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Bid Receiving Public Works and Government  
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Pacific Region  
401 - 1230 Government Street  
Victoria, B.C.  
V8W 3X4  
Bid Fax: (250) 363-3344

**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**  
Public Works and Government Services Canada - Pacific  
Region  
401 - 1230 Government Street  
Victoria, B. C.  
V8W 3X4

<b>Title - Sujet</b> Wildlife Control Services	
<b>Solicitation No. - N° de l'invitation</b> W0133-19H014/A	<b>Amendment No. - N° modif.</b> 003
<b>Client Reference No. - N° de référence du client</b> W0133-19H014	<b>Date</b> 2019-02-27
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$VIC-249-7680	
<b>File No. - N° de dossier</b> VIC-8-41145 (249)	<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 2019-03-04</b>	
<b>Time Zone</b> Fuseau horaire Pacific Standard Time PST	
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input checked="" type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Cress, Christine	<b>Buyer Id - Id de l'acheteur</b> vic249
<b>Telephone No. - N° de téléphone</b> (250) 514-9294 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b> DEPARTMENT OF NATIONAL DEFENCE 19 WING COMOX WING OPERATIONS, ATC BLDG 239 LAZO British Columbia V0R2K0 Canada	

**Instructions: See Herein**

**Instructions: Voir aux présentes**

<b>Delivery Required - Livraison exigée</b> See Herein	<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 003 to the Solicitation is raised to publish the following bidder inquiries addressed during the Optional Site Visit held on Wed February 20, 2019 at 19 Wing Comox, Lazo BC:

**Q1: How do you remove deer from the field?**

A1: The method that has been employed has been pushing them out the gates in the fence. Any destruction methods will require provincial licenses or permits.

**Q2: How is the deer population managed? Are there yearly culls?**

A2: There have not been a significant number of deer related incidents on the airfield in recent history. The deer population has proved to be largely self-regulating. Specific methods for reducing the threat of deer incursion would be up to the contractor to decide, bearing in mind that action taken to mitigate should be kept to the lowest possible impact that will produce the desired results. All federal and provincial regulations and guidelines must be followed.

**Q3: How do sunrise hours work as per the SOW?**

A3: The SOW is worded First light or first scheduled flight, whichever is earlier. First flight is at 0530 hrs. This can vary by season but the schedule for civilian flights is published. The military schedule is unpredictable most of the time, so we do not base wildlife hours around it unless there is a specific need. This would require you to be there and have inspected the field before the first flight departs. Sunrise and sunset time will be as per Environment Canada forecast at: [https://weather.gc.ca/city/pages/bc-61\\_metric\\_e.html](https://weather.gc.ca/city/pages/bc-61_metric_e.html)

**Q4: How far in advance will contractors know the timing of the first scheduled flight?**

A4: The civilian flying schedule is typically published for a 6 month period and varies from summer to winter months. Once the schedule is released, civilian air carriers will typically stick to the timing within for the entire period of the schedule. Military flying is typically unstructured. Other than Search and Rescue launches, military flying will typically not be scheduled prior to the commencement of civilian flying. 24 – 48 hours' notice would be typical in these situations.

**Q5: At point in the day is flying the heaviest?**

A5: It varies by season. Air traffic typically comes in bursts. There will be rush of traffic between 0700 and 0900 local, Followed by another rush from 1100 – 1200 local. This will be followed by activity from 1430 – 1530, with aircraft that were on patrol returning during the period. Finally, there will be a peak of traffic between 1730 – 1900h, based on the civilian airline schedule. Traffic volumes can be difficult to predict on a day-to-day basis, as scheduled civilian traffic may or not be augmented by military flying. Military flying can be predictable and based on the squadron's needs/plans, or direction from higher Command. During the summer months where there are Cadet glider operations in effect during daylight hours, they will be flying continuously throughout the day, weather permitting.

**Q6: Roughly how far away from the base does 10 minutes put you? (How far away could they live and still be able to respond within a 15 minute timeframe if recalled?)**

A6: The questioner was given an estimate of the maximum distance that would allow for a return to base in 15 minutes of Courtenay (east of the Courtenay River), and the Town of Comox. A northern estimate was not given, but the on-call Birdman's residence should be no further than the southern edge of Seal Bay nature Park to the North.

**Q7: How often does a callout occur?**

A7: Rarely more than 2-3 times per month.

**Q8: What are the extra 200 hours used for?**

A8: For Wildlife control to be used on areas of DND property that is required such as tee-pee park or other areas in the vicinity of the aerodrome which belong to DND.

**Q9: Any heron activity or rookeries down “on the water”?**

A9: There are herons, and in the past they have nested near the bay but we do not know if they are still there as there has been little heron activity at the field as of late.

**Q10: Other species present?**

A10: Trumpeter swans, ducks, geese. The estuary near the harbour has farmers' fields where thousands of waterfowl will be present during winter months. This presents a potential challenge that contractor may face in keeping them from frequenting the airfield.

**Q11: Do Snowy Owls migrate through the area often?**

A11: Snowy Owls have transited through the area in the past, however persons in attendance could not remember seeing Snow Owls within the past couple of years. The best source of information on local wildlife is Environment Canada or British Columbia Ministry of Forestry, Lands and Natural Resource Operations.

**Q12: Will we be required to check rooftops for nests?**

A12: The building custodians are responsible for this. The Wildlife Contractor may be asked to assist with removal. This is an example of the 200 extra hours in the contract.

**Q13: Would contractors be allowed to fly falcons on the golf course in an attempt to extend the reach of the Wildlife control program (make the golf course “scarier” to native populations and keep them farther away from the field)?**

A13: That would be something that would need to be discussed with the management of the golf courses (Glacier Greens).

**Q14: Are there any issues with fledgling eagles (at the golf course)?**

A14: There is one eagle that is extremely dominant. This eagle typically prevails over all fledglings trying to return and dominate/take up residence in the vicinity of the golf course.

**Q15: Would the wildlife contractor be required to do fence line patrols and are the fences dug down below the surface?**

A15: Majority of the fence line extends to be flush with the surround ground. There have been cases of mammals that have slipped through cracks and engineering personnel have rectified the situation after this has happened. The contractor is not specifically responsible for ensuring the security of the fence but as part of the habitat and wildlife management duties, they have an interest in keeping an eye on the perimeter fence. If there are reports of animals infringing on the base from a specific location, the wildlife contractor may be requested to examine the fence in the vicinity in order to determine if there has been a failure.

**Q16: When it comes to firearms are there any instructions for safe use or non-shooting areas?**

A16: It is mostly common sense, I think it would be safe to base the operation of firearms on the methods taught in the RCMP Firearms Program and the Federal Firearms Laws in accordance with the Firearms Safety Course i.e. Backdrop, Backstop, Knowing your firearms capabilities, Being wary of lights, signs, roads, etc.

**Q17: Bird Strikes – figures between what is in the contract do not match Transport Canada’s numbers for YQQ?**

A17: We will look into the difference and get back with an answer as to why this is. The reason for the difference is unknown, however the numbers' reports to 19 Wing Comox shall be taken as the correct totals.

ALL OTHER TERMS AND CONDITIONS OF SOLICITATION REMAIN UNCHANGED.