undertake the operations and/or maintenance that would normally be performed by Canadian Armed Forces (CAF) / DND personnel, in the following areas:

- i. Domestic Force Generation and training activities;
- ii. Domestic Operations deployed on a ship; and
- iii. International Operations deployed on a ship.



c. Contract Services

- i. Project Management, which includes project management fees and engineering support costs to conduct systems integration and qualification testing of the UAS.
- ii. Airworthiness Management, which includes all related management fees and engineering support costs to assist in the DND airworthiness certification process.
- iii. Security Management, which includes all related management fees and engineering support costs to assist in the DND security certification process necessary to integrate with information networks and databases, including classified information systems up to Level 2 (Secret) compartmented.
- iv. Industrial and Technological Benefits (ITB) Management, which includes all related costs to establish, manage and sustain the Industrial and Technological Benefits policy to Canada.
- v. Technical Data, which includes all related costs to acquire the level of technical data necessary to support the acquisition and sustainment concept proposed by the Respondent.
- vi. Intellectual Property Rights, which includes all related costs to acquire the level of Intellectual Property Rights necessary to support the acquisition and sustainment concept proposed by the Respondent.

d. Integrated Logistics Support

- i. Cost for any other ancillary equipment that is not included as part of the system configuration, such as special tools and test equipment.
- ii. Cost for operational and maintenance publications/manuals that are not covered under the technical data contract services above.
- iii. Cost for spares that would be required onboard a deployed ship to cover the 1,000 flight-hours during a typical 6-month deployment.
- iv. Cost for 2 years' worth of spares to support the purchase of one (1) UAS.
- v. Cost for 2 years' worth of spares to support the purchase of six (6) UAS.
- vi. Cost for 2 years' worth of spares to support the purchase of twelve (12) UAS.
- vii. Cost for any additional flight hour that has not been covered previously in this table, also provide a detailed description of those costs in the Respondent feedback.



e. Training

- i. The cost associated with initial cadre training of Air Vehicle Operators, at the Respondents facilities prior to system delivery.
- ii. The cost associated with initial cadre training of Payload Operators at the Respondents facilities prior to system delivery.
- iii. The cost associated with initial cadre training of Maintainers at the Respondents facilities prior to system delivery.

f. In-Service Support Costs

- i. Estimated costs to support the UAS through to its expected end of life as you have described in Annex C.5.c.



Appendix 1 to ANNEX C

Cost Table

UAS Estimated Costs			
Unmanned Aircraft System		Buy	Lease
9.a.i	Quantity 1 Unmanned Aircraft System	\$	\$
9.a.i	Quantity 6 Unmanned Aircraft Systems	\$	\$
9.a.i	Quantity 12 Unmanned Aircraft Systems	\$	\$
9.a.ii	Ground Control Station	\$	\$
9.a.iii	Additional Air Vehicle including core payloads	\$	\$
9.a.iv	Additional Payload	\$	\$
9.a.iv	Additional Payload(s)	\$	\$
Contractor - Field Service Representatives			
9.b.i	Domestic Force Generation activities	\$ per hour	\$ per hour
9.b.ii	Domestic Operations deployed on a ship	\$ per hour	\$ per hour
9.b.iii	International Deployed Operations	\$ per hour	\$ per hour
Contract Services			
9.c.i	Project Management	\$	\$
9.c.ii	Airworthiness Management	\$	\$
9.c.iii	Security Management	\$	\$
9.c.iv	ITB Management	\$	\$
9.c.v	Technical Data	\$	\$
9.c.vi	Intellectual Property Rights	\$	\$
Integrated Logistics Support			
9.d.i	Special tools and test equipment	\$	\$
9.d.ii	Publications and Manuals	\$	\$
9.d.iii	Spare parts based on a 6 month deployment	\$	\$
9.d.iv	2 Years' worth of spare parts for 1 UAS	\$	\$
9.d.v	2 Years' worth of spare parts for 6 UAS	\$	\$
9.d.vi	2 Years' worth of spare parts for 12 UAS	\$	\$
			\$
			\$
			\$



9.d.vii	Any additional cost per flight hour	\$	\$
Training			
9.e.i	Air Vehicle Operators	\$	\$
9.e.ii	Payload Operators	\$	\$
9.e.iii	Maintainers	\$	\$
In Service Support Costs			
9.f.i	Estimated costs to support the UAS through to its end of life as you have described in Para 5.c of Annex C	\$	\$
			\$
			\$