**Clarifications**

Q1. The Lynx height is approximately 3.8m and your Museum the door height is 2.7m. Is this correct?  How are you hoping to get this through?

A1. The approximate height of the Lynx as previously issued, will not come in the front doors vertically as it currently stands. There are two options available.

1. To remove the undercarriage and put the aircraft on a ‘skate’.
2. The second is to the remove the rotor head which would be the least preferred option.

Currently the Museum is in consultation with the Sponsor Dept. to identify the best option. Potential tenderers should plan for both options, utilising their own ‘skate’/transport equipment.

Q2. Who is responsible for the rigging and hanging of the Lynx?

A2. The company

Q3. Is there a design for the permenant rigging and if not, who is responsible for the design of the permanent rigging?

A3. The Lynx is to be suspended from 4 x anchor bolts each attached to a central point which will then be attached to the Lynx’s rotor head via shackle.

It is the responsibility of the company to design and provide the means (e.g wires and shackle) for the permanent rigging. The Museum can provide the NAM of an engineer who would carry out the design. A Provisional Sum should be allowed for in the price

Q4. Can you supply a profile drawing of the Lynx with dimensions?

A4. Unfortunatey, we are unable to provide a detailed drawing of the Lynx’s dimensions. There are images of similar aircraft which can be found online.

Q5. Can we share a floor plan of the area?

A5. Yes, a floorplan can be provided on request. Please email facilities@nam.ac.uk to make a formal request.

Q6. Do we know the floor load?

A6. The floor of the Atrium is on 200mm thick C40 concrete on grade (ground). The entrance suspended ground floor slab adjacent to the glass balustrade is designed for 4.4kN/m2 Dead Load with 4.8kN/m2 Live Load

Q7. Do we have the confirmed height of the Lynx?

A7. No, but we believe that once the rotor head is removed the Lynx height will be approx. 2700mm.

Q8. Who is responsible for attaching the rotor blades before the Lynx is suspended in position?

A8. Re-attachment of the rotor blades to the rotor head will be the reposniblity of the Client and the Sponsor Dept.

Q9. Can we provide the load test certificates for the anchor bolts?

A9. Yes, these can be provided on request.