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Date: October 13, 2021
Owner: Charlo Regional Airport Authority Inc. (CRAA)
Addendum No: 1
Project Name: Runway Electrical System Rehabilitation
Project Location: Charlo Regional Airport, NB
Stantec File No.: 163302926

This addendum is to be read with and constitutes part of the tender document.

Instructions:

1. Amend your copy of the tender/quotation/proposal in accordance with the details below
2. Retain one copy for your file; sign and return a second copy and attach to your tender submission as confirmation that the Addendum was taken into account in your bid submission.
3. Failure to sign and return this form may result in a non-compliant bid.

Details of the Addendum:**1. Pretender Meeting (No-Mandatory, Conference Call)**

A pretender conference call was conducted between 10:00am-10:35am on October 12, 2021.

Host: Gilles Savoie (CRAA), Kevin Corcoran (Stantec), Mie Takahashi (Stantec)
Number of Attendees: 12

Summary:

- Power Point Presentation (attached) was provided.
- ACAP Project: The allocated budget by Transport Canada (TC) may not be enough, some portion of projects may not be executed if additional budget is not funded. That will be discussed with TC based on the tender price.

2. Pretender Site Walk (No-Mandatory)

A pretender site walk was provided at 1:00pm on October 12, 2021.

Host: Gilles Savoie (CRAA)
Number of Attendees: 6

Summary:

- Site walk was provided.

3. Questions and Responses

Question #1: *"I am doing our request for Bond and I cant find in the specification if there will be Liquidated damage or panalties delay per day on this job. I need to have a value on the bond request should liquidated damage apply"*

Response #1: No liquidated damage and penalties are going to be applied to this project.

Question #2: *"I notice you're asking for the project to start in April, around here I am pretty sure there will still be snow or the ground too wet, is there chance to push the start end of May to allow the water table and site to drain."*

Response #2: As the airport gets busy in June, the owner would like to finish the runway related work (Stage 1 & 2) by end of May. If a contractor can finish the runway related work by end of May, the project could start later date.

Question #3: *"Who design the new foundation? Is there any geotechnical information?"*

Response #3: Any geotechnical information was available at the design stage. Contractor to provide stamped engineering drawings as a part of their cost.

Question #4: *"The existing ODAL spacings are not compliant. Can we just replace the lights?"*

Response #4: The airport received an exemption from TC, as long as the lights are replaced at the current locations, the exemption will be valid and the contract has been designed in that way.

Question #5: *"Why PAPI bypass system is required?"*

Response #5: In case one PAPI set has some issues, the airport would like to isolate it from the other and keep the other set operational as getting two CCRs costs a lot. The cable switch over point shall be in the electrical room (in the PAPI CCR).

Question #6: *"We think during the constriction, one circuit will have LED and old lights mixed. Can a CCR support that situation?"*

Response #6: Based on Advisory Circular 300-017 Mixing Aeronautical Ground Lighting Technologies, Section 4.0 (1), it is okay to have mixing LED and incandescent technologies as long as it is minimized. (NOTAM will be required.) The system needs to be back in service end of each day, therefore, CCR calibrations may required each time which should be included in the price.

4. Revised Bid Form

A revised bid form (supplement excel file) is attached.

File name: 163303100_YCL_4_BidForm-Addendum1.xlsx

Attachment: None

c.

Name of Firm _____
Authorized Signature _____
Printed Name _____ Date _____