

Questions and Answers / Questions et Réponses

No./N°
4

Project Description / Description de projet Twin Otter Avionics Upgrade / Twin Otter Avionique Upgrade		
Solicitation No./ N° de sollicitation 16-22037	Project No./N° de projet	W.O. No./N° d'ordre de travail
Departmental Representative / Représentant Ministériel Melody Ellis	Date August 10, 2016	
Notice: This addendum shall form part of the tender documents and all conditions shall apply and be read in conjunction with the original plans and specifications.		Avis: Cet addenda fait partie intégrale des dossiers d'appel d'offres; toutes les conditions énoncées doivent être lues et appliquées en conjonction avec les plans et les devis originaux.

Q1. Is the aircraft instrument panel frame pre or post mod 6/1445, additional instrument panel shock-mounts?

A1. Instrument panel is Pre Mod 6/1445.

Q2. Does the aircraft have structural provisions for flux valve installation in both wings, or just one?

A2. Aircraft is configured for flux valve in one wing only.

Q3. The proposed standby instrument system in the RFP is an L3 ESI-500, The Design Assurance Level (DAL) of this equipment's software is level C. Previous certification projects with Transport Canada (TCCA) have resulted in TCCA forcing software compliance into the commuter class of aircraft which required a DAL of level B. See crop below. The installation of the ESI-500 would almost certainly result in a limitation of 9 passengers. Would this be acceptable to your operations?

A3. Installation of standby instrument L3 ESI-500 unit will meet certification requirements for NRC FRL operations.

Q4. Are current and accurate wiring diagrams of existing avionics available?

A4. The aircraft wiring diagrams or AMM for current configuration will be available to the contractor.

Upon request, the text above can be provided in French.

