



**RETURN BIDS TO:  
RETOURNER LES SOUMISSIONS À:**

**Bid Receiving - PWGSC / Réception des  
soumissions - TPSGC:**

11 Laurier St. Place du Portage,  
Phase III Core 0B2-103  
Gatineau, Quebec, K1A 0S5

Email / Courriel: TPSGC.DGAreceptiondessoumissions-ABBidReceiving.PWGSC@tpsgc-pwgsc.gc.ca

**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.

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

<b>Title - Sujet</b> SITE SUPPORT SERVICES - CFB GOOSE BAY	
<b>Solicitation No. - N° de l'invitation</b> W6369-170006/B	<b>Amendment No. - N° modif.</b> 006
<b>Client Reference No. - N° de référence du client</b>	<b>Date</b> 2020-05-15
<b>GETS Reference No. - N° de référence de SEAG</b>	
<b>File No. - N° de dossier</b>	<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 2020-06-25</b>	
<b>Time Zone</b> <b>Fuseau horaire</b> Ottawa Local Time	
<b>F.O.B. - F.A.B.</b> Specified Herein - Précisé dans les présentes <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input type="checkbox"/> <b>Other-Autre:</b> <input checked="" type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Henry, Yves	<b>Buyer Id - Id de l'acheteur</b>
<b>Telephone No. - N° de téléphone</b> (613) 736-2853	
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b> DEPARTMENT OF NATIONAL DEFENCE 5 WING GOOSE BAY HAPPY VALLEY-GOOSE Newfoundland and Labrador A0P1C0 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>



**Amendment 006 is raised to:**

- 1) Amend the BoP to include SOW item 2.3.8.1.9 “Between Meal Supplements” (Q&A #44) and “associated goods” for SOW item 2.1.8.1.2 (Q&A #25);
- 2) Delete Clause 3.1.4 of Appendix 2 to Annex B (Q&A #42);
- 3) Amend Annex F – Insurance Requirements to remove the Wrap-up Liability clause;
- 4) Amend Annex M to correct the reference as per Q&A #233;
- 5) Amend RFP clause 7.3.1 of the Resulting Contract Clauses to add a reference to General Condition R1225D;
- 6) Amend SOW items 2.2.2.2 and 2.2.2.3 to improve clarity;
- 7) Correct SOW item title from 3.6.3.6 to 3.6.3.1;
- 8) Amend SOW items 3.3.11.1 and 3.3.11.2 to show the QTY of 500 flights per year;
- 9) Amend Annex J to mirror Annex G’s requirement for the Engineering Manager;
- 10) Delete SOW item 3.2.8.3.4 Annual Flying Program;
- 11) Amend Annex J – Technical Evaluation item 2.2c (Staffing Plan) of the Point Rated Criteria;
- 12) Amend RFP clause 4.2.1 Basis of Selection as per question 53 of amendment 005; and
- 13) Answer questions 34, 89, and 141 to 249a.

- 
- 1) At RFP Annex B- Basis of Payment Clause 3.0 Operations and Maintenance **DELETE** in its entirety and **REPLACE** with the following:

**Operations and Maintenance** (Table 2 of Annex I – Financial Evaluation)

In consideration of provision of all services, equipment, and other outlined in the SOW, the Contractor will be paid a **firm fixed annual rate** as per Appendix 1 to Annex B and at “**Cost Plus Fee 4**” for item **2.3.8.1.9** and **2.1.8.1.2** only as per Annex I – Financial Evaluation REV 3.

- 2) At clause **3.1.4** of Appendix 2 to Annex B – Engineering, **DELETE** this clause in its entirety.



3) At **Annex F- Insurance Requirements**, **DELETE** the section on “**Wrap up Liability**” in its entirety as this is no longer required. The remainder of Annex F – Insurance Requirements remains unchanged.

4) At Annex M **DELETE** paragraph 3.1 in its entirety and **REPLACE** with:

### **3.1 Indigenous Benefits Content**

The Indigenous Benefits Plan must include a clear statement of the minimum amount of Indigenous Benefits that the Bidder proposes to provide, expressed in dollars and as a percentage of the total contract value. The Indigenous Benefits Plan must also include a clear statement of the minimum Indigenous labour hours (or in this case, direct employment) includes sub-contractor Indigenous labour hours if the company is an Indigenous business as defined in **Appendix 1 to Annex M - Definitions**, hours of direct employment of Indigenous Resources as well as a clear statement of the minimum dollar value of business sourced to Indigenous firms that the Contractor intends to use in carrying out the work. The minimum benefits must not be less than that detailed in the proposal.

5) At **RFP clause 7.3.1** of the Resulting Contract Clauses, **ADD** the following General Condition:

R1225D (2015-04-01) General Condition (GC) 4 - Intellectual Property, apply to and form part of the Contract.

6) At **SOW item 2.2.2.2** and **2.2.2.3**, **DELETE** these clauses in their entirety and **REPLACE** with the following:

**2.2.2.2** Fuels for vehicles are provided by DND to the Contractor, for the provision of services as specified in this contract, at no cost to the contractor. Access available at fuel pumps (B301 and B249).

**2.2.2.3** The contractor must provide a documented report to Canada, at the end of each FY, as to what percentage of their total fuel consumption was directly and indirectly related to their provision of commercial services, to individuals and businesses not specified in this contract, and they will pay to Canada the difference between the total cost of fuel provided by Canada and the total cost of fuel consumed in the provision of commercial services, to individuals and businesses not specified in this contract, at local retail prices for the duration of the FY. The



Contractor's use of fuels for any purpose other than in direct support of the services as specified in this SOW is forbidden unless previously authorized by DND.

- 7) At **SOW** item **3.6.3.6 DELETE** item number 3.6.3.6 and **REPLACE** with 3.6.3.1
- 8) At **SOW** item **3.3.11.1** and **3.3.11.2**, **REPLACE** the Estimated Quantity with “**500** flights per year”.
- 9) At **RFP Annex J** – Part 1 Mandatory Technical Evaluation **1b\_3 Engineering Manager**, the minimum requirements have been **REPLACED** with the following:
  - a degree in Engineering based on a course of study from an accredited university, college or equivalent institution with the Professional Engineering designation/ accreditation, and accomplishments in Civil Engineering;
  - a minimum of 5 years of experience in provision of engineering and maintenance management services in a senior engineering/managerial capacity in a project or operations of similar in size, scope, and complexity; and
  - at least 10 years overall work experience.
- 10) At **SOW** Item No. **3.2.8.3.4**, **DELETE** in its entirety as the Flying Program no longer exists.
- 11) At **RFP Annex J** – Point Rated Evaluation Criteria, **item 2.2c**, **DELETE** the requirement for a staffing plan for Security Services only. **All other requirements of 2.2c remain unchanged.**

As per answer **#234**, to ensure all bidders are treated fairly, the successful bidder who is recommended for Contract Award will still be required to provide a staffing plan for security services as a precedent to contract award. Failing to provide this plan may disqualify the bidder from further consideration.

- 12) At clause **4.2.1 - Basis of Selection Highest Combined Rating of Technical Merit and Price**, **DELETE** the clause in its entirety and **REPLACE** with the following:

#### **4.2.1 Basis of Selection – Highest Combined Rating of Technical Merit and Price**



To be declared responsive, a bid must:

- a. Comply with all the requirements of the bid solicitation;
- b. Meet all mandatory criteria; and  
Obtain the required minimum of **2587** points (overall for the technical evaluation criteria which are subject to point rating. The rating is performed on a scale of **3695** points

13) Answer questions **141 to 249a** (including **#34** and **89** from Amendment **005**):

#### **Question 34**

The insurance requirement identified as Wrap-Up Liability in Annex F does not appear to be warranted based on the scope of the RFP. As per the Canada SACC Manual (<https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual/5/G/G2001C/3>), Wrap-Up Liability is reserved for Construction Contracts. "For the majority of construction contracts, the Contractor's Commercial General Liability policy is sufficient to protect the interests of Canada. If a large, multi-million dollar project involving many contractors and subcontractors is being planned, then a separate Wrap-Up Liability policy should be arranged specific to the project. Clauses pertaining to wrap-up liability should be drafted at that time and will be specific to the project."

Because this RFP for Site Support Services – CFB Goose Bay does not contemplate the construction of a large, multi-million dollar project, will PSPC please remove this requirement? Please note that the RFP for Site Support Services – 4 CDTC Meaford providing very similar services as the Goose Bay RFP was similarly amended by PSPC to remove the requirement for Wrap-Up Liability insurance.

#### **Answer 34**

“Annex F – Insurance Requirements” has been amended to remove the Wrap-Up Liability portion of the insurance requirements. All remaining insurance requirements remain unchanged”

#### **Question 89**

Regarding the GFA Table, for any building not selected by contractor, will that building be catalogued under DND maintenance, or for the contractor to maintain as a DND building?

#### **Answer 89**

The contractor is responsible to provide all SOW requirements to all buildings at 5Wg Goose Bay.



#### **Question 141**

In table 2.2.1 Vehicles and Equipment Contractor supplied, DND operated, there are vehicles described as "SUV/Carry-all". Can you please provide a clear specification for the type of vehicle required? Similarly, there is a vehicle described as "Truck Cargo 1/2 ton 4x4". Can you please clarify what cab size is required for this vehicle?

#### **Answer 141**

The "SUV/ Carry-all" vehicle will be a vehicle with seating for a driver and 6 – 7 passengers, such as a Chevrolet Suburban or Ford Expedition type. The "Truck Cargo 1/2 ton 4x4" will have a four door crew cab.

#### **Question 142**

Can we confirm that the GFE available for each chapter of the SOW is captured in the table at the back of these sections and that there is no other GFE available. We only see GFE for chapters 2.2, 2.5, 2.6 & 3.1, is that correct?

#### **Answer 142**

5 Wing is confirming the availability and accuracy of the \_S SLoc Materiel In Use Lists for the related Customer Accounts and Individual Accounts. Confirmation is expected by 13 May 20.

#### **Question 143**

When reviewing the existing Collective Agreement, Local 90125, many of the chapters have roles within the existing CBA. Can Canada indicate which annexes of the SOW have labour within the existing agreement?

#### **Answer 143**

This is only relevant to the contractor's relationship with UNDE Local 90125 as to the relevant Collective Agreement(s) and the provision of services, and is not a matter for the Government of Canada.

#### **Question 144**

Page count on the technical response although "recommended" is not sufficient to appropriately respond to the requirement. This bullet in particular is problematic:

“an explanation of how the plan will address each element of the requirement section found in the relevant SOW annex”

Some sections within each Annex contain more than 50 line items. Appropriately responding to each of them will require much more than the recommended page count.

#### **Answer 144**

See answer #20



**Question 145**

Please provide a copy of the Wing Emergency Response Plan.

**Answer 145**

The 5 Wing Emergency Response Plan will be provided.

**Question 146**

With the removal of Government Furnished Facilities Table 7, from the 1st Draft of the RFP does this mean that the GFF is now being provided by DND?

**Answer 146**

No. The GFA table is now an attachment to the RFP. Further, all other aspects of facilities management as specified in the SOW is the contractor's responsibility to any DND building the contractor leases at FMV or "zero" dollars.

**Question 147**

The GFA table provided notes the cells in "Yellow" are buildings the contractor must occupy.

Can Canada confirm that these Lease Values for the buildings should be included in the pricing?

Also is the Lease Value within the table an annual lease rate?

**Answer 147**

The lease costs, for the buildings the contractor must occupy ("yellow" cells), are not to be included in the pricing. Yes the lease value in the GFA table is the annual rate. The contractor is responsible to provide all other aspects of facility management as specified in the SOW to DND buildings the contractor must occupy.

**Question 148**

It was our understanding that there would only be one QA/QC Manager. This plan indicates there is an additional QC & A Manager required.

Jan 28/2020 Question # 78 - Previously Canada responded with -"There is one Quality Management System (QMS) and one Quality Manager for the entire contract."

Can Canada please provide an amendment for the RFP to update with the removal of this second QC&A Manager?



### Answer 148

This question is under review. Canada will post the answer in an upcoming amendment.

### Question 149

SOW 2.2.2.2: Fuel for vehicles is provided by DND to the Contractor for work on this Contract at cost plus applicable taxes.

Access available at fuel pumps (B301 and B249). RFP 12.0 Commercial and Fuel Allocations: The Contractor must provide a credit for costs including fuel attributed to Contractor's commercial operations in Happy Valley-Goose Bay and surrounding area, at the end of each Contract Year.

Previously Canada responded with "Fuel provided and used for the purpose of this contract will be at no cost to the Contractor" in response to Item 10.0 of the Draft RFP which is 12.0 of the RFP.

Can Canada confirm that fuel will be provided for the purpose of this contract at no charge to the Contractor?

### Answer 149

The SOW will be amended, to properly reflect this Requirement, as follows:

2.2.2.2 Fuels for vehicles are provided by DND to the Contractor, for the provision of services as specified in this contract, at no cost to the contractor. Access available at fuel pumps (B301 and B249).

2.2.2.3 The contractor must provide a documented report to Canada, at the end of each FY, as to what percentage of their total fuel consumption was directly and indirectly related to their provision of commercial services, to individuals and businesses not specified in this contract, and they will pay to Canada the difference between the total cost of fuel provided by Canada and the total cost of fuel consumed in the provision of commercial services, to individuals and businesses not specified in this contract, at local retail prices for the duration of the FY. The Contractor's use of fuels for any purpose other than in direct support of the services as specified in this SOW is forbidden unless previously authorized by DND.

### Question 150

The terms and conditions has identified that Canada has not included limits of liability. We would like to request the inclusion of reasonable limits to our liability and that such limits on liability be inserted into the full text of the Articles of Agreement of the contract if awarded.

### Answer 150

Canada will continue to remain **Silent** on the **Limitation of Liability**.





### **Question 151**

In reference to Annex J, Point Rated Criteria 2.1a.1 to 2.1a.16. Could Canada provide a rationale for the allocation of maximum points in the Evaluation Schema to “Requirement(s) size, scope, role, value and complexity is greater than the requirement in the SOW chapter.”?

This is the only section in the RFP that requires a demonstration from the bidder of their capabilities of exceeding the requirements stated throughout the RFP and SOW. It does not seem to align with the performance expectations set out in the rest of the document. Therefore it places an unnecessary burden on prospective bidder to secure the additional 345 points apportioned to this excess without any regard to performance level.

### **Answer 151**

This section is rating the Bidders past experience where demonstration of complex experience is a valued metric. Canada will not change the allocation of points.

### **Question 152**

Please indicate which fire alarm system is associated with which building and provide device quantities in each building.

### **Answer 152**

The Fixed Asset Registry and the VFA data both have fire system data and quantities.

### **Question 153**

The SOW directs the contractor to provide synoptic weather and surface weather observations using human observers at a rate of 8760 routine weather observations – METARs and 3000 SPECI (special) observations per year. These quantities equate to 24 regular hourly observations per day and an average of 8 SPECI (special) observations per day.

Is the three-year average for the latter type of observation consistent with this value?

### **Answer 153**

The issuance of Special Observations varies significantly depending on meteorological conditions. Special Observations issued are as follows: 2017 – 3335, 2018 – 3434 and 2019 – 3596.

### **Question 154**

Can Canada confirm the “high-volume sampler” noted in the Related Information is the same piece of equipment noted as Air Sampler (Health and Welfare Canada) in Table 3.1-1?



**Answer 154**

The high volume sampler and the Air Sampler are the same piece of equipment.

**Question 155**

The SOW a comprehensive listing of references is provided. Are these documents the same that are to be maintained in the WOC reference library mentioned later in this SOW?

Can the contract bidders gain access to any or all the reference documents detailed in section 3.2.4 of the provided Annex A – SOW?

**Answer 155**

Yes, but individual user access is as governed by the SRCL and the Controlled Goods Program, as applicable.

**Question 156**

The WOC hours of operation are quoted as Mon – Fri 0800 to 1600, exclusive of holidays but there are another 200 hours of time mentioned later in the SOW. How much warning (in days) would be provided to activate these additional hours?

Are there instances in the past 3 years when additional hours beyond the mentioned 200 hours were requested?

**Answer 156**

48 hrs notice is provided to activate these additional hours. There has been no instances in the past 3 years when additional hours beyond the mentioned 200 hours were requested.

**Question 157**

The SOW mentions additional flight operations on Sundays, roughly 5 times per year, with 48 hours' notice. Would these special operations be part of the WOC hours or are they beyond that requirement?

Would these operations involve any special WOC briefings or other related activities?

**Answer 157**

The request for additional WOC hours will be captured within the previous mentioned 200 hours. No special briefings would be required outside normal WOC duties.

**Question 158**

SOW clause 3.2.8.1.1 states “the military operations are not unduly delayed due to the services provided to civil aviation.” What is the accepted definition for “not unduly delayed” in this case?



**Answer 158**

Military Exercises and Operations take precedence over civilian aviation.

**Question 159**

The SOW mentions IFR movements of 18,660 per year. Can the contractors see data that confirms these numbers, gives a three-year average, and breaks down the data into local IFR (Military Low Level or IFR training) versus IFR transients?

**Answer 159**

Majority of 5 Wing IFR traffic is transient flights. Currently there is no differentiation between types of traffic. Here's the IFR and VFR data for the past 2 years:

CYYR Air movements.

2019	Arrival		Departure		Combined	
	IFR	VFR	IFR	VFR	IFR	VFR
Jan	570	442	562	448	1132	890
Feb	543	346	534	341	1077	687
Mar	643	438	623	578	1266	1016
Apr	593	512	588	690	1181	1202
May	687	429	689	663	1376	1092
Jun	723	674	716	797	1439	1471
Jul	732	752	728	765	1460	1517
Aug	724	647	707	666	1431	1313
Sep	641	797	640	437	1281	1234
Oct	773	570	764	499	1537	1069
Nov	629	330	618	451	1247	781
Dec	617	442	617	354	1234	796
					15661	13068

2018	Arrival	Departure			Combined
------	---------	-----------	--	--	----------



	IFR	VFR	IFR	VFR		IFR	VFR
Jan	544	400	528	420		1072	820
Feb	505	434	503	440		1008	874
Mar	657	487	654	493		1311	980
Apr	597	497	583	510		1180	1007
May	710	659	707	664		1417	1323
Jun	722	717	715	725		1437	1442
Jul	804	844	790	853		1594	1697
Aug	791	725	787	730		1578	1455
Sep	693	601	692	601		1385	1202
Oct	706	382	707	389		1413	771
Nov	623	388	604	402		1227	790
Dec	591	365	585	372		1176	737
						15798	13098

**Question 160**

Can Canada provide the 6 MOU’s and agreement terms and conditions with external control agencies?

**Answer 160**

Canada has posted all MOUs and SLAs to the PIMA CentralCollab tool.

SOW Item 3.2.4 – REFERENCES, lists Item 3.2.4.12 Goose Bay ATC Section Orders (M) is also posted to the CentralCollab tool.

**Question 161**

The SOW refers to Weekly Operations Meetings. It is assumed that both ATC and WOC reps are required for these meetings. Who is the Host? Which organization supplies the recording secretary, and who sets and approves the Agenda for each meeting?

**Answer 161**

The Weekly Operations Meetings are conducted in the Command Post (part of the WOC). The CO 5 OSS sets the agenda for the meeting. The Weekly Operations Meetings are hosted by the Operations Support Squadron (OSS) that chairs the meeting to include the recording of minutes. Participants vary depending on upcoming exercises/operations, but may include pers from the WOC, an ATC rep, fire chief, airfield/ops manager, transport rep...



### **Question 162**

The SOW refers to Weekly Operations Meetings. It is assumed that both ATC and WOC reps are required for these meetings. Who is the Host? Which organization supplies the recording secretary, and who sets and approves the Agenda for each meeting?

### **Answer 162**

Repeat of Q161

### **Question 163**

The SOW speaks to the Bird and Wildlife Control (program) and further refers to 3.2.11.11. The second reference in the SOW describes the completion of TC Flight Progress Strips. It would appear, these Strips do not have any obvious relationship to the Bird and Wildlife Control program. What is the correct reference for this section of the SOW?

### **Answer 163**

The requirement indicated in 3.2.8.2.12 - Provide Aerodrome Bird and Wildlife Control. In consideration of the VMP, implement the program as developed in 3.2.11.11., is separate and distinct from requirement 3.2.11.1 - Fill out TC Flight Progress Strip. TC Forms to be completed IAW MANOPS part 11.

### **Question 164**

The SOW speaks broadly about several activities and services that go well beyond the normal or expected SCOPE of ATC activities. These activities such as issuing of NOTAMs would typically fall within the purview of the WOC and the Operations Manager.

Should this SOW item not be reassigned to the WOC section of the SOW? Also, there are no quantities given for the FOD program. What does “continuous” mean in this context?

In the same section of the SOW, would the “development of SNIC priorities” be done in committee, and would this be separate from the SOW section on SNIC operations?

### **Answer 164**

We have included these requirements under the section of Support to Operations; how the contractor meets those requirements is at their discretion.

Continuous means that the program is managed, adhered to, and enforced on a continuous basis.

It is up to the contractor to decide how they develop SNIC priorities; however, it must be done in consultation with and agreement from DND.

### **Question 165**

The SOW speaks to flight planning services for military aircraft and supporting aircraft.



Would these services not be part of the WOC services that would be provided to military aircrew? Should this SOW section be in the WOC part of the SOW? Would these briefings and services be coordinated and provided by WOC personnel?

**Answer 165**

Yes, these flight planning services are conducted by the WOC or under 3.3.8.1.2 under Transient servicing. We have included these requirements under the section of Support to Operations; how the contractor meets those requirements is at their discretion.

**Question 166**

The SOW speaks to providing approximately 25 Aircrew In-briefings each year.

Should this be a WOC function that is coordinated by WOC and brings together ALL parts of the flight operations at 5 Wing? Are these 25 in-briefings part of the normal WOC associated hours? Do all take place between Monday and Friday?

**Answer 166**

The Aircrew In-briefings are coordinated by the WOC but ATC reps are asked to provide part of the brief (explain local airspace, VFR/IFR procedures, etc.). On occasions where there is a requirement to complete briefings after normal WOC hours of operation, the hours would be part of the previous mentioned 200 hours. We have included these requirements under the section of Support to Operations; how the contractor meets those requirements is at their discretion. Some requirements may fall within normal hours of operations, and some outside.

**Question 167**

The SOW speaks to the fact that the WOC is “the overall coordinator for all aspects of (wing) operations.” Yet this SOW line item does not seem consistent with that statement.

Will Canada consider revising the SOW to redefine these line items?

**Answer 167**

No, at SOW Item No. 3.2.8.3.1, the Related Information column states: “The WOC is the overall coordinator for all aspects of operations.” and, at SOW Item No. 3.2.8.2.2, the Related Information column states: “The WOC is the point of contact for all customer operational questions and requests.”

**Question 168**

The opening comments of the a part of the SOW states that the WOC “monitor(s) weather, NAVAIDS and runway status at Goose Bay and alternate aerodromes and weather in the training areas and advises customers of operational consequences. The WOC also monitors operations and enforces 5 Wing and Canadian rules and regulations and environmental considerations and, as required,



directs resources to support customer operations”.

These two statements express clearly the idea that whenever (military) flight operations are ongoing the WOC would also be conducting its monitoring operations. Yet the WOC is only supposed to be open Monday to Friday, 0800 to 1600. Is that correct?

Are military flight and other military training operations limited to these restricted hours? No night flying or other types of flight or ground based operations are permitted beyond these hours?

Does this also apply to training operations in the PTA or the FIBUA areas?

**Answer 168**

SOW Item No. 3.2.8.3.3 lists the Requirement “Maintain an Operation desk in the WOC area after hours.” The Related Information states: “Respond to queries directed to the operations center from all stakeholders. Provide up to date operations related information on such matters as changes to airspace, NAVAIDS and runway conditions. The WOC is the point of contact for all customer operational questions and requests. The WOC must also coordinate and book the use of all resources involved in operations, training, and exercises (including but not limited to targets, PTA. Airspaces Daily recording and reporting to the DO of WOC activities).”

**Question 169**

In 3.2.8.3.4 the SOW requires that the WOC “manage the annual flying program”. This DND-originated schedule used to be established by the CF department(s) responsible for operations at 5 Wing.

Is this still the case? Which DND source “approves” the change? How will changes be communicated to the WOC? Through the DO or from a source external to 5 Wing?

**Answer 169**

5 Wing doesn’t have an annual flying program anymore. SOW Item No. 3.2.8.3.4 will be removed.

**Question 170**

The SOW directs the WOC to “manage all resources and coordinate support for exercises and operations” that are associated with six flying exercises per year. Will there be enough detail and warning in the annual flying program for the WOC to carry out the management function for these six events? How many of these flying exercises have there been for each of the past three years?

**Answer 170**

Although 5 Wing doesn’t have an annual flying program anymore, the WOC will be provided with adequate detail and warning to



carry out the management function for these six events.

**Question 171**

The SOW requires that the WOC “liaise with stakeholders”. The “estimated quantity for this activity is “daily” in the SOW. Given that the WOC is only open Monday to Friday, normally, can we understand that there are no required activities with the stakeholders during the weekends? Will the contractor be provided with a published list of the “stakeholders”?

**Answer 171**

SOW Item No. 3.2.8.3.8 lists the Requirement “Maintain an Operation desk in the WOC area after hours.” A list of stakeholders will be provided to the contractor.

**Question 172**

The SOW directs that the WOC issue 5 Wing WFO’s each year in ten copies to the 10 recipients. Are all recipients on Base?

Are all 5 Wing Ops Directives to be included as document amendments?

Is the 5 Wing Commander the issuing authority?

Are all amendments and Ops Directives to be vetted by the issuing authority?

**Answer 172**

All recipient are on base. When changes occur, Ops Directives are issued/posted as document amendments. The Wing Commander is the issuing authority and all Ops Directives are reviewed be the Wing Senior Ops personnel on a regular bases before signed by the Wing Commander.

**Question 173**

In 3.2.8.3.10 the SOW directs that the WOC will “maintain (the) map depot”. Are the number of maps, 154, the number of maps in the depot or is this number something different? Is 154 the number of different maps in the depot/collection/library? What is the three-year average of maps that the WOC has distributed? Are all maps provided by DND sources? Are these maps shipped in or provided/printed locally? Is the current collection fully stocked?

**Answer 173**

Currently the WOC is responsible for maintaining the map collection of approximately 154 different maps with an average stock of





10 each. On average, with the reduction in Low Level Flying, there has been approximately 25 maps per year issued. Prior to the COVID-19 pandemic, there was interest from allies in re-starting Low Level Flying.

**Question 174**

In 3.2.8.3.11 the SOW directs the WOC to monitor and provide updates on changes to airspace, NAVAIDS and runway conditions on a daily basis. As in previous “daily” requirements, can the contractor understand that this requirement is only during normal working hours and Monday to Friday operations?

Also are the quantity of 60 occurrences equivalent to the issuing of NOTAMs? And are these in addition to the previous described number of 50 ops directives? What is the three-year average for these annual occurrences?

**Answer 174**

The requirement to monitor and provide updates on changes to airspace, NAVAIDS and runway conditions is required during normal working hours or when the WOC is operating under the additional 200 hours. There are in addition to the previous described ops directives. In the past 3 years, the WOC has issued 25 occurrence reports in total.

**Question 175**

In 3.2.8.3.12 the SOW directs the WOC to monitor flight operations and file occurrence reports for instances of noncompliance with regulations. The expected quantity is 100 per 40,000 flight operations. Is this equivalent to the current three-year average? Given that the WOC doesn’t have complete visibility on the details of in-flight activities, the WOC is dependent on reports from users such as ATC or from in-flight reports from all users of 5 Wing Airspace. Are any of the incidents involving infractions recorded or reported from ground training users?

**Answer 175**

Over the last three (3) years, 5 Wing has completed 25 Flight Occurrence Reports. They vary from aircrew self-reporting, observances on completion of flight debriefings, and reports from outside agencies (such as noise complaints).

**Question 176**

In 3.2.8.3.13 the SOW directs the WOC to maintain, track and distribute this info on approximately 1200 sorties per year “IAW standard coordination centre practice”. Who or what is the referenced coordination centre and in what document are these standard practices listed or detailed? What is the percentage breakdown of these 1200 sorties by training area user(s)? Are all sorties conducted during the WOC’s normal duty hours? How frequently is the information distributed?

**Answer 176**

This question is under review. Canada will post the answer in an upcoming amendment.



**Question 177**

SOW directs the WOC to maintain the QRA for up to 9 activations per years. All terms are in accordance with the SLA. Can bidders be provided with a copy of this Term's & Conditions of this service agreement?

**Answer 177**

SOW Item No. 3.2.8.3.14 refers. This is the 3 Wing/ 5 Wing SLA and has been provided through the cloud service.

**Question 178**

Is the equipment available to transport international waste to landfill? Who has the contract to dispose of international waste with the City of Goose Bay at the landfill? Is there an international waste bin provided on site?

**Answer 178**

There are a number of dumpsters provided to the contractor as GFE, and the contractor is responsible for designating international waste dumpster(s). The contractor is responsible for disposing of international waste at the designated section of the municipal land fill.

**Question 179**

In 3.2.8.3.15 the SOW directs the WOC to coordinate up to 85 "return flights per year" for the OSS. The WOC is to liaise with "local service providers" to coordinate air transport. Is the contractor to understand that these flights are to points in the local training area and PTA? Are all passengers either DND personnel or associated to contracted services for 5 Wing? Are all trips to be "out and back" during the same 24-hour period?

**Answer 179**

The flights that are coordinated through the WOC will be varied in requirement of purpose ie: passenger transfer, cargo delivery, post exercise mitigation survey, environmental survey etc... The passenger authorization rests with the CO 5OSS, or higher, IAW Defence Administrative Orders and Directives (DAOD) and the RCAF Flight Operations Manual. The passenger list is provided to the WOC. Not all trips will be "out and back" within the same 24-hour period; some will be to deliver passengers or cargo and retrieve at a later time or date, but there is no requirement for the WOC to be manned until the flight returns.

**Question 180**

In 3.2.8.3.16 the SOW directs the WOC to participate in 26 biweekly coordination meetings to coordinate 444 Squadron support to 5 Wing. Does the DO/contract authority expect that the WOC would draft and send the "HELTASK" messages to 444 Sqn or would that message be generated and staffed within 5 Wing resources?

**Answer 180**



The WOC will draft, send and coordinate between requester and 444 Sqn on approval from CO 5OSS.

**Question 181**

In 3.2.8.4.1 the SOW directs that the WOC will be prepared to activate the CP for up to 4 exercises per year and for other “real world” events. What is the expected response time for activation during normal duty hours and during after duty hours and on weekends and designated holidays?

**Answer 181**

During normal duty hours, the expectation is to have an immediate response as the WOC is co-located with the CP. After normal duty hours, activation of the CP is initiated by the on call DND Duty Officer. Should WOC staff be called in after normal duty hours, the time will count as part of the 200 additional hours that can be requested.

**Question 182**

In 3.2.8.4.2 the SOW directs the WOC will be prepared to deploy OSCER 24/7 for approximately 7 events per year. Will all deployments be within the perimeters of 5 Wing? What is the expected response time for activation during normal duty hours and during after duty hours and on weekends and designated holidays?

**Answer 182**

All OSCER deployments are would typically be within the perimeters of the Wing; however, resources may be directed off base at the Wing Commander’s discretion.

**Question 183**

In 3.2.8.4.3 & 4.4 the SOW directs the WOC to be prepared to participate in either live or table-top exercises each year. Will participation in these four events require continued regular manning of the WOC? Can the Contractor receive a copy of the 5 Wing ERP?

**Answer 183**

WOC personal would participate in exercises as part of the normal duties, and WOC services would still have to be provided during an exercise, keeping in mind that real events would dictate to what extent. English and French versions of the 5 Wing ERP will be provided.

**Question 184**

In 3.2.8.5.1 the SOW directs the WOC to liaise with GBAC and civil operators to ensure a high degree of flight safety. WOC is also to coordinate and manage two annual meetings with GBAC and the civilian operators. Are the “daily liaisons” in addition to the issuance of NOTAMs and Ops Directives? Are all operators being contacted directly by the WOC currently or is GBAC the primary contact for the WOC?



**Answer 184**

WOC will liaise with through GBAC for all tenants that are under lease with GBAC. For all other non-GBAC tenants, WOC will directly liaise with them; i.e. Universal Helicopter, Canadian Helicopter, etc... The frequency depends on exercises/operation, but in the past two years, it has been on average 3-4 per month. The three year average, excluding military aircraft, is 15450 per year. Recorded landings are solely at the CYR (5 Wing airport).

**Question 185**

In 3.2.8.5.2 the SOW directs the WOC to collect and record civilian aircraft landings; approximately 25,000 per year, for the purposes of collecting landing fees. What is the percentage breakdown of local versus foreign aircraft? What is the three-year average of civil landings at 5 Wing? Are all recorded landings solely at the 5 Wing airport?

**Answer 185**

The frequency depends on exercises/operation, but in the past two years, it has been on average 3-4 per month. The three year average, excluding military aircraft, is 15,450 per year. Recorded landings are solely at the CYR (5 Wing airport).

**Question 186**

In 3.2.11.3 the SOW directs the WOC to provide approximately 40 Air Infraction Reports (AIR) within 2 days to an unknown recipient. Are these 40 Airs' in addition to the approximately 100 occurrences mentioned in 3.2.8.3.12? Who is to receive the AIR? Is it approved by a 5 Wing source before it is sent off to an external agency such as 1 Cdn Air Div?

**Answer 186**

These 40 AIR are part of the 100 occurrences. The recipient of the AIR depends on the infraction. The CO 5OSS approves the report prior to it being released.

**Question 187**

In 3.2.11.4 the SOW directs the WOC to provide approximately 25 CF Flight Safety Occurrence reports to an unknown recipient. Is it the 5 Wing DO? Does the 5 Wing rep approve or review the report before it is sent to an external agency? Are these 25 reports in addition to the other occurrences mentioned? What is the three-year average for these types of reports?

**Answer 187**

If a Flight Safety Occurrence happens, that the WOC witnesses or is made aware of, they shall complete the FS Occurrence report and submit to a FS rep/officer on the Wg. These are in addition to other occurrences. There is no data collected on who submits a FS occurrence report.

**Question 188**

SOW directs the WOC to provide a "weekly activity" report. Can the Contractor be provided with a sample copy of the weekly



activity report?

**Answer 188**

Currently due to no significant Low Level Flying being conducted for a number of years, no weekly activity report has been completed. Should Low Level Flying resume to significant levels, discussion would occur as to what the report would consist of.

**Question 189**

In this section 3.3 of the SOW, the Contractor understands that ALL transient servicing activities are for aircraft that are “gassing and going” after a brief stopover or possibly an overnight stopover.

Can you please confirm this understanding and that other local flying activities such as those aircraft flights in flying exercises and local flying are not included in this section?

**Answer 189**

WOC will liaise with through GBAC for all tenants that are under lease with GBAC. For all other non-GBAC tenants, WOC will directly liaise with them; i.e. Universal Helicopter, Canadian Helicopter, etc... The frequency depends on exercises/operation, but in the past two years, it has been on average 3-4 per month. The three year average, excluding military aircraft, is 15450 per year. Recorded landings are solely at the CYYR (5 Wing airport).

**Question 190**

In section 3.3.8.1.1 and 3.3.8.1.2 of the SOW, it describes the need to provide transient services to in the first section 350 aircraft per year and to 500 aircraft per year in the second section. Are the 500 aircraft that would receive basic services different and beyond those receiving more general services mentioned in the first section?

**Answer 190**

The 500 aircraft in line 3.3.8.1.2 would also be covered within the 350 aircraft in line 3.3.8.1.1.

**Question 191**

In 3.3.8.1.3 the SOW details the provision of Special Service #1 – described as either snow removal or de-icing of an aircraft – for approximately 25 times per year. Should the contractor understand that this service is for a pair of aircraft in every case or not in every case? Must this type of service be provided on a 24/7 basis or with enough notice on a more flexible basis?

Also, is this service part of the 500 basic services or in addition to that service?

**Answer 191**

Due to the transient nature and potential for exercises, the requirement could be for two (2) aircraft to be simultaneously serviced;



not every case would be two (2) simultaneously.  
Availability of service is to be 24/7 due to the flexible nature of air operations.  
When able to, flexibility is possible and as much prior notice given as possible.  
The 24 aircraft in line 3.3.8.1.3 would also be covered within the 350 aircraft in line 3.3.8.1.1.

**Question 192**

In 3.3.8.1.4 the SOW directs that the contractor must provide Special Service #2 - passenger and baggage handling services for up to 1000 people annually who are arriving on 50 aircraft. Are these passengers all travelling with either Canadian military orders or the equivalent of NATO military travel orders? Are any of these not departing with the aircraft that they arrived on?

**Answer 192**

The passenger travel documents are either DND/CAF or NATO. International travel, both arrival and departure, will still require each person to have a valid passport, unless otherwise deemed unnecessary by an appropriate regulatory authority. Persons could transition between aircraft and depart on a different aircraft from the one in which they arrived.

**Question 193**

In 3.3.8.1.5 the SOW directs the contractor to provide Special Service #3 - latrine and wastewater handling and disposal services for up to 100 aircraft, of which 50 are international. In the previous section of the SOW 1000 passengers are arriving on 50 aircraft. In this section there are 100 aircraft that require Special Service #3. Please clarify the number of aircraft requiring this service? Are there 50 aircraft that do not require Special Service #2 but do require Special Service #3?

**Answer 193**

As stated in the SOW, Service #2 - 1,000 passengers per year on 50 aircraft. Aircraft type to move military passengers could be military pattern or civilian contracted aircraft.  
Service #3 - 100 flights per year, 50 of those International.

**Question 194**

In 3.3.8.1.6 the SOW directs the contractor to provide Special Service #4 – aircraft towing and parking the aircraft in an appropriate hangar for an undefined period. Are the 30 aircraft typically arriving and departing as single aircraft? Will these aircraft be requiring any other the other special services?

**Answer 194**

The Estimated Qty of 30 per year are as single events and that all aircraft could require any and all of the other Special Services.

**Question 195**



In 3.3.8.1.7 the SOW directs the contractor to provide Special Service #5 – loading and off-loading of 300 aircraft with cargo or possibly with cargo and passengers but with the cargo handled as a separate function. Do any of the 300 aircraft require more than one service, such as Special Service #2? Are these 300 aircraft in addition to the aircraft mentioned in the previous four sections of the SOW?

**Answer 195**

Any and all of the Estimated Qty of 300 per year could require any and all of the other Special Services. This Estimated Qty of 300 per year could be in addition to the other Estimated Qtys of aircraft identified in Special Services #1, #2, #3 and #4.

**Question 196**

In regards to Table 3.3-3 & Table 3.3-4, what is the meaning of the # symbol? And most importantly is there more recent data from 2018 or even 2019 that would help to establish a more valid trend for transient aircraft?

Can Canada provide more recent data from 2018 or 2019 that would assist in establishing a valid trend for transient aircraft?

**Answer 196**

This question is under review. Canada will post the answer in an upcoming amendment.

**Question 197**

In 3.3.8.2.1 the SOW directs the contractor to provide air terminal services and functions for 12 flights per year. Are these flights domestic, Canadian military or government flights? Are the services to be provided different than those in 3.3.8.2.2? Do these 12 flights require any of the previous services such as Special Service #3? Please confirm if these flights are included in the numbers in prior line items of the SOW?

**Answer 197**

These flights could be Canadian Military, Government or Allied flights. Potentially these flights could require Special Services #3 in 3.3.8.1.5 and would be encompassed within prior line items.

**Question 198**

In 3.3.8.2.2 the SOW directs the contractor to provide air terminal services for 50 international flights per year. Are the passenger services (CBSA) to be dealt with differently than those detailed in 3.3.8.1.5 of the SOW? Can the same terminal services described here be provided in a similar manner and area as those provided under the earlier passenger services?

**Answer 198**

Yes, they can be dealt with in the same manner.

**Question 199**



In 3.3.8.3.1 to 3.3.8.3.4 of the SOW details the contractor's responsibilities for handling five flights per year with five shipments and a total of 10 pallets of cargo. This section also tasks the contractor to store and deliver the contents. Can the contractor understand that all shipments are domestic shipments? Can the contractor also understand that DND storage will be provided as required?

**Answer 199**

Shipments are not solely domestic and may include international. Of note, the SOW clearly identifies that rebuilding pallets will be carried out under the direction of the visiting nation or CAF qualified personnel.  
DND storage will be provided when required.

**Question 200**

In 3.3.11.1 and 3.3.11.2 the SOW directs the contractor to provide DND with data of the services provided and to maintain records for each flight. In both sections the estimated quantity is 350 per year yet in 3.3.8.1.2 the SOW establishes a quantity of 500 flights per year. Please clarify the number of flights that must be recorded? What is the three-year average of flights that have been provided with these transient and cargo services at 5 Wing?

**Answer 200**

The SOW Item Nos. 3.3.11.1 and 3.3.11.2 will be amended to an Estimated Qty of 500 flights per year.

**Question 201**

In 3.4.8.1.1 of the SOW the contractor is tasked to maintain, repair all GFE items and replace any items valued at less than \$5,000. The GFE Table, 3.4-2 does not assign values for the GFE. What items, if any would have a replacement value equal to or less than the \$5000 target?

**Answer 201**

5 Wing is confirming the availability and accuracy of the \_S SLoc Materiel In Use Lists for the related Customer Accounts and Individual Accounts, which detail the CGCS catalogued dollar value of the items. Confirmation is expected by 13 May 20.

**Question 202**

SOW directs the contractor to conduct the DO approved PM plan (see 3.4.8.1.2) while also consulting with ATESS maintenance recommendations. Are there more recent directives from ATESS or are the ATESS recommendations from 1995? Is this still relevant or valid? Will the GFE items in Table 3.4-2 be extant during the life of this contract?

**Answer 202**

ATESS directives are still relevant and valid. Updates to those directives are provided when new equipment is installed. As for the GFE items in Table 3.4-2, they are reviewed on an annual basis and are amended as equipment is updated or new equipment is installed/added or decommissioned/removed.





### **Question 203**

SOW directs the contractor to either “assist” or “perform” a total of 40 IMACs each year, with ATESS Trenton coordination. With these IMACs occurring potentially over 90% of each year.

Is there a schedule from ATESS for these IMAC’s? Do they tend to happen during the summer months? Will ATESS or their contracted personnel be assisting the contractor for any of the roughly 40 IMACs?

### **Answer 203**

The 40 IMAC rers (performs [X15] or assist [X25]), are sometimes scheduled and sometimes they are not. The IMAC Assist occurrences are mostly used when a new piece of electronic equipment is introduced (could be a replacement) and a modification of one of these pieces of equipment is required and needs to be performed by ATESS or other LCMM agencies (eqpt manufacturer) working on behalf of DND. As for performing an IMAC, the Contractor may be requested by ATESS or other LCMM agencies working on behalf of DND to do the work if the level of effort and complexity is not beyond the capability of the local ASD Contractor. The latter can be scheduled or maybe not. Lastly, large pieces of eqpt like a radar would normally happen during the summer months but can also happen any time of the year.

### **Question 204**

In 3.4.8.1.6 the SOW directs the contractor to “assist” DND or manufacturer specialists to “perform third line maintenance” activities. To avoid any disruptions to our normal service and maintenance activities, will the contractor be provided with yearly or at least quarterly schedules for these maintenance activities?

### **Answer 204**

The contractor will be advised when these maintenance activities will be required or provided with the appropriate schedule when those activities are programmed.

### **Question 205**

In 3.4.8.2.2 and 3.4.8.2.3 the SOW directs the contractor to repair Priority 1 and Priority 2 equipment. 105 Priority 1 calls are responded to within 30 minutes and repairs effected within 8 hours unless otherwise agreed to by the DO. Priority 2 repairs are completed by the end of the next working day or as agreed to by the DO. Given the variety of “working days” in the SOW, which working day definition should the contractor being using to meet the terms of this SOW requirement?

### **Answer 205**

Termium Plus ([https://www.btb.termiumplus.gc.ca/tpv2alpha/alpha-eng.html?lang=eng&i=1&srchtxt=working+day&index=alt&codom2nd\\_wet=1#resultrecs](https://www.btb.termiumplus.gc.ca/tpv2alpha/alpha-eng.html?lang=eng&i=1&srchtxt=working+day&index=alt&codom2nd_wet=1#resultrecs)) provides the following definition of “working day” or “work day” as “A day when work is normally done as distinguished from Sundays and legal holidays.”



**Question 206**

In 3.4.8.2.4 the SOW directs the contractor to effect repairs to Priority 3 equipment with “3 working days”. Which working day definition should the contractor be using to meet the terms of this SOW requirement?

**Answer 206**

Termium Plus ([https://www.btb.termiumplus.gc.ca/tpv2alpha/alpha-eng.html?lang=eng&i=1&srchtxt=working+day&index=alt&codom2nd\\_wet=1#resultrecs](https://www.btb.termiumplus.gc.ca/tpv2alpha/alpha-eng.html?lang=eng&i=1&srchtxt=working+day&index=alt&codom2nd_wet=1#resultrecs)) provides the following definition of “working day” or “work day” as “A day when work is normally done as distinguished from Sundays and legal holidays.”

**Question 207**

It has been pointed out to us by our SME that NAV Canada restructured the MANOPS document. The new document has been broken out into two complete and separate sections VFR and IFR and renamed the document Manual of Air Traffic Services (MATS). Will Canada be updating the references to reflect this replaced manual?

**Answer 207**

Yes.

**Question 208**

Please provide a table containing the type and quantity of weapons under the management and control of the contractor.

**Answer 208**

CAF Small Arms (SA). Any further information, specifying quantities of SA, is classified and will not be publicly disclosed, except to the awarded contractor.

**Question 209**

In 3.2.8.1.5 of the SOW "Provide ATC on Sundays and outside the 16/6 hours of operation to allow Flying Operations. Provide all associated services required to provide the task IAW rules and regulations of operations at the Wing".

Since the Tower is open 24/7 for VFR service, this ATC service up to “5 times per year” we would assume this is for IFR services. Can Canada please confirm this assumption is correct?

**Answer 209**

This assumption is correct, any service outside the 16/6 will be for IFR services.

**Question 210**



In reviewing the GFE/GFM and Asset listing there is no mention of a Stevenson Screen with thermometers. We don't see the screens listed however there is a Dewcel listed, and this would usually be housed within a Stevenson Screen. Can Canada confirm that that the Stevenson Screen will be provided?

**Answer 210**

Confirmed. Stevenson Screen will be provided.

**Question 211**

SOW article 4.3.13.2 is to provide pest control services - are pesticide application and monitoring tools for rodents such as exterior bait stations, interior bait stations or interior mechanical rodent traps allowed when performing this service?

**Answer 211**

Contractor to follow provincial and/or federal regulations surrounding pest control.

**Question 212**

According to SOW article 2.6.4.5, the SNIC Map is a mandatory reference. It does not state in 2.6.4 'References' that the SNIC Plan is a mandatory reference document. Can the Government please confirm whether the SNIC Plan issued is a mandatory reference document?

**Answer 212**

SOW article 2.6.4.5 states "5 Wing Snow and Ice Control (SNIC) Map (M)." The (M) indicates that the issued SNIC Map is a mandatory reference document.

**Question 213**

SOW article 2.6.11.3 (Prepare and submit annual SNIC Map) states that the initial SNIC Map is to be based on the reference document (original SNIC plan) provided. Is the expectation from Canada that the bidder will produce a new SNIC Map as part of the bid, or should the bidder use the current SNIC Map (issued as a mandatory reference under 2.6.4.5) for the first year?

- a. If the former is true, is it to be assumed that all aspects of the map may be changed by the bidder (including priority levels) as long as they comply with other mandatory references (excluding the SNIC Map)?
- b. If the latter is true, is it expected that the bidder will produce a SNIC Plan based on the current unchanged SNIC map, including the priority levels?

**Answer 213**

The bidder is not required to submit a new SNIC Map as part of their bid. SOW article 2.6.11.3, Related Information states "The SNIC Map will be established by the Contractor and approved by the DO. The initial map is to be based on the reference document (original SNIC Plan) provided. Consequent maps will be based on previous year's map as improved and discussed with the DO and SNIC Executive Committee during a post and pre-season SNIC meetings." Therefore, the bidder may use, at their discretion, and



with the approval of the DO, the current SNIC Map (issued as a mandatory reference under 2.6.4.5) for the first year.

#### **Question 214**

In reference to Annex J Evaluation Criteria – it states “an explanation of how the plan will address each element of the requirement section found in the relevant SOW Annex.” Given the page and points constraints, please could Canada clarify if “each element” is meant to refer to everything at the 3rd, 4th, 5th and in some cases 6th level headings used in the requirement section for each sub-level annex?

For example, at one juncture in Annex 4.3, the 3rd level heading level begins at 4.3.13 and continues through 10 line items to 4.3.13.2.1.4. Please advise Canada’s preferred approach for bidders responding to “each element”?

#### **Answer 214**

For Annex A4, the element is defined by the third level numbering, ex. 4.3.13. The fourth level numbering are the sub-elements that bidders must consider in their reply to ensure complete understanding of the third level element.

#### **Question 215**

Regarding the SOW in its entirety, please can Canada provide the Word copy of the SOW and the Excel spreadsheet of all the requirements identified in Annexes A1, A2, A3, and A4?

In Amendment #005 (issued on April 21st), this question is identified in Question 78, but the Answer provided is not related to the Question.

#### **Answer 215**

The SOW will only be provided in Adobe reader format (.pdf extension). The vendor can reformat the information into any format that they so choose to facilitate their specific, required data management needs.

#### **Question 216**

In reference to Annex J, Point Rated Criteria 2.1a.1 to 2.1a.16. Could Canada provide a rationale for the allocation of maximum points in the Evaluation Schema to “Requirement(s) size, scope, role, value and complexity is greater than the requirement in the SOW chapter.”?

This is the only section in the RFP that requires a demonstration from the bidder of their capabilities of exceeding the requirements stated throughout the RFP and SOW. It does not seem to align with the performance expectations set out in the rest of the document. Therefore it places an unnecessary burden on prospective bidder to secure the additional 345 points apportioned to this excess without any regard to performance level.

#### **Answer 216**



Repeat of Q151. This section is rating the Bidders past experience where demonstration of complex experience is a valued metric. Canada will not change the allocation of points.

### **Question 217**

In reference to Annex G (p. 93) and Annex J (p. 107) can Canada reconcile the difference in the requirements stated with regard to civil engineering? With the “and accomplishments” removed in the Annex J wording, the mandatory criteria is clear that the Engineering Manager has to hold a Civil Engineering degree and accreditation. Whereas, the Annex G wording is less restrictive as the Manager must have accomplishments in Civil Engineering, but not necessarily a Civil Engineering degree/ accreditation.

On Page 93 in Annex G – Resource Requirements at Contract Award, it states that the Engineering Manager “must have a degree in Engineering based on a course of study from an accredited university, college or equivalent institution with the Professional Engineering designation/accreditation, and accomplishments in Civil Engineering.”

However, on Page 107 in Annex J – Technical Evaluation – Mandatory Criteria, it states that the Engineering Manager “must have: a degree in Engineering based on a course of study from an accredited university, college or equivalent institution with a Professional Engineering designation/ accreditation, in Civil Engineering;”

### **Answer 217**

Annex J statement to be amended to mirror Annex G, as detailed below.

Annex G - The Engineering Manager must have a degree in Engineering based on a course of study from an accredited university, college or equivalent institution with the Professional Engineering designation/ accreditation, and accomplishments in Civil Engineering. A minimum of 5 years of experience in provision of engineering and maintenance management services in a senior engineering/managerial capacity in a project or operations of similar in size, scope, and complexity, and at least 10 years overall work experience.

Annex J - Mandatory Technical Criteria 1b\_3. Engineering Manager must have:

- a degree in Engineering based on a course of study from an accredited university, college or equivalent institution with the Professional Engineering designation/ accreditation, and accomplishments in Civil Engineering;
- a minimum of 5 years of experience in provision of engineering and maintenance management services in a senior engineering/managerial capacity in a project or operations of similar in size, scope, and complexity; and
- at least 10 years overall work experience.



### **Question 218**

With respect to the Question and Answer #55 in Amendment #005, can Canada clarify what differentiation is expected between bidders with respect to Annex 3.6 – Security Services, in terms of writing to the existing Mandatory and Point-Rated criteria? Will Canada consider removing the technical write up requirements for this Annex??

### **Answer 218**

Yes. As per Q&A #234, for item 2.2c (Staffing Plan) of the Point Rated technical evaluation, the criteria no longer requires the Security Services staffing plan portion. Canada will not evaluate that portion of the staffing plan but will still evaluate the staffing plan for Annex 2 for determination of the successful bidder. This will be reflected in this Amendment 006. All other experience criteria for security services will remain unchanged in the evaluation criteria. To ensure all bidders are treated fairly, the successful bidder who is recommended for Contract Award will still be required to provide a staffing plan for security services as a precedent to contract award. Failing to provide this plan may disqualify the bidder from further consideration.

### **Question 219**

Several of the service lines within the overall package of work have a significant requirement for capital equipment expenditure which, due in part to the legacy of an initiative to transfer ownership of equipment assets from government to private contractor, heavily favours the incumbent with respect to pricing. This issue is exacerbated in the context of the COVID-19 crisis, with prospective subcontractors finding themselves challenged to source adequate funding for the required investment. Additionally, given the size of the required capital outlay costs, we believe the inclusion of these costs in the overall price will significantly distort the evaluation of the cost to deliver the required services for the client.

We suggest that it would be worthwhile to separate the capital outlay for equipment in the cost submission template to facilitate a fair and accurate evaluation of the cost of services. This scenario would allow for a variety of options for the client to apply to this key aspect of the contract price, such as:

- Setting a standard capital budget for all contractors and/or having start-up capital costs charged based on actual cost incurred. In this scenario, even if there is no transition to a new contractor, a budget will exist for the renewal of the equipment fleet over the life of the contract.
- Capital costs could be treated as a capital fund for start-up, with any surplus in the fund (such as in the event existing equipment is sold from outgoing to incoming contractor) credited back to the client.

In either scenario, the equipment requirements are treated neutrally for all contractors and allow for the actual cost of delivering the required services to be evaluated independently and with much better clarity.

### **Answer 219**



Vendor's suggestion is not feasible under current Vote 1 and Vote 5 funding models and FAA. Funding for the regeneration of centrally managed, Government of Canada owned, capital assets is managed by the respective Equipment Program Manager (EPM) or project/ program. IAW FAA, vendors can only be paid for the provision of goods and services, as delivered and contractually agreed upon. Revenues realized from the Disposal of centrally managed, Government of Canada owned, capital assets is still remunerated to the Receiver General for Canada, not the base or unit level user of the assets. How the contractor chooses to regenerate their capital funded assets, such as vehicles and specialized equipment, is at their discretion.

**Question 220**

The current Union Collective Bargaining Agreement (CBA) states that the employee is to be paid \$2,200 if another language is required. It is requested that Canada clarify if any positions require a second language.

**Answer 220**

All work is done in English. No positions require a mandatory French language capability. The international language of civil aviation is English. There are no requirements for any other languages.

**Question 221**

In reference to Part 7 - Resulting Contract Clauses, Clause 7.15, Insurance Requirements, page 38 and Annex F, Insurance Requirements, the rates set forth herein may be revisited, after the first anniversary of this Agreement, if requested by Contractor, to reflect the change in costs of insurance, if the cost varies by 10% or more from the Effective Date or after the date of any revision, provided there shall only be a revision in the event that the variance of such costs is an increase or decrease of premiums.

It is requested that Canada include this clause in 7.15 paragraph 3 of the resulting contract.

**Answer 221**

The RFP clauses associated to Insurance will not be amended to incorporate this request.

**Question 222**

The existing SNIC plan mentions areas to be cleared and maintained, but there are some items listed in the priorities lists that are now decommissioned/demolished. Can we get an updated list of buildings/infrastructure that are still active?

**Answer 222**

The VFA Asset Requirements Report – Det GB provides this information.

**Question 223**

The SNIC Plan map does not show where the snow dumps are. We expect snow removal will be required. Can you indicate where the snow dump locations are?



### Answer 223

Snow dumps are coordinated with the Commanding Officer of OSS and MSS and formalized during the pre-SNIC meeting (conducted during the Fall). Evidently, snow dump sites will factor wind direction, will be located in areas with sufficient storage capacity, and with adequate drainage to prevent flooding of adjacent lands.

### Question 224

Arrestor gear requires additional attention and SNIC operators will need training to maintain these during the winter. Who will provide this training?

### Answer 224

Arrestor gear training requirements is and will be coordinated with the 1 Cdn Air Div Life Cycle Manager in Winnipeg on an “as required” basis.

5 Wing Fire Department shall perform limited AAS operations. These operations will consist of the following:

**Cable Engagements:** Respond to all cable engagements to include emergencies and practices. After an engagements, firefighters shall retrieve and reset the cable. Following this, firefighters shall inform the control tower that the cable is up or the cable is down, but are not to declare the AAS is serviceable. Only the AAS Crew Chief or D/AAS Crew Chief shall declare the AAS serviceable after any aircraft engagement.

**Controlled Cable Operations:** Firefighters shall perform controlled cable operations with/without the supervision of AAS Crew Chief or D/AAS Crew Chief. Controlled cable operations consist of cable ups and cable downs, re-tensioning the cable, and taking the cable off the runway for snow removal for the purpose of operations or training. If the AAS controlled cable operations occur during working hours, qualified AAS techs shall install the cable and reset the system to serviceable. During non-working hours trained firefighters shall install the cable and reset the system to serviceable if no issues have arisen.

**Daily Visual Inspections:** Firefighters who have received the proper AAS training (as stated below) by the AAS Crew Chief / D/AAS Crew Chief shall perform daily visual inspections during standard non-working hours as per the designated daily check sheets. Firefighters will record and validate their checks by inscribing “Daily checks completed as per checklist” and signing in the AAS logbooks. All check sheets will be kept for record for minimum one year. Firefighters will only be allowed to call whether the serviceability status remains or not, but under no circumstances can they declare the AAS serviceable after any aircraft engagement or if any anomalies are noted during the visual inspection.

If any issues have arisen during the controlled cable operations or training, the firefighters will inform the tower that the AAS serviceability is no longer valid and the qualified AAS tech must be called in to inspect the system.





**Question 225**

Radio Training for SNIC operations to communicate with all parties within perimeter of the fence will be required. Who will provide this training?

**Answer 225**

The airfield driving test with ATC (the Tower) must be administered by an approved RDDC examiner and is to confirm that the candidate can safely operate on the DND airfield. DND MSS Fleet Manager is identified as the approved RDDC Examiner for the 5 Wing RDDC.

**Question 226**

Is there a sand spec for SNIC ie. sieve analysis, etc.? Will Canada provide this spec?

**Answer 226**

Airfield sand specification:

Granular 1/8 (3081)  
1.25 x 2.5 mm  
Chemical description  
Crushed limestone  
Calcium (CA) min (%): 36  
Magnesium (MG) max (5): 1

Domestic sand specification: Nil

**Question 227**

Will Canada provide confirmation the existing sand source is still useable or will a new sand source need to be established?

**Answer 227**

5 Wing Environment Officer (WEnvO) confirms that the existing sand source is still valid and useable.

**Question 228**

Will Canada allow the extension of the existing sand source area limits? If yes, how much area can we extend by?

**Answer 228**



The existing sand source and limits are approved by DND. A contractor's requirements will be vetted by the Mission Support Squadron through the Wing Environment Officer.

**Question 229**

Current SNIC plan outlines the usage of Sodium Formate and Potassium Acetate as deicing materials. No quantities were estimated for this material in the SOW. Who procures these deicing materials? If the contractor is required to procure these materials, will Canada provide an estimated quantity?

**Answer 229**

These materials are procured by the contractor, but paid for by Canada as a cost reimbursable expense. On average, Canada spends \$150K annual on runway chemicals, with a breakdown of 70% Potassium Acetate (granular) and 30% Sodium Formate.

**Question 230**

Where are the deicing materials stored at 5 Wing?

**Answer 230**

De-icing material is currently stored in bldgs 275 and 244.

**Question 231**

Regarding Annex I – Financial Evaluation, there are two concerns:

1. Double-counting of SNIC in Price Summary. Observe that the \$100 value was counted twice, once in cell B11 and again in cell B16
2. Aviation Weather Services no value. Observe that there is cell D13 is locked with no formula in 'Table 2 Operations and Maintenance'.

Will Canada please revise Annex I and redistribute?

**Answer 231**

Yes. Please find the revised **Annex I – Financial Evaluation REV 3** in the attachment section of this RFP posting on BuyandSell.gc.ca.

**Question 232**



In reference to Annex J, 2.10.b the evaluation criteria states, “The Indigenous Benefits Plan shall include a clear statement of the minimum amount of Indigenous Benefits that the Bidder proposes to provide, expressed in dollars and as a percentage of the total contract value.”

This contravenes the bidder preparation instructions in Part 3.1. Will Canada revise how the statement of Indigenous Benefits should be expressed?

**Answer 232**

The requirement for Annex J – Point Rated Criteria, item 2.10c will be amended to remove the requirement for “expression in dollar amounts.” Only a percentage should be shown for this requirement.

**Question 233**

In reference to Annex M paragraph 3.1, reference is made to Annex F, Section 7 (Definitions). Will Canada confirm that Annex M, Appendix 1 (6.0) – Definitions was the intended reference?

**Answer 233**

Confirmed.

**Question 234**

To provide a response comprehensive to the staffing plan, a detailed breakdown of the types of positions number of personnel would be required, as well as how they interact internally and with other sections, specific training needs etc.

Without the ability to communicate with the commissionaires, how does PSPC envision evaluating this portion of the response and the solution?

Can you provide some guidance on how bidders are to complete the 2.2c Staffing Plan for Section 3.6 Security Services as this would require input from the Commissionaires?

Now that the pricing has been leveled across all bidders, does the same go for the staffing solution, delivery of services and elements of the tech plan (roles and responsibilities)?

**Answer 234**

For item 2.2c (Staffing Plan) of the Point Rated technical evaluation, the criteria no longer requires the Security Services staffing plan portion. Canada will not evaluate that portion of the staffing plan but will still evaluate the staffing plan for Annex 2 for determination of the successful bidder. This will be reflected in this Amendment 006. All other experience criteria for security services will remain unchanged in the evaluation criteria. To ensure all bidders are treated fairly, the successful bidder who is



recommended for Contract Award will still be required to provide a staffing plan for security services as a precedent to contract award. Failing to provide this plan may disqualify the bidder from further consideration.

**Question 235**

Epost & Hard Copy– With the limitation of handling items and sharing of items with COVID-19. Would PSPC consider utilizing Survey Monkey Apply (smapply) for the submission of the technical requirements and having only the financial portion submitted via hard copy? Rather than the use of Epost. The Survey Monkey Apply submission tool was seen to be efficient from the bidders end on other bids.

**Answer 235**

The Survey Monkey application has not been approved by PSPC based on security requirements. As Canada is still evaluating the requirement for a physical hard copy, the use of Epost is still the only approved electronic option at the moment. That said, there are Cloud options being evaluated but it is unclear if they would be approved for use on time for Bid Closing.

**Question 236**

The number sequencing for 3.6.3 is out of sync. The Section starts with 3.6.3.6 rather than 3.6.3.1.?

**Answer 236**

Yes. Correction made in this Amendment 006.

**Question 237**

The RFP states the VIQ is 15%, however question #40 of Amendment 005 notes VIQ as 10%. Can Canada please confirm which VIQ percentage is correct??

**Answer 237**

The % used for VEQ (not VIQ) at paragraph 11.0 Variation in Estimated Quantity should be 15% as per the RFP document. This supersedes answer # 40 of amendment 005.

**Question 238**

In regards to manage and control weapons – requisition, receive, issue, secure, inventory, store, provide access to, ship and move all types. Can Canada confirm the quantity and type of weapons to be managed?

**Answer 238**



CAF Small Arms (SA). Any further information, specifying quantities of SA, is classified and will not be publicly disclosed, except to the awarded contractor.

**Question 239**

The GFA doesn't include storage for refrigerated cargo. Can Canada confirm what building contains the storage with refrigeration capacity?

**Answer 239**

Building 560 has seven refrigeration system (walk- in refrigerators):

- Refrigerator room 105 (7.8 meter squared)
- Refrigerator room 109 (7.8 meter squared)
- Refrigerator room 110 (5.4 meter squared)
- Refrigerator room 111 A (4.6 meter squared)
- Refrigerator room 111 B (4.4 meter squared)
- Refrigerator room 112 (20.4 meter squared)
- Refrigerator room 138 (12.4 meter squared)
- Freezer room 117 (18.5 meter squared)
- Freezer room 137 (6.8 meter squared)

**Question 240**

Can Canada provide reasoning for the difference from Annex 2 to the remaining annexes for the use of Additional Services vs Task Authorizations as noted in the Structure of the SOW (A.1.1.10)?

**Answer 240**

The terms "Additional Services" and "Task Authorization" are interchangeable. Additional services is a term that was commonly used by RPOs (N) while TAs is used in all other sections of the SOW either way the Annex H - Task Authorization form will be used to authorize any additional work.

**Question 241**

Can Canada confirm the "Fire Bottle" is one and the same as a ramp fire extinguisher?

**Answer 241**

Confirmed. "Fire Bottle" is the same as a ramp fire extinguisher.



**Question 242**

Can Canada provide a copy of the Site Spill Report Register?

**Answer 242**

Vendors will be provided a copy of 1262-2 (A4 AE Hazmat), 1 Canadian Air Division Uniform Spill Reporting Protocol, dated 24 May 2006, which details that every spill of Halocarbons, POL and other Hazardous Materials, as listed in the document, regardless of size or source, shall be reported with the details identified in Schedule II - Spill Reporting Format - To DND Agencies. 1 Cdn Air Div has instructed the Wings that DRMIS will soon be used as a tool for central registry of spills.

**Question 243**

Can Canada provide a listing of any pre-existing environmental conditions for 5 Wing Goose Bay?

**Answer 243**

The Goose Bay Remediation Project (GBRP) is currently compiling the environmental closure documentation. The winning bidder will be provided all documentation as a baseline.

**Question 244**

GFA Table\_REV2 has a Lease Value. Can Canada please confirm if the amount indicated for each building is an annual lease value? If it is not an annual lease value, can Canada please provide the term of the lease value?

**Answer 244**

Yes, amounts are annual costs.

**Question 245**

Canada has indicated that the lease value listed for each of the facilities in GFA Table\_REV2 is fair market value. If the Lease Value indicated in GFA Table\_REV2 is an annual lease cost and only includes utilities, can Canada please provide an explanation of how the lease cost was calculated, and which geographical area the fair market value was based on?

**Answer 245**

FMV was calculated using DND financial data escalated with the consumer price index.

**Question 246**

RFP 7.23.5 License Agreement indicates that the contractor will be required to enter into a License Agreement with Canada for the facilities. Can Canada please provide a sample license agreement with terms and conditions?

**Answer 246**



All leases are created specific to each requirement and these are reviewed by Dept of Justice counsel. Sample leases do not exist.

**Question 247**

RFP 7.23.4.3 (suspect is mis numbered) states that Licenses for additional facilities are absolute net licenses to the landlord. Qs and As “rfp\_w6369-170006\_b\_amd\_003.pdf” #9 states that only utilities is included in the lease cost. Can Canada please clarify that the contractor will be responsible for ALL maintenance and other capital costs, such as replacement of windows, siding, roof, or other major structural maintenance?

**Answer 247**

The clauses **7.23.4.1**, **7.23.4.2** and **7.23.4.3** under heading **7.23.5 Licence Agreement** of the RFP document should indeed be labelled **7.23.5.1**, **7.23.5.2** and **7.23.5.3** respectively.

The contractor will be responsible to maintain a leased facility IAW the SOW.

**Question 248**

In order to properly select appropriate facilities for the work force, can Canada please provide maps of the floor space for all the facilities listed in GFA Table\_REV2?

**Answer 248**

GFA is leased as a building and not by floor space.

**Question 249**

Will contractors be able to renovate any facilities selected for use from the GFA Table\_REV2 list to make fit for use? If so, will the cost of renovations be borne by Canada or the Contractor?

**Answer 249**

Contractors are not allowed to modify any GFA.

**Question 249a** (this question has been labeled as such because it was a duplicate question number)

In reviewing the GFE/GFM and Asset listing we noted there are minimal items that would be ATC & Equipment/Asset related. Can Canada provide a listing of the equipment that will be provided within and as part of the ATC Tower?

**Answer 249a**

5 Wing is confirming the availability and accuracy of the \_S SLoc Materiel In Use Lists for the related Customer Accounts and



Individual Accounts. Confirmation is expected by 13 May 20.  
Systems will be defined in the VFA report and/or the Fixed Asset Registry.

All other terms and conditions remain unchanged