



**SOLICITATION AMENDMENT: /  
MODIFICATION DE L'INVITATION:**

The referenced document is hereby revised unless otherwise indicated, all other terms and conditions of the Solicitation remain the same.

Ce document est par la présente révisé; sauf indication contraire, les modalités de l'invitation demeurent les mêmes.

**Comments – Commentaires**

**RETURN BIDS TO:  
RETOURNER LES SOUMISSIONS À:**

Email / Courriel: [Sara.Gould@tc.gc.ca](mailto:Sara.Gould@tc.gc.ca)

<p><b>Solicitation Closes – L'invitation prend fin</b></p> <p><b>At – À:</b> 2:00 PM – 14:00</p> <p><b>On – le:</b> November 17, 2023 – 17 novembre 2023</p> <p><b>Time Zone – Fuseau Horaire:</b>  Eastern Standard Time – Heure normale de l'Est</p>
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<b>Title – Sujet</b>		<b>Amendment No. – No. modification</b>
Air Right Touch Solution (ART) Project – Project des solutions de faible niveau d'intervention dans le mode aérien		#004
<b>Solicitation No. – N° de l'invitation</b>	<b>Date of Amendment – Date de modification</b>	
T8080-230288	November 06, 2023 – 06 novembre 2023	

<b>Address inquiries to – Adresser toute demande de renseignements à :</b>	
E-mail / Courriel : <a href="mailto:Sara.Gould@tc.gc.ca">Sara.Gould@tc.gc.ca</a>	
<b>Destination – of Goods, Services, and Construction: Destination – des biens, services et construction</b>	
See herein- voir aux présentes	
<b>Delivery required – Livraison exigée</b>	<b>Delivery offered – Livraison proposée</b>
See Herein – Voir aux présentes	See Herein – Voir aux présentes
<b>Vendor / Firm Name and Address - Raison sociale et l'adresse du fournisseur/de l'entrepreneur</b>	
<b>Telephone No. - N° de téléphone</b>	
<b>E-mail - Courriel</b>	
<b>Name and title of person authorized to sign on behalf of Vendor/firm (type or print) Nom et titre de la personne autorisée à signer au nom du fournisseur/de l'entrepreneur ( taper ou écrire en caractères d'imprimerie)</b>	
<b>Name – Nom</b>	<b>Title - Titre</b>
<b>Signature</b>	<b>Date</b>



**THIS SOLICITATION AMENDMENT IS RAISED TO:**

1. Provide clarification and answers to questions from potential suppliers.

**THIS SOLICITATION IS HEREBY AMENDED AS FOLLOWS:**

1. Questions and answers:

<b>Question 1</b>	International Air Transport Association (IATA) sets global standards for airline safety, security, efficiency, and sustainability. It covers standards for boarding passes, bag tags, and passenger name records, among others. Does Transport Canada have any direction in this matter?
<b>Answer 1</b>	The RFI does not contain a detailed list of requirements but rather would serve for industry to demonstrate how they may achieve the high-level outcomes detailed within the RFI. As per section 3.2.2 of the RFI respondents are asked to identify any industry standards that an eventual solution would need to comply with. TC is asking through the RFI for vendors to propose best practices based on experience within this industry. The vendors response should include best practices and standards with data integration amongst various systems and organizations, as well as identify areas of concern or difficulty that TC may need to consider in its approach.
<b>Question 2</b>	International Air Transport Association (IATA) has very specific rules about baggage tagging, including the use of Bar-Coded Boarding Passes (BCBP) and Radio Frequency Identification (RFID). A new system would have to be compliant with these existing technologies and standards, or risk creating bottlenecks and operational inefficiencies. Has Transport Canada investigated this requirement, what might Transport Canada propose to support interfacing with baggage tag issuing devices?
<b>Answer 2</b>	Refer to Answer 1, Amendment 004
<b>Question 3</b>	Check-in Systems often adhere to the International Air Transport Association (IATA) standard called CUSS (Common Use Self-Service), which allows multiple airlines to share the same kiosk hardware. Is there any proposed approach from Transport Canada?
<b>Answer 3</b>	Refer to Answer 1, Amendment 004
<b>Question 4</b>	International Air Transport Association (IATA) has its own guidelines concerning the security of data exchanged within its networks. The RFI does not explicitly mention adherence to these or similar international security standards. What is expected from the supplier on this matter?
<b>Answer 4</b>	Refer to Answer 1, Amendment 004
<b>Question 5</b>	Airlines worldwide use a system known as Electronic Data Interchange for Administration, Commerce and Transport (EDIFACT) for transactions. Any new system must be compatible with EDIFACT standards for smooth data transactions between airlines, airports, and other involved agencies. There are no mentions or guidelines in the published RFI, can Transport Canada elaborate on the subject?
<b>Answer 5</b>	Refer to Answer 1, Amendment 004
<b>Question 6</b>	International Air Transport Association (IATA) One ID Initiative aims for a paperless experience using biometric recognition. Should the suppliers align with such initiatives for futureproofing and ensuring interoperability?
<b>Answer 6</b>	Refer to Answer 1, Amendment 004





<b>Question 7</b>	International Civil Aviation Organization (ICAO) and other Regulatory Bodies besides International Air Transport Association (IATA) set standards that impact various aspects of air travel. Are there any considerations or opinions Transport Canada may have on the matter?
<b>Answer 7</b>	Refer to Answer 1, Amendment 004
<b>Question 8</b>	Non-Airline Entities, Airports themselves, border control, and even ground transportation services at airports might have specific requirements that need to be considered. Can Transport Canada provide a detailed set of requirements and entities that may need to be considered in this area?
<b>Answer 8</b>	Refer to Answer 1, Amendment 004
<b>Question 9</b>	Integration Challenges: Introducing new systems without considering these internationally recognized standards and protocols may lead to integration challenges. These would require substantial financial and time investments for adapting existing infrastructure. What are the provisions that Transport Canada propose for dealing with such challenges?
<b>Answer 9</b>	Refer to Answer 1, Amendment 004
<b>Question 10</b>	What does TC mean when it specifies a requirement for "Workflow/Process Management?" Does this mean that the solution can be customized or altered in some fashion (such as altering configuration files and API calls) or does it mean something as advanced as a user interface for dynamically rearranging the order of processes? Or does it mean tools and user interfaces for managing the processes once they are up and running?
<b>Answer 10</b>	The requirement around "Workflow/Process Management" would at a minimum provide tools to manage the processes once they are up and running, including provide volumetric and performance metrics, and error logging to help troubleshoot any system issues.

**ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME.**