

**RETURN BIDS TO:**

**RETOURNER LES SOUMISSIONS À:**

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

**- TPSGC**

**11 Laurier St. / 11, rue Laurier**

**Place du Portage , Phase III**

**Core 0A1 / Noyau 0A1**

**Gatineau**

**Québec**

**K1A 0S5**

**Bid Fax: (819) 997-9776**

**Revision to a Request for a Standing Offer**

**Révision à une demande d'offre à commandes**

National Master Standing Offer (NMSO)

Offre à commandes principale et nationale (OCPN)

The referenced document is hereby revised; unless otherwise indicated, all other terms and conditions of the Offer remain the same.

Ce document est par la présente révisé; sauf indication contraire, les modalités de l'offre demeurent les mêmes.

**Comments - Commentaires**

**Vendor/Firm Name and Address**

**Raison sociale et adresse du  
fournisseur/de l'entrepreneur**

**Issuing Office - Bureau de distribution**

Civilian Aircraft Division/Division des Avions Civils

Portage III 8C1 - 50

11 Laurier St./11 rue Laurier

Gatineau

Québec

K1A 0S5

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|--|--|--|
| <b>Title - Sujet</b><br>CESSNA CITATION II AIRCRAFT REPAIR,  |  |  |
| <b>Solicitation No. - N° de l'invitation</b><br>T8493-130004/C   |  | <b>Date</b><br>2013-09-04  |
| <b>Client Reference No. - N° de référence du client</b><br>T8493-130004  |  | <b>Amendment No. - N° modif.</b><br>001                                    |
| <b>File No. - N° de dossier</b><br>006cag.T8493-130004   | <b>CCC No./N° CCC - FMS No./N° VME</b>       |  |
| <b>GETS Reference No. - N° de référence de SEAG</b><br>PW-\$CAG-006-23963  |  |  |
| <b>Date of Original Request for Standing Offer</b>   |  | 2013-08-14   |
| <b>Date de la demande de l'offre à commandes originale</b>   |  |  |
| <b>Solicitation Closes - L'invitation prend fin<br/>at - à 02:00 PM<br/>on - le 2013-09-24</b>   |  | <b>Time Zone<br/>Fuseau horaire</b><br>Eastern Daylight<br>Saving Time EDT |
| <b>Address Enquiries to: - Adresser toutes questions à:</b><br>Coté, Michel  |  | <b>Buyer Id - Id de l'acheteur</b><br>006cag                               |
| <b>Telephone No. - N° de téléphone</b><br>(819) 956-0118 ( )   | <b>FAX No. - N° de FAX</b><br>(819) 997-0437 |  |
| <b>Delivery Required - Livraison exigée</b>  |  |  |
| <b>Destination - of Goods, Services, and Construction:</b><br><b>Destination - des biens, services et construction:</b>  |  |  |
| <b>Security - Sécurité</b><br>This revision does not change the security requirements of the Offer.<br>Cette révision ne change pas les besoins en matière de sécurité de la présente offre. |  |  |

**Instructions: See Herein**

**Instructions: Voir aux présentes**

|  |                          |                          |
|--|--------------------------|--------------------------|
| <b>Acknowledgement copy required</b>   | <b>Yes - Oui</b>         | <b>No - Non</b>          |
| <b>Accusé de réception requis</b>  | <input type="checkbox"/> | <input type="checkbox"/> |
| <b>The Offeror hereby acknowledges this revision to its Offer.</b><br><b>Le proposant constate, par la présente, cette révision à son offre.</b>   |                          |                          |
| <b>Signature</b>   | <b>Date</b>              |                          |
| Name and title of person authorized to sign on behalf of offeror. (type or print)<br>Nom et titre de la personne autorisée à signer au nom du proposant.<br>(taper ou écrire en caractères d'imprimerie) |                          |                          |
| <b>For the Minister - Pour le Ministre</b>   |                          |                          |

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**This amendment is raised to include the Questions and Answers received by bidders.**

**All other Terms and Conditions remains the same.**

Question (1.) How many aircraft may be involved – just one, or more than one?

Answer: 9 aircraft.

Question (2.) What type of work will likely be performed - scheduled inspections, minor maintenance and repairs, major repairs... or a combination of all of them? Will aircraft (or just parts/systems) be flown to contractor facilities for repairs? Is there an expectation that the contractor provide any repair and overhaul resources at Government facilities?

Answer: The majority of the work is aircraft component repairs and overhaul. Unscheduled repair requirements may cause the aircraft to be ferried to the contractors facility for repair, or have the contractor perform the repairs on site.

Question (3.) Are there any target hours or turnaround times for each type of repair?

Answer: TBD at the time of requirement.

Question (4.) How frequent would the work likely be? Is there any anticipated schedule or historical intervals for each type of repair?

Answer: As required.

Question (5.) Is there a status sheet available for any aircraft involved in the contract?

Answer: No.

Question (6.) Does a calendar (or a series of scheduled events) exist for the aircraft involved?

Answer: No.

Solicitation No. - N° de l'invitation

T8493-130004/C

Amd. No. - N° de la modif.

001

Buyer ID - Id de l'acheteur

006cag

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

T8493-130004

File No. - N° du dossier

006cagT8493-130004

CCC No./N° CCC - FMS No/ N° VME

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Question (7.) How will Customs (both for the U.S., and for Canada) be handled for any work performed? Is this the contractor's responsibility?

Answer:Transport Canada will be the importer of record.

Question (8.) Is any component depot work likely to be part of this work scope?

Answer:This contract is primarily component repair.

Question (9.) Is there any 'guarantee' of work or minimum demand (or... is this for consideration toward work that MAY be required in the future)?

Answer: No guarantees.