

District of Chetwynd

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July 29, 2026

RFQ – Airport Runway Lighting Replacement

Addendum 1

This Addendum forms part of the Contract Documents and is to be read, interpreted, and coordinated with all other parts. The following revisions supersede the information contained in the original documents and specifications issued for the above-named project to the extent referenced and shall become part thereof.

A) Questions/Answers

1. Q: Is Airport Lighting Company ALC-861L mandatory, or will any TP312-compliant approved equivalent be accepted?

A: No, any TP312-compliant and approved equivalent will be accepted.

2. Q: Please confirm the existing airfield lighting system is a 6.6-amp series circuit.

A: Yes

3. Are any known cable faults, insulation failures or grounding issues present?

A: Not to our knowledge.

4. Are the white runway lights required to be omnidirectional, bidirectional clear/clear, or clear/yellow in any portion of the runway?

A: There has been an update to the requested lighting quantities to include clear/yellow lights to maintain compliance with TP312 lighting standards. Updated quantities have been included in question 13 and an updated Bid Sheet. Clear/Clear lights are bidirectional.

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5. Are the six yellow fixtures omnidirectional yellow, or directional/bidirectional?

A: Omnidirectional

6. Are internally heated or arctic-rated fixtures required for snow and frost conditions?

A: No

7. Are all 70 pulpit boxes definitely to be replaced, or is 70 an estimated allowance pending inspection?

A: Yes, staff have removed the sand from inside and identified 70 pulpits will need to be replaced.

8. Is insulation-resistance testing of the complete series circuits required?

A: Yes

9. Please confirm whether the tender total must include all 70 new pulpits and all 98 new transformers/adapters, or whether actual replacement quantities will be determined in the field based on existing conditions.

A: The tender total must include all items identified in the Bid Sheet. Any surplus items will be used as spare parts in the future.

10. Please provide the complete set of airfield lighting drawings, circuit layout drawings, fixture-location schedule, single-line diagram, and CCR/control-system information.

A: Available drawings have been included in this addendum.

11. Please provide the existing cable specifications (type, size, insulation rating) together with any recent insulation-resistance, continuity, and operational test results. This information is required to assess the condition of the primary series circuit cables and to determine the extent of potential reuse or replacement.

A: Please refer to the available drawings attached to this addendum. All available information has been provided.

12. Please define the inspection and acceptance criteria that will apply for reusing existing cable, pulpits, base plates, connectors, and grounding systems. Clear criteria will allow the Contractor to price the work accurately and avoid disputes regarding the suitability of existing infrastructure.

A: The District does not have a defined inspection criteria and are committed to working with the successful proponent to complete the work as efficiently and effectively as possible. If additional items are identified we will assess these conditions as they occur.

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13. Please confirm the exact required fixture heights, mounting threads, colour/orientation combinations, arctic heaters (if required), frangible couplings, and transformer wattages. Precise technical requirements are needed to ensure the correct products are procured and installed.

A: Exact lighting numbers and mounting configuration are as follows:

- Blue Taxiway Lights mounted on pulpit lid- 26
- Blue Taxiway Lights mounted on stakes- 10
- Yellow Junction Lights mounted on stakes- 3
- Yellow Junction Lights mounted on pulpit lid- 3
- Red/Green Threshold Lights mounted on pulpit lid- 12
- White Runway Lights mounted on pulpit lid- 20
- White/Yellow Runway Lights mounted on pulpit lid- 24

The Bid Sheet will be updated to include an item for white/yellow lights.

The information we have available for mounting threads, fixture heights and frangible couplings may be found in the electrical drawings attached to this addendum. There are some inconsistencies between the installed height of the light in the field, and the as-built drawings. The District of Chetwynd will work with the successful bidder to determine a consistent installation height for stake mounted lights.

14. Please confirm whether the Contractor must include the removal and disposal of the existing fixtures, transformers, connectors, and failed pulpits within the tender price.

A: The contractor will be responsible for removing, and neatly piling the materials for disposal. The District will remove the items to the landfill.

15. Please define the airside access procedures, escort requirements, radio protocol, runway/taxiway closure process, NOTAM coordination, permitted work hours, and daily system-restoration requirements. These operational constraints directly affect productivity, sequencing, and cost.

A: The runway will have a NOTAM in place for the duration of work, issued by the District of Chetwynd. There are no escort requirements, we will provide an access code for the vehicle gate. Coordination for runway/taxiway closures will be made with local staff as appropriate. Our airport primarily services Air Ambulance flights and private charters, when working on the airfield during the day we typically ask for 1 hours notice to clear the runway for incoming aircraft. There will be no requirement to restore the system daily, we will have all night operations closed during this time. Permitted work hours are 6am to 5pm daily, exceptions can be made by request.

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16. Please define the required testing, commissioning, night inspection, photometric testing, documentation deliverables, and witnessing requirements. Clear acceptance criteria and required parties for witnessing are essential for scheduling and pricing the close-out phase.

A: Insulation-resistance testing of new circuits, continuity testing of all conductors, grounding/bonding verification, and overall function testing to ensure the lights are working correctly. A night inspection will be required prior to issuing Substantial Performance to verify proper operation, alignment, color, intensity and uniformity of all runway lighting. Witnessing will be by the owner, and can be scheduled as required during the project. The Contractor shall submit all test reports, commissioning records, warranties, O&M manuals (if applicable), and as-built drawings prior to Substantial Performance.

17. Please clarify the responsibility and payment mechanism for additional cable repairs, transformer replacements, pulpit repairs, grounding repairs, and excavation that may be discovered during installation.

A: The District will work with the successful proponent to manage any unknown situations that arise during work. The existing cables are old and sensitive to pulling, care must be made to ensure cables are not damaged during work. Any items with unit rates will be paid at those rates.

18. Please confirm whether extra work will be paid using submitted unit rates, time-and-material rates, or by negotiated change order.

A: Extra work items that have a unit rate will be paid at that rate. Extra work items that do not have a unit rate will be paid by negotiated change order.

19. Please confirm the anticipated contract award date and the required equipment-delivery date. Lead times for airfield lighting fixtures, isolation transformers, and related components can be significant; early confirmation will allow the Contractor to place orders promptly upon award.

A: The anticipated award date listed on Page 1 of the RFQ and is August 7, 2026. There is no equipment delivery date, however the project must be completed by March 31, 2027.

20. Please clarify the material-on-delivery payment procedure and the required treatment of Provincial Sales Tax (PST) on the bid sheet. Confirmation is needed regarding whether PST is to be included in the tender total or shown separately, and whether progress payments will be made against materials delivered to site.

A: PST is to be shown separately. Payment for materials will be made upon confirmation materials have been delivered to site and the contractor has submitted an invoice for the materials. Any materials deemed not working after installation will be the responsibility of the Contractor to replace.

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21. Please confirm the warranty period and obligations, closeout documentation requirements, training to be provided, spare-parts quantities, insurance requirements, WorkSafeBC coverage, bonding (performance and labour & material), and any permit responsibilities.

A:

- Warranty on materials will be as per the manufacturer, warranty for installation will be 1 year from the project completion date.
- Confirmation the lights are working, any results from testing, and as built drawings of any changes to the electrical installation will be required for close out documentation.
- Training is not required
- An inventory of spare parts will be required at project close out.
- The contractor must provide a letter of clearance from WorksafeBC stating they are active and in good standing.
- The Contractor will be responsible for obtaining all required permits including those from Technical Safety BC.
- Bonding will not be required for this project.

22. Are the lights installed on the pull pit lids?

A: Some are lid mounted some are stake mounted.

23. Are the Pull pits CPL 600 or 400? Or? With new lids?

A: A 500mm x 450mm deep pulpit is preferred, if there is a more common size available for the same or similar cost we would consider an alternate size. All pulpits will need new lids.

24. Are the Threshold light Inset or above ground?

A: All lights are above ground.

25. Can we progress bill the project?

A: Yes

26. Are there existing airfield drawings that can be provided?

A: Yes, available drawings have been included in this addendum.

27. Procurement could be 8-10 weeks after approval of shop drawings. Which puts us into the winter season, Is March 31st 2027 a hard deadline?

A: Yes

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28. Is the district doing the civil work for Pull pit replacement?

A: No, the District would prefer the contractor install the pulpits. If the contractor is unable to install the pulpits please specify this on your Bid Sheet.

29. Is Airside Insurance required for the project, or does the district have Wrap up insurance?

A: No, we do not have wrap up insurance. The Contractor will be required to show proof of a minimum of Commercial General Liability insurance in the amount of \$5,000,000 and Automobile liability insurance of \$5,000,000 for each vehicle used to perform the work.

30. How old is your current system?

A: 45 years, the system was installed in 1981.

31. Have the circuits been megged to determine viability of the cables?

A: No

32. How many circuits do you have?

A: Unknown, drawings of the current system have been included in the addendum.

33. How many CCR's and what are the ages of them?

A: 3, age is assumed to be 45 years.

34. Are the current cables, transformers and connectors all in pulpits or are some direct buried?

A: All transformers and connectors are in pulpits. The cables are a combination of direct bury in conduit and exposed in pulpits.

35. Are the current lights stake mounted with secondary connectors or pulpit mounted?

A: Lights are a combination of stake mounted with secondary connectors and lid mounted.

36. Do you have drawings or pictures that you can share of the lighting?

A: Available drawings and pictures have been included in this addendum.

Vision Statement

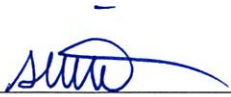
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37. TP312 states that an airport over 1200M length requires 600m of white/Yellow lights for emergency notification of runway end, it does not change anything in regard to cost or installation, just in the color notification and change in number of whites versus WH/Y?

A: We have updated the quantity of lights to allow for the correct lighting standard. Please see question 13 and the updated Bid Sheet for new quantities.

B) Updated Bid Sheet:

The Bid Sheet has been updated to reflect updated light quantities and to allow space for comments from the bidders.



Stacey Weightman
Director of Engineering
And Public Works

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Form 2 – Bid Sheet

In accordance with the RFQ requirements and specifications which I/we have carefully examined, the undersigned hereby submits a firm price to perform the work required for the sum of:

RFQ No.: 2026-252005

Project Title: Airport Lighting Supply and installation – Chetwynd Municipal Airport

Pricing to Supply and Install LED Lighting

All prices must be in Canadian Dollars (CAD) and exclude GST. Pricing must include installation, and associated costs. FOB Destination: 4733 Airport Road SE Chetwynd, BC.

Pricing is based on the estimated installation hours and the stated hourly labor rate. Any labor required beyond **110% of the estimated hours** must be reviewed and approved by the District in writing prior to the work being performed.

ITEM	DESCRIPTION	QUANTITY	RATE/TIME	TOTAL
1	Hourly Rate for Installation of Electrical Equipment and Testing and Estimated Time to complete the work.	(Estimated Hours)	\$ /Hour	\$
2	Taxiway Edge Lights- Blue	36	\$ /Each	\$
3	Runway Edge Lights- White	20	\$ /Each	\$
3a	Runway Edge Lights- White/Yellow	24	\$ /Each	\$
4	Threshold Lights- Red/Green	12	\$ /Each	\$
5	Junction/Taxiway Lights- Yellow	6	\$ /Each	\$
6	Pulpit Boxes	70	\$ /Each	\$
7	Transformers and Cable Adapters	98	\$ /Each	\$

*Please list any assumptions about the work, or additional materials that you feel may be required for successful completion of the project in the attached comment sheet.

Subtotal: \$ _____

GST (5%): \$ _____

PST (7%): \$ _____

Total Tender Price: \$ _____

Note: In order to comply with the Freedom of Information and Protection of Privacy Act (FOIPPA) and protect the unit prices of bidders, the unit price and calculated subtotals will not be announced or released.

This RFQ will not be opened publicly.

Company Legal Name

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Bid Form Comment Sheet:

Comments:

[illegible]

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Typical Junction light set up.



Typical runway light set up at junction of taxiway. Note runway light should be lid mounted, both taxi lights should be post mounted.

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Constant current regulators for taxiway and vasi.



Constant current regulator for runway lights.

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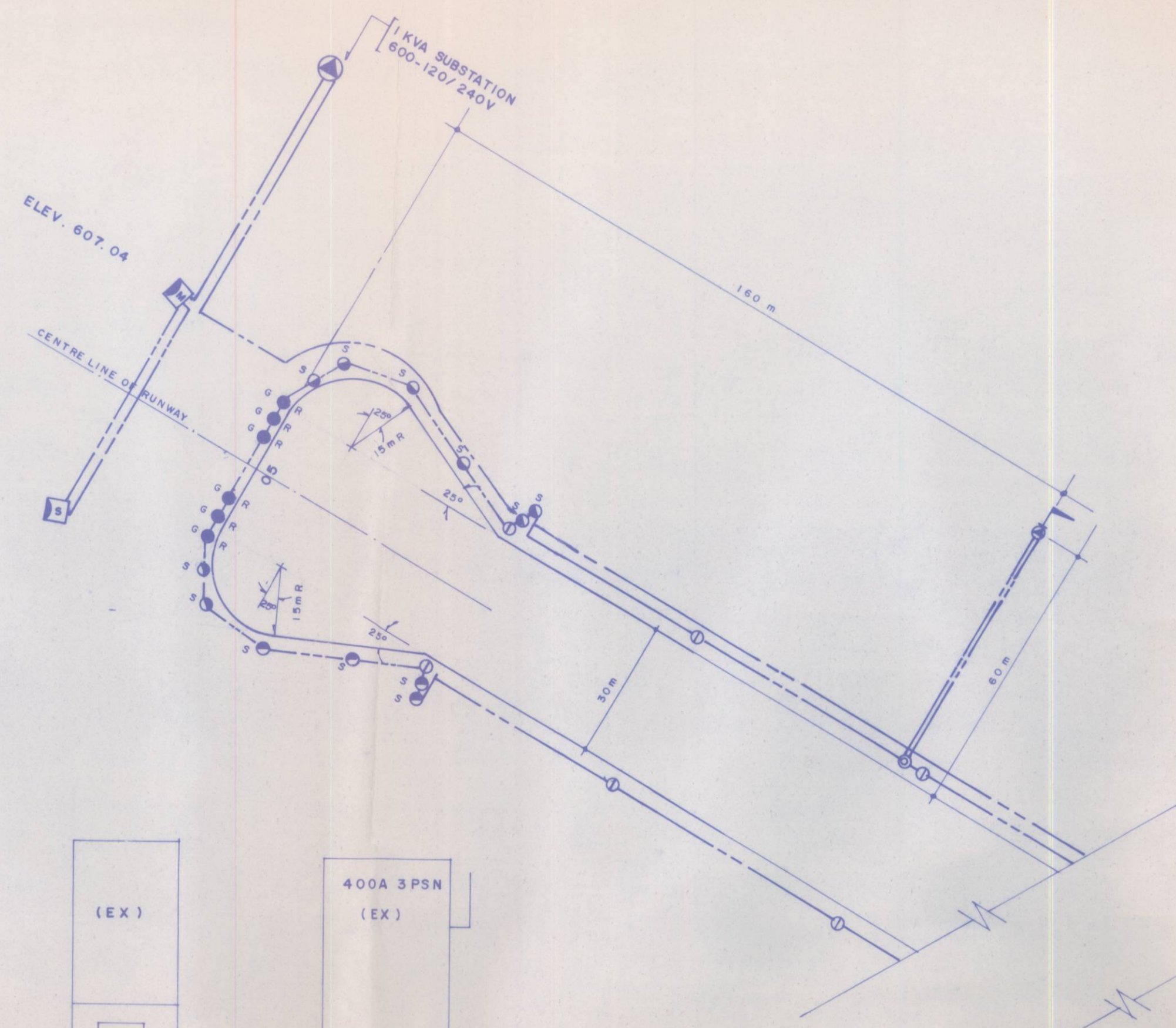
We have two new style junction boxes. This is what they look like.



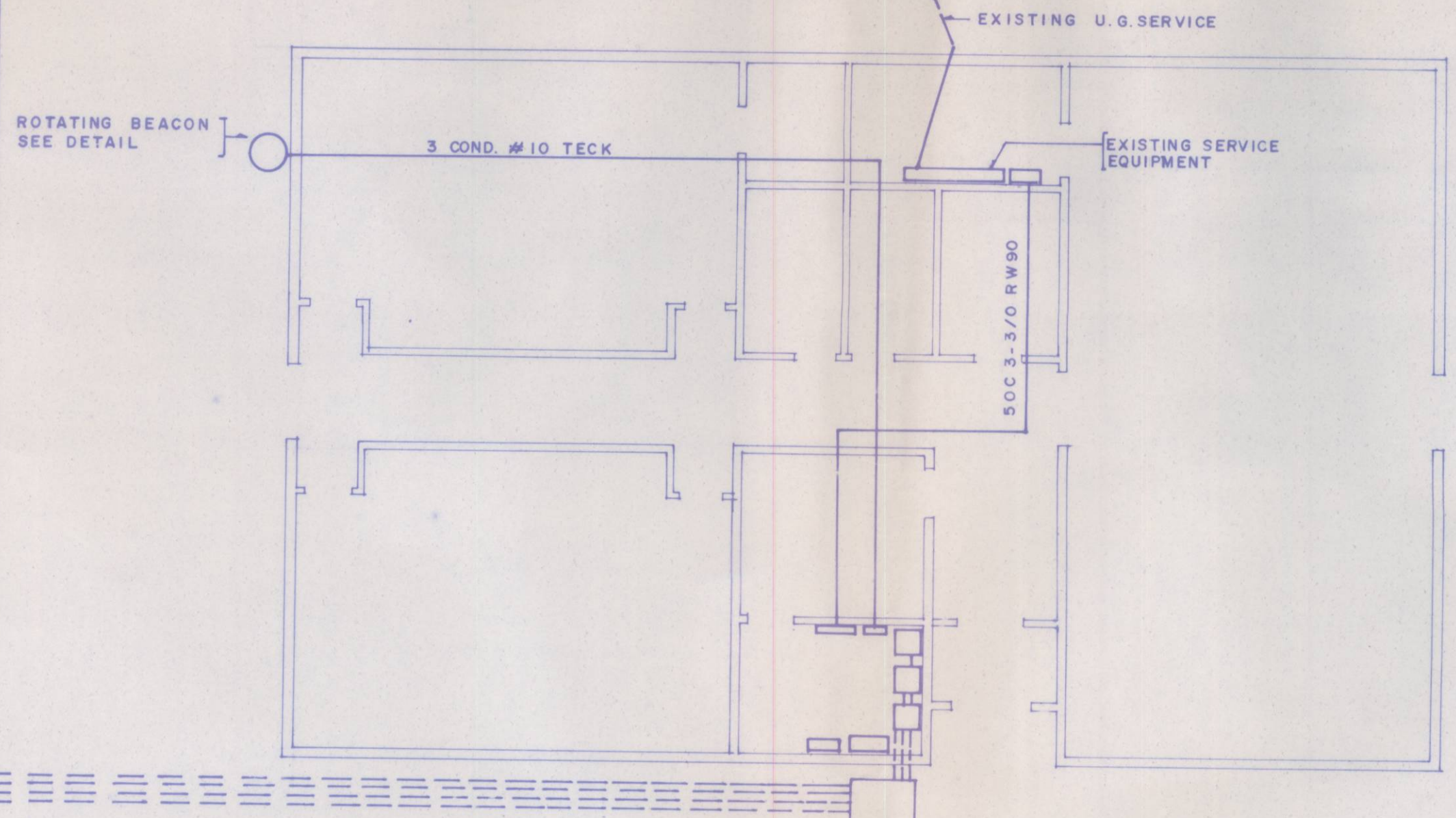
Typical lid mounted light on a junction box.

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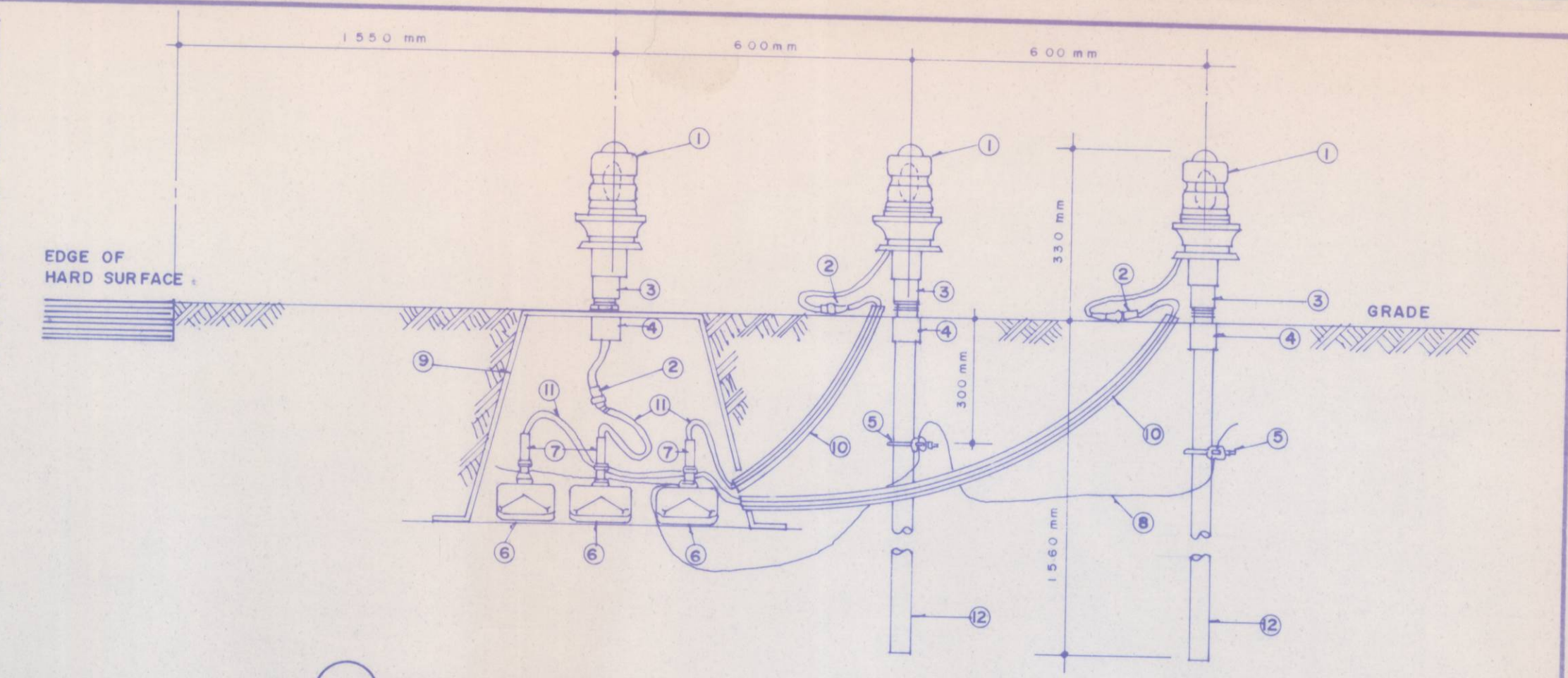


MAIN SERVICE LAYOUT SCALE: N.T.S.

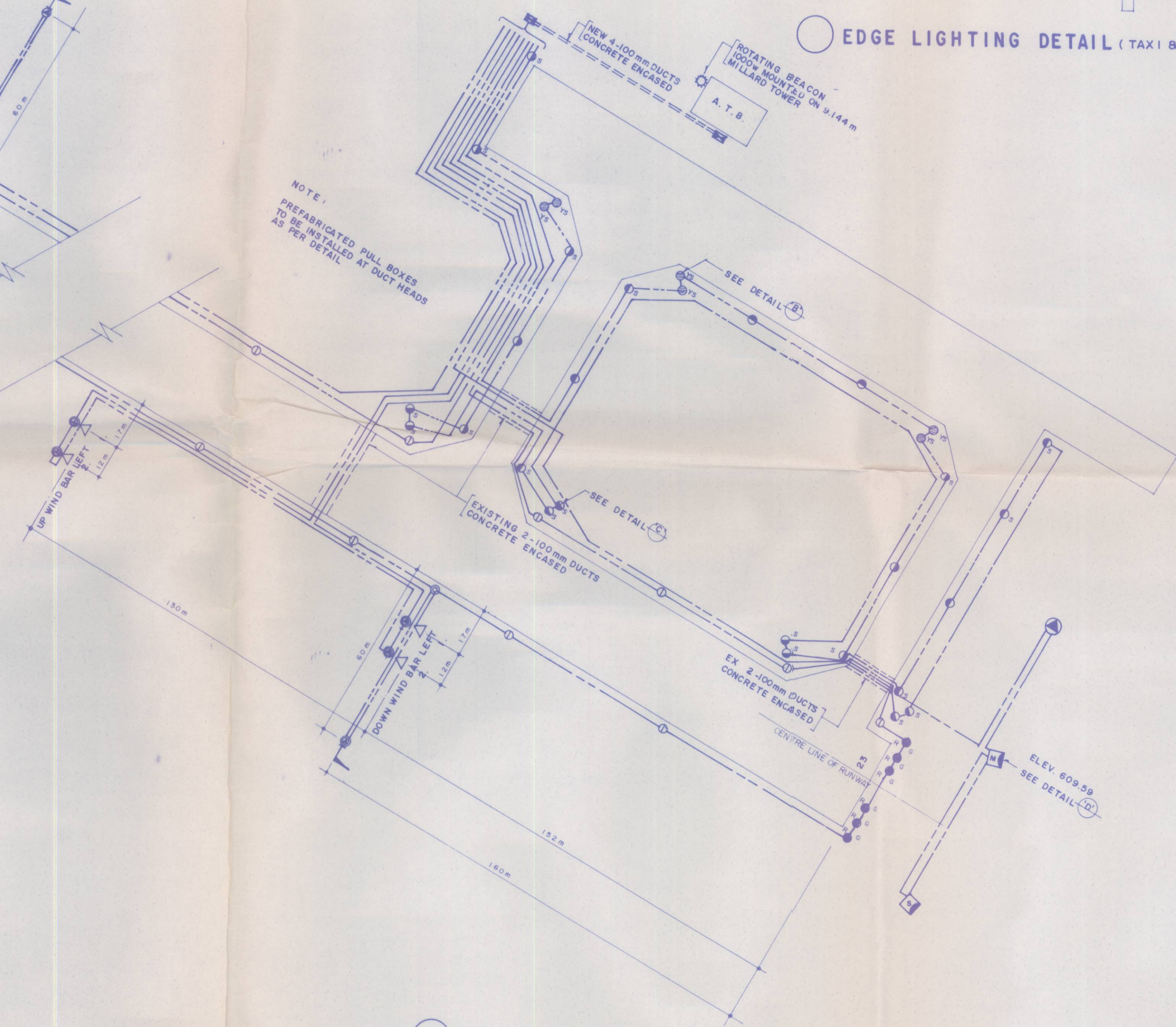


AIRPORT MUNICIPAL BUILDING SCALE: 1:100

ITEM	DESCRIPTION
12	CONDUIT ANCHOR GALVANIZED 50mm DIA. 1.524m LONG
11	CABLE 1 - 2/C #12 TYPE SO CAB TIRE
10	32mm POLY TUBING
9	PREFABRICATED PLASTIC BOX C/W METAL COVER
8	GROUND COUNTER POISE 1/C #8 SD BCW
7	SECONDARY CONNECTOR KIT #32 BPF6
6	TRANSFORMER 150 KVA 30-45 WATT 6.6A/66 5KV EPOXY INSULATED AMERACE
5	GROUND CONNECTOR LACAL CAT #GPR-160 OR APPROVED EQUAL
4	CONDUIT COUPLING 50mm GALVANIZED
3	BREAKABLE COUPLING FOR EDGE LIGHT UNIT
2	SECONDARY CONNECTOR #91BRF6
1	M.T. EDGE LIGHT UNIT



EDGE LIGHTING DETAIL (TAXI & APRON TURN OFF LIGHT UNITS) SCALE: N.T.S.



FIELD LIGHTING LAYOUT (PARTIAL) SCALE: 1:1000

6	MICROFILMED						NORTHERN RESOURCE SYSTEMS INC. 103-1440-2ND AVE., PRINCE GEORGE, B.C. PH.562-0551	Stanley STANLEY ASSOCIATES ENGINEERING LTD.	DESIGN	A. L. / R. B.	CHETWYND AIRPORT FIELD LIGHTING LAYOUT (PORTIAL) AIRPORT BUILDING SERVICE DETAIL AS BUILT DRAWING	DATE	81-08-10
5	AS BUILT	81-12-17	AL / R. B.										
4	APPROVAL FOR CONSTRUCTION												
3	FOR TENDER												
2	FOR APPROVAL												
1	PRELIMINARY												
No	DESCRIPTION	DATE	APPROVED										
ISSUE DATES													
REVISIONS No DATE DESCRIPTION BY APPROVED													