

**REQUEST FOR
STATEMENTS OF QUALIFICATIONS
("SOQ")**

**AIRPORT WILDLIFE HAZARD ASSESSMENT
SOQ#09-001**

NOTICE IS HEREBY GIVEN, that the Board of Clark County Commissioners, Clark County, Nevada, will receive sealed responses from interested, qualified persons or firms of Statements of Qualifications (SOQ's) for the purpose of obtaining the services of an FAA Qualified Airport Wildlife Biologist to perform a Wildlife Hazard Assessment, and related services for the McCarran International Airport.

Five copies and one original proposal must be submitted by 4:00 PM (PDT) on or before November 23, 2009. Proposals must be enclosed in a sealed envelope or package clearly marked "Proposal No. 09-001 Airport Wildlife Hazard Assessment" and mailed or delivered to McCarran International Airport Planning Division. Proposal should be addressed to :

Michael Li
1845 E. Russell Road, Third Floor
Las Vegas, NV 89119-2716

Proposals time-stamped at 4:01 PM or after may not be considered and may be returned to respondent.

Questions regarding this RFQ should be directed no later than November 16, 2009 to:
Michael Li, Management Analyst
1845 E. Russell Road, Third Floor. Las Vegas, NV 89119
(702)261-5036, michaelli@mccarran.com

This Request For Qualifications (RFQ) is furnished in accordance with Nevada Revised Statute 496.090 which states: "...the governing body of any municipality may authorize it to enter into any such contracts, leases and other arrangements with any persons, as provided in this section,...upon such terms and conditions as the governing body deems proper." The material to be supplied through this RFQ is being sought for informational purposes only and does not, in any way, constitute a "bid" and should not be construed as such. The Board of County Commissioners may or may not decide to negotiate an agreement with any of the respondents to this RFQ, at its sole discretion.

County reserves the right to seek further information from any respondent and may request that proposers supplement their proposal, at the sole discretion of County.

BACKGROUND

Clark County, Nevada owns McCarran International Airport and four general aviation facilities in the Clark County Airport System including, North Las Vegas Airport, Henderson Executive Airport, Jean Sport Aviation Center, and Overton/Perkins Field and operated under the policy direction of the Board of County Commissioners, the authority of the County Manager and the management of the Director and Deputy Director of Aviation. McCarran International Airport is the principal commercial airport serving Las Vegas and Clark County, Nevada, United States. The airport is located five miles south of the central business district of Las Vegas, in the unincorporated area of Paradise in Clark County. It covers an area of 2,800 acres and has four runways.

SCOPE OF SERVICES

A Wildlife Hazard Assessment (WHA) is a comprehensive, detailed study and evaluation of factors contributing to wildlife hazards at and within a 5-mile radius of the airport environment. A qualified airport wildlife biologist (Advisory Circular 150/5200-36) collecting systematic, quantitative data using on-site observations and wildlife surveys accomplishes this process when combined with relevant information such as historical strike data and an evaluation of maintenance, patrol and wildlife mitigation procedures.

Specific to the conduct of a WHA, 14 CFR Part 139.337 states:

(c) The wildlife hazard assessment required in paragraph (b) of this section must be conducted by a qualified wildlife damage management biologist (Advisory Circular 150/5200-36) who has professional training and/or experience in wildlife hazard management at airports or an individual working under direct supervision of such an individual. The wildlife hazard assessment must contain at least the following:

- (1) An analysis of the events or circumstances that prompted the assessment.
- (2) Identification of the wildlife species observed and their numbers, locations, local movements, and daily and seasonal occurrences.
- (3) Identification and location of features on and near the airport that attract wildlife.
- (4) A description of wildlife hazards to air carrier operations.
- (5) Recommended actions for reducing identified wildlife hazards to air carrier operations.

The assessment should be a minimum of four seasons or 12 months to adequately assess the seasonal patterns of birds and other wildlife using the airport and surrounding area during an annual cycle. Specifically, the WHA will be undertaken to sample bird and mammal species and frequency, seasonal and behavioral activities, and locations of wildlife activity and attractants in relation to the airport. Data will be analyzed and a final report provided.

Most regions of the USA have dramatic seasonal differences in numbers and species of migratory birds. Even for non-migratory wildlife, such as deer and resident Canada geese, behavior and movement patterns can change significantly among seasons. Observations of wildlife at an airport and surrounding areas limited to a few days in a single season generally cannot adequately assess hazardous wildlife issues and associated habitat attractants.

In order to adequately identify “the wildlife species observed and their numbers, locations, local movements, and daily and seasonal occurrences” during a Wildlife Hazard Assessment, the FAA recommends that standardized survey procedures be used. These standardized procedures should provide an objective assessment of hazardous wildlife in the airport environment that can be repeated in future years for comparative purposes. One objective procedure for assessing bird populations, based on the North American Breeding Bird Survey methodology, is the establishment of standardized survey points about ½ mile apart throughout the AOA (10-20 survey points are generally recommended depending on location) can be useful in further refining spatial distributions of birds on the airport. Additional survey points may be established in nearby off-airport areas (e.g., taxicab lot, golf course, wetland, lake or city park) suspected of attracting hazardous birds that move across the AOA. Standardized counts of birds should be made at each of these survey points at least twice monthly. Emphasis should be given for surveys during peak movements at dusk and dawn and various hours of midday.

In addition, specialized surveys might be needed as part of the overall assessment to document large-to-mid-sized mammals, such as deer, coyotes or jackrabbits (from vehicle using spotlight or night vision equipment), and small mammals, such as voles and mice (snap traps), on the airport. Large mammal surveys should document seasonal variations while small mammal surveys should be conducted at least twice during a 12-month WHA.

Habitat Assessment

The wildlife biologist will examine land features (e.g., brushy areas, natural water areas, artificial water impoundments, perching trees, etc.) on and around the airport to ascertain if they constitute or contribute to wildlife hazard conditions.

MINIMUM QUALIFICATIONS

The following minimum experience criteria have been established as a basis for qualifying the eligibility of a Firm as shown below:

- a) A “qualified airport wildlife biologist” must:
 - a. Have the necessary academic coursework from accredited institutions and work experience to meet the qualifications of a GS-0486 series wildlife biologist as defined by the U.S. Office of Personnel Management

classification standards; or be designated as a Certified Wildlife Biologist by the Wildlife Society (<http://www.wildlife.org>) and,

- b. Have taken and passed an airport wildlife hazard management training course acceptable to the FAA administrator and,
 - c. While working under the direct supervision of a qualified airport wildlife biologist, have conducted at least one Wildlife Hazard Assessment acceptable to the FAA Administrator (as described in §139.337 (c)). and,
 - d. Have successfully completed at least one of the following within the past 3 years:
 - 1) An airport wildlife hazard management training course that is acceptable to the FAA Administrator or,
 - 2) Attendance, as registered participant, at a joint Bird Strike Committee-USA/Bird Strike Committee-Canada annual meeting, or,
 - 3) Other training acceptable to the FAA Administrator
- b) Must be able to provide the documentation verifying they meet the requirements outlined above
 - c) Recent experience in projects comparable to the proposed project.
 - d) Demonstrated success in project monitoring and management for similar projects for the Western-Pacific Region of the FAA.
 - e) Experience of key personnel and availability of these individuals for these projects.
 - f) Knowledge of applicable FAA regulations, policies, and procedures.
 - g) Recent experience with public information and community involvement programs and/or public hearings related to airport development and planning projects.
 - h) Current workload and ability to meet project schedules or deadlines.
 - i) Must be able to successfully apply for and receive an airport security badge.

EVALUATION CRITERIA

All proposals received will be evaluated regarding compliance with this Request, FAA Advisory Circular 150/5200-36 “Qualifications for Wildlife Biologist Conducting Wildlife Hazard Assessment and Training Curriculums for Airport Personnel Involved in Controlling Wildlife Hazards on Airports”, and Nevada Revised Statutes.

Consultant Selection will be based on the following criteria:

- A. **Wildlife Biologist to be assigned to McCarran International Airport (weighted 40% in selection criteria):** Statements of Qualifications include resume and detail of experience relevant to the provision of these services. Statements of Qualifications shall also include longevity with proposed Firm/Team, where the biologist will be based, and his/her ability and proposed mode of travel to McCarran International Airport. Materials should also demonstrate the biologist understands the challenges and opportunities of this project, the sponsor’s concerns and expectations, and the biologist’s familiarity with McCarran International Airport environment and habitat.

- B. Qualifications of the Firm/Team (weighted 25% in selection criteria):** Demonstrated ability and experience of the principal consultant and its key personnel at Primary Airports with scheduled Air Carrier service. Firm/Team should demonstrate its familiarity with FAA regulations, industry-accepted policies and procedures, and examples of working relationships with the FAA Airports Division-Safety and Certification offices.
- C. Project Similarity and Past Performance (weighted 25% in selection criteria):** Statements of Qualifications should include specific examples of similar projects performed for similar clients. References and points of staff contact shall be included. Statements of Qualifications should include the approach and methodology taken to complete similar projects for other clients, and a description of the approach being proposed for the projects at McCarran International Airport. Demonstrate the Firm/Team's ability to meet schedule demands and complete projects by agreed-upon deadlines, and to complete work on or under budget. Airport staff intends to call references and validate representations. References should be included that help McCarran International Airport staff ascertain and determine the quality of the projects completed, and the satisfaction of airports where projects have been previously been undertaken by proposing Firm/Team. Firm/Team should disclose all arbitration, litigation, lawsuits, and other legal actions associated with projects Firm/Team was involved with in the past five years.
- D. Availability to Perform Work (weighted 10% in selection criteria):** A list of projects and clients that Firm/Team would be involved with at the same time they are providing services to McCarran International Airport. McCarran International Airport intends to move expeditiously and wishes to ensure that Firm/Team is not overextended and unable to give priority attention to McCarran International Airport projects. Statements of Qualifications should emphasize the level of commitment and depth of support in terms of Project Management and Sub-Consultant availability, to support these projects with staff and resources.
- E. Disadvantaged Business Enterprise (DBE) Program (Pass/Fail)**
Firm's willingness, commitment and ability to meet DBE program goals established with the FAA for McCarran International Airport. Statements of Qualifications should include DBE performance on past projects, as compared to the DBE goals of those facilities.