Addendum 1, Questions and Answers:

Question 1.) On page 5 under frame, it states "industry standard 34" wide frame. Would you allow the manufacturer's standard 39" frame rail width? This width is only standard if the catwalks are placed on the exterior of the engine compartment. We manufacture our catwalks on the inside to prevent snow buildup and allow for a cleaner environment for mechanics.

Answer 1.) We would allow for inside catwalks.

Question 2.) On page 6 under Chassis Engine, it states a requirement for orifice release to slowly lower and raise the hood. It also states that the cooling system, hydraulics, and other required elements of the power pack shall be protected via fiberglass hood. However, on the previous line it states, "The carrier engine access cover shall be the manufacturer's standard type enclosure". Will you allow the manufacturer's standard engine enclosure?

Answer 2.) The orifice release to slowly lower and raise the hood is a must, for safety concerns were a jack would need to be used if orifice release not installed. The carrier engine hood needs to be fiberglass, a lightweight hood is preferred for safety concerns. The other hood can be manufacturer's standard if they are corrosion/ rust resistant.

Question 3.) On page 6 under "chassis engine cooling system", you require a vertical flow for cooling. Kodiak's standard is horizontal cooling as per component manufacturer recommendation. Will you accept horizontal flow for cooling as long as the cooling is adequate to keep the major components cooled and passes cooling tests by the component manufacturer's themselves?

Answer 3.) A vertical system is preferred, but we will allow the horizontal system.

Question 4.) On page 7 under axles, will you allow for the manufacturer's standard axle as long as it is capable of supporting imposed loads? Kodiak's standard axle is a 37,000 lbs axle and far out-performs our competitors and has done so for the last decade.

Answer 4.) If the axle meets or exceeds our requirement's then it will be allowed.

Question 5.) On page 9, under section "Cab", you require the cab to be made from fiberglass, aluminum and glass. Kodiak's standard cab is fiberglass, mild steel and glass, and are treated for corrosion and rust prevention. Our cabs also come with a full three-pane panoramic glass windshield which emits the need for front windshield peepers. The side doors have lower peeper windows as well. You also require four electric variable speed wipers. Our standard is three electric variable speed wipers, one for each panoramic pane. Our cab also comes with the drivers seat near center with a passenger jumpseat with each seat equipped with a three-point harness. There is not enough room for a full passenger seat with a near center driver seat. The last item in the cab section is our color liquid crystal display. Our standard is not mounted on the steering wheel. Instead, it is mounted on a console directly next to the driver, along with all other machine/ blower functions, making access to each function readily available without the driver having to shift or move their personal position. With all of these items in mind, will you allow the manufacturer's standard cab design?

Answer 5.) We prefer a fiberglass, aluminum, glass cab, metal can still rust/ corrode if punctured or scratched.

We would allow a three- pane windshield, we prefer a single/ one- piece windshield.

We would allow 3-electric variable speed wipers instead of 4.

We would allow for a center mounted driver's seat and liquid crystal display mounted on a console next to the driver's seat.

Question 6.) On page 13, under section "Broom General", you required 2 broom references with location, serial number, and contact information for at least 2 airports. The FAA requires only that each snowblower manufacturer produce evidence that the equipment being supplied is not a prototype. They restrict the requirement of a specific amount of references.

Answer 6.) The FAA document is for AIP procurement, we are not using AIP funding. Therefore we are asking for 2 references from anyone that has purchased your equipment.

Question 7.) On page 18, you require the airblast with nozzles be placed directly behind the brush. Will you allow for the manufacturer's standard placement for the airblast?

Answer 7.) We will allow the airblast to be behind the front wheels, but we prefer to have the airblast directly behind the brush.

Question 8.) I do not see a due date or address for this bid submission. Will you please state the due date and delivery location for this bid, along with any special instructions for delivery?

Answer 8.) The due date and delivery instructions are listed in the General Requirements section.

All questions are to be submitted in writing to bbauman@sbnair.com

ADDITIONAL NOTE:

SAE spec (5564) referenced by AC 150-5220-20A, (Table A3) requires a Front Mount Dedicated Broom designed to be used at 40 mph to have an available brush torque of 4,750 ft-lbs.