Cape Race Aviation Fuel System
Fuel Tank Replacement Specification

9 Wing CFB Gander is in the process of replacing the aviation fuel system at Cape Race, Newfoundland. Thus we require an 11,000 – 12,000 liter aboveground double walled horizontal tank to be used for storage of aviation fuel (Jet A1). The tank shall be designed, built and certified (complete with label) to Underwriter' Laboratories of Canada ULC-S601 latest edition (Aboveground Double-walled tank). The tank shall come complete with vacuum gauge and attached skid saddles/supports. The tank shall be mounted on a skid so that the under dispenser sump and housing (cabinet) can be attached to the front of the tank.

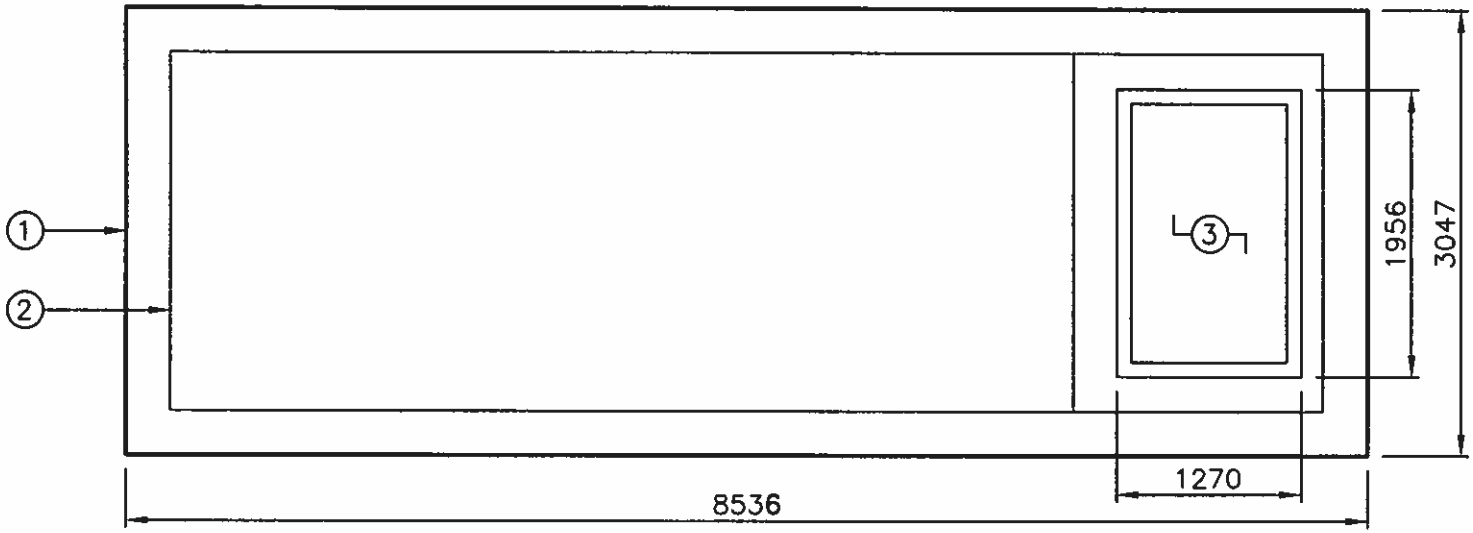
In addition, we require an under dispenser sump (1956mm x 1270mm x 100mm deep with at 100mm lip to the inside to mount existing pump housing on) for this system, which shall be designed built and certified to ULC/ORD-C107.21 latest edition, as per the specifications on the attached drawing. The sump shall be affixed (mounted) to the skid. The sump is designed to house the pump, hose reel, meter and grounding cable. The fuel tank, sump and all other components shall be manufactured of stainless steel.

Tank and sump shall be designed to fit existing concrete pad, which measures 7.3 meters by 3.7 meters.

Interior finish: as identified by the latest ULC and API standards
Exterior finish: Stainless steel construction

Complete with:
1. Spill containment device - ULC designed, built and certified ULC/ORD-C142.19 non removable, permanently affixed to the tank
2. Overfill protection device - ULC designed, built and certified ULC/ORD-C58.15 – to limit filling beyond 95% capacity; built of stainless steel.
3. Standard (regular) venting, built from stainless steel.
4. Emergency venting, built from stainless steel.
5. Level gauge (clock gauge) - CSA/ULC certified, graduated in centimeters
6. Lockable dip port (reduced to prevent potential filling)
7. Dipstick and gauge chart
8. Attached or detachable stairs with non skid platform and handrail, built from stainless steel.
9. Lifting lugs, built from stainless steel.
10. As built drawings
11. Seven (7) openings in the tank excluding emergency vent. One for each of - Regular vent, level gauge, overfill device(fill port), reduced dip port inside spill containment device, supply line, return line and one extra.

Delivery to Cape Race Newfoundland and drop-off at installation site.



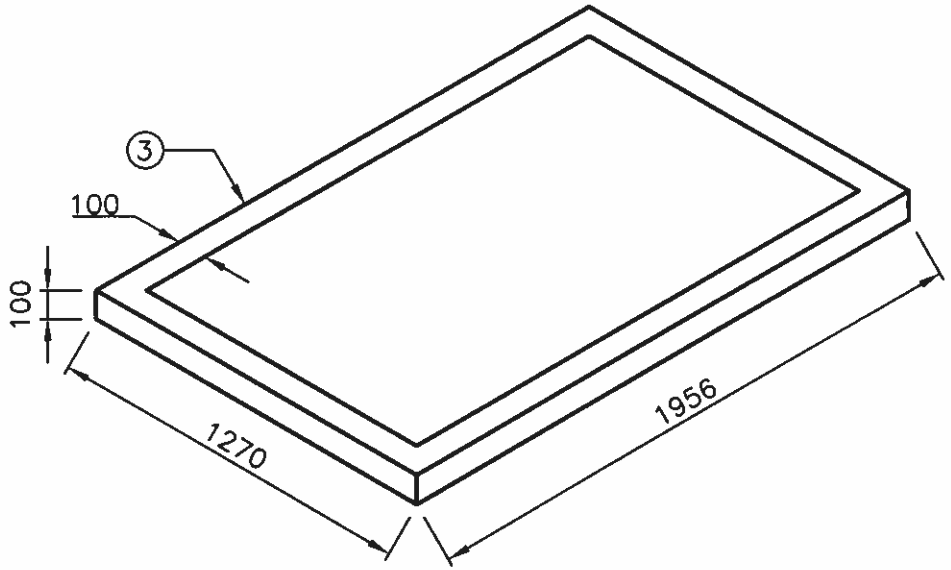
TANK PAD & SKID
N.T.S.

(1) EXTENTS OF EXISTING TANK PAD

(2) NEW STAINLESS STEEL TANK AND SKID, SIZE TO BE DETERMINED

(3) NEW SUMP FRAME. CONSTRUCT WITH 100X100X6mm STAINLESS STEEL ANGLES, WELD AS REQUIRED. NEW FRAME SHALL BE MOUNTED ONTO NEW SKID & WELDED OR MECHANICALLY FASTENED AS REQUIRED

NOTES:
- ALL METAL COMPONENTS SHALL BE STAINLESS STEEL, INCLUDING MOUNTS, BRACING AND CONNECTORS



SUMP FRAME - ISOMETRIC
N.T.S.

PROJECT & LOCATION	DRAWING	SCALE	DATE
FUEL CACHE UPGRADE CAPE RACE, NEWFOUNDLAND	SUMP FRAME FOR FUEL PUMP	N.T.S.	21 JUNE 2012
	DRAWN BY: N.S.	SHEET NO.: 1 OF 1	DRAWING NO.: SK-C66-1-9900/02-002

DRAWING NO. SK-C66-1-9900/02-002	SCHÉMA N° SK-C66-1-9900/02-002
SHEET NO. 1 OF 1	FEUILLE N° 1 DE 1
PROJECT & LOCATION FUEL CACHE UPGRADE CAPE RACE, NEWFOUNDLAND	PROJET ET EMPLACEMENT AMÉLIORATION DE LA CACHE À CARBURANT CAP RACE (TERRE-NEUVE)
DRAWING SUMP FRAME FOR FUEL PUMP	SCHÉMA BÂTI DU PUISARD DE LA POMPE À CARBURANT
DRAWN BY N.S.	DESSINÉ PAR NON MENTIONNÉ
SCALE N.T.S.	ÉCHELLE NON À L'ÉCHELLE
DATE 21 JUNE 2012	DATE 21 JUIN 2012
TANK PAD & SKID N.T.S.	SOCLE DU RÉSERVOIR ET PATIN NON À L'ÉCHELLE
1 EXTENTS OF EXISTING TANK PAD	1 ÉTENDUE DU SOCLE DU RÉSERVOIR EXISTANT
2. NEW STAINLESS STEEL TANK AND SKID, SIZE TO BE DETERMINED	2. NOUVEAU RÉSERVOIR EN ACIER INOXYDABLE ET PATIN; DIMENSIONS À DÉTERMINER
3. NEW SUMP FRAME. CONSTRUCT WITH 100x100x6mm STAINLESS STEEL ANGLES, WELD AS REQUIRED. NEW FRAME SHALL BE MOUNTED ONTO NEW SKID & WELDED OR MECHANICALLY FASTENED AS REQUIRED	3. CHÂSSIS DU NOUVEAU PUISARD. CONSTRUIT AU MOYEN DE CORNIÈRES EN ACIER INOXYDABLE DE 100 x 100 x 6 mm SOUIDÉES AU BESOIN. LE NOUVEAU CHÂSSIS DOIT ÊTRE MONTÉ SUR LE NOUVEAU PATIN ET SOUDÉ OU MÉCANIQUEMENT FIXÉ, AU BESOIN
NOTES: - ALL METAL COMPONENTS SHALL BE STAINLESS STEEL, INCLUDING MOUNTS, BRACING AND CONNECTORS	NOTAS : - TOUS LES COMPOSANTS MÉTALLIQUES DOIVENT ÊTRE EN ACIER INOXYDABLE, Y COMPRIS LES MONTURES, LES RENFORTS ET LES CONNECTEURS
SUMP FRAME – ISOMETRIC N.T.S.	BÂTI DU PUISARD – ISOMÉTRIQUE NON À L'ÉCHELLE