SITE VISIT—QUESTIONS AND ANSWERS-11 MAY 2005

- 1. Q: Is there a SATCOM onboard now? A: Yes, but the SDU has been moved away from its previous shelf location, which is now available for other purposes. The SATCOM is a Thrane and Thrane system. Antenna is on top of T-tail. System is a replacement system installed by Gulfstream.
- 2. Q: Are there any modifications to the tailcone? A: No. The lightning sensor system is standard Gulfstream.
- 3. Q: Is the data package for all E-Systems modifications available? A: Yes, upon request. The offeror must identify the documents it would like to see.
- 4. Q: Electric Loads and available power. A: 20A available at each power drop. No problem with available power on the aircraft, except during a five minute timeframe at engine startup. All systems must be brought on line before takeoff.
- 5. Q: What is the purpose of the box below the forward UPS? A: It is a data collection module normally installed on the aircraft.
- 6. Q: Is there instrument rack available space? A: Yes, limited space is available in racks R3, L3, R5 and L5 (4 aft racks in aircraft). Power and weight limits for each rack can not be exceeded. Left and right racks are identical in terms of weight carrying capability and hole pattern.
- 7. Q: Is there WIFI inside the cabin? A: No.
- Q: Is there a Center of Gravity (CG) problem? A: No. As configured and shown on 5/11/2005, the current aircraft zero fuel weight is 43,800 lbs.; the current CG is 39.0 %MAC. These are subject to change if the aircraft instrumentation is modified, but these numbers represent reasonable estimates for planning purposes. The contractor is responsible for determining the delta for its installation to assure compliance with the G-IV weight and balance limits, as well as tracking and providing the actual weight and balance changes due to the radar modification (see J-1, section 3.1.8).
- 9. Q: Are there any current speed or maneuvering restrictions? A: No.
- 10. Q: Is there any special supplemental cooling? A: No.
- 11. Q: What is the purpose of the GPIS Panel? A: It is provided for a future installation.
- 12. Q: Are there feed-throughs in the aft pressure bulkhead? A: The LDSN panel in the boiler room provides some power and wiring capacity. Any additional installation requiring feed-throughs must be installed by the contractor.

- 13. Clarification: A LDSN layout diagram will be provided as part of the information in Attachment J-5, Government Furnished Information.
- 14. Q: Do you anticipate any rearrangement of the interior equipment (seating, racks, etc) as part of this effort? A: No. Seating and racks are as per the current STC.
- 15. Q: Is there a cabin ICS system? A: Yes. Baker boxes are provided at the various stations, with varying capabilities at each station.
- 16. Q: What is the purpose of the mounting locations on the exterior of the hull, port side, forward of the wing? A: They were originally provided for installation of certain equipment, but the aircraft manufacturer recommended against such installations.
- 17. Q: Does the aircraft have upgraded landing gear? A: Yes. The aircraft is equipped with the ASC 190 landing gear upgrade. The max ramp weight with ASC190 is 75,000 lbs., max takeoff weight is 74,500 lbs.
- 18. Q: Will NOAA accept an electronically steerable array? A: NOAA will consider an electronically steerable array, provided the performance requirements of Attachment J-1, Section 3.2 are met.
- 19. Q: Does the contractor need to make provisions for the SFMR? A: Yes. See the RFP, Section C.1.1, Attachment J-1 (Specification) Sections 3.1.11 and 3.2.4, and Attachment J-5 (GFI).
- 20. Q: Is the contractor responsible for EMI/EMC? A: Yes. Refer to Attachment J-1, Section 3.1.4. There are no current EMI/EMC problems on the aircraft.
- 21. Q: What is the configuration of the APU? A: It is a standard Gulfstream APU.
- 22. Q: What is the configuration of the generators? A: They are standard Gulfstream configuration.
- 23. Q: Is the electrical load analysis available? A: The electric load analysis will be made available upon request.
- 24. Q: Is there a map of all external antenna locations? A: Yes, the antenna locations will be made available as part of the GFI, Attachment J-5.
- 25. Q: What is the antenna located aft of the door to the boiler room? A: It is a standard Gulfstream installed marker beacon.
- 26. Q: Are the bid bond and insurance requirements of the RFP mandatory? A: Yes, due to the value of the aircraft and the nature of its mission.

- 27. Q: Can the aircraft availability windows be expanded? A: The availability windows are addressed in RFP Section C.2.6.
- 28. Does the aircraft need to be flight ready at the end of each period? A: Yes, the aircraft must be flight ready and mission ready, including all necessary FAA certificates, upon return to NOAA at the end of each availability window.
- 29. Q: What is the aircraft frequency of operation? A: The mission of the aircraft is such that it must be ready for operations at any time. During hurricane season, it can operate with two crews per day, for up to nine hours per flight. Advance notice of required flights can be less than one day.
- 30. Q: What is the accessibility of the aircraft during scheduled maintenance periods? A: Refer to RFP Section C.2.6.
- 31. Q: What GFE and GFI is provided? A: See RFP Section J for lists of GFE and GFI
- 32. Q: Will NOAA consider antenna locations other than in the tail of the aircraft? A: Section C will be amended to clarify that the Government will consider proposals recommending antenna configurations other than a tail mounted antenna, provided that the performance requirements of Attachment J-1, Section 3.2 are met.
- 33. Q: Is the Tail anti-iced with bleed air or electric deicing? A: The tail leading edges (horizontal and vertical) are not deiced.
- 34. Q: What is the angle from the tail to the wingtip? A: Per Attachment J-1, Section 3.3.1, the contractor is responsible for determining the necessary clearance angles particular to their design.
- 35. Q: What is located behind the white sheet metal panel in the boiler room? A: The 400 Hz to 60 Hz converters are behind the panel.
- 36. Q: Are two transmitter/receivers required? A: No. Refer to Attachment J-1.
- 37. Q: Did NOAA conduct a feasibility study? A: NOAA's concept paper was provided under RFI No. NAAN6000-5-00108EH, and will be included as part of Attachment J-5.
- 38. Q: Were the nose ring sensors delivered with a STC? A: Yes. E-Systems provided a single STC for all modifications to the basic aircraft as delivered.
- 39. Q: What is the VHF antenna (forward of the boiler room hatch)? A: It is a 400 MHz antenna, and is used for receipt of drop sonde data.
- 40. Q: What is the mission profile for the aircraft with the tail doppler radar? A: The possible mission profiles are under investigation by NOAA.

- 41. Q: Is the specified 3 degree beamwidth a single or dual axis beamwidth? A: If there is a single axis beam, the diameter can not exceed 3 degrees (2.5 degrees desired). If the beam pattern is elliptical, the major (narrator misspoke) axis of the beam can not exceed 3 degrees.
- 42. Clarification: The existing windows may not be covered.