



Rhode Island Airport Corporation

November 17, 2014

**Addendum No. 001
Request for Proposals, Contract No. 25684
Common / Shared Use Passenger Processing System Implementation**

Prospective Proposers and all concerned are hereby notified of the following changes in the Request for Proposals document for the **Common / Shared Use Passenger Processing System Implementation RFP No. 25684**. These changes shall be incorporated in and shall become an integral part of the contract documents.

Item No. 1

Please note the following changes (extension) of the dates as previously specified in the RFP:

December 4, 2014 – RFP Due Date (2:00PM)

December 16, 2014 – Date reserved for interviews, if necessary (phone)

January 22, 2015 – Notice to Proceed

May 1, 2015 – Project Completion Date

Item No. 2

Attachment 'A' will provide potential proposers a listing of questions and their respective answers received prior to the established deadline of November 13, 2014.

Addendum No. 1 consists of ⁴~~2~~ pages.

Item No. 3

Diagrams and photos are available upon request to procurement@pvdairport.com.

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ATTACHMENT 'A'

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- 1) Provide the anticipated number of annual operations by each airline.

Airline 1 = estimated 25 times commencing in June 2015

Airline 2 = estimated 100 times commencing as early as March 2015

- 2) Provide logic diagram for the connectivity between the relevant communication rooms.

A "simple" diagram is not available, a master diagram is available upon request to procurement@pvdairport.com. However, in simplest terms, connectivity is simple Hub & Spoke (Hub is TR115) which also acts as the Telecom DEMARC point to Verizon, Cox Cable, AT&T, etc. Connectivity to outlying TR's is with MMF (ST) and Cat 5 copper backbone cabling. Connectivity from TR115 to RIAC Datacenters (e.g. Room 170D) is with SMF (LC) only (no copper).

Two exceptions to the Hub & Spoke exist for new(er) construction:

- TR131A (1st floor, under north concourse) is the most northern connectivity with direct fiber/copper to TR115. TR131A then acts as new hub (extension hub) for all telecom rooms on the far side of the tug lane near TR131A
- TR212 (2nd floor behind ATO's) is similar to TR131A and services the 2nd Floor ATO's on the north side of the departures level.
- Some legacy MMF exists as direct connections between each airline ATO office and TR115, bypassing TR212. This fiber was in place prior to the 2005 terminal rebuild which added new fiber/copper capacity through TR212.

- 3) Define the networks in service at PVD:

- a. Corporate network – No access by provider.
- b. Security network – No access by provider.
- c. Data (SAN) network – No access by provider.
- d. Surveillance (camera) Network – No access by provider.
- e. Corporate Wi-Fi to office areas, but not concourses.
NOTE: if chosen as method of connectivity, provider must physically extend coverage with installation of Fortinet brand AP's ONLY.
NOTE #2: Fixed public IP address(es) are NOT available for this network.
- f. Boingo Wireless throughout public areas of terminal.

NOTE: if chosen as method of connectivity, provider must negotiate directly with Boingo for access.

- g. RIAC Flight Information network - May be used by provider if needed. Core switch is HP 5300 (100baseFX) series feeding a mixture of Media Converters and/or unmanaged switches. Provider may expand this network by installing VLANs and additional hardware as necessary for their own use. A SINGLE external fixed IP address will be provided by the airport if requested.**

NOTE: The airport plans on expanding this network to be load-balanced over multiple ISP's for better fault-tolerance. Two non-contiguous IP's on two different ISPs may therefore be possible prior to project completion.

- h. Various tenant networks (e.g. Southwest Air, Paradies, HMS Host, JetBlue, etc...) – No access by provider.**

4) Describe requirements at the gates:

- a. Millwork – single station (podium style fixed in place or mobile)**
 - Colors and style should complement (at a minimum not clash with) the existing look feel of the PVD airport terminal**
 - Materials used should be durable but mindful of cost**
 - Gate workstations should be able to provide a solution for FIDS/GIDS for the flight being worked at that gate**
 - Can submit a mobile option or a fixed option or a choice of both**
 - Mobile option may be considered as part of the base bid (gate #8) as well as a solution for the gate # 14 optional scope and/or the gate #22 option**
 - For mobile options, floor or wall mounted connection points should be used that eliminate cords running on the floor that is aesthetically unpleasing and pose a trip or safety hazard**
- b. Connectivity – no exposed cabling, no trip hazards and no “speed bump” style temporary cable protectors if a mobile solution is proposed.**
 - Power (wired or battery pack)**
 - Network (cabled or wireless on vendor provided Wi-Fi network)**

5) Proposers are allowed to provide alternative proposals if desired.

6) Note that Common Use Workstations need to have limited Internet access:

- Ticket counter common use workstations do not need to “power” PVD airport-wide FIDS information as that is a stand-alone system.**
- Ticket counter workstations would need to “power” the optional back-wall electronic airline and flight number displays. Each pair of ticket counter positions (there are 3 in the base bid) should be able to “power” a corresponding monitor.**

- 7) In accordance with Exhibit E of the Common/Shared Use Passenger Processing System RFP, Buy American Preference, will the Rhode Island Airport Corporation consider products made outside of the U.S.?

Yes, Buy American Preference is not applicable.

- 8) As this is a fixed price contract, does the supplier need to provide "detailed hours and rates for each team member by week and by project element" and "an estimate (assumption) of any reimbursable expenses"?

Answered within RFP document.

- 9) Is there any way we can obtain any drawings and riser diagrams for the existing electrical and network configuration. The specification says we are responsible for all network and electrical but we have no way of estimating the cost for these services without drawings or a thorough walk through of the site with a qualified electrician and network technician. If that is not an option is it possible that the airport provide an allowance for these tasks to be determined later?

There are no master drawings for raw, unconnected circuits (e.g. dark fiber). There will be no allowance; therefore, all costs or potential costs should be included in the price from the proposer.

As stated in the RFP document, a pre-conference meeting and site walk through was held on November 10, 2014 for all proposers.

- 10) Level 1 on-site support is required but can you provide the Service Level Requirement (SLA) or response times required by PVD.

Level-1 support would be telephone support between the airline user du-jour and the provider 24x7x365.

Level-2+ support would be on-site support in the event that Level-1 support could not resolve the issue with approximate response time within 4-8 hours.

- 11) Can we please obtain a list of other electrical providers that worked at the airport?

Consultants are responsible to procure their own subcontractors. There are many qualified electrical contractors that have done work at the airport. A simple Google search, search of the RI MPA listing, or the DBE listing for the State of Rhode Island should provide the vendor with adequate resources.

- 12) Will RIAC provide on-site secured storage space for the CUPPS spare equipment?

Yes, RIAC will provide the space. Vendor is responsible to provide the "job-box" or similar type of locker.

- 13) The scope is restricted to two airlines. What DCS solutions would we need to interface to, and would there be a need to interface with other Airlines or Ground handlers, e.g. South West?

The scope is clearly stated in the RFP document and is not restricted. These two airlines are the two "base" systems/airlines identified. The system must allow for interface with other airlines and workstations.

- 14) In the section stating that the vendor shall be responsible for telecommunication connections, electrical modifications, network infrastructure, does this mean we need provide the LAN or will the Airport provide this?

The vendor should plan on installing a new LAN to support this service. However, the vendor may, at their option, utilize the airport's existing FIDS network or corporate Wi-Fi network as a starting point providing that no loss of existing connectivity or throughput is experienced by either network due to the efforts undertaken in response to this RFP.

Backbone wiring for any existing network may be accessed and expanded via telecom room TR115 (identified on drawings). All existing networks either currently have, or will soon have outbound load-balancing of internet connectivity and ISP redundancy. However no inbound load-balancing of internet connections exists.

The airport will provide one (1) public IP address should the vendor choose to use the airport FIDS network as a starting point. No public IP address will be offered should the vendor choose to utilize the airport's existing corporate Wi-Fi.

- 15) For level 1 and level 2 support, do you have a locally preferred IT partner who we can liaise with?

Consultants are responsible to procure their own subcontractors.

- 16) In the Additional Options 3 and 4, what is the Programmable video monitor? We are assuming this would be linked to the FIDS system?

The video monitors are for the back wall of the ticket counters and are not tied to the FIDS system.

- 17) Will the Airlines take payments at the Check-in counters? If so, would it be both Condor and Cabo Verde?

There will be payments taken at the workstations. These should be routed through the airlines' system.

- 18) How would the payment be taken, via the DCS, via the Airline RES system, or via stand-alone EFTPOS?

The specific method that is intended to be used by each airline is currently unknown. Please provide a proposal that will accommodate all options.

- 19) What other applications would we need to interface to e.g. FIDS, AODB, Flight Management System, etc.?

No other application interfaces will be required for the base system installation.