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instructions sur la présentation
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NA
Ontario

**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
Public Works and Government Services / Travaux
publics et services gouvernementaux
Kingston Procurement
Des Acquisitions Kingston
86 Clarence Street, 2nd floor
Kingston
Ontario
K7L 1X3

Title - Sujet Advanced Lifting Sling for Aircraft	
Solicitation No. - N° de l'invitation W3474-210209/A	Amendment No. - N° modif. 006
Client Reference No. - N° de référence du client W3474-21-0209	Date 2021-01-12
GETS Reference No. - N° de référence de SEAG PW-\$KIN-555-8209	
File No. - N° de dossier KIN-0-54064 (555)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM Eastern Standard Time EST on - le 2021-01-15 Heure Normale du l'Est HNE	
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Webster, Sean	Buyer Id - Id de l'acheteur kin555
Telephone No. - N° de téléphone (873) 354-9545 ()	FAX No. - N° de FAX (613) 545-8067
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: Aerospace and Telecommunication Engineering Support Squadron 8 Wing / CFB Trenton Astra, ON K0K 3W0	

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

Amendment 006– Cat III Lifting Set is being issued in response to questions from Suppliers.

REFERENCE: Annex A, Section 2.1.2 Table 2, Cat III Lifting Sling Technical Specifications

Q1: You are referring up to 4 lifting slings. We would assume these would basket around the fuselage in 4 places. Do you intend to use straps as per fig01 or do you intend to use fixed attachment points as per fig02?



Fig 1.



Fig 2.

A1: Any product which meets the technical specifications in Annex A is acceptable.

Reference: ANNEX A, Section 2.1.1 Table 1, CAT III Spreader Bar Technical Specifications

Q2: We can do an adjustable spreader bar with lugs above to go up to a single lift point. It would have multiple lift points at the bottom depending on sling layout. Again, just not sure how you want to do this. Would be very helpful if you had a sample image, to get a better understanding.

A2: We do not have an image that we can provide. What is stated in the specifications is what we require as a minimum.

Q3: A spread bar will naturally self-level to the C of G of what is being lifted but there are also more sophisticated spreader bars where the pickup point automatically adjusts to the C of G as it lifts. Would be good to have a better understanding of "self leveling". Are you requiring a fully automated self leveling device or motorized, and controls via remote?

A3: The self leveling can be provided by the 4 band basket sling configuration, as it will keep pressure even on both sides of the aircraft.

REFERENCE: Part 2 – Bidder Instructions

Q4: Can we have a conference call with the stake holder to discuss the details of the objective?

A4: No, in the interest of fairness all information related to the solicitation must be available to all bidders. If you have questions or require further clarification please provide your questions by email to the Contracting Authority.

Q5: Is a site visit possible?

A5: A site visit is not possible for this solicitation.

REFERENCE: Annex A, Section 2.1 Cat III Lifting Set

Q6: Would you have an image of a lifting system you have seen or have in mind that is similar to this requirement?

A6: We do not have an image that we can provide. What is stated in the specifications is what we require as a minimum.

REFERENCE: Annex A, Section 1,0, Background

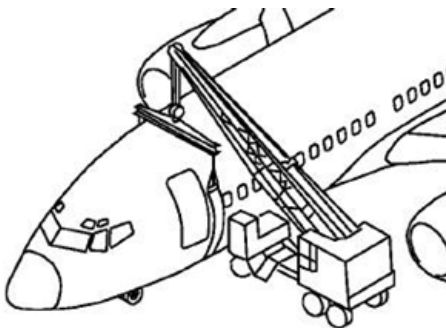
Q7: Is there an existing structure in place to support the lift?

A7: Any lift we would carry out with the spreader bar will be done by crane.

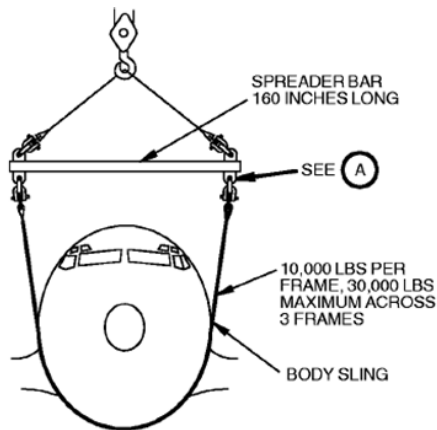
REFERENCE: Annex A, Section 2.1.1, Item 2.0 Stress Paint

Q8: I would like to explain something in respect to the paint and why we also think this is not really necessary.

Below you will see a picture of the use of a spreader bar with crane



This picture also from the ARM (737) will show you the use of the slings around the aircraft body. The important is that you place the slings over the frame/ribs of the aircraft and these ribs do have a max. load. In this example 4,5to. x 3 slings. So, the max. lifting load of the nose with three slings is 14,5to.



Below you will see a picture of a similar spreader bar with 4 attachments for the slings.



What I wanted to make clear is that a paint indicating the stress load might not be very helpful. If your customer reaches this point, he might have reached (or exceeded) already the max. load per rib/frame and this means causing damage to the aircraft.

The C17 has an empty weight of approx. 122to. the recovery weight is approx. 150/160to. The max. weight for the nose lift is therefore approx. 15/16to (normally considered 10% of the total recovery weight). A min. lifting capacity of the spreader bar of 32to. will give approx. 8to. per frame (4 slings). Having these 10% in mind, the aircraft might have a recovery weight of more than 300to. The max. take of weight of the Globemaster is 260to.

This is also the reason, why a load control and documentation is requested. This load control is normally done with load measure devices with handheld. You can control this also from the ground.

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Amd. No. - N° de la modif.
006
File No. - N° du dossier
KIN-0-54064

Buyer ID - Id de l'acheteur
KIN555
CCC No./N° CCC - FMS No./N° VME

All this serves that a stress paint is not really necessary, but what they will need are load cells and possibilities of documentation of the lifting process and applied forces.

A8: We do use a load indicating system as well as most cranes are equipped with their own weight indication system, however the stress paint is for the lifting/stress points of the spreader bar itself, and provides an immediate visual indication to everyone on site not just the crane or scale operators.

ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED