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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.

**Vendor/Firm Name and Address  
Raison sociale et adresse du  
fournisseur/de l'entrepreneur**

<b>Title - Sujet</b> SITE SUPPORT SERVICES - CFB GOOSE BAY	
<b>Solicitation No. - N° de l'invitation</b> W6369-170006/B	<b>Amendment No. - N° modif.</b> 010
<b>Client Reference No. - N° de référence du client</b>	<b>Date</b> 2020-07-08
<b>GETS Reference No. - N° de référence de SEAG</b>	
<b>File No. - N° de dossier</b>	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2020-07-23</b>	
<b>Time Zone</b> <b>Fuseau horaire</b> Ottawa Local Time	
<b>F.O.B. - F.A.B. Specified Herein - Précisé dans les présentes</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input type="checkbox"/> <b>Other-Autre:</b> <input checked="" type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Henry, Yves	<b>Buyer Id - Id de l'acheteur</b>
<b>Telephone No. - N° de téléphone</b> (613) 736-2853	
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b> DEPARTMENT OF NATIONAL DEFENCE 5 WING GOOSE BAY HAPPY VALLEY-GOOSE Newfoundland and Labrador A0P1C0 Canada	

**Instructions: See Herein**

**Instructions: Voir aux présentes**

<b>Delivery Required - Livraison exigée</b> See Herein	<b>Delivery Offered - Livraison proposée</b>
<b>Vendor/Firm Name and Address</b> <b>Raison sociale et adresse du fournisseur/de l'entrepreneur</b>	
<b>Telephone No. - N° de téléphone</b> <b>Facsimile No. - N° de télécopieur</b>	
<b>Name and title of person authorized to sign on behalf of Vendor/Firm</b> <b>(type or print)</b> <b>Nom et titre de la personne autorisée à signer au nom du fournisseur/</b> <b>de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>



**Amendment 010 is raised to:**

- 1) Add item “4.5 AAS Maintenance” to the SOW:**
- 2) Add “table 5” to Appendix E – Real Property Service Levels;**
- 3) Add table to Attachment 1 to Appendix E: Interim Real Property Services Standard and;**
- 4) Answer the questions.**

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1) **ADD Item 4.5** to the **SOW** as follows:

**4.5 Provide Aircraft Arresting Systems Services**

**4.5.1 General**

**4.5.1.1** Provide Aircraft Arresting Systems (AAS) Services in accordance with the Service Levels set out in Appendix E, the Service Standards set out in its Attachment 1, and in accordance with the accepted SDR Specification and associated TAs.

**4.5.1.2** There are two Smart Arrest BAK 12 AASs at Goose Bay:. The normal cable configuration is to have the North and the departure cable of the active runway in the up position during fighter operations. When the Quick Reaction Area (QRA) is active, the normal cable configuration is to have the East and West cables in the up position. Departing aircraft taxi over the cable before take-off. Landing aircraft touch down beyond the approach end cable.

**4.5.1.3** Refer to 1 Cdn Air Div AAS Sharepoint Website which is the sole authoritative source for information and guidance on the operation, inspection and maintenance of AASs. Obtain written acceptance from the Technical Authority for AAS repair or replacement parts and components, and to confirm requirements for major maintenance or overhaul of AASs.

**4.5.1.4** Designate an AAS Maintenance Supervisor as a single point of responsibility for AAS training, operation , maintenance and reporting.

**4.5.2 Operate Aircraft Arresting Systems and Respond to Incidents**

**4.5.2.1** Operate AAS in accordance with 1 Cdn Air Div Orders Vol 11-002 and local procedures. Rig and de-rig airfield AAS gear as required. The active runway is determined by the Air Traffic Control section. Ensure that



assigned resources are capable of changing the cable configuration or removing an aircraft from an arrestment without supervision as and when required.

**4.5.2.2** *Ensure that AAS gear is operational following each aircraft arrestment in accordance with the following Response Times.*

**Table:** Response Times Following an Aircraft Arrestment

Initial response	Completion of AAS re-rigging after a cable engagement	Return to Operations
5 minutes	15 minutes	20 minutes

Note: When the cable is identified as "up", that means that *it is across the runway and under tension*. When the cable is "down", it has been released of tension across the runway with one end of the cable disconnected from the tape connector and the cable then placed along the shoulder area of the Rwy. Both AAS cables may be "down" for short periods of time to facilitate snow-clearing operations.

**4.5.2.3** Ensure that the departure end cable is available to the maximum extent possible. Ensure that the Tower Controller has provided authority before removing cables. The Tower Controller is responsible for ensuring that the QRA and the Wing Operations Centre (WOC) are aware of the situation. In all other instances the cable will be considered an obstruction and treated accordingly.

**4.5.2.4** *Respond to aircraft arrestor incidents (AAS and Barrier) and provide assistance as requested by the Air Traffic Supervisor or AAS servicing team. Provide post-arrestor engagement reset and assistance in accordance with 1 Cdn Air Div Order Vol 11-002.*

**4.5.2.5** *Position or assist in positioning the AAS up or down. Reconfigure the AAS as directed by the Air Traffic Supervisor or AAS servicing team.*

**4.5.2.6** Provide airfield operations support as requested by the Air Traffic Supervisor or other authority and perform other miscellaneous duties including:

- a) runway checks;
- b) Foreign Object Debris (FOD) collecting;
- c) crowd control; and
- d) bird and wildlife control.

**4.5.3** ***Inspect and Test Aircraft Arresting Systems***

**4.5.3.1** *Have fire fighters inspect each AAS at the beginning of each weekend day and holiday day, prior to the commencement of flying in accordance with 1 Cdn Air Div Orders Vol 11-002 and local procedures. Use accepted checklists and ensure those inspecting the AAS have been trained by the ASD AAS Maintenance Supervisor or*



*delegated authority on behalf of the ASD AAS Maintenance Supervisor in accordance with 1 Cdn Air Div Orders Vol 11-002.*

*4.5.3.2 Conduct test-runs of AAS drive assemblies twice monthly in accordance with USAF Technical Equipment TO 35E8-2-5-1. Log test results within the same working day that the tests were carried out. Report failures to the Technical Authority without delay.*

*4.5.3.3 Inspect airfield crash exits. Inspect Gates for serviceability of locking and hinge mechanisms, width and height clearance for fire/emergency vehicles and pavements. Record serviceability of gates in the AAS Log Book and initiate repair actions.*

#### **4.5.4 Maintain Aircraft Arresting Systems**

*4.5.4.1 Perform required maintenance and repair of the AAS in accordance with 1 Cdn Air Div Orders Vol 11-002 and local procedures. Ensure that AAS parts and components have been approved for use by the Technical Authority. The 1 Cd Air Div AAS LCMM/TA is responsible for major maintenance and overhauls.*

#### **4.5.5 Report on Aircraft Arresting Systems Performance**

4.5.5.1 The AAS Supervisor is responsible for keeping the Canadian Aircraft Arresting Systems On-Line Database (CAASOLD) up to date. DND will issue CAASOLD user accounts as requested by Contractor. Use CAASOLD to:

- a) report every AAS arrestment, missed engagement and incident; and
- b) report major maintenance actions, including monthly, quarterly, semi-annual and annual maintenance.

4.5.5.2 CAASOLD sends email maintenance reminders to maintainers and overdue maintenance alerts to the AAS LCMM. Maintain AAS Maintenance Log Books in accordance with 1 Cdn Air Div Orders Vol 11-002 ensuring that records are *updated within two working days after completing activities requiring an update to the database.*

#### **4.5.6 Provide Comprehensive Training**

4.5.6.1 Establish a Training Plan covering fire service requirements on the unit and its environs and conduct training in accordance with the training syllabus for Fire Department Personnel and the CFMM training program. Ensure that each duty shift is trained in accordance with the Fire Protection Program. Maintain a high standard of on-the-job training covering:

- a) training on AAS and Barrier systems,
- b) training on aircraft escape systems,
- c) handling, safety, crash, emergency and fire procedures for aircraft weapons systems,
- d) structural fires,
- e) medical emergencies,
- f) difficult rescues,
- g) confined space entry, and
- h) coordinated major emergencies requiring all fire hall resources.

4.5.6.2 Undertake ARFF re-certification training. Train and sustain currency of all firefighters to Emergency Medical Responder level.

2) At **SOW Appendix E – Real Property Service Levels**, **ADD** the following “Table 5: Provide Aircraft Arresting Systems Services - Service Levels”



**Table 5: Provide Aircraft Arresting Systems Services - Service Levels**

SOW Ref.	Service	Service Level
4.5	Change AAS cable configuration	9 occurrences per year
4.5	Remove an aircraft from an arrestment	9 occurrences per year
	<i>Inspect each Smart Arrest BAK 12 AAS</i>	Daily on weekends and holidays (115 inspections per year)
	Conduct test-runs of AAS drive assemblies	24 occurrences per year
	Update AAS Maintenance Log Book	50 record updates per year
	Respond to all aircraft arrestor incidents	5 engagements per year
	Conduct or provide assistance for positioning the AAS cable	5 calls per year
	Provide Airfield Operations Support as directed by Air Traffic Supervisor or other authority	100 activities per year
	Inspect airfield crash exits and gates	Inspect 75% of gates weekly: 4 gates inspected weekly.

3) At **Attachment 1 to Appendix E** of the **SOW**, **ADD** the following table:

Reference Number	Service	Frequency	Uniformat II Refs
Nil	AAS	As required by 1 Cd Air Div Orders Vol 11-002	Nil

4) Answer questions below:

**Question 290**

Annex K- Loan and License Agreement states under Instructions to Contractor at No. 2 “The list in Schedule “B” includes all equipment .... Loaned to the Contractor for which it has Care, Control and Custody”. The Agreement further provides that the Terms and Conditions are set out in Schedule “A”. Schedules “A” and “B” were not included with the Agreement or otherwise described in the RFP.

Will Canada provide Schedule “A”- Terms and Conditions and Schedule “B”- List of Equipment?

**Answer 290**

D Maj Proc will endeavour to locate a list of the equipment.



### Question 299

In reference to SOW 4.3.3.10 and Table 4.3 – Service Levels, asks contractors to “Operate the Water Treatment Plant”. Can Canada please confirm that all labour and materials, including water treatment chemicals, to operate the water treatment plant should be included in the bidders fixed price?

### Answer 299

Contractor shall acquire chemicals to operate the water treatment plant, and Canada shall reimburse the contractor at cost without any allowance thereon for profit or overhead, as per the Basis of Payment.

### Question 309

RFP Amendment 006 – Answer 224, in part, says “If any issues have arisen during the controlled cable operations or training, the firefighters will inform the tower that the AAS serviceability is no longer valid and the qualified AAS tech must be called in to inspect the system.”. Since there is no requirement for AAS maintenance in the SOW, can Canada please clarify that the qualified AAS tech being referred to here is a military AAS technician?

### Answer 309

AAS maintenance has been added to the requirement in this RFP amendment. Related information is contained within *1 CAD Orders Vol 11-002* attached with this amendment.

### Question 333

In relation to Annex B -Basis of Payment Page 49 and Financial Evaluation v2. Table 2 & Table 4: Labour will be paid under SOW item 2.3 in Table 2 and all food items will be paid in Table 4. Please clarify how other costs such as kitchen equipment repair, vehicles for food services, etc. will be paid.

### Answer 333

To be answered in an upcoming amendment.

### Question 341

In relation to SOW 4.3.3.9; Operate and Maintain Sanitary Collection Systems, can Canada please provide the size of 5 septic tanks that are required to be pumped annually?

### Answer 341

AOTC – Dining Hall - 2100 Imp Gallons (9546.78 litres)

AOTC – Ablution 1 - 1200 Imp Gallons (5455 litres)

AOTC – Ablution 2 - 1200 Imp Gallons (5455 litres)

AOTC – Main Cabin - 625 Imp Gallons (2350 litres)

Building 265 - ~980 Imp Gallons (~4460 litres)

Alexander Camp - Assumed size - 250 Imp Gallons (~1137 litres) Holding Tank. [Contractor to confirm](#)

German Camp - Unknown size. (likely not larger than the AOTC Dining hall). [Contractor to confirm](#)

[Confirmation to be provided in an upcoming amendment.](#)

### Question 342

Is it Canada's intention that all GFE and GFM will be replaced by Canada under normal wear and tear usage by the contractor?

### Answer 342

To be answered in an upcoming amendment.



### Question 347

Relating to Amendment 6, Q&A 229, Canada has declared that runway chemicals are paid for by Canada as a cost reimbursable expense. Under RFP Annex 3 Basis of Payment and Financial Evaluation, no flow through costs for materials are mentioned with the exception of Task Authorizations. Can Canada please explain why this is cost-reimbursable?

### Answer 347

To be answered in an upcoming amendment.

### Question 355

Please confirm that the labour is to be included in Table 2 of the Financial Evaluation Rev 3 and the Food will be in Table 4. What is meant in the Performance Standard is only the time to be negotiated with the DO. This is not a Task Authorization.

### Answer 355

Confirmed. Second question was missed. To be answered in an upcoming amendment.

### Question 357

Please confirm that during the contract, GFM (i.e. pillows, towel face, sheets, blankets, etc.) that need to be replaced due to wear and tear will be cost reimbursable?

### Answer 357

To be answered in an upcoming amendment.

### Question 358

Bidders understand that the term of the leases will only be for annual term and the lease price is also for an annual amount. There are 3 scenarios that a bidder can take for pricing buildings for their own use (not mandatory).

Scenario 1. For Phase-In - Takeover, bidders do not include any lease costs but only the annual lease in Year 1.

Scenario 2. Pro-rate lease cost base on the take-over schedule and balance of the lease cost for Year 1. This will distort the Summary as only part of the lease will be in year 1 which is then multiplied by 20.

Scenario 3. Bidder do not include any lease cost for Take Over but only in Year 1.

Can Canada confirm which scenario should the bidder price for evaluation purposes?

### Answer 358

IAW TB Policy on Management of Real Property, a lease agreement must respect principals of fair market value. Therefore, the lease agreement starts when the winning bidder wants to use DND RP. If this is in the Take-Over period, we can do an agreement for just this period and then one for the entire contract to simplify the costs. The lease costs should not be part of the contract as not all bidders may want to use DND RP (less those mandatory buildings).

### Question 400

In Annex I Financial Evaluation REV 3 Price Summary tab, cell B-13 (price for food services) is linked to Table 4 Food Services tab, cell D-36. However, in Table 2 Operations and Maint. tab, cell C-9 is blank



where the sheet appears to be asking contractors to present their Firm Fixed Contract Year 1 price. Should this cell not be left blank by contractors to prevent counting this price twice on the Price Summary tab? Or is there another explanation for this cell?

**Answer 400**

Table 2 item 2.3 (Food Services) is for the labour as per SOW item 2.3 and table 4 is for the meals themselves.

**Question 408**

Relating to SOW 4.3.6.5, Service Standard 1, it is requested that Canada provide the estimated quantity of pressure vessel tests to be performed annually.

**Answer 408**

There are 182 pressure vessels and 9 Boilers that require inspections.

**Question 434**

We understand from the answer to question 355 in Amendment 8 that Canada has confirmed the price of labour for food services is to be entered in Table 2 of the Financial Evaluation as firm, fixed annual price. We also understand from the answer to question 355 in Amendment 8 that Canada has confirmed the price of food for food services is to be entered in Table 4 as a firm unit rate. However, it is not clear why labour and food pricing are separated, creating a situation in which food volume is treated as a variable quantity and the labour to prepare and serve that food is not. How will the contractor be reimbursed for the labour that necessarily accompanies the food for premium meal rates for catering outside normal hours of operation or premium meal rates for emergency requirements outside normal hours of operation?

**Answer 434**

[To be answered in an upcoming amendment.](#)

**Question 437**

**Ref:** Amendment 8, Question 273

The file provided does not give the contractor any indication of the estimated quantity per material type, location and pick-up frequency. It is requested that Canada provide this information.

**Answer 437**

Follow-on to Hazmat Waste List 2017-2019.xls, which was posted to the CentralCollab site. Canada is unable to provide estimated quantities of material type, location and pick-up frequency. The quantity of HAZMAT waste is contingent on the Operational tempo of the base. In addition, the location for pick-up will vary based on the areas being utilized by visiting forces. With regards to frequency, it is on an “as required” basis.

**Question 438**

**Ref:** Amendment 8, Question 368

Further to the answer, it is requested that Canada provide the quantity and frequency of the pick-ups of medical waste. It is requested that Canada confirm that the medical waste only UN 3291 and not UN2814 nor UN2900.





### Answer 438

Locations: B564 and Hangar 9; Primary requests received are from the Wing Health Center at B564 and sometimes from 444 Sqn;

Frequency: Two requests per year

Types of waste and quantities collected:

- Unspecified Medical waste (sharps): UN3291; Quantities collected approximately 40 kg/year
- Waste Pharmaceuticals (UN1851 & UN3249); Approximately 30 kg/year

### Question 439

**Ref:** Amendment #8 Question 318

The answer to Q 318 states that the lease costs is be prorated based on the Take-over of the respective section for Table 1.

It is requested that Canada confirm that the Year 1 price for Table 2 has to include full-year. This would be the same philosophy as to the application of Corp of Commissionaire Q&A 337

### Answer 439

Yes

### Question 440

**Ref:** SOW 1.1.1.1.2.2

SOW 1.1.1.2.3

SOW 1.2.1.1

SOW1.2.3.1

Amendment #8 Q&A 345

Amendment #8 Q&A 394 & 395

Annex I- Financial Evaluation Rev 4 Table 1

The word "Handover" is mentioned several times in reference to Phase-in in the SOW. AND "Hand Over is mentioned only once in Phase-Out SOW1.3.8.2-1 and on Table 1.3-1

SOW1.1.1.2.2 Transition phase starts after contract award and ends at the start of the Handover.

Phase.1.1.1.2.3 Handover phase starts at the end of the transition phase and ends at the start of the O&M.

1.2.3.1 Contract Handover Date: This is the date when the Contractor assumes full responsibility for the Work detailed in the under the SOW. This date is the end of the Phase In.

In light of the above, Q&A 395 states "The Take-Over Timetable in Table 1.2-1 is the schedule to be utilized for the Handover Phase". The reply is contradicting as Table 1.3-1 is the Handover table. And in Q&A 345, the answer was that both transition costs and take-over is to be included.

Since SOW 1.2.1.1 has 2 parts, Table 1 should have another line item for Take-over. The only description is "Transition Phase-In - Transition Phase-Out" (which is confusing in itself). It is requested that Canada add another line item for Take Over in Q&A 345 and Q&A 395.b

### Answer 440

To be answered in an upcoming amendment.

### Question 441



**Ref:** Annex I Financial Evaluation Rev 4 Price Summary & Table 8  
Amendment #8 Q&A 250 & 329

Since the Summary multiplies the value in Table 8 by 20, without any input in Table 8, the Summary is now showing \$1.3 billion. Once the values are inputted for the other Tables, the Summary will exceed \$1.3 billion which will create false expectation and additional unwanted risk. The reason for this question is due to bidders being required to present the Summary for Board of Director approval. It is requested that Canada provide clarification.

**Answer 441**

Annex I – Financial Evaluation REV has been added to this Amendment 010. This will show a note on the Summary table that explains how the Actual Estimated Contract value will be based on the estimated levels of effort for the first 10 year period.

**Question 442**

**Ref:** Amendment #8 Q&A 309 and 324

Question 309 was "Since there is no requirement for AAS maintenance in the SOW"; the answer was "To be answered in an upcoming amendment", however, the answer to question 324 is "Contractor is responsible for the repairs and maintenance" of the AAS.

This is a two part question

1. It is requested that Canada provide the SOW reference as to the requirement for repairs and maintenance.

2. If the answer to Q324 is correct, and since the AAS is specialized system, H141 will the training to repair and maintenance be covered by TA? If not, how long is the course, how much is the cost for the course, and how many participant are permitted.

**Answer 442**

1. The Contractor is responsible for the repairs and maintenance" of the AAS. The SOW line items/ tasks will be added in the Annex A4.
2. The training to repair and maintain to be covered by TA. Length of the training is to be determined and approved by the LCMM.

**Question 444**

**Ref:** Table 2.2-2 Vehicles and Equipment DND owned, DND operated

It is requested that Canada provide odometer readings or hours on DND owned vehicles / equipment listed in Table 2.2-2

**Answer 444**

Odometer and hour readings have been provided with this Amendment 010 as an attachment.

**Question 445**

**Ref:** SOW 2.2.8.3.5

It is requested that Canada confirm that the maximum weight that the contractor is required to recover is 3/4 pick-up truck. The contractor will not be responsible for 5 ton or 2 1/2 military trucks. It is requested that Canada confirm that the maximum weight that the contractor is required to recover is 3/4 pick-up truck. The contractor will not be responsible for 5 ton or 2 1/2 military trucks.



**Answer 445**

It is confirmed that at 5 Wing there are no vehicle larger than ¾ Ton truck to recover. However it is in the contract to provide recovery to visiting CAF and its customers which can bring a wide assortment of vehicles to the Wing, up to and including Tractor Trailer prime movers and 53 foot vans. Recovery of these assets would be minimal so it is suggested that subcontracting any heavy recovery requirements through a local company be considered, and there is no need to have a heavy lift tow truck on constant standby.

**Question 446**

**Ref:** TAKE OVER SCHEDULE- TABLE 1.2-1

At Take-Over, will the contractor be allow to enter PTA to do a conditional assessment of the vehicles and facilities? If not, we request that full responsibility for the assets in PTA is delayed until closing in Fall. Please confirm.

**Answer 446**

Yes.

**Question 447**

**Ref:** Table 2.2-2 Vehicles and Equipment DND owned, DND operated

All bidders have been instructed to include \$1.5 M for the Corp of Commissionaire for Annex 3.6 of the SOW. It is requested that Canada confirm that the bidder is not required to provide and to price repairs and maintenance for vehicles and equipment operated by the Corp of Commissionaire. If no, please provide detailed information regarding the number of vehicles, the age of the vehicles, and the odometer reading(s).

**Answer 447**

Odometer and hour readings have been provided with this Amendment 010 as an attachment.

**Question 449**

**Ref:** 3.4.8.1.1 Nav aids

The contractor is required to manage and maintain the equipment. Can Canada confirm who will responsible to pay for the calibration of equipment noted in Table 3.4-2

**Answer 449**

The calibration of the NAV AID S test equipment is done through the Defence Supply Chain. For the each telecom and NAV AID S piece of equipment, the Contractor is expected to calibrate as part of the maintenance requirements. Where the equipment requires flight checks, this will be coordinated with the respective DND TA and paid by DND.

**Question 450**

**Ref:** Table 3.4-2, Airfield Communications, RADAR and NAV AID S

Can Canada please provide the details for the ATC Site Simulators – Manufacturer, Make, model, Commissioning date?

**Answer 450**

The ATC Simulators are off-the-shelf computers and monitors running simulator software provided by ATESS Trenton. There are 4 PCs and 5 monitors and 1 Boca printer.

**Question 451**

**Ref:** 3.4.8.1.1, Airfield Communications, RADAR and NAV AID S



Can Canada advise if DND will supply the spares for On-Site Equipment. Example of equipment: ILS, Tacan, and ASR and MET equipment.

**Answer 451**

The ILS, TACAN, ASR and MET equipment spares are maintained on site and provided by DND and controlled by the equipment LCMM.

**Question 452**

Ref: Table 3.4-2, Airfield Communications, RADAR and NAVAIDS

Table 3.4-2 – Item # 34 – Independent Battery Backup Unit (IBBU's) – Notes a Qty of 1, however there are several models noted. Please advise at the correct quantities.

**Answer 452**

There are two (2) IBBUs that were designed and built by AMDU Trenton, Part# 9325135-1.

**ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED**