



RETURN BIDS TO:

RETOURNER LES SOUMISSIONS À:

Bid Receiving Public Works and Government
Services Canada/Réception des soumissions/Travaux
publics et Services gouvernementaux Canada
See herein for bid submission
instructions/

Voir la présente pour les
instructions sur la présentation
d'une soumission

NA
Ontario

**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 / Travaux
publics et services gouvernementaux
Kingston Procurement
Des Acquisitions Kingston
86 Clarence Street, 2nd floor
Kingston
Ontario
K7L 1X3

Title - Sujet ISR Flights	
Solicitation No. - N° de l'invitation W4948-22SE52/A	Amendment No. - N° modif. 001
Client Reference No. - N° de référence du client W4948-22-SE52	Date 2022-01-12
GETS Reference No. - N° de référence de SEAG PW-\$KIN-519-8549	
File No. - N° de dossier KIN-1-56186 (519)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM Eastern Standard Time EST on - le 2022-01-14 Heure Normale du l'Est HNE	
F.O.B. - F.A.B. Specified Herein - Précisé dans les présentes Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input checked="" type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Choquette, Herb	Buyer Id - Id de l'acheteur kin519
Telephone No. - N° de téléphone (613) 449-8446 ()	FAX No. - N° de FAX (613) 545-8067
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: Department of National Defense 48 Portage Road Astra, ON K0K 3W0	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée	Delivery Offered - Livraison proposée
Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur	
Telephone No. - N° de téléphone Facsimile No. - N° de télécopieur	
Name and title of person authorized to sign on behalf of Vendor/Firm (type or print) Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)	
Signature	Date

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Amd. No. - N° de la modif.
01
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KIN-1-56186

Buyer ID - Id de l'acheteur
kin519
CCC No./N° CCC - FMS No./N° VME

Question 1. What is Canada's decision point (not later than date) for making a decision regarding a potential shift from the primary to secondary training location considering COVID restrictions?

Response 1. Barring closure of the border, it is our intent to proceed with the Training in the United States. There is no date set for a decision point.

Question 2. With the planned GFE installation and integration date of 10 February 2022 and training start date of 14 February 2022, that leaves no flexibility for testing and weather days for the ferrying flight. Would Canada be willing to shift the installation date to 3 February 2022 and include a short testing activity (ground / air) to ensure the contractor + GFE "system" is fully functional prior to deployment? This risk reduction activity is consistent with other government training exercises, time permitting.

Response 2. We would prefer to maintain the dates as is. In the event there are issues, we will adjust our training schedule accordingly.

Question 3. What is Canada's planned flight schedule for the exercise period? This overview (above the 2 x 4-hour flights per day requirement) is needed to inform crew resource requirements and planning considerations.

Response 3. Flying hours will be between 0800-1700 for a maximum of 2x4 hour flights. There is no requirement for night time flying or flying outside this window.

Question 4. Will Canada provide a standby rate / minimum air time per day for each day (i.e. 3 hours) that the aircraft is scheduled to fly but not flown due to weather or other training / exercise factors out of the Contractor's control? This approach is consistent with other DND aircraft training contracts.

Response 4. A standby rate can be provided in the event we do not proceed with flying without adequate notice to the contractor.

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ANNEX "B" BASIS OF PAYMENT

Delete entire Annex "B" from original solicitation and replace with:

Firm prices, all inclusive, in Canadian funds, for services as stated in Annex "A", applicable Canadian Taxes are not included in the pricing and must be shown as extra line item on all invoices. Travel and living expenses are not included in the pricing and must be shown as separate items on the invoices in accordance with the National Joint Council Directive on Travel. The following fees will be reimbursed at laid down cost without profit or administration fees:
Fuel, Landing Fees, Nav Canada Fees, Airport Storage fees at destination.

Pricing Period:

February 1, 2022 to January 31, 2023

Text in italics will be deleted from the resulting contract.

Pricing Basis "A", Contractor rates for charter of aircraft with pilot, crew and equipment as required in the Statement of Work, Annex "A".

1. Firm all-inclusive hourly rates for Contractor's personnel and Aircraft with equipment as required in the Statement of Work, Annex "A", not including fuel or airport landing fees (which will be paid as disbursements without profit or mark-up).

Estimated Usage: 72 hours of flight time Year 1: \$ _____/hour;

2. Firm all-inclusive hourly rates for Contractor's personnel and Aircraft with equipment as required in the Statement of Work, Annex "A", for stand-by time when flight has been cancelled without 24 hours advanced notice. Maximum stand-by time of 3 hours per 24 hour period can be claimed.

Estimated Usage: 8 hours of flight time Year 1: \$ _____/hour;

3. Ferrying fee to fly aircraft from contractor's location to Ottawa, Ontario to pick up equipment and passengers, then to Clovis, NM and return to Ottawa with equipment and passengers then finally back to contractor's location. This does not include fuel or Airport Landing Fees which will be disbursements. \$ _____ lot price for round trip. Usage one round trip.

Pricing Basis "B", Labour rates and materials for ground support

1. Engineer (responsible for feasibility assessment, testing and integration activities)

Estimated usage 72 hours Year 1: \$ _____/hour;

2. Technician (responsible for installation and removal activities)

Estimated usage 72 hours Year 1: \$ _____/hour;

3. Contractor's representative (for planning and coordination meetings)

Estimated usage 72 hours Year 1: \$ _____/hour;

4. Parts (brackets, cables and connectors) at laid down cost plus a mark-up of ____%.

Estimated usage \$1,000.00 per year.