



The BACW's Bidding Commission hereby present questions made by companies with their respective answers.

REMARK: The questions presented in this "Questions and Answers" shall be numbered as they are received by the Bidding Commission and may not match the numbering provided by the companies.

Therefore, the Bidding Commission has answered previous questions on July 6, 2017, July 25, 2017, July 26, 2017, and July 28, 2017, July 31, 2017, August 3, 2017 and August 10, 2017 and August 17, 2017 and they are published on BACW's website.

Furthermore, the questions presented below were previously answered on August 3, 2017 and published onto BACW's website. Nevertheless, the Administration changed the understanding on each matter and provides with an updated answer.

Based on that, each question will be presented with a new numbering, but indicating the former number for reference.

125. **Question** - Item 3.2.2 of the Basic Project: What does interior configuration stand for (i.e. number and disposition of passenger's seats, toilets configuration)? [former question 89, from August 3, 2017]

~~Answer – The Interior configuration includes all the sub items of item 3.3 of the Basic Project. Furthermore, it is reinforced the need of the same disposition of the cabin items for all the aircraft.~~

Answer – The expression "interior configuration" refers to the passenger's cabin composition, including the number of seats; the distributions and characteristics of the seats; existence and positioning of galley; existence and positioning of toilets among other requirements of the Basic Project.

126. **Question** - Item 3.3.8 of the Basic Project: Please eliminate this requirement. It is not crucial for the leased aircraft to take off with maximum endurance and payload at Santos Dumont airport, since: (a) the aircraft main base is located at Brasília, location where the majority of the missions will originate; (b) most of the flights may not require both maximum endurance and payload; and (c) when necessary, the aircraft could operate out of Galeão Airport. [former question 90, from August 3, 2017]

~~Answer – The requirement presented in the IFB and related documents is based on the necessities of the Brazilian Air Force Command (COMAER) and therefore cannot be changed.~~

Answer – The Item 3.3.8 shall be modified, the aircraft configuration must be able to take off the aerodrome SBRJ with a crew of 3 people and 6 passengers, with wind and temperature of 30°C, get minimum of 620 NM range, with sufficient reserve fuel to proceed to the aerodrome within 200 NM and perform alternative procedure with 45 minutes wait period, as required by RBAC 91.167 (requirements of fuel and oil for flight instruments) and RBAC 135.223 (IFR. Requirements for autonomy for alternative aerodrome).



127. **Question** - Item 3.3.12 of the Basic Project: Please eliminate this requirement. The flight data recorder is not a mandatory equipment for the operation of the leased aircraft since this equipment is not required for airplanes of this category whose number of passenger's seat is less than nine in accordance with current aviation regulations. [former question 91, from August 3, 2017]

~~Answer – The requirement presented in the IFB and related documents is based on the necessities of the Brazilian Air Force Command (COMAER) and therefore cannot be changed.~~

Answer – The requirement shall be modified, so that the item shall be a desired equipment but not mandatory.

128. **Question** - Item 4.2.3.4.1 of the Basic Project: How many pilots must be trained prior to the delivery of the aircraft? Please clarify if they shall only have the initial training at the start of the Contract and will not require annual recurrent training thereafter. [former question 96, from August 3, 2017]

~~Answer – The Basic Project foresees only the initial training of pilots. Therefore, any additional training shall be treated as an amendment to the Contract, or they will be contracted in another hiring.~~

Answer – Based on the plan of having a minimum amount of pilots for each aircraft, it is necessary that 06 (six) pilots have minimum formation (Ground School and Flight Simulation Training) before the delivery of the first aircraft. The other groups of 6 (six) pilots shall have concluded the same formation before the delivery of the subsequent aircrafts. Besides the initial training, it is necessary that all the pilots perform recurring training every 12 months. The recurring training shall be constituted of 5 missions of 4 (four) hours of duration for each two pilots.

Furthermore, the Brazilian Aeronautical Commission appreciates the question, and stands available to clarify and explain any doubts or concerns in order to increase the BID quality. Any questions or concerns must be submitted to con@cabw.org

Note: This information has been made available at BACW website in the publishing for the related Bidding Process. <http://www.cabwnews.com/index.php/solicitations.html>