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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
Terrasses de la Chaudière 4th Floo
10 Wellington Street
Gatineau
Québec
K1A 0S5

Title - Sujet aerial surveillance services	
Solicitation No. - N° de l'invitation FP859-160059/C	Amendment No. - N° modif. 004
Client Reference No. - N° de référence du client FP859-160059	Date 2018-06-11
GETS Reference No. - N° de référence de SEAG PW-\$\$ZL-107-33454	
File No. - N° de dossier 107zl.FP859-160059	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2018-07-12	
Time Zone Fuseau horaire Eastern Daylight Saving Time EDT	
F.O.B. - F.A.B.	
Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Campbell, Jeff	Buyer Id - Id de l'acheteur 107zl
Telephone No. - N° de téléphone (613) 858-8846 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée	Delivery Offered - Livraison proposée
Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur	
Telephone No. - N° de téléphone Facsimile No. - N° de télécopieur	
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)	
Signature	Date

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The purpose of this amendment is to:

1. Extend the solicitation period and change the closing date of the solicitation.
2. Changes to the Attachment 1 to PART 3, Pricing Schedule.
3. Make changes to Annex A, Statement of Work.
4. Address questions posed concerning the solicitation.

1. On Page 1 of the Solicitation, extend the solicitation closing date to July 12, 2018:

Delete:

Solicitation Closes **at 02:00 PM on 2018-06-21.**

Insert:

Solicitation Closes **at 02:00 PM on 2018-07-12.**

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2. Attachment 1, PART 3 – PRICING SCHEDULE

a. Delete tables 3, 4, 5.1 and 5.2

Insert:

FP859-16-0059
Fisheries Aerial Surveillance & Enforcement Program

Table 3
Two (2) Fixed Wing Longer Range Aircraft

Range	A Flying Hours for Evaluation Purposes	B Firm Rate per flying hour - 1 aircraft	C Firm Rate per Flying Hour x 2 aircraft = (B x 2)	D Flying Hours Price = (A x C)
Year 1 - Award to August 31, 2019 -- TRANSITION PERIOD				
Contract: Year 2 -- September 1, 2019- March 31, 2020				
Minimum 1,167 hours	1,167.0	\$ -	\$ -	\$ -
Between 1,201 and 1,785 hours	584.0	\$ -	\$ -	\$ -
between 1,786 and 2,370 hours	584.0	\$ -	\$ -	\$ -
Sub-total Year 2 Estimated Flying Price for 7 months =				\$ -
Contract: Year 3 to Year 6 -- April 1, 2020 - March 31, 2024				
Annual minimum 2,000 hours	2,000.0	\$ -	\$ -	\$ -
Between 2,001 and 3,000 hours	1,000.0	\$ -	\$ -	\$ -
between 3,001 and 4,000 hours	1,000.0	\$ -	\$ -	\$ -
Sub-total Year 3 to Year 6 Estimated Flying Price =				\$ -
Option 1: Year 7 to Year 9 -- April 1, 2024- March 31, 2027				
Annual minimum 2,000 hours	2,000.0	\$ -	\$ -	\$ -
Between 2,001 and 3,000 hours	1,000.0	\$ -	\$ -	\$ -
between 3,001 and 4,000 hours	1,000.0	\$ -	\$ -	\$ -
Sub-total Year 7 to Year 9 Estimated Flying Price =				\$ -
Option 2: Year 10 to Year 11 -- April 1, 2027- March 31, 2029				
Annual minimum 2,000 hours	2,000.0	\$ -	\$ -	\$ -
Between 2,001 and 3,000 hours	1,000.0	\$ -	\$ -	\$ -
between 3,001 and 4,000 hours	1,000.0	\$ -	\$ -	\$ -
Sub-total Year 10 to Year 11 Estimated Flying Price =				\$ -
Grand Total Estimated Flying Hours Price =				\$ -

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Insert:

FP859-16-0059
Fisheries Aerial Surveillance & Enforcement Program
 Table 4
Two (2) Fixed Wing Medium Range Aircraft

Range	A Flying Hours for Evaluation Purposes	B Firm Rate per flying hour - 1 aircraft	C Firm Rate per Flying Hour x 2 aircraft = (B x 2)	D Flying Hours Price = (A x C)
Year 1 - Award to August 31, 2019 -- TRANSITION PERIOD				
Contract: Year 2 -- September 1, 2019- March 31, 2020				
Minimum 1,167 hours	1,167.0	\$ -	\$ -	\$ -
Between 1,201 and 1,785 hours	584.0	\$ -	\$ -	\$ -
between 1,786 and 2,370 hours	584.0	\$ -	\$ -	\$ -
Sub-total Year 2 Estimated Flying Price for 7 months =				\$ -
Contract: Year 3 to Year 6 -- April 1, 2020 - March 31, 2024				
Annual minimum 2,000 hours	2,000.0	\$ -	\$ -	\$ -
Between 2,001 and 3,000 hours	1,000.0	\$ -	\$ -	\$ -
between 3,001 and 4,000 hours	1,000.0	\$ -	\$ -	\$ -
Sub-total Year 3 to Year 6 Estimated Flying Price =				\$ -
Option 1: Year 7 to Year 9 -- April 1, 2024- March 31, 2027				
Annual minimum 2,000 hours	2,000.0	\$ -	\$ -	\$ -
Between 2,001 and 3,000 hours	1,000.0	\$ -	\$ -	\$ -
between 3,001 and 4,000 hours	1,000.0	\$ -	\$ -	\$ -
Sub-total Year 7 to Year 9 Estimated Flying Price =				\$ -
Option 2: Year 10 to Year 11 -- April 1, 2027- March 31, 2029				
Annual minimum 2,000 hours	2,000.0	\$ -	\$ -	\$ -
Between 2,001 and 3,000 hours	1,000.0	\$ -	\$ -	\$ -
between 3,001 and 4,000 hours	1,000.0	\$ -	\$ -	\$ -
Sub-total Year 10 to Year 11 Estimated Flying Price =				\$ -
Grand Total Estimated Flying Hours Price =				\$ -

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FP859-16-0059
Fisheries Aerial Surveillance & Enforcement Program
Table 5.1
2 x Longer Range - Minimum Estimated Fuel Costs Table

	A	B	C	D	E	F
Base of Operation	Duration	Minimum Flying Hours for Evaluation Purposes	Price per litre	Fuel Discount per litre (if applicable)	Fuel Consumption Rate (Cost per litre per hour)	Total Estimated Fuel Cost = (B x (C - D)) x E
1 Aircraft in St. John's, NL	Year 2 -- September 1, 2019 - March 31, 2020	1,168.0	\$ 1.20	\$ -	0.0	\$ -
	Year 3 to Year 6 -- April 1, 2020 - March 31, 2024	8,000.0	\$ 1.20	\$ -	0.0	\$ -
	Year 7 to Year 9 -- April 1, 2024 - March 31, 2027	6,000.0	\$ 1.20	\$ -	0.0	\$ -
	Year 10 to Year 11 -- April 1, 2027 - March 31, 2029	4,000.0	\$ 1.20	\$ -	0.0	\$ -
Sub-total St. John's, NL		19,168.0				\$ -
1 Aircraft in TBD - BC	Year 2 -- September 1, 2019 - March 31, 2020	1,168.0	\$ 1.20	\$ -	0.0	\$ -
	Year 3 to Year 6 -- April 1, 2020 - March 31, 2024	8,000.0	\$ 1.20	\$ -	0.0	\$ -
	Year 7 to Year 9 -- April 1, 2024 - March 31, 2027	6,000.0	\$ 1.20	\$ -	0.0	\$ -
	Year 10 to Year 11 -- April 1, 2027 - March 31, 2029	4,000.0	\$ 1.20	\$ -	0.0	\$ -
Sub-total TBD - BC		19,168.0				\$ -
	Year 2 -- September 1, 2019 - March 31, 2020	2,336.0				\$ -
	Year 3 to Year 6 -- April 1, 2020 - March 31, 2024	16,000.0				\$ -
	Year 7 to Year 9 -- April 1, 2024 - March 31, 2027	12,000.0				\$ -
	Year 10 to Year 11 -- April 1, 2027 - March 31, 2029	8,000.0				\$ -
Grand Total Estimated Longer Range Fuel Costs =		38,336.0				\$ -

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Insert:

Fisheries Aerial Surveillance & Enforcement Program

Table 5.2

2 x Medium Range - Minimum Estimated Fuel Costs Table

	A	B	C	D	E	F
Base of Operation	Duration	Minimum Flying Hours for Evaluation Purposes	Price per litre	Fuel Discount per litre (if applicable)	Fuel Consumption Rate (Cost per litre per hour)	Total Estimated Fuel Cost = (B x (C - D)) x E
1 Aircraft in St. John's, NL	Year 2 -- September 1, 2019 - March 31, 2020	1,168.0	\$ 1.20	\$ -		\$ -
	Year 3 to Year 6 -- April 1, 2020 - March 31, 2024	8,000.0	\$ 1.20	\$ -		\$ -
	Year 7 to Year 9 -- April 1, 2024 - March 31, 2027	6,000.0	\$ 1.20	\$ -		\$ -
	Year 10 to Year 11 -- April 1, 2027 - March 31, 2029	4,000.0	\$ 1.20	\$ -		\$ -
Sub-total St. John's, NL		19,168.0				\$ -
1 Aircraft in Halifax, NS	Year 2 -- September 1, 2019 - March 31, 2020	1,168.0	\$ 1.20	\$ -		\$ -
	Year 3 to Year 6 -- April 1, 2020 - March 31, 2024	8,000.0	\$ 1.20	\$ -		\$ -
	Year 7 to Year 9 -- April 1, 2024 - March 31, 2027	6,000.0	\$ 1.20	\$ -		\$ -
	Year 10 to Year 11 -- April 1, 2027 - March 31, 2029	4,000.0	\$ 1.20	\$ -		\$ -
Sub-total Halifax, NS		19,168.0				\$ -
	Year 2 -- September 1, 2019 - March 31, 2020	2,336.0				\$ -
	Year 3 to Year 6 -- April 1, 2020 - March 31, 2024	16,000.0				\$ -
	Year 7 to Year 9 -- April 1, 2024 - March 31, 2027	12,000.0				\$ -
	Year 10 to Year 11 -- April 1, 2027 - March 31, 2029	8,000.0				\$ -
Grand Total Estimated Medium Range Fuel Costs =		38,336.0				\$ -

3. In Annex A, STATEMENT OF WORK:

a. Article 11.8.19 Onboard Workstations – Medium Range:

Delete:

C&P requires the Contractor configure each aircraft with two (2) forward facing workstations.

Insert:

C&P requires the Contractor configure each aircraft with two (2) forward facing workstations for two (2) fishery officers and/or two (2) supernumeraries.

b. Article 11.8.19 Onboard Workstations – Longer Range:

Delete:

C&P requires the Contractor configure each aircraft with four (4) workstations.

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Insert:

C&P requires the Contractor configure each aircraft with four (4) workstations for four (4) fishery officers and/or four (4) supernumeraries.

c. Article 11.8.27 Aircraft Safety

Delete:

C&P requires the Contractor equip each aircraft with automatic deployment oxygen masks for all personnel.

Insert:

C&P requires the Contractor equip each aircraft, for all personnel, with automatic deployment oxygen masks or quick-donning masks meaning an oxygen mask that can be secured by a person using one hand on the person's face within five seconds, and that provides an immediate supply of oxygen.

d. Article 6.1.3 -

Delete:

C&P requires the Contractor provide two (2) longer range fixed-wing fully configured aircraft; one (1) based in St. John's, Newfoundland; and one (1) based in Comox, BC to conduct fisheries patrols.

Insert:

C&P requires the Contractor provide two (2) longer-range fixed-wing fully configured aircraft; one (1) based in St. John's, Newfoundland; and one (1) on the west coast based in one (1) of the following locations: Nanaimo, BC; Victoria, BC or Abbotsford, BC., to conduct fisheries patrols.

e. Article 7.1.1.3

Delete:

one (1) coastal main base of operations within 25 kms of the DFO Field Office located at 148 Port Augusta Street, Comox, British Columbia.

Insert:

one (1) coastal main base of operations on the west coast. On the west coast, one (1) the following locations will be considered: Nanaimo, BC; Victoria, BC or Abbotsford, BC.

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f. Article 9.1.3

Delete:

West Coast – Comox, BC: One (1) Longer Range Aircraft

Insert:

West Coast – One (1) of the following: Nanaimo, BC; Victoria, BC or Abbotsford, BC --
One (1) Longer Range Aircraft

Delete:

C&P requires the Contractor provide one (1) coastal main base of operations in Canada.
Location: Comox, BC.

Insert:

C&P requires the Contractor provide one (1) coastal main base of operations in Canada.
Location: Nanaimo, BC; Victoria, BC or Abbotsford, BC.

4. Responses to questions posed during the solicitation:

Question	Reference	Answer
1) What are the role and specific responsibilities of DFO's technical Advisor?		The technical surveillance advisor's role is to provide comments, input and advice on aerial surveillance operations.
2) Could Canada please confirm if the satellite communication costs of patrol data are reimbursable to the Contractor?	SOW 13.2.9.1	Yes. The satellite communications costs for patrol data (real-time and near real-time streaming only) are reimbursable to the Contractor based on actual usage.
3) Could Canada please confirm that SATCOM transmission costs for photographs and video will be considered a reimbursable cost to the Contractor, based on actual usage? If this is not considered a reimbursable cost, could Canada please provide an estimate of the number of photographs and videos that will be downloaded during the contract period of performance?	SOW 12.4.2	Yes. See response #2 directly above. For that reason, an estimate of the number of photographs and videos is not required.

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Question	Reference	Answer
<p>4) Could Canada please confirm if there is a 3rd workstation requirement that would be compatible with the requirement identified in SOW Section 14.3.11.1 where the onboard Fishery Officer is required to have a “chat” function capability onboard the aircraft?</p>	<p>SOW 14.3.11.1 11.8.19</p>	<p>C&P requires the chat function to be available between ground system users and fishery officers onboard and ground system users and sensor operators (flight crew) onboard in the event a patrol is conducted with or without a fishery officer onboard.</p> <p>Article 11.8.19 describes the workstation configurations for fishery officers and/or supernumeraries for both the medium and longer range aircraft.</p> <p>Workstation configuration/design for the sensor operators and flight crew is at the discretion of the Contractor.</p> <p>See amendment 3a and 3b for revised clauses clarifying workstation requirements for fishery officers and/or supernumeraries.</p>
<p>5) Can Canada confirm that immediate access to emergency O₂, by means of dropdown mask or other equally accessible means, is acceptable for all personnel?</p>	<p>SOW 11.8.27</p>	<p>Yes. Emergency O₂ access by means of dropdown mask or quick-donning masks are acceptable.</p> <p>See amendment Item 3c above.</p>
<p>6) Could Canada please clarify if a bid will be declared compliant even if it scores 0 or extremely low in one or several of the rated technical criteria?</p> <p>a. 82 points overall but scores 0 in each of RTC 3, 4, 6.</p> <p>b. 88 points overall but scores 0 in RTC 5.</p> <p>c. 81 points overall but scores only 3 points in RTC1.</p> <p>d. 80 points overall but scores only 10 points for RTC2.</p>	<p>RTC</p>	<p>Yes, a bid could be declared compliant even if it scores “0” or extremely low in one or several rated technical criteria.</p>
<p>7) For the provided price spreadsheet, could Canada please confirm if the hours used for evaluation purposes should differ significantly</p>	<p>RFP</p>	<p>No, the hours should not differ significantly.</p> <p>Please see amended tables in #2 above.</p>

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Question	Reference	Answer
between tables 3 and 5.1 and differ significantly between 4 and 5.2?		
8) Will Canada consider allowing subcontractors to be included in the definition of "Bidder" found in the 2003 Standard Instructions - Goods or Services - Competitive Requirements for the non-core services such as, but not limited to, aircraft maintenance services?	RFP	Subcontractors may be included in the definition of a Bidder provided they are identified as members of a joint venture as defined in Item 17 of 2003 Standard Instructions - Goods and Services - Competitive requirements.
9) In addition, RTC1.1 requires that the "Bidder should demonstrate at least 5 years' experience in the aerial surveillance field". Will the experience of our subsidiaries/affiliates be included in the definition of "Bidder"?	RTC1.1	Experience of subsidiaries and/or affiliates may be included provided they are identified as members of a joint venture as defined in Item 17 of 2003 Standard Instructions - Goods and Services - Competitive requirements.
10) Can we assume that Canada will provide room to hangar the aircraft at Comox to the winning supplier? If so, what will be the cost of leasing the space?	SOW 7.1.2	C&P does not lease the facilities at CFB Comox, BC and therefore, cannot provide costing. Comox, BC is no longer an option for a base of operations on the west coast due to circumstances beyond C&P's control for this requirement. See revised clauses for alternate locations 3d, 3e, and 3f.
11) Alternatively, if no space can be accommodated, will it be possible to have the Base of Operations in Victoria or Nanaimo?	SOW 7.1.1.3.	Yes, alternate locations for a coastal base on the west coast are accepted. The following alternate locations are: Nanaimo, BC, Victoria, BC or Abbotsford, BC. See revised clauses for alternate locations 3d, 3e, and 3f.
12) If a "Bidder" bids as a "Joint Venture" , does the Bidder need to have the full legal joint venture agreement with all his partners at time of submission of the bid or is it sufficient for the Bidder to only provide the information requested	RFP	Bidders are identified as members of a joint venture as defined in Item 17 of 2003 Standard Instructions - Goods and Services - Competitive requirements.

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Question	Reference	Answer
in the 2003 Standard Instructions - Goods and Services - Competitive requirements:		
<p>13) The PSPC response to question #13 of amendment #2 clarifies that a proposed individual may be replaced in accordance with paragraph 2035 08 (2008-05-12), Replacement of specific individuals of 2035 (2016-04-04), General Conditions – Higher Complexity Services, which is identified in RFP Part 7, Section 7.2.1, General Conditions. Please clarify if the required certifications of SACC Manual A3005T and A3010T are to be included in Section I, Technical Proposal MTC 1.2 or in Section III, Certifications.</p>	RFP	<p>The Bidder certifies that the information provided is accurate at bid submission. Further certification is required in writing only if requested by the Contracting Authority.</p>
<p>14) Will Canada accept the Observer Windows that meet the applicable certification and operational requirements as an equivalent product /substitute to 'Bubble-style' spotter windows?</p>	SOW 11.8.20	<p>No. C&P will not accept a substitute product for the bubble-style window.</p> <p>C&P must look along the axis of the aircraft when approaching a vessel visually confirming the vessel activity (fishing warps engaged on stern trawlers, haul backs, etc.). The bubble window provides this capability.</p> <p>In addition, when conducting activities for other government departments, i.e., search and assist missions; the bubble-style window will provide the greatest field of view; looking forward/aft and straight down.</p>

ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED