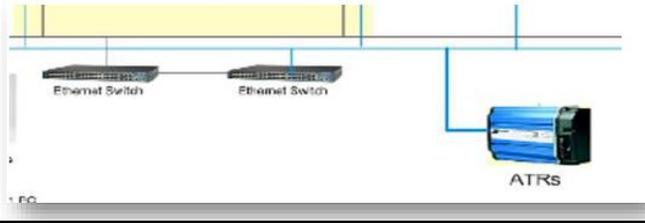


**TBITEC Request for Proposal (RFP) - Q & A 01 - TBITEC Reference Bid Package 15: Inbound Baggage Scanning Reader Equipment**

Updated 26SEP19

Question	RFI (Request for Information)	Response
1	We would like to respectfully request a 2 week bid extension	Final Extension is 10/11/19 due at 11AM.
2	What are the restrictions for working hours?	Contractor will need to coordinate with the airport to determine work hours based on where they are working. There could be some areas that are required later than other areas. In General, the Interline Carousel area is generally available from 23:30 to 05:00, pending ASR approval the bags rooms are generally available 0100 - 0500.
3	What is the anticipated start date?	TBITEC would like the project to begin as soon as possible once all approvals are granted.
4	Anticipated installation window?	This will be determined by the contractor once the coordination with the airport is done for each area. The Interline Carousel area is generally available from 23:30 to 05:00, pending ASR approval the bags rooms are generally available 0100 - 0500
5	What is the preferred choice for providing power to each ATR. MCP or distribution panel?	LADBS will not permit the ATRs to be powered off of the MCPs. They will require a distribution panel from "House Power" not "System Power"
6	How many data drops are required?	This is determined by the type of equipment and it's needs.
7	Where do the communications from each ATR tie into the terminal? At MCP or IT / Control room?	This really needs to be coordinated with the BROCK controls, the connections should be through the BHS Network Switches in the IT Rooms (See Below). <div style="text-align: center;">  <p>The diagram illustrates a network topology. A central horizontal backbone line is shown. Two 'Ethernet Switch' units are connected to this backbone. A third 'Ethernet Switch' unit is also connected to the backbone. A blue 'ATRS' (Automatic Target Recognition System) device is connected to the third Ethernet Switch. The diagram shows the physical and logical connections between the switches and the ATR device.</p> </div>
8	Is there an exact count of E-stops / control stations that need to be moved?	This is dependent on the locations selected.
9	What distance must we maintain away from the fire door for installation?	3'
10	For the requested impact protection for the locations in the bag room can the bollards be moved away from conveyor and extend further into Tug lanes? If so how far?	This is dependent on the locations selected and should not affect the normal operations of the operators performing their jobs.
11	Is it possible to move some of the existing floor-mounted bollards to increase the room on the tug-aisle side of the induction for side scanning	As long as operations for the operators to perform their jobs is not affected. Additionally, all holes must be patched and GPR should be provided to ensure no conflicts with existing utilities or other equipment in the floor.
12	Can the yellow control stations that open the fire doors be moved upstream to provide needed fire door clearance	As long as all requirements for their locations in compliance and all safety protocols are met.
13	Can a bottom read solution be mounted in the open belt gap created when the fire door rises assuming that a solution can be created that allows for end-roller maintenance?	Yes. This also assumes that the bottom reader would not impede the fire door closing per UL listing.
14	Are there blackout dates that will affect the project schedule	Currently blackout dates have not been provided for the upcoming fall and winter holidays.
15	For data intended for SITA Bag Manager, does that data need to flow directly though Bag Manager or can it flow to Bag Manager through existing Brock interfaces?	It is preferred that the ATR data flows through the BROCK Controls System.