Texas Parks and Wildlife Department
4200 Smith School Road
Austin, Texas 78744

ADDENDUM

Addendum Number: 01 **Date:** 5-30-2025

Solicitation Number: 802-25-60561

Solicitation Title: Aviation Flight Simulator

Due Date/Deadline: **June 5, 2025; 2:00PM**

Purchaser: Allye Potter

PURPOSE OF ADDENDUM: CLARIFICATIONS

Except as provided herein, all Terms and Conditions of the document referenced herein, remain unchanged and in full force and effect. The following are specifications to this solicitation. This Addendum may be attached to and form a part of the referenced solicitation document and any resulting awarded contract and may be considered in your response.

Note: Bidders are instructed to clearly state exceptions to specifications in their bid response.

Questions and Answers

1. **Question:** Item 5.1.2 Garmin Avionics. Simulated or Actual Garmin G1000 Panels? It is important to note that there are significant drawbacks when using aftermarket G1000 software. These solutions often lack the accuracy, reliability, and full functionality of actual Garmin systems, which can negatively impact the quality of training and user experience.

   Answer: This would be simulated as a G1000 NXi panel preferred, as we believed the cost of an actual G1000 system would be cost prohibitive. However, if a vendor prefers to quote an actual system, it would be considered.

2. **Question:** Item 5.1.2.1 States that preference will be given to respondents who can provide an avionics suite capable of swapping between a glass G1000 cockpit and analog gauge avionics. It's important to clarify that these represent fundamentally different aircraft configurations. Converting to analog would require not only the instruments themselves, but also entirely different panel structures and supporting systems—far beyond a simple swap. Moreover, the Cessna Grand Caravan EX is not equipped with analog instruments, making such a configuration inconsistent with the actual aircraft type.

   Answer: As mentioned, with a simulated G1000 NXi system, the software would have the ability to also function as analog gauges with possibly only a faceplate being interchanged to allow for this. Both of these options allow for different training, currency, and proficiency necessary for our newer, lower flight time pilots.

3. **Question:** Item 5.2.1. Fully enclosed aluminum cockpit capable of a full range of electronic motion with a minimum total of sixty (60) degrees of yaw, fifty (50) degrees of pitch, and forty (40) degrees of roll. This again is another feature found in a Redbird simulator, this is not FULL MOTION Simulator with only 3 degrees of freedom.
4. The specification for a fully enclosed aluminum cockpit capable of a full range of electronic motion, with a minimum of 60 degrees of yaw, 50 degrees of pitch, and 40 degrees of roll, appears to be another feature commonly found in a Redbird simulator. It's important to recognize that these figures are often marketing specifications rather than practical, industry-standard requirements for high-fidelity flight training devices. Note: Full-motion capability can only be achieved with a 6 Degrees of Freedom (6 DOF) motion platform. Anything less does not meet the definition of true full-motion simulation. A full-motion simulator is a high-fidelity training device designed to accurately replicate both the flight characteristics and cockpit environment of an actual aircraft. These systems are mounted on a 6 DOF platform, enabling movement along three rotational axes

(pitch, roll, yaw) and three linear axes (surge, sway, heave). This requirement requires further clarification—additional detail is needed to fully understand both the intent and the feasibility of what is being specified.

Answer: The "full motion" wording was not meant to require motion in every possible direction and range. If the vendor would like to quote a simulator that offers the minimum degrees specified and also the 6 Degrees of Freedom mentioned, it would definitely be considered.

5. **Question:** Item 5.3. Audio-Visual System: States: A minimum of six (6) widescreen monitor displays oriented in an arc around the pilot and copilot providing the software display with visuals wrapping around the pilot and copilot at a minimum of 260 degrees. Most visual systems offer a field of view between 180 to 220 degrees—extending beyond this, such as to 260 degrees, is rarely necessary for effective flight training. Achieving a wide field of view does not require an excessive number of monitors. In fact, using fewer, larger monitors reduces the number of bezel frames, resulting in a cleaner, more immersive visual experience with fewer visual distractions.

   Answer: The higher field is view is preferred in order to allow pilots to turn their head in flight and look around the cockpit to see a more realistic view. If this field of view (and adequate monitor height) is achieved with fewer number of monitors, it would be considered.

Respondents are to acknowledge receipt of the Addendum and return a signed copy with proposal submission.

I acknowledge receipt of the Addendum.

_____ _____
Respondent's Authorized Signature Date

_____
Company Name