

**RETURN BIDS TO:**  
**RETOURNER LES SOUMISSIONS À:**  
**Bid Receiving - PWGSC / Réception des soumissions -**  
**TPSGC**  
**11 Laurier St./11, rue Laurier**  
**Place du Portage, Phase III**  
**Core 0A1 / Noyau 0A1**  
**Gatineau**  
**Québec**  
**K1A 0S5**  
**Bid Fax: (819) 997-9776**

**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**

**Vendor/Firm Name and Address**  
**Raison sociale et adresse du**  
**fournisseur/de l'entrepreneur**

**Issuing Office - Bureau de distribution**  
Special Projects/Projets Spéciaux  
11 Laurier St./11, rue Laurier  
Place du Portage/, Phase III  
Floor 10C1/Étage 10C1  
Gatineau  
Québec  
K1A 0S5

<b>Title - Sujet</b> HELICOPTER CHARTER SERVICES		
<b>Solicitation No. - N° de l'invitation</b> 23239-130579/A		<b>Amendment No. - N° modif.</b> 003
<b>Client Reference No. - N° de référence du client</b> 23239-130579		<b>Date</b> 2013-03-22
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$ZL-105-25554		
<b>File No. - N° de dossier</b> 105zl.23239-130579	<b>CCC No./N° CCC - FMS No./N° VME</b>	
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2013-04-02</b>		<b>Time Zone</b> <b>Fuseau horaire</b> Eastern Standard Time EST
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>		
<b>Address Enquiries to: - Adresser toutes questions à:</b> Ruest, Stéfan		<b>Buyer Id - Id de l'acheteur</b> 105zl
<b>Telephone No. - N° de téléphone</b> (819) 956-5848 ( )		<b>FAX No. - N° de FAX</b> (819) 956-2675
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>		

**Instructions: See Herein**

**Instructions: Voir aux présentes**

<b>Delivery Required - Livraison exigée</b>	<b>Delivery Offered - Livraison proposée</b>
<b>Vendor/Firm Name and Address</b> <b>Raison sociale et adresse du fournisseur/de l'entrepreneur</b>	
<b>Telephone No. - N° de téléphone</b> <b>Facsimile No. - N° de télécopieur</b>	
<b>Name and title of person authorized to sign on behalf of Vendor/Firm</b> <b>(type or print)</b> <b>Nom et titre de la personne autorisée à signer au nom du fournisseur/</b> <b>de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

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**This Amendment is raised to address received questions/provide updates:**

**Question # 1:**

Are bidders required to supply all the aircraft as written to meet the contract period requirements or, will Canada accept offers to supply only certain types of aircraft as requested in this solicitation.

**Answer # 1:**

We expect all aircraft as written, to meet the contract period requirements.

**Question # 2:**

I have a question regarding clause #6.1 a), Invoicing Instructions. It states "Invoices cannot be submitted until all work identified in the invoices is completed." Since the one year bid solicitation is valid until March 2014, can you confirm for me that we will be able to submit invoices for flights on a monthly basis (30 days) throughout the year?

**Answer # 2:**

Monthly invoices are applicable.

**Question # 3:**

You are asking for an IFR equipped (instrument flight rating-equipped) helicopter, but what about the pilot's qualifications? Nothing is said about this.

In this case, the pilot does not have the qualifications to properly use this type of instrument on a helicopter, giving rise to my question as to the need to provide that type of equipment with the aircraft in regard to this bid solicitation.

**Answer # 3:**

One GPS and an adaquet backup system approved by the Project Authority for navigation will be required.

As such under article 7.4

delete:

The Contractor must provide helicopters equipped with:

- a) one Radio Navigation System; e.g. Non-Directional Beacon (NDB), VHF Omnidirectional Range (VOR), Distance Measuring Equipment (DME), VHF Omnidirectional Range and Tactical Air Navigation (VORTAC);
- b) one GPS system i.e. Trimble Trans Pack or equivalent;
- c) one ELT or Emergency Locator Transmitter;
- d) Other Standard Safety, survival gear and emergency equipment as required by Transport Canada Regulations and the Canadian Aircraft Regulations i.e. CAR 602.61; and
- e) Iridium based Flight Following and telephone/intercom system installed compatible with

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Skytrac /Skyweb systems including with third party authorization for Polar Shelf to flight follow while conducting operations for PCSP.

insert:

The Contractor must provide helicopters equipped with:

- a) one GPS system i.e. Trimble Trans Pack or equivalent; and an adequate backup approved by the project authority
- b) one ELT or Emergency Locator Transmitter;
- c) Other Standard Safety, survival gear and emergency equipment as required by Transport Canada Regulations and the Canadian Aircraft Regulations i.e. CAR 602.61; and
- d) Iridium based Flight Following and telephone/intercom system installed compatible with Skytrac /Skyweb systems including with third party authorization for Polar Shelf to flight follow while conducting operations for PCSP.

Question # 4:

23239-130579/A has one helicopter required with fixed floats and skid gear. This means we have to ship the fixed gear up by air freight. The cost is substantial and will require a destination. Please provide.

Answer # 4:

The gear can be shipped to Resolute Bay, NU where facility and infrastructure exists to store and change gear on aircraft as required.

Question # 5:

This requirement also favors incumbents who can leave their extra gear in the north and they do not have to face this cost.

Answer # 5:

During the period of this contract PCSP has a facility in Resolute Bay that this equipment can be stored at no cost. Other locations will require the contractor to make own arrangements should they wish to leave gear at other locations in the Arctic.

Question # 6:

Incumbents also have more knowledge of how many days and where they will have to pay for room and board. The information provided is not sufficient to generate an accurate cost, so almost all the days helicopter is in the north will require substantial reserves for crew room and board.

Answer # 6:

We will reimburse for actual expenses incurred. It is reasonable that where operator supplies room and board they will be reimbursed for expense's. We understand the costs and would expect that if the company bids, they have the ability to cover these costs in advance with the knowledge that these costs are recoverable.

**Question # 7:**

All of the costs have to be rolled into the hourly rate so the risks are all on the supplier and we have to spread the costs over the minimum hours quoted not projected since this has not proven out in the past. The fair way would be to ask for daily and hourly rates with the information accurately supplied of camp vs operator supplied room and board.

**Answer # 7:**

We will reimburse for actual expenses incurred. It is reasonable that where operator supplies room and board they will be reimbursed for expense's.

Under Attachement 1 to Part 3 Pricing Schedule

delete:

**A - Travel and Living Expenses – When Stationed at Base of Operation(s)**

When the Contractor's personnel are stationed at the Base of Operation(s) as stated in Annex A - Statement of Work, article 3, the Contractor must:

- a) be responsible for the provision and cost of all ground transportation, accommodations and meals.

Note:

- 1) The above includes the Contract period in addition to any recall or extension periods inclusively.

**B - Travel and Living Expenses – When Stationed Away from Base of Operation(s)**

When the Contractor's personnel are stationed away from the Base of Operation(s) as stated in Annex A - Statement of Work, article 3, the Contractor must:

- a) be responsible for the provision and cost of all ground transportation, accommodations and meals that are not provided by the Charterer.

Note:

- 1) The above includes the Contract period in addition to any recall or extension periods.
- 2) The cost of the above can be submitted to the Charterer for payment as per Annex B - Basis of Payment.
- 3) An exception to # 2 above would be when the Contractors personnel are away from the Base of Operation(s) and working from a camp where meals are provided to the aircrew along with accommodations. In such a case there will be no reimbursement allowed.
- 4) All expenses will require documentation and back-up for these claims. These invoices will be identified by schedule number and aircraft registration along with date and crew names for concurrence with PCSP.

insert:

### **A - Travel and Living Expenses – When Stationed at Base of Operation(s) or away from Base of Operation.**

When the Contractor's personnel are stationed at Base of Operations or away from the Base of Operation(s) as stated in Annex A - Statement of Work, article 3, the Contractor must:

- a) be responsible for the provision and cost of all ground transportation, accommodations and meals that are not provided by the Charterer.

Note:

- 1) The above includes the Contract period in addition to any recall or extension periods.
- 2) The cost of the above can be submitted to the Charterer for payment as per Annex B - Basis of Payment.
- 3) An exception to # 2 above would be when the Contractors personnel are away from the Base of Operation(s) and working from a camp where meals are provided to the aircrew along with accommodations. In such a case there will be no reimbursement allowed.
- 4) All expenses will require documentation and back-up for these claims. These invoices will be identified by schedule number and aircraft registration along with date and crew names for concurrence with PCSP.

Under Annex A – Statement of Work

delete:

### **12. Travel and Living Expenses – When Stationed at Base of Operation(s)**

When the Contractor's personnel are stationed at the Base of Operation(s) stated in article 3 above, the Contractor must:

- a) be responsible for the provision and cost of all ground transportation, accommodations and meals.

Note:

- 1) The above includes the Contract period in addition to any recall or extension periods inclusively.

### **13. Travel and Living Expenses – When Stationed Away from Base of Operation(s)**

When the Contractor's personnel are stationed away from the Base of Operation(s) stated in article 3 above, the Contractor must:

- a) be responsible for the provision and cost of all ground transportation, accommodations and meals that are not provided by the Charterer.

Note:

- 
- 1) The above includes the Contract period in addition to any recall or extension periods.
  - 2) The cost of the above can be submitted to the Charterer for payment as per Annex B - Basis of Payment.
  - 3) An exception to # 2 above would be when the Contractors personnel are away from the Base of Operation(s) and working from a camp where meals are provided to the aircrew along with accommodations. In such a case there will be no reimbursement allowed.
  - 4) All expenses will require documentation and back-up for these claims. These invoices will be identified by schedule number and aircraft registration along with date and crew names for concurrence with PCSP.

Insert:

## **12. Travel and Living Expenses – When Stationed at Base of Operation(s) or away from Base of Operation.**

When the Contractor's personnel are stationed at the Base of Operation(s) stated in article 3 above, or away from the base of Operation stated in article 3 above, the Contractor must:

- a) be responsible for the provision and cost of all ground transportation, accommodations and meals that are not provided by the Charterer.

Note:

- 1) The above includes the Contract period in addition to any recall or extension periods.
- 2) The cost of the above can be submitted to the Charterer for payment as per Annex B - Basis of Payment.
- 3) An exception to # 2 above would be when the Contractors personnel are away from the Base of Operation(s) and working from a camp where meals are provided to the aircrew along with accommodations. In such a case there will be no reimbursement allowed.
- 4) All expenses will require documentation and back-up for these claims. These invoices will be identified by schedule number and aircraft registration along with date and crew names for concurrence with PCSP.

Under Annex B - Basis of Payment

Under the Contract Period and both Option Periods, article 2 – Travel and Living Expenses

delete:

For the requirements relative to travel described in article "13. When Stationed Away from Base of Operation(s)", of the Statement of Work in Annex A:

insert:

For the requirements stated in article 12 - Travel and Living Expenses – When Stationed at Base of Operation(s) or away from Base of Operation of the Statement of Work in Annex A:

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Under the Contract Period and both Option Periods, article 2 – Travel and Living Expenses

delete:

2.1 Estimated Reimbursable Accommodation

Below is an estimate of the number of nights verses the Aircraft Type, where the Contractor might have to provide reimbursable accommodation.

insert:

2.1 Reimbursable Accommodation

Below is the number of nights verses the Aircraft Type, where the Contractor has to provide reimbursable accommodation.

Under the Contract Period and both Option Periods, article 2 – Travel and Living Expenses, Table 1, column D:

delete:

Estimated Number of Nights the Contractor Might Have to Provide Reimbursable Accommodation

insert:

Number of Nights the Contractor Has to Provide Reimbursable Accommodation

Question # 8:

Also why ask for both gear.

Answer # 8:

We want the flexibility to make these decisions without penalty and operations may require different type of gear.

ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME