SECTION 3

FORM OF TENDER

The following Tender is hereby submitted to:

THE TOWN OF FORT FRANCES
hereinafter called the Owner

3.1 COMPANY/FIRM NAME

Tender By: Tradewind Scientific Ltd.
Official Name of Tenderer (hereinafter called the Supplier)

3.2 TENDER SCHEDULE

The "Supplier" agrees to furnish all equipment and services necessary for the Corporation of the Town of Fort Frances in accordance with the Tender Documents, Specifications and any Addenda received for the unit price quoted in this Form of Tender.

3.3 TENDER PRICES

The undersigned has examined the Contract Documents and has ascertained all necessary particulars with regard to the tender and upon acceptance of this Tender, shall enter into an agreement for the Item, at the prices stated below.

The unit prices shall include the supply of labour, materials, equipment, duties, taxes, patent, royalties, and insurance charges, transportation charges, and all other charges for the completion of work as specified herein. The unit prices below shall apply for the purpose of payments and shall apply throughout the time period specified in this Contract.

All items in the schedule of Unit Prices must be filled in to validate this Contract.

CS.T.

3.4 SCHEDULE OF PRICES

1. Electronic Runway Surface Condition Inspection and Reporting System

a) Net Tender Price		$ $24,750.00
	H.S.T.	$ $3,217.50
	TOTAL	**$** $27,967.50

3.5 LIST OF ADDENDA

The undersigned acknowledges receipt of the following addenda:

No.	Date Issued	Date Received

C.S.T.

3.6 SIGNATURES

Tradewind Scientific Ltd.
Company Name

Witness

Legal Signature

C. Leonard Taylor
President & CEO
Title

Susan Ames

89 Vanstone Ave., Kanata, ON
Address of Witness

Dated at Ottawa this 9th day of September, 2014

CS.T.

SECTION 4

STANDARD FORM OF AGREEMENT

Tender No. 14-OF-10

CS.T.

SECTION 4

STANDARD FORM OF AGREEMENT

TENDER NO. 14-OF-10

THIS AGREEMENT made in triplicate this 9th **day of** September

in the year Two Thousand and Fourteen

BETWEEN:

Tradewind Scientific Ltd.
(herein called the "Supplier")

OF THE FIRST PART

- and -

THE CORPORATION OF THE TOWN OF FORT FRANCES
(herein called the "Owner")

OF THE SECOND PART

WITNESSETH THAT: Whereas the Supplier has represented to the Owner that he is well able to supply the equipment/vehicle described in the Contract Documents.

NOW THEREFORE the parties hereto undertake and agree as follows:

Article 1 - The Supplier shall:

a) Do and fulfill every covenant contained in the Contract Documents and to furnish all labour, material and equipment, unless otherwise indicated, together with all work incidental thereto necessary and required to perform all the Work described in the Contract Documents and which have been executed in triplicate both PARTIES.

CS.T.

Article 2 - The Contract

The Instructions to Tenderers, Form of Tender, Addenda, Form of Agreement, Specifications and Special Provisions are all to be read into and form part of the Agreement and the whole shall constitute the Contract between the PARTIES and it shall accrue to the benefit of and be binding upon them and their successors, executors, administrators and their assigns.

In the event that any of the Contract Documents are inconsistent or in conflict, then such Documents shall take precedence and govern in the following order:

1. Agreement
2. Addenda
3. Special Provisions
4. Contract Documents
5. Standard Specifications
6. Tender
7. Supplemental General Conditions
8. General Conditions

Article 3 - Terms

The Municipality shall pay to the Supplier in lawful money of Canada for the performance of the contract for the amounts set out under the Schedule of Prices subject to the adjustments, additions, deductions and deletions as provided in the Contract Documents.

Article 4 - Payments

The Municipality shall pay on account thereof upon the Manager's approval, all monies owing to the Supplier for the items specified in the Contract. Upon receipt of invoices, any adjustments to monies owing will be made with notification to the Supplier.

CS.T.

Article 5 - Communications

All communications in writing between the PARTIES or between them and Tom Batiuk, Airport Manager, shall be deemed to have been received by the Addressee if delivered to the individual or to a member of the firm or to an officer of the Municipality for whom they are intended or if sent by registered mail or by telegram of facsimile transmission addressed as follows:

a) The Supplier at: 2720 Queensview Dr., Suite 1181, Ottawa, Ontario, K2B 1A5
P: 613.238.1246 F: 613.726.0871 E: ltaylor@tradewind.aero

b) The Owner at:

The Town of Fort Frances
320 Portage Avenue
Fort Frances, Ontario
P9A 3P9
Fax No. 807-274-8479

c) The Airport Manager:

Tom Batiuk
Operations & Facilities Division
320 Portage Avenue
Fort Frances, Ontario
P9A 3P9
Fax No. 807-274-7360

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IN WITNESSETH WHEREOF the corporate parties hereto have caused to be hereto affixed their respective Corporate Seals attested by the signatures of their respective duly authorized signing officers, and the unincorporated party or parties hereto have signed and affixed their seals as of the day and year first above written.

Corporate Seals attested by the authorized signing officers of:

Tradewind Scientific Ltd.

September 9th, 2014
Date

Suppliers
C. Leonard Taylor, President & CEO

THE CORPORATION OF THE TOWN OF FORT FRANCES

Date

MAYOR

CLERK

(CORPORATE SEAL)

Unincorporated Contractors sign below:

SIGNED:
in the presence of:

Supplier's Signature

Witness to Supplier's Signature

September 9th, 2014
Date

CS.T.

SECTION 5

SPECIFICATIONS

ELECTRONIC RUNWAY SURFACE CONDITION INSPECTION AND REPORTING SYSTEM

Tender No. 14-OF-10

CS.T.

Electronic Runway Surface Condition Inspection and Reporting System

SPECIFICATIONS

Scope: The following represents the minimum technical and operational requirements for a Vehicle-based Runway Surface Condition (RSC) Inspection and Reporting System

Item	Description	Bidder's Compliance with Specifications		
		Yes	No	Deviation
1.	The RSC Inspection and Reporting System package shall be comprised of a Touch screen based remote airfield vehicle-mounted computer, a fixed-base computer, complete with a secure wireless data transmission system and printer and a vehicle mounted Infrared Surface & Air Temperature Sensor.	✓		
2.	The airfield inspection vehicle mounted computer unit shall be a rugged Industrial model suitable for long term field use with the following minimum specifications: A)High-brightness TFT Touchscreen, daylight-readable B) Designed to meet MIL Spec 810G for Drop, vibration, moisture, dust, temperature and temperature-shock resistance C) Supplied with hardened Vehicle DC-DC power supply unit D) Equipped with Windows 7 or Windows 8 operating System for compatibility with other airport programs and data E) Include integrated serial/USB data ports for direct interfacing with external sensors such as CRFI instruments and Temperature Sensors. F) Examples of commercial hardware meeting the minimum outlined specifications are: G) Panasonic CF-19 Convertible ToughBook computer (Model CF195HYAXDM with i5 Processor, 4GB RAM) B) Panasonic FZG1ToughPad Tablet (Model FZG1AABAXBM with i5 Processor, 4GB RAM) With vehicle Toughpad Tabcruzer, Vesa compliant vehicle docking station with expansion ports) Panasonic CF-19	✓		

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	(Standard notebook PC computers, iPads or other personal communication devises are not acceptable for this application.			
3.	The inspection vehicle Touch screen unit shall have a wide brightness range allowing good visibility from bright daylight to full darkness, shall have a high brightness daylight-readable (800 NITS +), long-life backlight and shall permit wide-angle viewing. The touch screen control unit shall be mounted on an adjustable swivel bracket to allow driver and/or passenger operation;	✓		
4.	The inspection vehicle unit shall be equipped with a secure hardware and or software operator identification system allowing only authorized users with the appropriate training and access level to sign on, operate and send runway surface condition reports;	✓		
5.	The inspection vehicle unit shall have a selectable direct data interface capability, allowing automated input of CFME data (Continuous Friction Measurement Equipment) Electronic Decelerometer measurements (such as the TES Instruments Mk 3, Bowmonk AFM2 or equivalent) and Infrared Surface & Air Temperature data, along with other specified data inputs;	✓		
6.	The inspection vehicle unit shall be loaded with a Runway Surface Condition Reporting Program configured for the specific airport site including, as a minimum, all runway condition variables as specified by the applicable authority (e.g. ICAO, Transport Canada and/or FAA etc. and the designated airport). This program is to have a graphic-based data entry system, with integrated entry-error trapping, data review and context-sensitive editing features and shall be proven compliant with the most current Transport Canada & NAV CANADA approved SNOWTAM/NOTAM reporting processes.	✓		
7.	The RSC Inspection system shall be a well-established (not prototype) commercial product.	✓		
8.	The RSC Inspection system shall be provided with a data transmission system based on cellular data transceiver or spread spectrum frequency hopping transceiver technology. The system shall permit surface condition report transmissions from anywhere on the airfield in less than 30 seconds using a secure data format, compatible with SNOWiz;	✓		

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9.	A dedicated host/receiver desktop unit located at the airport operations centre. This system shall receive, fax, e mail, decode, display, print & archive all transmitted runway surface condition reports sent from the airfield inspection vehicle. The unit will be compromised of the current model, a commercial duty PC equipped with Commercial Operating system and Custom RSC Receiver/Decoder Program, Graphical RSC Data Display, Analysis & Printing Program (etc.) and hardware (CD-ROM, External High-speed Data Modem) required to produce runway surface condition reports on the National or Local Authority specified forms and plain-text ASCII format, as specified by the airport and or the air traffic control provider.	✓		
10.	The host/receiver unit shall have the capability to run without operator intervention, receiving, decoding, printing, forwarding, faxing and e-mailing RCS reports to designated locations upon reception of data from the remote airfield inspection vehicle, and shall also have the capability to forward inspection reports by network and e-mail;	✓		
11.	All RSC reports shall be accompanied by automated UTC (Zulu) Time/Date stamping and shall be automatically archived in a secure format for record-keeping and audit purposes, as well as in a plain-text format for routine data review, exporting and analysis purposes;	✓		
12.	Runway Friction Measurement data shall have an additional automated UTC (Zulu) Time/Date stamp for each runway friction measurement series per ICAO, FAA and Transport Canada recommended procedures;	✓		

13.	The dedicated host/receiver system access shall be configured to allow authorized airport personnel to search, review and download archived runway condition reports. Data shall be available in graphic (Airfield layout diagram), pre-defined forms or text-base printouts;	✓		
14.	Supply of Friction Tester compatible with the Runway Surface Condition Inspection and Reporting System. TES Mk 3 Decel	✓		
15.	The infrared Surface and Ambient Air Temperature Sensor shall be provided with a stand alone display unit as well as direct serial interface capability with the RCR system supplied.	✓		

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