Questions and Answers #1
August 3, 2016
RFP 16-22052

Q1. Ref 2.2 Essential Requirements:

c. A GNS/SBAS unit is specified

and

i. A Flight Management System is specified

I believe the intent here is that the GTN-750 be the primary Navigator, however I would request clarification as to whether a true FMS is being requested in addition to the GTN-750 or if the GTN-750 is also being characterized as an FMS?? The GTN-750 does meet the TSO pre-requisites specified and is available with a Worldwide Database.

A1. GTN-750 is a suggested system which meets the requirements of Section 2.2 (c) and 2.2.(i). GTN-750 or equivalent system meets the requirement of item 2.2.(i). The bidder may propose a different system which may have the separated GNS/SBAS system and FMS system.

Q2. l. "Lateral Coupling" of the existing STEC 65 Autopilot with #1 and #2 Nav/GNSS Systems.

I believe this should state "Lateral & Vertical Coupling"……

A2. Lateral coupling with autopilot is an essential requirement.

Q3. Ref 2.3 RH Instrument Panel requirements

b. An RMI (driven by C-12, reuse existing one)

If the intent here is to say "reuse existing C-12" that's fine.
If the intent is to say "reuse existing RMI" that is not so fine.
The existing Synchro RMI will not work with newer digital avionics.
A Bendix/King KNI-582 RMI would be required.

A3. The intent of Section 2.3(b) is to retain the existing RMI. It will display C-12 heading. It is acceptable if this RMI cannot work with new installed digital systems.

Q4. f. A CDI which supports #1 Nav/GNS and #2 Nav

Any analog CDI can only have its Course Resolver interfaced to one Navigation System, unless a Nav Switching Systemis installed to switch all wiring. The configuration of this CDI with respect to NAV Interfaces needs to be discussed and better-defined.

I would ask if a 2nd L-3 ESI-500 Instrument could be installed as the LH Attitude Indicator? This unit has optional CDI functionality and could be configured to display Nav/GPS 1 or 2 via ARINC 429 Databus.

A4. Garmin GI 106A CDI is a suggested unit in order to meet the requirement of Section 2.3.(f), and in this case, a Nav switching system may be required per the suggestions in Section 5.12.(b) and (c). The bidder may propose a different approach for this requirement.

Q5. Ref 3.0 Optional Upgrades:

b. TCAS

Please confirm TCAS 1 or TCAS II? This is a very important distinction.

A5. The bidder may propose either TCAS I or TCAS II. TCAS I meets this optional requirement.

Q6. c. TAWS

Class A or Class B TAWS? This is also a very important distinction.

A6. The bidder may propose either Class A TAWS or Class B TAWS. Class A TAWS is recommended.

Q7. Ref Appendix C Page 2:

The Sperry RT-220 Radar Altimeter System presently installed is unsupportable (Has been for years). An upgrade of the Radar Altimeter System is highly recommended, and would likely be required for optional Class A TAWS.

A7. There is no intent to replace the existing Radio Altimeter in the essential requirements. The bidder may propose to upgrade existing Radio Altimeter as an option.

Upon request, questions and answers can be provided in French.