Attachment 1
RFB Questions & Responses

to Addendum #2
Crash Alert System Services Agreement
Request for Bids (RFB)

Sacramento International Airport

1. Will all submitted bidder questions and their answers be shared with all vendors?
   - Yes.

2. Do you have a target date for the installation?
   - Yes, installation should be completed before June 30, 2016.

3. What company manufactured and installed your current system?
   - The current system was manufactured and installed by Windsor Telecom.

4. What type radio system do you use to communicate with the vehicles? Is it a P25 system? Does it have the ability to send multiple alert tones to activate the FSA system?
   - We currently have an 800 MHz radio system, using Motorola radios, but we are moving to P25 system. ICOM radios are used to communicate with the Air Traffic Control Tower on their frequencies. The current system does not have the ability to send multiple alert tones to activate the FSA system.

5. Can you please describe all methods used currently to receive alerts and how the station is activated i.e. crash phone, phone calls with manual activations from a Watch Room.
   - Currently, the Air Traffic Controller picks up one (1) of three (3) phones in the tower and verbalizes the emergency. This message is simultaneously heard at the ARFF Station via numerous speakers and over the 800 MHz radios and received by Airport Dispatch.

6. What type of display are you looking for in the vehicles, laptops, tablets, MDT's?
   - Simple and uncomplicated displays are preferred. If there are visual displays inside the Fire Station three (3) locations, the vehicle displays would not be necessary. We currently have four (4) vehicles with MDT's – three (3) Data 911s and one (1) Motorola. These MDTs do NOT currently receive information from Airport Dispatch or the Tower. They only receive information from the Regional Fire and EMS Dispatch (auto aid and mutual aid typically).

7. Do the vehicles currently have any type of connected computers and active wireless communication system?
   - One (1) Motorola MDTs and three (3) Data 911 MDTs – (reference answer to #6 above)

8. Do you have a current floor plan with existing equipment type, description and locations? What is the square footage of the station?
   - We do not have a current floor plan. The station houses eight (8) personnel and includes: Dayroom, dorm, kitchen, four (4) bathrooms, four (4) offices, gym, training room, and seven (7) bay apparatus room. All rooms have working strobes and speakers, including the exterior of the building. There is a stand-alone equipment room that houses most dispatch equipment. It is centrally located with dropped ceiling access to most parts of the Station.

9. How many devices require the gas shutoff feature and where are they located in the facility?
   - One (1) device requires the gas shutoff feature and it is located in the fire station kitchen. The kitchen stove has the shutoff feature and a reset button.

10. Where in the facility would the FSA head end system expected to be installed?
    - The FSA head end system is expected to be installed in Terminal A, Room 2010.

11. What is the current room and rack space available to install a new system?
    - Room 2010 and a full rack is available if needed.

12. Is there an active and available data circuit that can be used from the Tower and any other locations that could be expected to be able to activate alerts to the Fire Station?
    - No, this is a stand-alone system on multi-mode fiber.

13. How many square feet are designated for vehicles parked inside facility?
    - Approximately 5600 sq. ft. of apparatus room with seven (7) apparatus bays are designated for vehicles parked inside facility.

14. Do you require a PA system linked to the airports system? Per USDOT/ FAA regulations, page 4 of the ADVISORY circular ITEM (F.) Notification of Firefighters.
    - No, the PA system is in place and covers all areas of the fire station, including exterior speakers.

15. Is it accurate to say that no bidder has or will have the opportunity to walk the station and view the system's current configuration and equipment for which the RFB requires to be reused and interface with?
    - No, November 19, 2015 was identified as the date for all bidders to visit the airport to walk the station and view the system's current configuration and equipment.

16. Do you REQUIRE outside horns, strategically located on exterior walls?
    - Outside horns are not required. The exterior speakers are in place and working properly.

17. How many FF's are on duty during the day and night shifts?
    - We normally have six (6) or seven (7) Fire Fighters on duty, working a 48-hour shift. This is a 24/7 operation.

18. Finally, what year was the building constructed? Ceiling, Floor and Wall material i.e. sheet rock, hard top ceilings or plaster and where is the conduit installed. Externally or internally?
    - The Station was originally built in 1968 (47 years old) and had an extensive remodel and addition in 2004. The apparatus room is concrete walls and ceiling. Balance of Station is conventional construction with metal studs and sheetrock. Most of the conduit is located in the walls and dropped ceiling.

19. In the exhibit 2 agreement under section Exhibit A "Scope of Services" the service location is Mather Airport. Is the bid for a Crash Alert System at SMF or Mather?
    - No, this bid is for SMF Only.

20. How do we trigger the existing station alerting controller at ARFF? Our system provides a low voltage relay contact closure to trigger whatever sequence the existing controller is programmed to execute.

- Please reference Exhibit 1 to this Attachment 1.

21. Can you provide specifics on the current system and existing Airport network topology?
    - Yes please reference Exhibit 1 to this Attachment 1.

22. Are there any specific Sacramento County licenses required? We are a Florida company.
    - See answer to Question #23 below.

23. Do we need a California contractor's license?
    - A California contractor's license is not required if installing appliances on existing backboards, racks, conduits and J-box or pulling cable.

24. Regarding the activation of speakers, lights, ARFF doors, and gas shut off, will the new system connect to an existing overhead speaker amplifier and triggering system?
    - Yes, the new system will connect to an existing overhead speaker amplifier and triggering system.

    a) How many line level audio inputs are available for our use in the existing ARFF overhead speaker amplifier?
        - Please reference Exhibit 2 to this Attachment 1.

    b) Would you provide the type of amplifier or mixer/paging controller? Would you provide the type of existing triggering system used to control the lights, doors, gas shut off, etc.? We have had this request at every airport where our system is installed and were instructed to connect to the existing devices.
        - Yes.

    c) Is it correct that the gas shut off valve currently exists? I assume that it does, but want to confirm that a new unit is not being requested. We provide low voltage signaling connections to existing controllers for all the above.
        - Yes, the gas shut off valve exists and is currently working.

25. Does the request to add ARFF bay door #6 to the system and equip it with an automatic opener mean the contractor supplies and installs the door opener?
    - Yes the door already has an opener. Door #6 would need some type of signaling device to activate the opener.

26. Is the visual signage intended to interface with an existing CAD? Will the CAD system be used to generate the visual message?
    - No.

27. If no existing CAD system is being used, is a new CAD system part of the RFB?
    - No.

28. In our experience there are always technical "gotchyas" that arise after the bid is offered out that modify the scope, and subsequently the materials and engineering that are required. How will these be addressed since the "gotchyas are usually discovered in technical discussions after the project is awarded? Will these be addressed as change orders since they could impact the bidders price?
    - Any modifications to the scope will be addressed in change orders.

29. Is this bid request for 1 particular airport, for each airport in your system or all combined on the same system? If for 1 particular airport, which one?
    - The bid request is for Sacramento International only.

30. Is a site visit available before the bid is due?
    - No, the site visit was conducted on November 19, 2015.

31. Is there network or dark fiber connectivity available between the Communications Center, Air Traffic Control Tower, Terminal B 4th Floor and the ARFF Station?
    - There is Multi-mode connectivity for all except Terminal B 4th floor and copper for speakers for TB 4th Floor.

32. If there is no network connectivity or dark fiber availability to connect these areas, what is available?
    - Multi-mode for all except Terminal B 4th floor and copper for speakers for Terminal B 4th Floor.

33. What type telephones will need to be used at the Communication Center and Air Traffic Control Tower?
    - Red AT&T wall phone with no dial pad at the Air Traffic Control Tower. Will have to interface with Vesta by Cassidian at the Communication Center. (3 total)

34. At the ARFF, are they to only receive announcements through the ARFF Speakers and 800 MHz Radios? Are they to be able to initiate the crash system from their radios and converse with the Tower and Communications Center through their radios?
    - Yes, at ARFF they are to only receive announcements through the ARFF Speakers and 800 MHz Radios. Yes, ARFF can communicate with the tower via the ICOM radios which are in all vehicles and the Airport Dispatch via the 800MHz radios.

35. Would the Communications Center be able to initiate a crash system event?
    - Dispatch can currently initiate a crash system event, but has never activated a crash event. The system is being replaced, and it is unknown if that capability will still be in place.

36. Is a conference bridge (multifunction notification) required or only broadcast announcements from the Tower?
    - No a conference bridge is not required on phones, both transmit and receive.

37. Is there a telephone interface available to your 800MHz Radio system currently?
    - No.

38. Is DTMF used to select channels on your 800 MHz Radio system?

- No.

39. What is the manufacture of the radio system and model number?
    - Motorola Gold Elite. However, the Motorola Gold Elites are being upgraded to Motorola MCC 7500 in the COMM Center and Motorola MCC 7100 in the alternate COMM Center.

40. Are the Speakers existing at the ARFF and Sr. Airport Manager of Airport Operations?
    - Yes.

41. What type and what make and Model Amplifier are driving them?
    - Please reference Exhibit 2 to this Attachment 1.

42. Is the Gas shut off mechanism in place currently? Can it be triggered by a contact closure?
    - Yes, the gas shut off mechanism is in place currently and can be triggered by a contact closure.

43. Do the ARFF Station Bay doors (except door #6) currently have automatic openers? Can they be triggered by a contact closure?
    - Yes, the ARFF Station Bay doors (except door #6) currently have automatic openers and can be triggered by a contact closure.

44. Lights – Are the lights that need to be activated currently in place and can they be activated by a contact closure? How long must they be activated for during a crash event? Are they to be timed from initiation or separately controlled?
    - Yes the lights that need to be activated are currently in place and can be activated by a contact closure. Currently, the lights remain on for 1 minute and 45 seconds. They are timed from initiation.

45. Visual Signage – How many signs and where should they be located (indoor, outdoor, etc)? How large?
    - If we add signage, three (3) would be sufficient. The signage could be located on columns near overhead doors in apparatus room. Signs need to be big enough to be visual from a distance of about twenty (20) feet.

46. How do you want the information for the signs and visual displays to be initiated? By computer GUI? Other method? Who would be sending the information?
    - The Alert is initiated by the Air Traffic Controller. Ideally, if the Controller could indicate (i.e. - by selecting a simple button) which runway is involved, that information would be the most useful. An alternative option may be to have the message automatically converted to text for the visual display on ARFF end.

47. Vehicle Visual Display – What size/type display are you looking for? Do you currently have a system that is in some of the vehicles or would this be a new system for a total of the 4 vehicles listed? What operating system is used or preferred (Android, IOS, Microsoft, etc)?
    - We currently have one (1) Motorola MDT and three (3) Data 911 MDTs in responding apparatus. Currently, these MDT units only receive info from the CAD at Regional Fire and EMS Dispatch, not the Airport Dispatch.

48. What type telephones will need to be used at the Communication Center? Will they be stand-alone or part of another system and if so what system (make and model)?
    - Cassidian Vesta 4 SYS using Medians 1000 Gateways.

49. If on another system is there C.O. line Port/FXO port available for connection?
    - The system has FXO/FXS and TI Ports.

50. What type telephones will need to be used at the Air Traffic Control Tower? Will they be stand-alone analog "red" phones are they wall or desk mount?
    - Red AT&T wall phone with no dial pad at the Air Traffic Control Tower. Will have to interface with Vesta by Cassidian at the Communication Center.

51. Would the Communication Center be able to converse with the Tower during a Crash Event through their telephone?
    - Yes, the Communication Center can converse with the Tower during a Crash Event through their telephone.

52. Does there need to be a pre-announcement tone prior to crash announcements? What type tone do you need or want and how long should it play?
    - A pre-announcement tone is not needed.

53. Where will the main equipment for the 800MHz radio system be located?
    - The main equipment for the 800MHz radio system will be located in Terminal A room 2010.

54. Will there a telephone interface installed to your 800MHz Radio system that we can use?
    - Yes in Terminal A room 2010.

55. What type and what make and Model Amplifier is driving the Sr. Airport Manager of Airport Operations speaker?
    - 4 wire speakers from Terminal A room 2010.

56. Is there 2'x2' or 2'x4' drop ceiling in the communications center and/or in the SR. Airport Managers area?
    - Yes.

57. What type and what make and Model Amplifier/system is driving the ARFF speakers?
    - Please reference Exhibit 2 to this Attachment 1.