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**700 Leigh-Capreol Place
Administrative Services
Dorval, Quebec
H4Y 1G7**

May 21, 2019

ADDENDUM 001 TO THE REQUEST FOR PROPOSAL

Subject: Request for Proposal T3033-180060– Addendum 001
Administration, Operation and Maintenance of Havre-Saint-Pierre

Further to the above-mentioned Request for Proposal, this Addendum 001 is to advise potential bidders of the questions raised and related answers as indicated in the attached Annex A-1.

No consideration will be given for extras and/or changes because the tenderer was not familiar with the contents of this Addendum.

Tenderers are to acknowledge this Addendum by signing in the space provided below and enclosing a copy of this document with their proposal.

Unless otherwise indicated, all other terms and conditions of the Request for Proposal T3033-180060 remain the same.

Yours truly,

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RECEIPT ACKNOWLEDGED – ADDENDUM 001

Name of Company: _____

Signature: _____



ANNEX A-1

QUESTIONS AND ANSWERS

Question 1:

Is snow removal required on weekends even though there are no regular scheduled passenger flights?

Answer 1:

Yes, as required. As indicated in Appendix C of the Technical specifications, requests for medical evaluations (MEDEVAC) regularly occur outside of regular operating hours, such as nights and weekends. In order for MEDEVACs to arrive at any time, employees must follow the weather and clear the snow in accordance with the Airport Snow Removal Plan (as soon as there is an accumulation of 2.5 cm of snow on the ground).

Question 2:

There is not backup decelerometer at the airport. Could Transport Canada supply a backup decelerometer that could be used in case the existing one is out of order?

Answer 2:

Transport Canada will explore the possibility of purchasing a backup decelerometer. The equipment would be kept at the Transport Canada regional office in Dorval and be calibrated annually. This will allow quick shipment to other Transport Canada operated airports if required.

Question 3:

What are the improvement projects planned for the next 5 years?

Answer 3:

Conditional upon receiving required funding, the following projects are planned in the next 5 years :

1. Replacement of the automatic gate (work planned June 2019)
2. Upgrading of the garage and of related facilities. As part of this project :
 - o Replace exterior siding
 - o Repair roof
 - o New windows
 - o Repaint concrete floor
 - o Replace stair
 - o New gutter and downspout
 - o Renovate bathroom

- Repaint mezzanine floor
 - New LED lighting fixtures
 - New air heater
 - New baseboard heater
 - New water heater
 - Replace light switches and electrical outlets
 - New CO² detector system
 - New air ventilation system
 - New water main valve
3. Partial replacement of the perimeter fence (East side)
4. Upgrading of the terminal building. As part of this project:
- New exterior metal siding
 - New metal roofing
 - New window
 - New mobile counter
 - New gravity roller table
 - New rollup door
 - New gutters
 - New ventilation louvers
 - New doors
 - New waiting room benches
 - New ceiling tiles and lighting
 - New flooring tiles
 - New toilet accessories
 - New heat exchanger
 - New water tank

Question 4:

Must employees wear a uniform?

Answer 4:

Other than the security vest that employees must wear at all times to circulate on the airside and individual protection equipment (when required), there is no specific uniform.

Question 5:

What does the Field Electrical Center (FEC) power/feed?

Answer 5:

The FEC powers the runway, apron and garage. The terminal is not powered by the FEC, but a portable generator is used to power the terminal.

Question 6:

What is the quantity of the well? How often is it emptied?

Answer 6:

The well is 30 000L. The Contractor is responsible to have it emptied once every 2 years.

Question 7:

When was the last runway repair done?

Answer 7:

The runway lights were replaced and the runway repaved in the summer of 2015.

Question 8:

What are the navigational aid systems?

Answer 8:

NDB YGV: Non-directional beacon. Coordinates: 501552.97N / 0633954.63W, 1.9NM towards the threshold of the runway 08, frequency 344, elevation 80 ASL (31 AGL + terrain 49 ASL).

DME IGV: Distance Measuring Equipment. Coordinates: 501713N / 0633546W, frequency 109.3, channel 30X, elevation 177 ASL.

LOC IGV: Localizer. Antenna coordinates: 501713.19N / 0633544.51W, frequency 109.3, elevation of antenna 168 ASL.

Electronic maintenance is under NAV Canada's responsibility, as well as the maintenance of buildings. Snow removal and landscape maintenance of the Localizer are performed by the airport employees as per an agreement between NAV Canada and Transport Canada.

Furthermore, the airport has three instrument approaches; 2 RNAV and 1 NDB.

NOTE: The IGV LOC is no longer functional and will be dismantled by NAV Canada in 2019.

Question 9:

Does an apron management plan exist for apron marking?

Answer 9:

Yes, an airport apron management plan was developed in 2018. This document will be reviewed and updated annually by Transport Canada.

ALSO, THE FOLLOWING CHANGE APPLY: APPENDIX C – TECHNICAL SPECIFICATIONS, PAGE 4

**DELETE: KNOWN OPERATING COSTS (APPROXIMATE)
ELECTRICITY COST: \$31,116**

**INSERT: KNOWN OPERATING COSTS (APPROXIMATE)
ELECTRICITY COST: \$37,116**