

Addendum 2

RFP for Aviation - Upgrade the Avionics in Six Planes
Contract Number 18-03-29-05

Questions and Answers

Below are questions and answers regarding subject RFP. All questions are written in black color font and the answers are provided in red color font.

1. The information provided in the above listed contract proposal is incomplete for the purposes of providing a proposal. I am requesting, at a minimum, (1) picture of the panel in each of the 6 aircraft. Understanding the panel configuration of each of these aircraft and knowing what equipment will remain (specifically the autopilot) in each aircraft is critical to determine final costs for each aircraft. So, can you provide (1) picture (of the entire panel) for each of the 6 aircraft?

Answer: From page 4 and onward of this document, we have provided two pictures of pilot / co-pilot dash for each aircraft. Auto-Pilot to be removed from aircrafts N402DS & N493DS. ADF to be removed from aircraft N493DS.

2. When the "500TXi Wide" is specified, it this to imply the 10" version or the 7" version? If the 10" version, the proposal did not specify how required backup instrumentation should be provided. Can you expand on this?

Answer: The 10" version is requested for fleet standardization. Back up instrumentation will be an All-in-One instrument such as the Mid Continent MD302 to allow for fleet standardization and to allow room for back-up #2 CDI.

3. Regardless of which version (7" or 10"), is the intent to quote the internal AHRS system or the External AHRS system?

Answer: The internal AHRS system is requested.

4. Re: Contract # 18-03-29-05 Attachment 5 Page 31

I require a clearer definition of "Sub-Contracting" as defined in Section 13 part b page 10 and Section 14 page 10. There are only two entities for which will perform work for me. One is for the purpose of Powder-coating and the other is for laser engraving. Should DSU elect to have new panels made, have them powder-coated, and laser engraved, I will use these entities for the specified purpose. There are other means to accomplish the same thing. So my question is this...Assuming new panels are made and DSU prefers the powder-coat and laser engraving process, do these entities meet the definition of Sub-Contractor (requiring me to submit a completed copy of Attachment 5 for each entity) when these entities are already pre-qualified as part of my Repair Station Certificate as documented in my FAA Approved RSM/QCM (Repair Station Manual/Quality Control Manual) or are they NOT consider Sub-Contractors as they are covered and pre-qualified as part of my Repair Station Certificate as documented in my FAA Approved RSM/QCM (Repair Station Manual/Quality Control Manual)?

If any job is performed by a separate legal entity (other than the contractor) is considered subcontractor. "Subcontractor" means a person who enters into a contract to furnish labor and/or materials to a contractor.

5. Re: General Configuration question

Each of these aircraft have the original plastic overly/false panels. What is the intent with

respect to these false panels?

1) Cut them as necessary and reinstall them?

No

2) Fabricate replacement metal panels that are powder coated and laser engraved?

Yes

a) If this option is selected, Instrument lighting for retained back up instruments will have to be addressed as follows:

i) If not internally lighted, leave them unlighted?

No

ii) If not internally lighted, install post lights or ring lights?

Yes

iii) If internally lighted, connect them to the lighting buss?

Yes

6. What configuration is DSU expecting with respect to the panels?

See below

With respect to panels, is DSU expecting that the ENTIRE panel look uniform? For example, if a new panel is being made for the Pilot Panel, is DSU expecting the panel on the Co-Pilot side to match (look the same)?

Yes

Note: By installing the 10" GDU1060, it must be noted that there will be no room on the Pilot Panel for a Turn Coordinator or #2 CDI. There will only be room for a back up AI, back up Altimeter, backup Airspeed and the clock. The only way to make room for at least the #2 CDI in the Pilot's Panel is to replace all the specified back up instruments with an All-in-One instrument unit.

In order to maintain fleet standardization an All-in-One instrument such as the MD302 (SAM) (with magnetometer & internal battery) is requested. We believe this will work best due to limited panel space and will allow room for back-up #2 CDI.

7. What is the expected placement of the 10" GDU1060:

1) Centered over the yoke leaving a the 2-1/4" clock upper left with 3-1/8" Airspeed below clock and 3-1/8" AI upper right with 3-1/8" Altimeter below?

Yes, with All-in-One instrument placed to left of GDU.

2) Pushed to right side of panel leaving 2-1/4" clock upper left with 3-1/8" Airspeed below clock and 3-1/8" AI to right of clock with 3-1/8" Altimeter to right of Airspeed?

No

The physical size of the 10" GDU1060 is 7.25" high by 11.4" wide. The height of this unit will require the relocation of the original Piper Annunciators located at the top of the Pilot Panel just above the CDI as there will no longer be enough vertical space to retain them there. Where would DSU suggest relocating them to bearing in mind that they MUST be within the FAA defined Pilot's Primary Field-of-View?

Either above audio panel or space providing stacked vertically just to left of radio stack.

8. Reference Attachment 6 Page 32 and Appendix A Page 33 for all questions:
It is stated that the "Plane(s) should be ready to be delivered to the University after installation of required equipment and testing services no later than August 24, 2018."

Questions: Is this to imply that all 6 aircraft need to be completed prior to this date? I am asking because current lead times (as of today) places the first aircraft slot availability at the 9th of July. Given that each aircraft will take the better part of 4 weeks to complete, completing all 6 aircraft within that timeframe is impossible not to mention that by the time the Bid is awarded, I suspect the July 9th date will slip in August as the next available start date. At a rate of 3-4 weeks per aircraft concurrently, it would be around Mid-November (best case) before the 6th aircraft would be completed. We could cut that time in half if two aircraft were done at one time.

Yes work to be completed by August 24, 2018 . University can only deliver two aircraft at time for the avionics work.

9. As a follow up to Question #8, Is there any latitude in the August 24th date?
No.
10. The Bid requested a GMA340 for N430DS. Based on the provided photos, N430DS to already have a GMA340. Is this a mistake?
Yes. GMA340 is already installed for this aircraft.
11. The Bid does not specify whether the GMA340 is to be configured for a 2-place configuration or a 4-place configuration. Which configuration should be quoted?
4 place is requested.
12. The Bid does not mention anything about a new set of 2yr IFR certifications for each aircraft considering the G500 TXi will become the new primary altimeter in all aircraft, all aircraft will require new static leak checks (as a result of the TXi installation), and 5 of the 6 aircraft will have new transponders. Is the Bid supposed to include costs to do what is necessary to provide a complete new set of 2yr IFR certifications or only certifications for the specific new equipment as applicable?
Yes, new IFR certs requested.
13. The Bid made no mention of several TXi options (I've assumed no but feel better asking):
- a) Is the Bid to include Synthetic Vision (SVT)? **No.**
 - b) Is the Bid to include ESI (Engine Monitoring)? **No.**
 - c) Is the Bid to include Chartview? **No.**
 - d) Is the Bid to include the GBB54 Back Up Battery for the GDU1060 Display? **No.**



N402DS



N402DS



N404DS



N404DS



N405DS



N405DS



N493DS



N493DS



N497DS



N497DS



N430DS



N430DS