Public Works and Government Services Canada | Travaux publics et Services gouvernementaux Canada

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 0B2 / Noyau 0B2
Gatineau
Québec
K1A 0S5
Bid Fax: (819) 997-9776

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

Industrial Vehicles & Machinery Products Division
LEFTD - HS Division
140, O'Connor Street/
140, rue O'Connor,
East Tower, 4th Floor/
Tour Est, 4e étage
Ottawa
Ontario
K1A 0S5

Title - Sujet Aircraft De-Icer/Anti-Icer 8,000L	
Solicitation No. - N° de l'invitation W8476-196055/A	**Amendment No. - N° modif.** 004
Client Reference No. - N° de référence du client W8476-196055	**Date** 2019-06-13
GETS Reference No. - N° de référence de SEAG PW-$$HS-653-77034	
File No. - N° de dossier hs653.W8476-196055	**CCC No./N° CCC - FMS No./N° VME**
Solicitation Closes - L'invitation prend fin **at - à 02:00 PM** **on - le 2019-06-28**	**Time Zone** **Fuseau horaire** Eastern Daylight Saving Time EDT
F.O.B. - F.A.B. **Plant-Usine:** ☐ **Destination:** ☑ **Other-Autre:** ☐	
Address Enquiries to: - Adresser toutes questions à: Martial, Daniel	**Buyer Id - Id de l'acheteur** hs653
Telephone No. - N° de téléphone (613) 296-7559 ( )	**FAX No. - N° de FAX** ( ) -
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**	

Canada

Amendment 004

This amendment is raised to publish questions and answers for potential bidders, extend solicitation closing date and to modify the request for proposal as follows*:*

1. Questions and answers

   Question 35:
   Annex B, 3.5 (a) and 3.15 (c): The rear stabilizer on the C17 is close to the top of the tail. Please confirm that the de-icer nozzle must be able to be positioned such that the operator can spray de-icing fluid downwards onto the rear stabiliser? It is unclear what is meant by “working height” and this Bidder suggests that the working height specified, if this is the height of the nozzle is too low to permit directing a downward flow of de-icing fluid onto the rear stabiliser.

   Response 35:
   “Working Height” is the optimal height that the equipment can safely operate at to achieve its objective. Heights above working height can be reached, however may decrease equipment safety and efficiency. The working height of the aerial device is the height that an average aerial device can reach to perform its objective (successfully de-ice an aircraft). In this case, to de-ice the C17 the de-icer nozzle must be at a height to ensure de-icing fluid can be sprayed to successfully de-ice the C17. The maximum height of the C17 is 16.79m (55 ft 1 in.), therefore the working height of the aerial device must be at least 16.7 m (55ft) to ensure successfully C17 de-icing.

   Question 36:
   Annex B, 3.15 (e) : We are not aware of any manufacturer that offers a boom swing of 340 degrees as this may result in instability and that this should not be a requirement since de-icing is generally performed with the vehicle normal to the position of the aircraft. Please confirm that the requirement is for a combined total arc of 340 degrees, measured relative to the cab position comprising turret swing plus cab rotation?

   Response 36:
   The non-continuous boom rotation by turret swing through at least a 340 degrees arc is comprised of the turret swing and cab rotation. The boom must rotate to accommodate cab rotation plus turret swing rotation of at least 340 degrees around the yaw axis of the vehicle.
2. Cover page – Solicitation Closes,

Delete: 2019-06-18

Insert: 2019-06-28

3. Part 5 Certifications and additional information – 5.2.3.2 Quality Management Systems

   Delete: 2008

   Insert: 2015

4. Part 6 Resulting contract clauses – 6.6.3 SACC Manual Clauses

   Insert: C2611C Customs Duties - Contractor Importer 2007-11-30

ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED.