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Public Works and Government Services / Travaux
publics et services gouvernementaux
Kingston Procurement
Des Acquisitions Kingston
86 Clarence Street, 2nd floor
Kingston
Ontario
K7L 1X3
Bid Fax: (613) 545-8067

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 Satellite Control Syst	
Solicitation No. - N° de l'invitation W0114-13Q012/A	Amendment No. - N° modif. 003
Client Reference No. - N° de référence du client W0114-3-Q7012	Date 2013-01-24
GETS Reference No. - N° de référence de SEAG PW-\$KIN-514-6053	
File No. - N° de dossier KIN-2-38274 (514)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2013-02-04	Time Zone Fuseau horaire Eastern Standard Time EST
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Beaulieu, Gisele	Buyer Id - Id de l'acheteur kin514
Telephone No. - N° de téléphone (613) 545-8064 ()	FAX No. - N° de FAX (613) 545-8067
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	

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

Amendment 003

Requirement: For the provision of Man-portable Parabolic VSAT with embedded modem.

The above mentioned solicitation is hereby amended to reflect questions received from a bidder and the answers provided by the consignee:

1- Q. Would MIL-STD 810F be sufficient, vice Mil-STD-810G?

A) We require the units to meet the latest standards, which is Mil-STD-810G. 810G comprises more rigorous standards based on missions and experience as well as test procedures defined by the committee. MIL-STD-810F was introduced on January 1, 2000. MIL-STD-810G was introduced October 31, 2008, and supersedes MIL-STD-810F. The two documents are not substantially different, but different enough so. As of late 2011, most rugged manufacturers have switched to providing ruggedness testing information using MIL-STD-810G.

2- Q. What are the key elements of the MIL-STD 810G standard that are required to meet the operational needs of the CFJSR?

A0 These include but are not limited to storage temperatures, Humidity, blowing dust, sand and rain, transit and handling drop test, Trapezoidal shock, transportation vibration, and loose cargo vibrations

3- What is the rationale for the selection of -30 to +50 C temperature range? Does this temperature range comply with a climatic category found in MIL-HDBK-310?

A) The rationale behind the -30 to +50 temperature is based upon the extreme temperature limits that we foresee deploying the system. Unknown if these limits are in a specific climatic category found in MIL-HDBK-310. However, in the foreword of MIL-HBKD-310, para 2, it states " This handbook is for guidance only. This handbook cannot be cited as a requirement. ". As such, CFJSR is not using climatic categories from MIL-HBDBK-310 as a requirement. Rather, we are basing temperature extremes based on user feedback.

4- Why is there a requirement for NMEA GPS support for DAGR? How will DAGR connectivity enhance the operations of the VSAT terminal?"

A) The DAGR is a military-grade, dual-frequency receiver, and has the security hardware necessary to decode the encrypted P(Y)-code GPS signal. Commercial GPS (civilian C/A code signals) can be jammed and/or spoofed, which from a military perspective is unacceptable. A DAGR offers the ability to provide military GPS solution

Solicitation No. - N° de l'invitation

W0114-13Q012/A

Amd. No. - N° de la modif.

003

Buyer ID - Id de l'acheteur

kin514

Client Ref. No. - N° de réf. du client

W0114-3-Q7012

File No. - N° du dossier

KIN-2-38274

CCC No./N° CCC - FMS No/ N° VME

to the terminal. Additionally, CFJSR owns multiple DAGR GPS units, and would incorporate this existing capability into the Man Portable VSAT.

IF YOU HAVE ALREADY SUBMITTED YOUR OFFER, AND THE ABOVE INFORMATION CHANGES YOUR PRICING, PLEASE RE-SUBMIT YOUR REVISED PRICING ON OR BEFORE CLOSING DATE.