

**Addendum No.1 – Bella Coola Airport Fuel System Upgrade**

**Date: January 12, 2022**

<u>No.</u>	<u>Question</u>	<u>Response</u>
<u>1</u>	Please advise where the existing electrical panel is located in relation to the new fuel system site location.	<p>There is no existing electrical panel in the area of the proposed site. There are two power poles as indicated on the site photographs (Appendix 2) where BC Hydro has indicated that 240 V single phase power can be taken from (with transformer upgrades).</p> <p>The CCRD will assume responsibility for providing <b>single phase power</b> from one of those power poles to a BC Hydro power meter base that will be mounted externally on the storage/electrical shed.</p> <p>Proponents are responsible for installing an electrical panel inside of the storage/electrical shed connected to the meter base.</p> <p>Additional information on the storage/electrical shed is provided further in Addendum No. 1.</p>
<u>2</u>	Please advise what the anticipated existing fuel tank levels will be for tender purposes?	One tank was used for AV Gas and has been non-operational for over 10 years and was reported to be completely empty by previous operator. For conformation, the tank was dipped January 2022 and appears completely empty. For the Jet A-1 active tank the vendor ranges the level between 3,500 litres up to 25,000 litres in the busy summer with forest fire activity.
<u>3</u>	Please advise if the existing underground fuel lines are to be completely removed.	Yes – The fuel line length is approximately 20 meters from tank to existing kiosk. Pipe and empty fuel tanks can be disposed of at the local landfill for \$16/m3.
<u>4</u>	Please advise if there is a liner under the existing tanks containment dyke?	Yes, there is a plastic/poly liner. However, it has been compromised because the containment no longer holds rainwater.
<u>5</u>	The RFP documentation does not specify the type of filtration required. Please advise accordingly.	The CCRD requires industry standard filters that are of a go/no go system. It is the responsibility of the contractor to propose a filtration system that effectively removes both water and solids from the aviation fuel in accordance with B836-

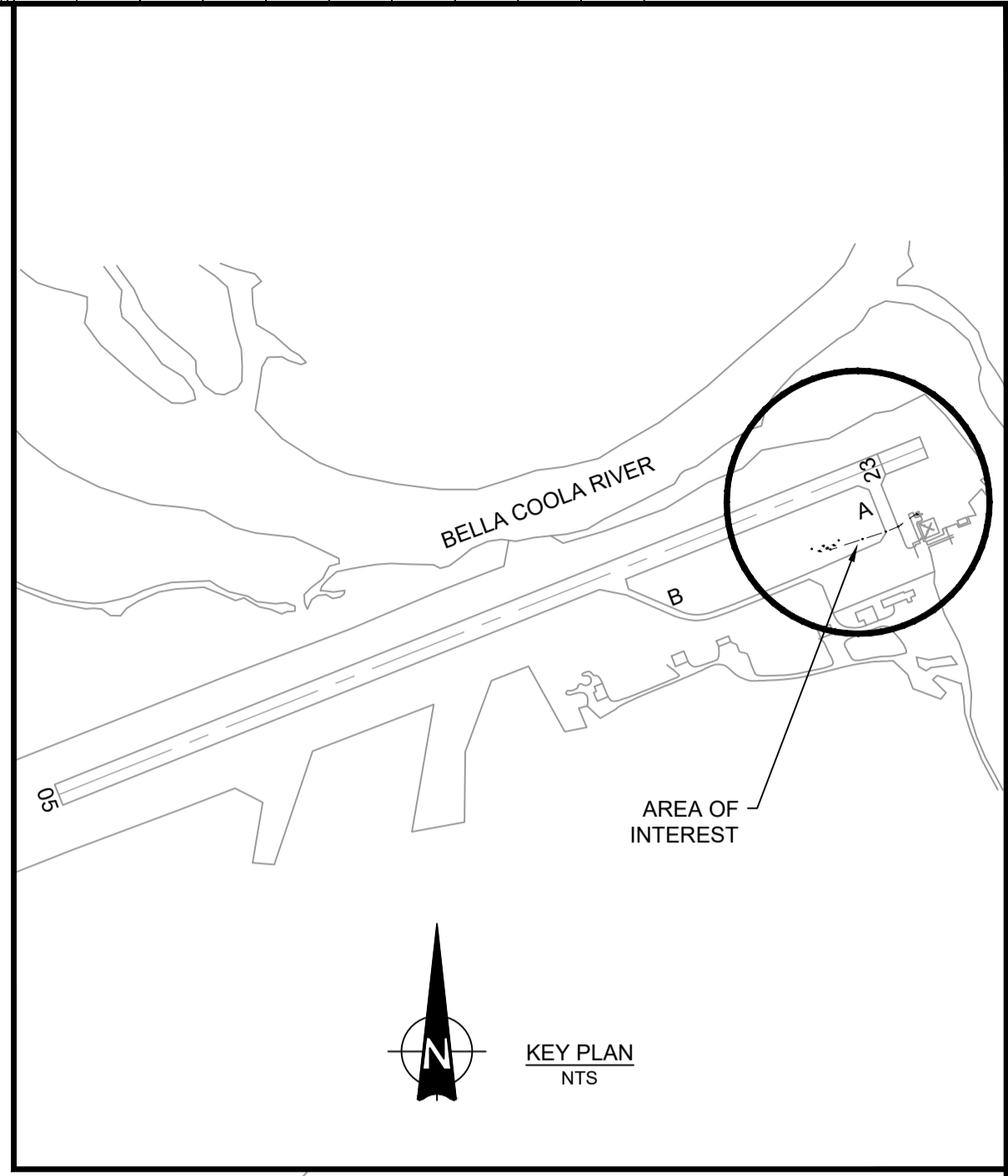
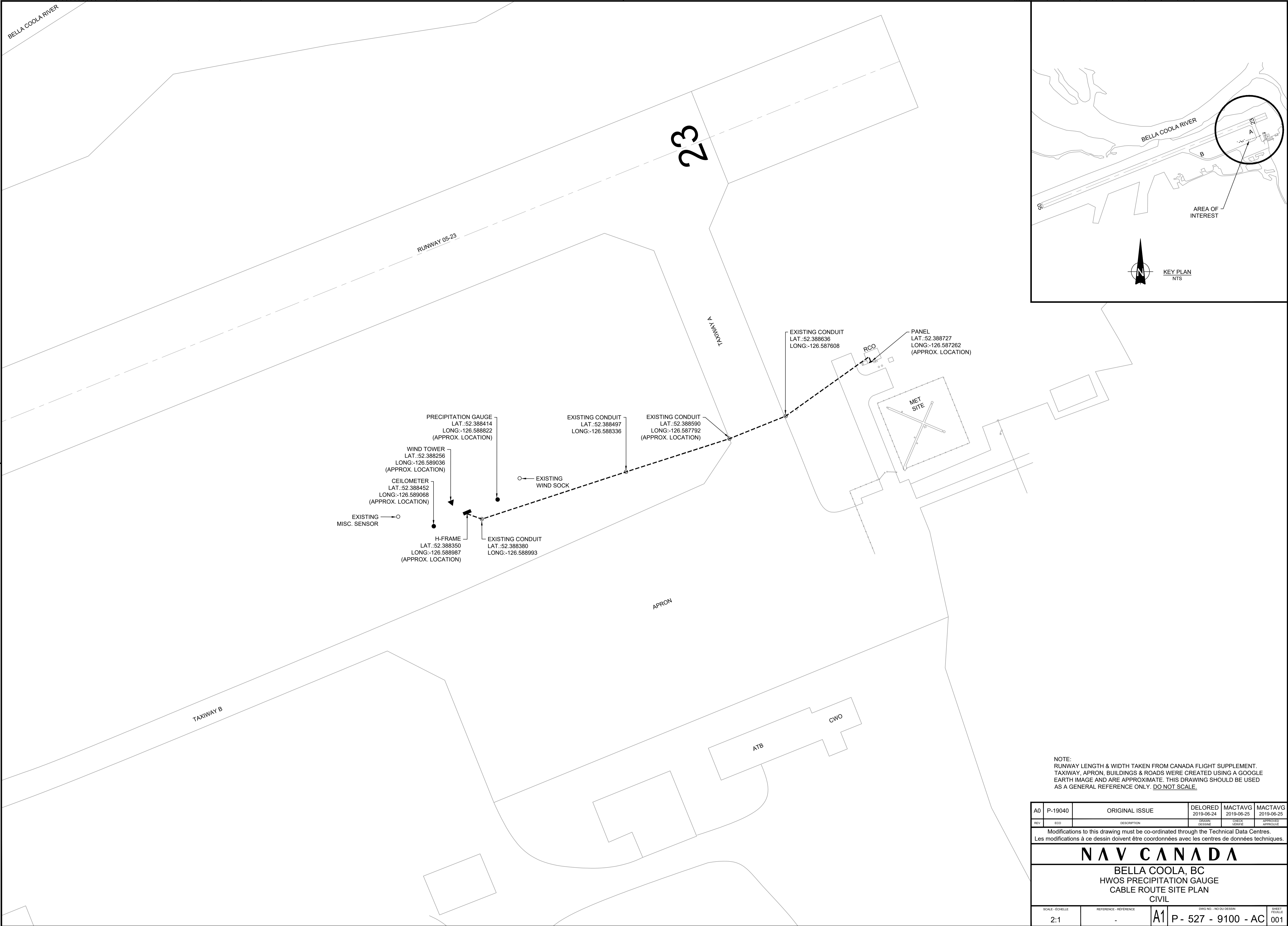
		14. If micronic filters are used, they shall meet the qualification requirements of EI 1590.
<u>6</u>	Please advise if the fuel types will contain anti-ice inhibitors, and if yes, will the fuel be received pre-blended, or will an additive injector be required?	AV Gas will not have anti ice or require inhibitors. Pre-bended Jet A-1 will be ordered from the supplier for use in the tank by the CCRD, when required. No additive injectors are required.
<u>7</u>	Are you requiring Deadman Control for all hoses or just for the 1.5" Jet-A1 hose?	Just the 1.5" Jet A-1 hose which should be the same length as the hose.
<u>8</u>	Please specify the nozzle types and quantity (over-wing and single point) required.	The CCRD requests one oval 1.5" Jet A-1 Nozzle, one oval 1.0" Jet A-1 nozzle and one round 1.0" Av Gas nozzle.
<u>9</u>	Referring to Schedule A (Introduction) it states that the hose should be "self-retracting". Normally this term refers to spring rewind type hose reels. Is this what is required, or should all hose reels be electric rewind motor equipped?	All hoses shall be equipped with electric rewind reels.
<u>10</u>	Please confirm that the 1.5"x100' Jet-A1 hose will be used as a single point pressure fill for under-wing refueling as well as an alternate over-wing hose position.	The CCRD requests a quick disconnect for the 1.5" Jet A-1 hose single point so that it can be used for underwing with the single point or changed to overwing with a nozzle.
<u>11</u>	Please advise if a new fuel delivery spill box is required?	Yes - boxes on both Jet A-1 and Av Gas delivery points.
<u>12</u>	Please clarify if a new small electrical building/kiosk is required adjacent to the new fuel system location	The CCRD requests that proponents provide separate costing for installation of a modular storage shed as part of the project. The new building would be located directly to the north of the new fuel tanks and would house the new electrical panel. The CCRD will be responsible for installing a BC Hydro power meter mounted externally on the building, and the proponent will be responsible for installing the electrical panel and other control systems mounted internally. If costs or logistics for a modular building are not manageable within the project

		<p>budget, the regional district would consider undertaking construction with use of local labour and supplies.</p> <p>Additional information on the storage shed is provided below.</p>
<b><u>13</u></b>	Please clarify the extent of civil related work for the new fuel system.	Reinforced concrete foundations for the fuel tanks, cabinets, and payment register/kiosk, and storage shed. Concrete foundations shall be at grade with the existing Apron and ensure that no lip or vertical edge exceeds 50 mm in height.
<b><u>14</u></b>	Please clarify the thickness of the existing new compacted gravel pad.	The area was excavated down 1.8 m to undisturbed gravel. 3" minus gravel was compacted in 15-20 cm lifts with a Bobcat compacter for 1.5 m. The top 30 cm was compacted with 1" minus gravel.
<b><u>15</u></b>	Please advise if there is a liner installed under the existing new compacted gravel pad	No liner.
<b><u>16</u></b>	Please advise if protective bollards are required, or pre-cast concrete highway barriers? If so, are they required to be painted high-visibility yellow with reflective conspicuity tape?	Yes – pre-cast concrete highway barriers are preferred. The barriers should include reflective conspicuity tape for visibility purposes.
<b><u>17</u></b>	Please advise if the POS card reader system is required to be enclosed within a small operator's kiosk?	Yes, there should be a POS card reader enclosed within a small operators kiosk that is protected from the elements with a cover.
<b><u>18</u></b>	Please advise/clarify if there are any additional site signage requirements?	No.
<b><u>19</u></b>	Please advise/clarify if there are any site lighting requirements?	<p>Lighting inside the Jet A-1 Cabinet is required with a switch in close proximity, as occasional nighttime military cormorant helicopter refuels here.</p> <p>An automatic dusk till dawn exterior rated 50 watt LED flood light mounted on the exterior of kiosk so as to provide general lighting for the sight is desirable.</p>
<b><u>20</u></b>	Along with the Fuel Management System, please advise if there is a requirement for a Tank Monitoring System which would allow for inventory management, low-level and high-level alarms specific to	Only emergency shut offs at each of the fuel cabinets and emergency shut off on the exterior of the electrical building are required.

	water and fuel, emergency pump shut-off control, remote inventory and alarm monitoring, emergency dial-out alarm notification to first responders and facility operations 24/7.	
<b><u>21</u></b>	What type of site communication is available for POS transactions, bank and report processing etc.? Internet, Cell, Ethernet as examples.	The CCRD is responsible for ensuring that Wifi is available and in place in close proximity to the new fuel system during the commissioning of the system.
<b><u>22</u></b>	Please advise the voltage and phase of the 100A power available for the new project.	240 V power is available off two power poles in close proximity to the site.  The CCRD will assume responsibility for providing power from one of those power poles to a BC Hydro power meter base that will be mounted externally on the storage shed. Proponents are responsible for installing an electrical panel inside of the storage shed connected to the meter base.
<b><u>23</u></b>	Please advise the status of your Bill C69 application/submission.	It is the responsibility of the successful contractor to prepare and submit all necessary federal and provincial applications in support of the project.
<b><u>24</u></b>	Please confirm Airside Insurance Requirements.	Insurance requirements are identified in Section 5.6 of the RFP document.
<b><u>25</u></b>	Please confirm Bonding Requirements for the successful proponent.	There are no Bonding requirements as part of this project.
<b><u>26</u></b>	Please confirm the existing capacity and capability of the Oil Water Separator (OWS).	The CCRD is unaware of the existing capacity or capability of the Oil Water Separator (OWS). Proponents are encouraged to visit the site to inspect the facility.
<b><u>27</u></b>	Please provide U/G Service Drawings and in particular the U/G oily water drainage system	Known U/G services are shown on the attached drawing (Addendum No. 1 – Cable Route Site Plan).
<b><u>28</u></b>	Please confirm grounding requirements for truck loading/unloading operations.	It is the responsibility of the contractor to propose a turn-key solution that is in compliance with the CSA B836-14 Manual.
<b><u>29</u></b>	Please clarify what the intended level of support is required to meet 5 years of hardware support	The 5 years of support is for both hardware as well as the proposed software solution. Each proponent should describe in detail what level of support is proposed with their submission. Maximum Points for the Maintenance Training and Support is 10.

<b><u>30</u></b>	Please confirm if there are any requirements for fire protection/detection or alarms.	It is the responsibility of the contractor to propose a solution that is in compliance with the BC Fire Code and CSA B836-14 Manual.
<b><u>31</u></b>	Please confirm if there are any Airside Escort Requirements for the expected work.	Airside escorts will not be required at the worksite.
<b><u>32</u></b>	Please confirm if there are requirements for Spill Response materials or equipment	The CCRD is requesting that proponents provide a separate cost in their proposals for industry standard Spill Response Materials and Equipment.
<b><u>33</u></b>	Please provide the existing grading/drainage plan for the airport.	The CCRD does not have an existing grading/drainage plan for the airport.  However, it is understood that drainage slopes away from the Apron toward the North, South or East.
<b><u>34</u></b>	Please advise if a back-up generator is required for this facility.	No, a backup generator is not required.
<b><u>35</u></b>	Please confirm if a Sample Shed is required	The CCRD is requesting that proponents provide a separate cost in their proposals for a Storage/Electrical Shed to be used to house the electrical panel and controls, sampling equipment, spill response materials and equipment, etc.  The Storage Shed should be insulated, modular, with minimum dimensions of 8' x 12'.
<b><u>36</u></b>	Please confirm if any Sampling Instruments/Equipment are required	The CCRD is requesting that proponents provide a separate cost in their proposals for industry standard Sampling Instruments/ Equipment.
<b><u>37</u></b>	Please confirm if there is a requirement for lighting within the Fueling Cabinets	Lighting inside the Jet A-1 Cabinet is required with a switch in close proximity
<b><u>38</u></b>	Please advise if concrete containment slabs are required below the fuel tanks (concrete foundations are mentioned)	No.
<b><u>39</u></b>	Please advise if concrete slabs are required under all equipment such as Fueling Cabinets, etc...	Yes, concrete slabs are required under all equipment (tanks, cabinets, buildings, kiosks, etc.)

**Addendum 1 - Figure No. 1 – Cable Route Site Plan Attached on the Following Page**



NOTE:  
RUNWAY LENGTH & WIDTH TAKEN FROM CANADA FLIGHT SUPPLEMENT.  
TAXIWAY, APRON, BUILDINGS & ROADS WERE CREATED USING A GOOGLE  
EARTH IMAGE AND ARE APPROXIMATE. THIS DRAWING SHOULD BE USED  
AS A GENERAL REFERENCE ONLY. DO NOT SCALE.

A0	P-19040	ORIGINAL ISSUE	DELORED 2019-06-24	MACTAVG 2019-06-25	MACTAVG 2019-06-25
REV	ECO	DESCRIPTION	DRAWN DESIGNÉ	CHECK VÉRIFIÉ	APPROVED APPROUVÉ
Modifications to this drawing must be co-ordinated through the Technical Data Centres. Les modifications à ce dessin doivent être coordonnées avec les centres de données techniques.					
<b>NAV CANADA</b> BELLA COOLA, BC HWOS PRECIPITATION GAUGE CABLE ROUTE SITE PLAN CIVIL					
SCALE - ÉCHELLE	REFERENCE - RÉFÉRENCE	DWG NO. - NO DU DESSIN		SHEET - FEUILLE	
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