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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

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Title - Sujet Aircraft Training / Maintenance Pla	
Solicitation No. - N° de l'invitation W0125-17LM01/A	Amendment No. - N° modif. 004
Client Reference No. - N° de référence du client W0125-17-LM01	Date 2016-07-27
GETS Reference No. - N° de référence de SEAG PW-\$KIN-930-6947	
File No. - N° de dossier KIN-6-46022 (930)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2016-08-16	
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: Littlefield, Mike	Buyer Id - Id de l'acheteur kin930
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Aircraft Training and Maintenance Platforms

Amendment 003 is being issued in response to Bidder's questions and Canada's responses and to amend Annex "A" Statement of Work.

Q1. Reference Annex A Statement of Work Section 1.2

The maintenance stand that will be remaining as the control deck; will it sit on the deck of the new stands, or do the new stands have to be built around it and it stays on the ground? Please provide more details.

A1. The maintenance stands that will remain are situated around the L/H outboard engine. The control desk is located on the floor (labelled as IOS on Annex E) and has limited mobility as it is connected to the engine via harness and control wires to operate the engine/propeller. The proposed new stands will have to go around the maintenance stands and the IOS station can be moved approx. 2 ft. to accommodate the new stands but will remain on the floor.

Q2. Reference Annex A Statement of Work Section 1.2

Reference is made to Annex D. Please confirm if this is meant to be Annex E?

A2. The reference in Para 1.2 of the SOW should read Annex E.

Refer: 1.2 Annex "A" Statement of Work
Delete: the reference to Annex D
Insert: the reference to Annex E

Q3. Reference Annex A Statement of Work Section 3.2.1 (b)

You refer to pre-existing maintenance stands. Is this the control center referred to in 1.2? And is more detail of these stands available?

A3. Please see answer for Question#1. The pre-existing stands have a rolled stairway to access the maintenance stands and should be considered as a standalone work area. There is no specific requirement for new stands to attach to pre-existing stands. The pre-existing stands extend to the tailpipe area to make a complete walk around area when personnel are on those stands. See pictures.

Q4. Reference Annex A Statement of Work Section 3.2.1 (c)

Please identify the working areas on the aircraft as referred to in 3.2.1.c. Include the height from the ground. In addition how much variation is required? (i.e. what is the adjustable requirements for the stands?)

A4. The working area is the top (crown of the aircraft wing/fuselage). The specific requirement is that the stands must be 2.4m/7 ft. 10 inches or less from the working area to meet Canada Labour Code for fall arrest/fall restraint requirements. The stands must account for variations of the hangar floor (i.e. screw jacks to level maintenance stand) and wheels/castors to move maintenance stand into place. Height variation can occur as long as the continuous walkway is maintained and the 2.4m/7ft 10 inches or less is maintained around the aircraft.

Q5. Reference Annex A Statement of Work Section 3.2.1 (f)
Please identify areas where stair access is required.

A5. There is no specified area that stair access is required other than allow personnel access to the maintenance stands from multiple areas around the FAST Trainer. If so desired, stairways can allow access to the top of the trainer but must encompass a method to protect the trainer contact area from deforming/marring and/or damaging the aircraft trainer.

Q6. Reference Annex A Statement of Work Section 3.2.1 (i)
It is herein stated that "material specifications shall be provided by the manufacturer upon contract award." Shouldn't this be with drawings?

A6. This can/should be included with the drawings but must be provided by the manufacturer upon contract award.

Q7. Reference Annex A Statement of Work Section 3.2.1 (o)
Please provide floor dimensions for concrete trenches as they relate to layout of the aircraft. (Annex E and Annex F).

A7. Looking at Annex E, the trench starting at the nose of the aircraft is approx. 40 ft./12.2 metres in length with an additional 8 ft./2.4 metres from where the trench ends to the fuselage of the aircraft. The length of the trench from front to back is 54 ft./16.5 metres long. The trench that extends behind the aircraft wing is approx. 48 ft./14.6 metres in length. The trench is approx. 32 inches/82 cm wide. See diagram.

Q8. Reference Annex A Statement of Work Section 3.2.1 (r)
Please confirm rolling modules can roll over concrete trench coverings, just not come to rest on them. What is the maximum loading for concrete trench covers?

A8. The maintenance stands can roll over concrete trench but cannot rest on trench area coverings. Max loading for concrete trench covers is not specified.

Q9. Reference Annex A Statement of Work Section 3.2.1 (s)
What is the maximum distributed rated load for each area? i.e. nose, fuselage excreta

A9. All structures must be constructed to min total load rating of 120 lbs per foot squared.

Q10. Reference Annex A Statement of Work Section 3.2.3 (e)
POL recovery system. What is being requested?

A10. For the Aircraft engine area, a drip tray area to ensure that any Petroleum Oils Lubricants that are spilled can be recovered/prevented from contacting the Hangar Floor.

Q11. Reference Annex A Statement of Work Section 3.2.4 (e)

Can the stairways leading to over-wing access touch/rest on wings with protection?

A11. Stairways can lead to over-wing access and touch/rest on wings as long as they have a durable protection that prevents deforming/marring or damaging the aircraft.

Q12. Reference Annex A Statement of Work Section 3.2.1 (g)

Please provide Aircraft and equipment (APU stand and ECU PTT) specifications and measurements as they relate to the items listed in 3.2.1.g.

A12. The APU stand has been modified from the original configuration. It has been raised approx. 12-18 inches in height to account for the aircraft resting on a cradle system. The ECU PTT is referring to the Outboard Engine, maintenance stands around the engine/propeller and the IOS computer station as referenced in Question#1.

Q13. Reference Annex A Statement of Work Section 3.2.1 (b)

Can you provide the dimensions of the existing stand and its deck height (provide fuselage station & BL or wing station for locating the existing stand)?

A13. The dimensions of the existing stands are 24 ft/7.31 metres in length and 16ft 1 inch/4.9 metres in width. The deck height is 8 ft 11 inches/2.72 metres from the ground. The stands start at Fuselage station 310 and is 8 ft/2.4 metres on either side of the L/H outboard engine.

Q14. Reference Annex A Statement of Work Section 3.2.1 (e)

Are you wanting jacks with casters mounted to the bottom or just have jacks for leveling?

A14. Casters/wheels would be required to allow movement of stands. Leveling would be required to account for differences of the concrete flooring.

Q15. *Are you wanting jacks with casters mounted to the bottom or just have jacks for leveling?*

A15. The cargo floor is 4ft 8 inches/1.4 metres from the hangar floor.

Q16. Reference Annex A Statement of Work Section 3.2.1 (h)

Can you provide wing jacking locations? Does the tail have jacks? If so, can you provide the locations?

A16. The wing jacking locations are on the R/H wing side outboard of the blank engine space. This allows minimal movement of maintenance stands to allow Jack to be positioned. Aircraft cannot be jacked as it is permanently mounted to 4 cradles on the belly of the aircraft. See diagram and pictures.

Q17. Can you provide what type of wing jacks are being used and their orientation?

A17. The Nato Stock Code for the Jack is 1730-00-516-2017. It is a tripod style Jack that is modified to bypass fluid to ensure trainer cannot be lifted from cradles.

**Q18. Reference Annex A Statement of Work Section 3.2.7 (b)
Are the stairs 5ft. wide?**

A18. The stairways are not 5 ft/1.524 metres wide but the walkways are to be a minimum of 5 ft/1.524 metres wide.

Q19. Where is the platypus area?

A19. The Platypus area is the area that extends 4 Ft/1.219 metres aft of the rudder area.

Q20. It mentions that the maximum vertical distance is 7ft-10 inches, but what is the required stand deck height, and is it to be the same at all locations? In other words, Do you have specific or desired deck height at the nose? Fuselage? Wing tip? Horizontal?

A20. The required stand deck height needs to maintain a safe fall arrest/fall restraint height of 7 ft 10 inches/2.4 metres at all times around the aircraft but can be less if required.

Q21. What is the required clearance distance for install/removal of engine?

A21. The maintenance stands must allow removal on T56 engine with a work area of 6 ft/1.83 metres forward of the engine propeller shaft.

Q22. What is the required clearance distance from fuselage to deflector door opening?

A22. The air deflector door are not required to be accessed as they can be accessed on another aircraft trainer.

Q23. Will you need access through the paratroop door? Concerned that the flap clearance requirement is going to require decking that will impede on entrance at paratroop locations.

A23. Access through the paratroop door is required. Current partial maintenance stands allow access to paratroop door and do not impede flap travel.

ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED



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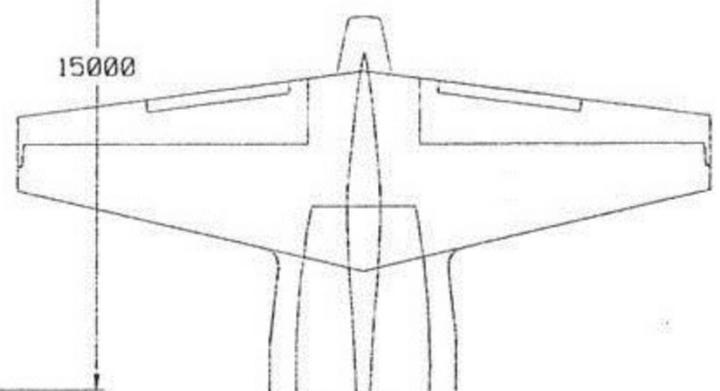
869

CATEGORY A - TRAINER
CST-102 1071-105 102-105
AND FOR INFORMATION
PERSONNEL OF THIS
OFFICE
MESSAGE AUTHORITY OF THE HQ
OUR EXTENSION TO
THIS NUMBER

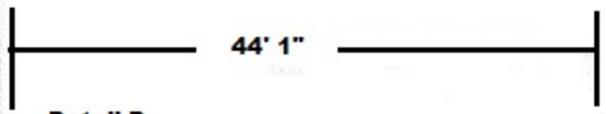


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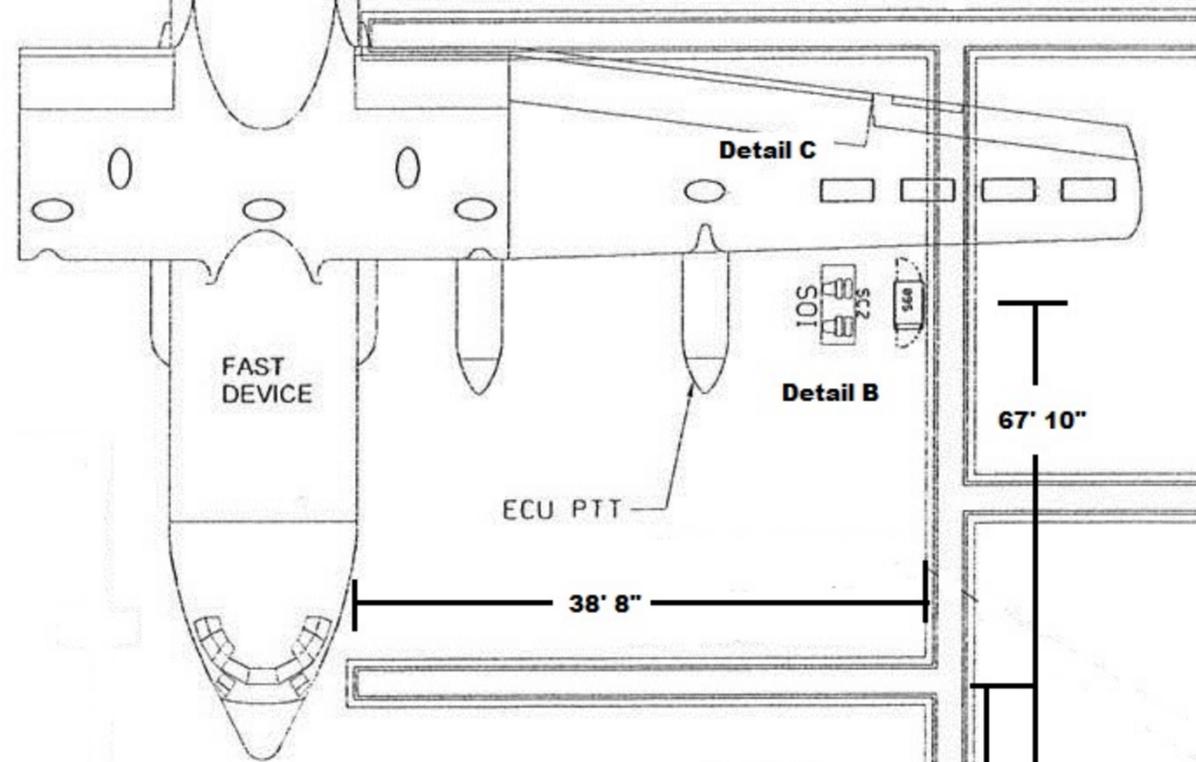


44' 1"



Detail E

Detail D



FAST
DEVICE

Detail C

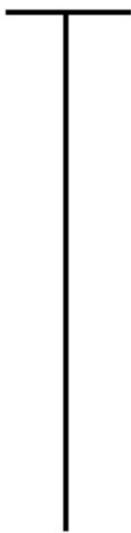
Detail B

ECU PTT

67' 10"

38' 8"

Detail A

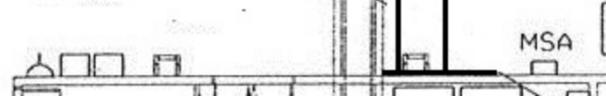


88' 6"

38' 5"



MSA















130698

YOUR HEAD

SWL 750KG







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130698







TOW BAR LIFT UNLESS
SCISSORS DISCONNECTED









SWL 1500KG

870



SAFARI ENGINE FLIGHT



LOAD LIMIT 400 LB

NEVER HOT EXHAUST

825

COOLING AIR DUCT 1.0F1

LIQUID OXYGEN
NO SMOKING
WITHIN 50 FEET
KEEP FREE FROM
OIL & GREASE
FOR BREATHING
PURPOSES ONLY

FWD →

MAXIMUM WEIGHT 500 LB





SWL 730kg

BEHOUD UOOR HOED

SWL 730kg





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MIND YOUR HEAD

SWL 750KG

Special Forces
Medicine



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