County of San Diego

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October 1, 2018

ADDENDUM No. 1

COUNTY OF SAN DIEGO – REQUEST FOR PROPOSAL (RFP) 9065
SHERIFF'S DEPARTMENT
BELL 407 GXi HELICOPTER

Addendum No. 1 forms a part of the contract documents and changes the original documents only in the manner and to the extent stated.

QUESTION AND ANSWERS:

Q: The answers to the clarification questions are driving our proposal completion schedule. Will it be acceptable to the County if we make assumptions based on currently flown aircraft or can we have an additional 48-72 hours to submit the proposal? This would basically move the due date from 10/8 to 10/10 or 10/11.

A. **The County at this time is not changing the due date for the proposals.**

Q. The RFP Schedule on the 1st page of the RFP references a Pre-Proposal Conference. Is a Pre-Proposla Confernece going to be scheduled for this RFP? If so, please provide the date, time and location.

A. **There will be no Pre-Proposal Conference.**

Q. Section 2.2 of the Submittal Requirments states the vendor is to "provide a client list that6 includes large, public agencies that your firm has provided a Bell 407GXi and outfitting since October 1, 2007." The Bell 407GXi was put into production in 2017. Can the vendor supply the County with a list of agencies that own and operate Bell model 407GX and 407GXP aircraft?

A. **Yes, you can provide a list of agencies that you provided the Bell 407GX or 407GXP to.**

Q. After reviewing the terms and conditions in the Draft Agreement (provided in the RFP 9065) with vendor legal counsel, it has been determined that the document is written for a SERVICES contract. The proposed contract for new and customized Bell 407GXi helicopters should be on a contract for Goods. Is it the intent of the County to provide a Draft Agreement for Goods?

A. **Although the helicopter is a good, the installation of the additional equipment is a service so the services contract is correct.**

Q. Reference paragraph 3.7.6. The Standard 407GXi includes a 28Vdc outlet in cockpit. Does the County want an additional 28Vdc outlet in AFT cabin?

A. **Yes we would like an additional 28Vdc outlet and a USB port in the aft cabin next to the Audio control head.**

Q. Reference paragraph 3.8.4. Bell will only provide electronic copy manuals (except for the Flight Manual). Confirm acceptance. Hard Copies are available for an additional charge.

A. **Yes we will accept the Bell electronic manuals and do not require the paper copies.**

Q. Reference paragraph 4.10. The Space maker cover, P/N 206-460-007 is included in AAI, Space maker baggage compartment, w/cover, P/N 407-460-001 (reference paragraph 4.9), Bell assumes (unless advised) an extra cover is NOT required. Please confirm.

A. **We do not require a second cover for the space maker unit.**

Q. Reference paragraph 4.13. "AAI, Door Openers, Passenger, L/H & R/H, P/N 407-512-101/102" is not required as Sliding Passenger Doors are installed replacing the hinged passenger doors. Please confirm acceptance.

A. **We do not require the AAI door openers for the aft passenger sliding doors.**

Q. Reference paragraph 4.17. AAI, Rappelling Fixture Kit, P/N 407-149-001. Bell assumes the County requires the LH & RH fixtures installed. Please confirm.

A. **Yes we are requesting both LH and RH AAI Rappelling fixture kits.**

Q. Reference paragraph 4.32. Radar Altimeter: RA4500 (Free Flight), P/N RA4500. The 407GXi only has one Radar Altimeter kit available which is the Garmin GRA 55. Please confirm that this is acceptable.

A. **Yes we will accept the GRA 55 Radar Altimeter system in place of the RA 4500 system.**

Q. Reference paragraph 4.36. Mid-Continent SAM Back up instruments, P/N MD 202. Is this description correct or should it read "Mid-Continent SAM Back up instruments, P/N MD-302?"

A. **Yes the P/N MD-302 is correct for this back up system, also AAI P/N 407-355-001.**

Q. Reference paragraph 4.43. The Technisonic FM Transceiver: TFM -136B, P/N TFM-136B is not available. Is the TDFM136B desired?

A. **Yes the correct number of this requested radio is TDFM136B.**

Q. Reference paragraph 4.44. The Lo-Jack Tracking System model PTC-3, with interface with UC-6000 computer system will need to be customer furnished (same as previous 407), Bell will install the "Provisions Only / Includes Antennas/Wiring/Mounts". Please confirm acceptance.

A. **Yes the Sheriff's Department will provide the PTC-3 low jack unit that will interface with the UC-6000 computer, we are requesting that "provisions only" to include the antennas/wiring/mounts. (Wiring diagrams attached).**

Q. Reference paragraph 4.45. The "Video Down Link System with Recorder: Vislink Transmitter HDX 1100, S-band HD Video downlink with fix antenna. P/N HDX-1100" does not include a remote control, controlled by map system (as per vendor). Please confirm acceptance.

A. **Yes we have been directed by the map vendor that a remote control is not needed. (Wiring diagrams attached).**

Q. Reference paragraph 5.2. There is not an isolation collar available for FLIR 380HD. Meeker does not recommend QDD. Bell will install use dovetails. Please confirm acceptance.

A. **Yes we accept that an isolation collar is not available and the QDD system is not recommended for this installation of the 380HD Flir.**

Q. Reference paragraph 5.7. Please clarify "Dual TFO foot switches for Transmit and ICS." Should the description read "Footswitch added to Pilot & Co-Pilot side of cockpit with ICS/XMIT Capability (Toggle Switch)?"

A. **The "Dual TFO foot switch for Transmit and ICS" this consists of two separate press and hold switches located one in front of the other, they will be next to the pedestal on the TFO side only.**

Q. Reference paragraph 7.1. Is the requested part number correct or should it read "031001-1" (not -2)? Would the county consider the newer 21xxxx series that has all the latest reliability and performance improvements? The end user can swap the LRUs between both the older model helicopter and the new one because all the cables are the same between the -1 and the 21xxx series.

A. **At the time this SOW was written Trakkabeam only had a STC for the installation of the A800 light, now we have been told the STC includes the TLX light system also, we request the RFP to include the TLX installation and not the A800 light system.**

Q. Reference paragraph 7.0. Would San Diego County Sheriff want the new TLX searchlight? The TLX is also PnP compatible with the -1 and 21xxx series provisions.

A. **At the time this SOW was written Trakkabeam only had a STC for the installation of the A800 light, now we have been told the STC includes the TLX light system also, we request the RFP to include the TLX installation and not the A800 light system.**

Q. Reference paragraph 8.0. The training section lists courses that the County requires the vendor to quote. Are the courses listed to be quoted PER AIRCRAFT or does this list encompass the entire helicopter program?

A. **The factory training is requested as follows: All pilot training requested is PER HELICOPTER purchased. The requested mechanic training is the overall total requested regardless of the number of purchased aircraft.**

Q. Reference paragraph 4.39. Current approved design does not have dovetail mount or 407-820-001 kit. Is it the intent to mount the same as the County's current 407 aircraft?

A. **Yes we will accept the current hard mount for the PS-AIR-22 horn.**

Q. Reference paragraph 4.46. Paravion mount is STC'd for analog 407 instrument panel only and not compatible with GXi. Is it the intent to install on custom mount left hand side of instrument panel?

A. **Yes we request a custom hard mount of the monitor and keyboard to the left side of the standard instrument panel, but still be able to remove the monitor/ keyboard completely for flight training.**

Q. Reference paragraph 4.47. Paravion mount is STC'd for analog 407 instrument panel only. Custom mount will be required. Is it the intent to mount between aft facing seats similar to County's current aircraft?

A. **Yes a custom mount is requested for the aft passenger compartment monitor.**

LoJack User Guide on UC-6000

The UC-6000 has the capability of interpreting signals received from the Lojack Stolen Vehicle Recovery System, a radio transceiver that allows stolen vehicles to be tracked and recovered by law enforcement agencies. Reporting the theft of the vehicle activates the LoJack unit, which will begin sending out a signal that can be received by ground units within a 3 to 5-mile radius of the signal source, and potentially further for airborne units.
The tracking signal location will appear in the Dynamic Targets list, accessed through **[G]**oto Target -> **[D]**ynamic Targets, along with an alphanumeric serial number, as seen in Figure 173. The serial number can be cross-referenced with LoJack to obtain a physical description of the vehicle, including make, model, color, VIN, and license plate number.

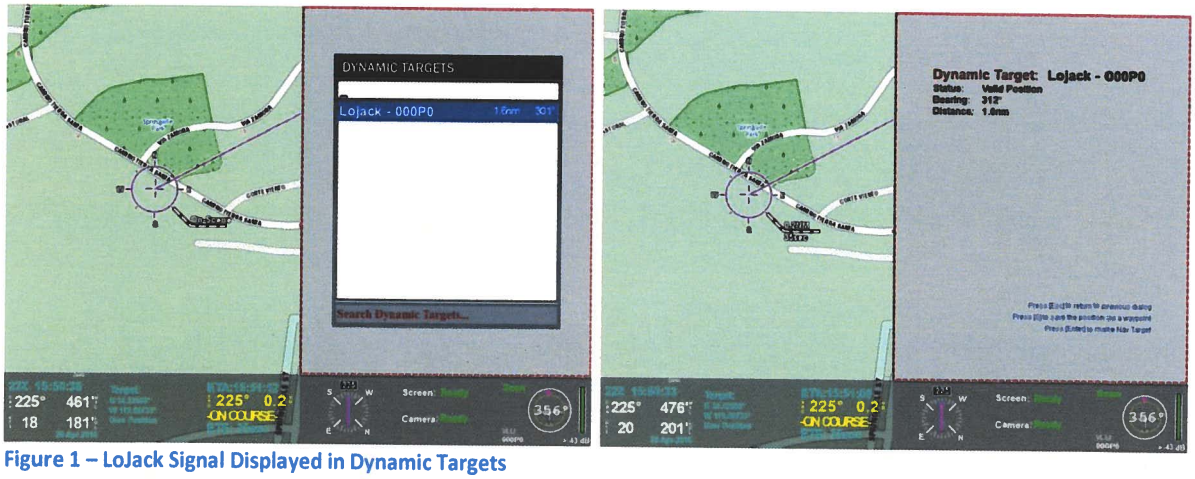


Figure 1 – LoJack Signal Displayed in Dynamic Targets

To enable the persistent display of the name of the VLU (Vehicle Location Unit) on the map, open the **[V]**iew menu and select the Lojack Target option, shown in in Figure 2.

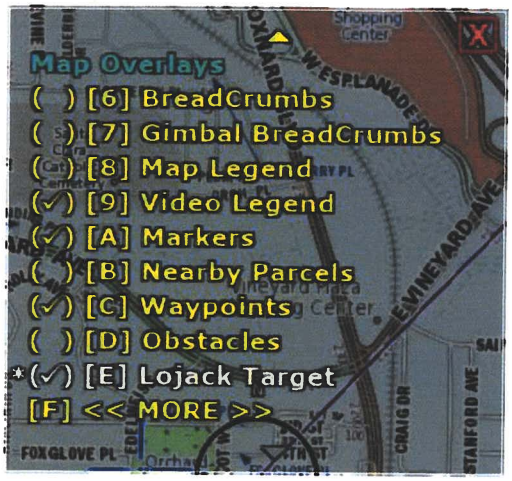


Figure 2 – LoJack Enabled in the [V]iew Menu

Figure 3 shows the VLU displayed on the map, as well as the LoJack Text Box, which can be enabled using the procedures outlined in Section 6.1 *Text Box and Text Panel Configuration*. The Text Box displays the VLU, the relative bearing, and the signal strength.

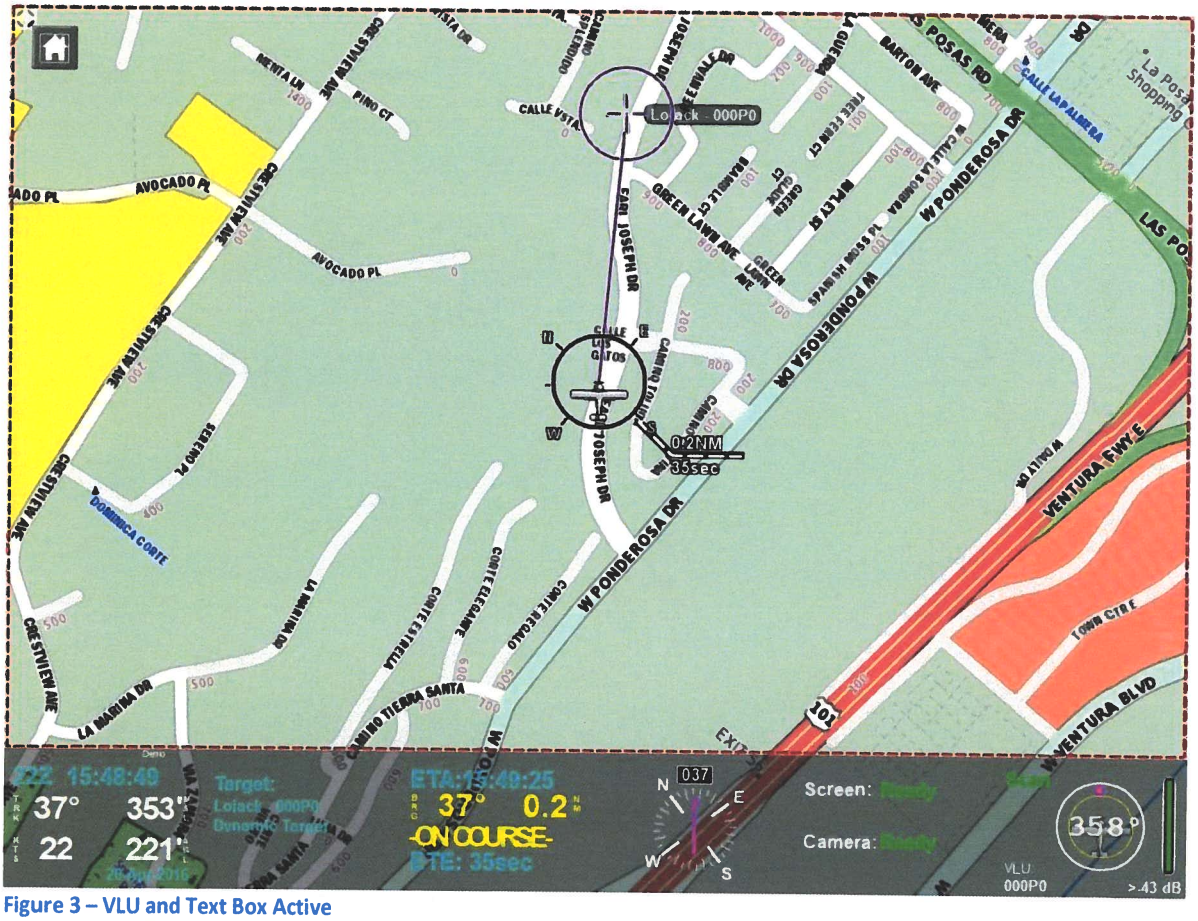


Figure 3 – VLU and Text Box Active

For operator convenience, in UC3D or in Map Slot **[5]** (Gimbal-centric view), the Text Box will show the bearing relative to the view direction, as opposed to the aircraft. Therefore, if the gimbal is looking some other direction than where the aircraft is heading, the operator doesn't have to mentally adjust.

Figure 4 – LoJack Text Box in UC3D

In the event that there are more than one VLUs active, different colored indicators will show the bearing of different targets, as well as their signal strength. This is displayed in Figure 5 with magenta and turquoise indicators.

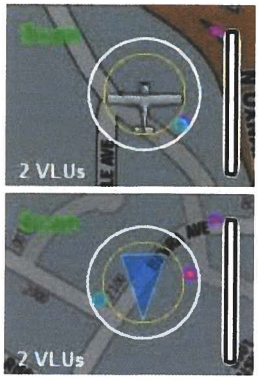


Figure 5 – LoJack Tex Box with Two VLUs Active

In this example, the signal strength is maximum for both VLUs, so the turquoise indicator is not visible on the signal strength bar.

Wiring instructions:

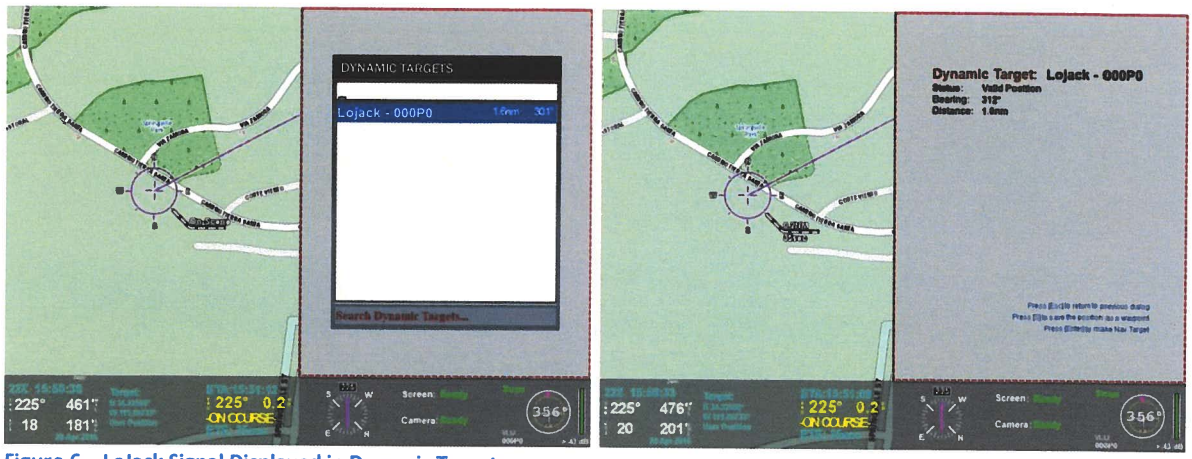


Figure 6 – LoJack Signal Displayed in Dynamic Targets

To enable the persistent display of the name of the VLU (Vehicle Location Unit) on the map, open the **[V]**iew menu and select the Lojack Target option, shown in in Figure 2.

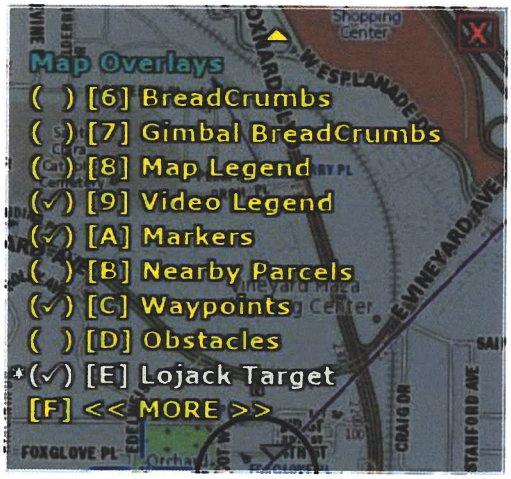


Figure 7 – LoJack Enabled in the [V]iew Menu

Figure 3 shows the VLU displayed on the map, as well as the LoJack Text Box, which can be enabled using the procedures outlined in Section 6.1 *Text Box and Text Panel Configuration*. The Text Box displays the VLU, the relative bearing, and the signal strength.

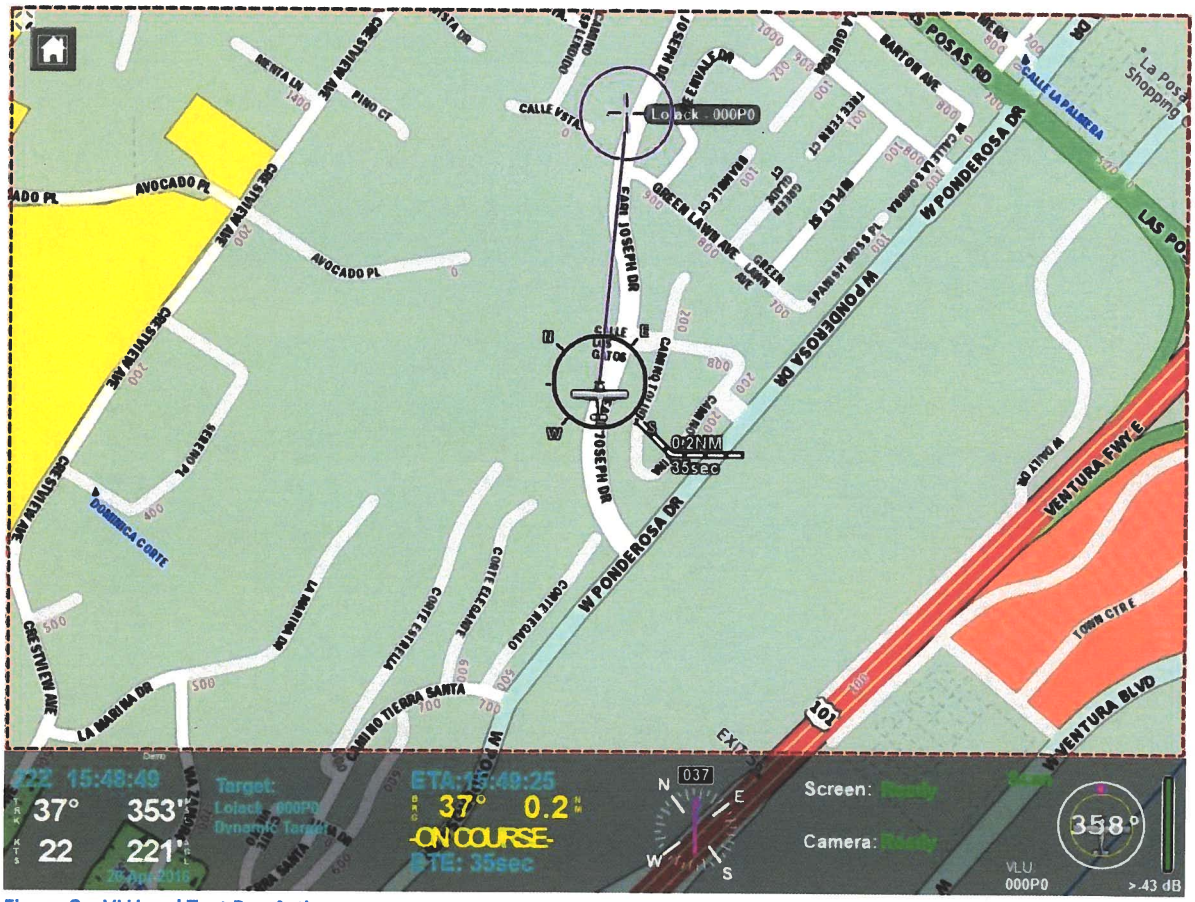


Figure 8 – VLU and Text Box Active

For operator convenience, in UC3D or in Map Slot **[5]** (Gimbal-centric view), the Text Box will show the bearing relative to the view direction, as opposed to the aircraft. Therefore, if the gimbal is looking some other direction than where the aircraft is heading, the operator doesn't have to mentally adjust.

Figure 9 – LoJack Text Box in UC3D

In the event that there are more than one VLUs active, different colored indicators will show the bearing of different targets, as well as their signal strength. This is displayed in Figure 5 with magenta and turquoise indicators.

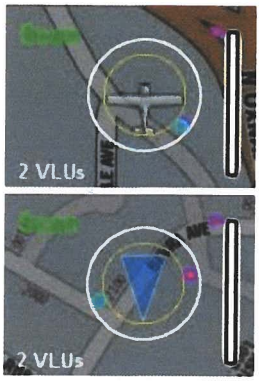
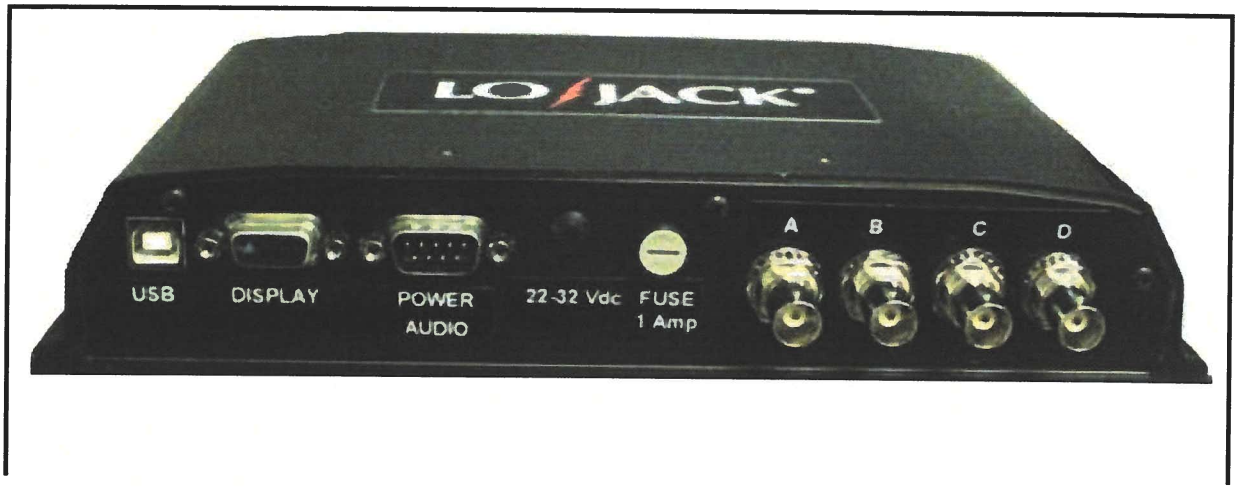


Figure 10 – LoJack Tex Box with Two VLUs Active

In this example, the signal strength is maximum for both VLUs, so the turquoise indicator is not visible on the signal strength bar.

LoJack Documentation



LoJack PTC-3-FP Receiver

Power Audio Connector Pinout:

1. P_AUDIO
2. PCTXD: PC receives on this Pin – VTU-3 Transmits on this Pin.
    a. Connect to DB-9 pin 2
3. PCRXD: PC transmits on this Pin – VTU-3 Receives on this Pin.
    a. Connect to DB-9 pin 3
4. GSMTXD: NOT USED
5. GSMRXD: NOT USED
6. N_AUDIO
7. GND
    a. Connect to DB-9 pin 5 for serial connections
8. Chassis_GND
9. PWR_IN (22-32 VDC)

NOTE: Standard LoJack aircraft installation practice does not instruct the installer to wire a DB-9 interface cable to the the Power Audio connector.

The PTC-3-FP provides a report of each message received on it's

POWER AUDIO:PCTXD/PCRXD serial port **(2400, 8N1 None)**.

Field 1 2 3 4 5

```
T DGY94 03 12 ---
L CJ33C 07 21 120
S 000JR 07 05 050
C ----- -- -- ---
```

The examples above illustrate the types of messages reported in normal mode.

In ***NORMAL EXPERT*** mode the information sent is (from left to right):

Field:

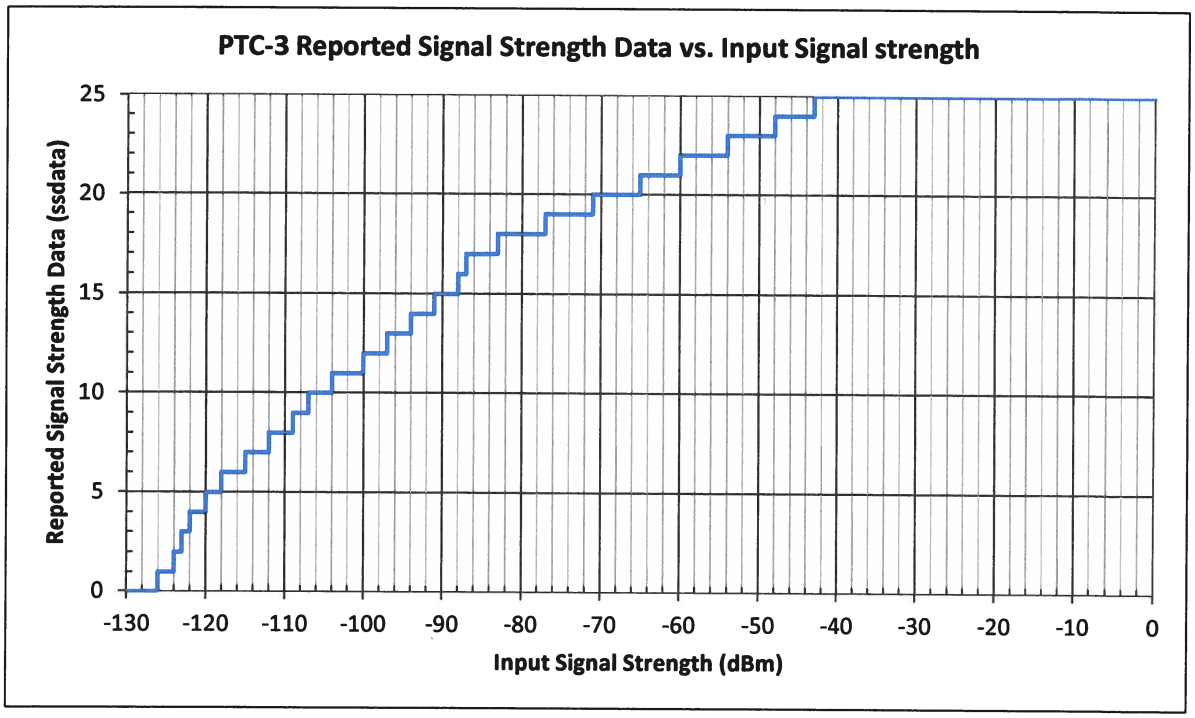
1. The **L**OCK/**S**CAN/**T**OWER/**C**ORRUPTED Type of this contact message.
    a. If the message is a **Reply Code** from an activated Vehicle Locating Unit (VLU) the PTC-3 will report either an **L** (Lock) or an **S** (Scan) to indicate whether the PTC-3 display is in

Lock mode and is locked to this contact (i.e., displaying ONLY this contact), or in Scan mode indicating that this message was either received while the display was in Lock mode and isn't the locked message OR this message was received while the display was in Scan mode where all received messages are displayed.

b. If this message was received from a LoJack Network Tower the type will be T (while in Expert Mode all tower messages are decoded and indicated on the PTC-3 display by a T placed in the lower right corner of the display for less than a second; All PTC-3's installed in aircraft operate in Expert Mode by default).

c. If this message was received with excessive errors and was not decodable the message will be reported as Corrupted and the type will be C.

2. The Reply Code or packed version of the Tower Data in ASCII.
3. The received command code (decimal with leading zero)
   a. 07: Reply Code: transmitted by an activated VLU in a stolen vehicle.
   b. Anything else is a Tower message
4. The estimated signal strength data (ssdata) (decimal with leading zero) (range 00 to 25)
   a. Information that correlates the ssdata to approximate signal level in dBm for a typical PTC-3 is shown below:



Input Signal Level >= P (dBm)	ssdata

0	25
-10	25
-20	25
-30	25
-40	25
-43	25
-48	24
-54	23
-60	22
-65	21
-71	20
-77	19
-83	18
-87	17
-88	16
-91	15
-94	14
-97	13
-100	12
-104	11
-107	10
-109	9
-112	8
-115	7
-118	6
-120	5
-122	4
-123	3
-124	2
-126	1
-127	0

5. If the message is a Reply Code (command code 07) the estimated bearing to the source of the reply code message transmission is reported, otherwise the field will contain "---".
    a. The bearing reported is relative to the back to front direction of the tracking vehicle (decimal with leading zeros) (range 000-199)
    b. For legacy reasons the bearing to source is reported as range from 0-199 representing an actual bearing of 0-359 degrees.

AeroComputers Wiring Diagram

DWG NO	REV	SH
301428	B	1

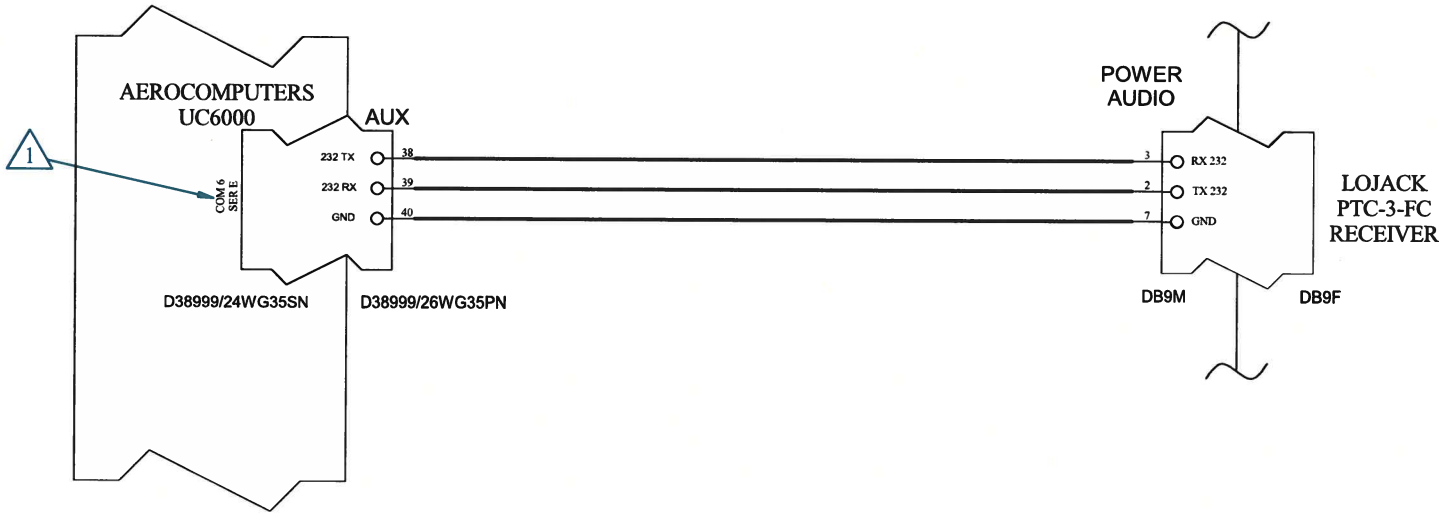
REVISION HISTORY				
ZONE	REV	DESCRIPTION	DATE	APPROVED
L6	A	PIN 7 WAS PIN 8	10/13/2016	RT/MS
L7	B	POWER AUDIO WAS DC POWER / CONTROL	10/26/2016	KT

NOTES:

1. COM 6 IS SHOWN AS AN EXAMPLE. USE ANY OF THE FOLLOWING RS-232 PORTS - COM 6, COM 7, COM 8,

PROPRIETARY INFORMATION – DO NOT DISTRIBUTE

UC6000 TO LOJACK PTC-3-FP (RS-232)



WARNING – This document and any attachment(s) may be controlled for export by the US Government

	NAME	DATE
DRAWN	T.FEEHAN	8-26-16
CHECKED		
ENG APPR		
MGR APPR		

PART DASH NO. | NEXT | FINAL | NEXT ASSY | USED ON | QTY REQD PER ASSY | APPLICATION

Material:

Finish:

UNLESS OTHERWISE SPECIFIED
DIMENSIONS ARE IN INCHES
ANGLES ±1.0°
2 PL ±0.03 3 PL ±0.005

AeroComputers, INC.
2889 W Fifth St. Ste 111
Oxnard, CA 93030 (805) 985-3390

TITLE: UC6000 TO LOJACK

SIZE	DWG NO	REV
B	301428	B

FILE NAME: 301428 REV B, UC6000 TO LOJACK.dft

SCALE: | WEIGHT: | SHEET 1 OF 1

The Vislink dialog is accessed by pressing **[F8]** to open the Command & Control menu, then selecting the Vislink menu item.

Figure 1 – VISLINK Dialog

Only one of the four list boxes ("PRESET", "CHANNEL", "ENCRYPTION", and "POWER LEVEL"), can be active at a time. The active box is shown with a white background on the selected item, while inactive lists use a gray background. To change the selected box, use the **[Left]** and **[Right]** arrow keys; use the **[Up]** and **[Down]** arrow keys to change the highlighted value.

When any of the values are changed with the **[Up]** and **[Down]** arrow keys, the new setting is not automatically sent to the Vislink device. In order to actually send the value, use the **[Enter]** key or press the "Update" button that appears at the bottom of the dialog.

While updating settings, the status will change to “Updating” and no other changes can be made until the settings have been updated, as seen in Figure 2. Please note, changing the Preset item can take up to a minute to complete; the menu may be closed using **[Esc]** while settings are updating and re-opened later.

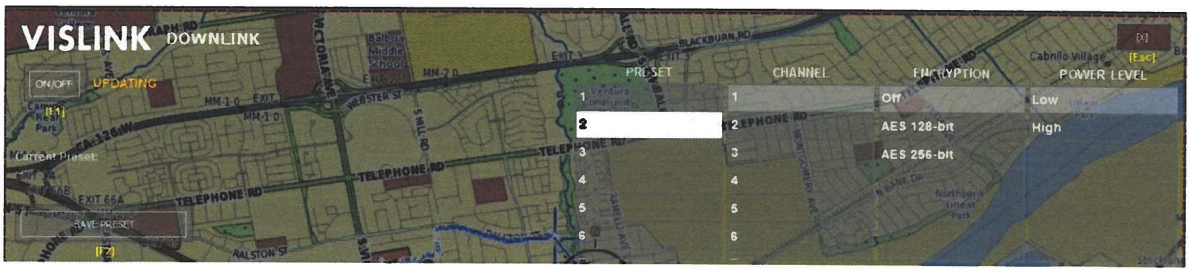


Figure 2 – Vislink Settings Updating

Presets may be saved by pressing **[F2]**. The user may set a custom name for Presets, as seen in Figure 3.

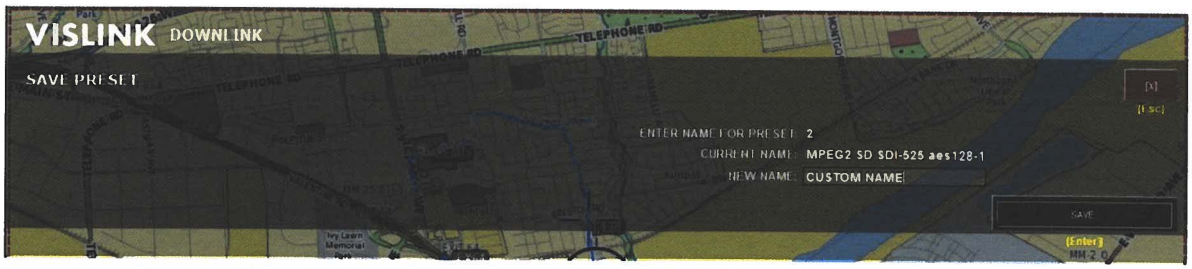


Figure 3 – Saving a Vislink Preset

To start or stop transmitting, press the "ON/OFF" button or the **[F1]** key; the text next to it says "STANDBY" in orange or "TRANSMIT" in green.

Figure 4 – Vislink Transmitting

The Encryption and Power Level settings may be changed while transmitting, however, changing Preset or Channel will end transmission, and **[F1]** must be pressed to start transmitting again.

A Vislink text box may be added to the text panel, discussed in Section 6.1 *Text Box and Text Panel Configuration.* The box displays the status of the downlink, as well as channel, preset, frequency, power level, and encryption status.

Figure 5 – Vislink Text Box

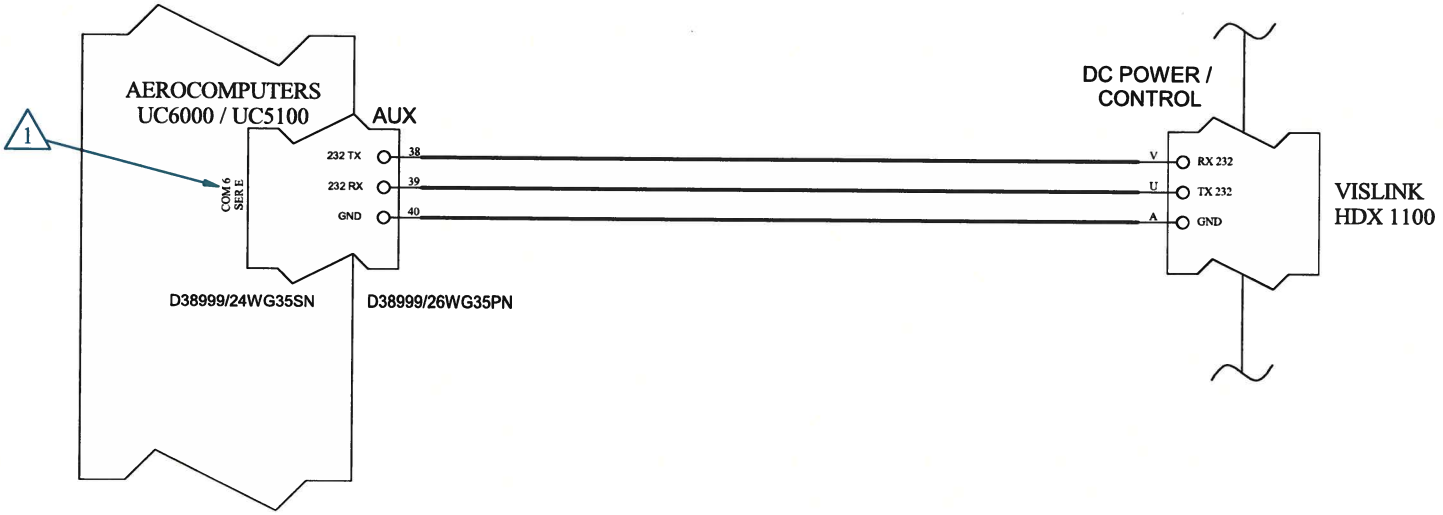
DWG NO	REV	SH
301427	-	1

NOTES:

1. COM 6 IS SHOWN AS AN EXAMPLE. USE ANY OF THE FOLLOWING RS-232 PORTS - COM 6, COM 7, COM 8,

PROPRIETARY INFORMATION – DO NOT DISTRIBUTE

UC6000, UC5100 TO VISLINK (HDX 1100) RS-232



						NAME	DATE
					DRAWN	T.FEEHAN	8-26-16
					CHECKED		
PART DASH NO.	NEXT	FINAL	NEXT ASSY	USED ON	ENG APPR		
	QTY REQD PER ASSY		APPLICATION		MGR APPR		

Material:

Finish:

UNLESS OTHERWISE SPECIFIED
DIMENSIONS ARE IN INCHES
ANGLES ±1.0°
2 PL ±0.03 3 PL ±0.005

AeroComputers, INC.
2889 W Fifth St. Ste 111
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TITLE: UC6000, UC5100 TO VISLINK

SIZE	DWG NO	REV
B	301427	-

FILE NAME: 301427, UC6000, UC5100 TO VISLINK.dft

SCALE: WEIGHT: SHEET 1 OF 1