



## 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

Gatineau

Core 0B2 / Noyau 0B2

K1A0S5

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

Charter and Transportation Services Division/Division  
de services d'affrètement et transport

11 Laurier St. / 11, rue Laurier

Place du Portage, Phase III

Gatineau

Quebec

K1A0S5

<b>Title - Sujet</b> Air Charter Services	
<b>Solicitation No. - N° de l'invitation</b> F3757-170561/A	<b>Amendment No. - N° modif.</b> 001
<b>Client Reference No. - N° de référence du client</b> F3757-170561	<b>Date</b> 2018-03-14
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$LS-103-74561	
<b>File No. - N° de dossier</b> ls103.F3757-170561	<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 2018-03-23</b>	
<b>Time Zone</b> <b>Fuseau horaire</b> Eastern Daylight Saving Time EDT	
<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> Kolar, Susan	<b>Buyer Id - Id de l'acheteur</b> ls103
<b>Telephone No. - N° de téléphone</b> (873) 469-3951 ( )	<b>FAX No. - N° de FAX</b> (819) 956-4944
<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>

This amendment is raised to answer the following questions received in response to the above-noted solicitation:

Q1 Would a low-wing multi turbine aircraft be acceptable in place of a high-wing aircraft?

A1 A low wing aircraft will not be acceptable to replace the requested high-wing aircraft with bubble windows. This high-wing configuration with bubble windows allows the observers to scan an area at the surface of the sea of roughly 160 degrees on each side of the aircraft without any obstruction. The request is for the surveys North Atlantic right whales, cetaceans and other marine species that are not continuously at the surface due to their diving behaviour. Observers may require to examine the animals during several brief surfacing events to positively identify the species and the number of animals in detected groups. Any obstruction of the field of view of the observers would reduce our chances of identifying the species and getting a good number of individuals, which would reduce the quality of the information collected. We have been using different types of low wing aircraft for our work and we still do for some photographic work, but the low wings are always reducing our ability to collect good visual survey data. High-wing aircrafts are a recognised standard for visual surveys of marine mammals in Canada and in other countries.

Q2 Can the time frame for the implementation of Phase I on April 1, 2018 be extended?

A2 The time frame for the implementation of Phase I on April 1, 2018, cannot be extended. The plane will be required to monitor the presence of North Atlantic right whales in Canadian waters to avoid the problems encountered with the species in 2017. The North Atlantic right whales are already moving north and may soon be in Canadian waters, even maybe before April 1. The Department of Fisheries and Oceans is considering the possibility of changing the opening and closing dates of some fisheries in Canadian waters for the 2018 season to reduce the risks of entanglements and interactions with the North Atlantic right whales. Some of those fisheries may be opening by mid-April, and some monitoring will be required before this date. This monitoring is not only required for the 2018 fishing season, but will also provide information on the date of arrival of North Atlantic right whales in Canadian waters to plan potential mitigation measures in future years.

**ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED.**