

RFI Response Notification

RFP FY10-31 RFI Response No. 1

Project: City of Laredo
Laredo International Airport

Date: February 25, 2010

Address: 5210 Bob Bullock Loop
Laredo, TX 78401

Scope: Access Control & Camera
System Upgrades - Airport Dept.

Proposal Due Date: February 18, 2010 - **CHANGED TO MARCH 4, 2010** **Time:** 5:00 p.m.

Proposal Opening Date: February 19, 2010 – **CHANGED TO MARCH 5, 2010**
Time: 3:00 p.m.

RFI Response No. 1 – for RFI's Submitted by February 19, 2010

- 1) Wireless Mesh is mentioned through out the specification. I also see mention of CISCO MESH and Motorola CANOPY.

RESPONSE: The references for the Cisco MESH and Motorola CANOPY wireless Ethernet systems is merely a reference for the type and configuration needed. These are known, well made products that have been in service for some time, which are manufactured by reputable companies (Section 2, Sub-Section 2.01, Item C, paragraph 3; Section 3, Sub-Section 3.01, Item B, paragraph 3)

The requirement for the installation is to have a wireless Ethernet system that provides for multiple paths of communication for redundancy in and around the facility; and, can simultaneously support the access control and camera video systems. Therefore, the communications can be redirected automatically if a normal communications path becomes blocked by aircraft or radar equipment. The intent is to minimize communication paths across the active runways; and, to have at least one communications path at the north end of the facility, and another at the south end of the facility. Any additional communications paths to the main terminal building would be an enhancement to the system.

The information referenced for the design is from the Cisco Systems website, document no. C45-412921-01, and Motorola website document referencing their Government and extended range backhaul CANOPY solutions.

- a. What wireless mesh system does the airport presently use?

RESPONSE: The airport facility does not currently have a MESH or CANOPY wireless Ethernet configuration in place. The existing system provides point-to-point/point-to-multipoint wireless Ethernet communications from each remote gate site to the main terminal building.

- b. May we have the Manufacturer, Model number and Frequency?

RESPONSE: The manufacturer is Axxcelera Broadband Wireless. The model is the AB-Access Series operating under the FCC U-NI band of unlicensed 5.15 to 5.825GHz range.

RFI Response No. 1 – for RFI's Submitted by February 19, 2010 (cont'd)

2) What does the airport intend to use the new badges for other than Access Control?

RESPONSE: New badges would be used for verifying employee information that may include time and attendance, future directives by the FAA, DHS, or other agencies to have person specific information that can be read by their systems, equipment release and distribution to employees for tracking of the equipment. Access control usage would include triple authentication by number or fingerprint also encoded to the new badge.

a. How will these badges be encoded?

RESPONSE: The cards will be encoded using the read/write readers to be proposed and referenced in the bid documents Section 2, Sub-Section 2.04, Item B, paragraph 8. Also, provide pricing for a card printer that can also encode the new cards as a separate line item, with costs per roll of colored printer ribbon with costs for cleaning kits

b. What information is to be encoded on the smart cards?

RESPONSE: All of the information that could be encoded cannot be disclosed. Allowances should be made for triple authentication information such as additional codes or finger print data, employee information, etc. Airport personnel must be fully trained regarding the use and capabilities of the encoding of the cards. Proposals shall indicate pricing for 16Kb direct print cards having 16 application areas. 2Kb cards do not satisfy our future needs, and are unacceptable. Cards should be multi-technology type and compatible with the 125KHz readers that are existing, used by other agencies or companies in the facility, and used at other City facilities.

3) Is the existing door hardware supervised?

RESPONSE: Yes, but not verified that all connections for door switches, exit devices, and monitored inputs have had their supervision maintained through the course of service and additions.

a. If so what is the resistor configuration of the supervision?

RESPONSE: Supervision of inputs, door switches, and exit devices uses 2 resistors, each are 5,000 Ohms. The system looks for a change between 5,000 and 10,000 Ohms to indicate an open, close, active, secure, normal, or abnormal condition against the programmed normally open or normally closed settings. There is no supervision of the existing card readers for the type of controllers existing. New controllers that are added or used to replace existing controllers shall have reader supervision to indicate if the reader is disconnected. There is no supervision for the electric lock connections on the existing controllers. New controllers that are added or used to replace existing controllers shall have the capability to supervise the lock connections to the controller either through software and firmware; or, as an additional wiring configuration between the lock and the controller. Additional or replacement locks shall have circuitry, contacts, or other means for supervising their connection to the controller; and, shall be connected to the controller with such supervision when installed.

4) Can the bidders take a closer look at the existing system in order to absolutely be certain of our proposal for the Access Control as well as the Camera system?

RESPONSE: Yes, as time and availability of the airport personnel allows for another visit. The site visit will be scheduled and notification to all registered bidders will be sent, if needed. However, because of time constraints for the nearing bid date, the site visit will be for 1 day only. In the interest of equally distributing information to all registered bidders, no specific questions will be answered regarding the type or function of the equipment. Only the locations of the equipment will be addressed; and, any equipment cabinets for the location will be opened for viewing.

RFI Response No. 1 – for RFI’s Submitted by February 19, 2010 (cont’d)

5) How is the delivery system to be used?

RESPONSE: The system is to be used for logging orders and deliveries as indicated in Section 2, Sub-Section 2.04, Item A, paragraph 6. This system will log all information for all items shipped and received; so that, unwanted or unknown deliveries can be rejected if not in the system. The more information that can be entered into the system such as delivery the driver’s name, company information, item description, etc., the better the reporting. The proposal should include a scanner for the delivery driver’s license and business card. In most cases, the delivery drivers would not be issued an access card or paper badge. For some deliveries, only the self-expiring paper badges are needed. However, the system shall proposal shall include the ability to directly populate the access control system, and issue an access card. However, the access card shall only be issued as an escorted temporary vendor card; and, shall not be activated unless authorized by the Airport Police Department. Once authorization is received, then the escorted temporary access card shall be activated for a specific time period and date; and, shall be self-expiring in the access system. The City may choose to purchase a software feature that automatically performs a criminal history search. The proposal shall include a line item for the automatic criminal history search; along, with any annual fees for such.

a. How is the visitor management system to be used?

RESPONSE: The system is to be used for logging all visitors who have business with the airport administration, as they enter and exit the facility; Section 2, Sub-Section 2.04, Item A, paragraph 5. This system will log all information of the visitors including scanning of their business card and driver’s license. The City may choose to purchase a software feature that automatically performs a criminal history search. The proposal shall include a line item for the automatic criminal history search; along, with any annual fees for such. The system shall have the capability of pre-registering visitors, creating reports of visitors who are expected, arrived, left and logged out, those who have not left or logged out, and for those who failed to appear, and for logging of those employees who received the visitor. Most visitors will only be issued a paper self-expiring adhesive badge. If needed, the system shall have the ability of directly populating the access control system and issuing an access card. However, the access card shall only be issued as an escorted temporary visitor card; and, shall not be activated unless authorized by the Airport Police Department. Once authorization is received, then the visitor access card shall be activated for a specific time period and date; and, shall be self-expiring in the access system.

b. Are there direct ties between the security system and the delivery or visitor management system?

RESPONSE: That is dependent upon the provider of the delivery and visitor management systems. The function and capabilities of each system are similar, but could operate independently. Both must be able to integrated with the access control system as described.

c. If so what are the interdependences?

RESPONSE: Dependent upon the manufacturer of the delivery and visitor management systems to operate as described.

6) Will all of the access control panels, presently in remote locations, need to be relocated to room 220?

RESPONSE: No. There are other equipment and storage rooms nearby each remote control panel location that can be used. Plan to relocate the control panels into the nearest electrical or telephone equipment rooms for the 1st and 2nd floors, respectively. The intent is to place the control panels in a secured room and remove them from their above ceiling locations.

a. If so, is it the intention to hardwire all doors and card readers directly back to room 220 as well?

RESPONSE: No. Other rooms available for relocation for the respective areas by floor. Cabling for the doors shall be respective to their corresponding controller and the room where it will be relocated.

RFI Response No. 1 – for RFI's Submitted by February 19, 2010 (cont'd)

- 7) If all access control panels are not relocated to room 220 are they all to be lowered for easier servicing?

RESPONSE: *Control panels are intended to be relocated to nearby electrical or telephone equipment rooms, first. Storage rooms may be chosen if better suited and within the same distance as the electrical or telephone equipment rooms. The intent is to relocate the control panels into a secured room from their existing above ceiling location. The exact location that the control panels will be mounted within the rooms is dependent upon the other equipment existing in the rooms; and, cannot always be at a lower level for ease of service. However, once relocated into the equipment rooms, the control panels should be easier to service than their existing locations above the ceiling.*

- 8) How would the owner suggest we breakout the software maintenance per location, i.e. Main Terminal Building, Parking Lot, Jet Ways, Remote Gates, Fuel Depots, etc. Software maintenance is usually feature selectable.

RESPONSE: *The software maintenance programs encountered to date for other systems have been a blanket cost each year for the system size, and the types of components that are a part of the system. If the software maintenance for the system being proposed is the same type blanket program, then indicate a partial amount of the total for each site; and, note the total amount under the description line on the cost summary. If the software maintenance is provided from the manufacturer for each item or major component, i.e. door controller, camera, computer, client license etc; then, provide a sub total for each site, with a line item reference in the description on the cost summary for each item. The intent is to know the cost of installing the equipment for each site, and the subsequent costs to maintain that site.*

- 9) Are the 1997 As-Built drawings still accurate in 2010?

RESPONSE: *The drawings are accurate as best known, with the exceptions of 1 door added in the Administration offices, 1 door added for the TSA area, and 1 exterior door added for Allegiant Air; which are not indicated on the drawings. The total number of doors are 46, total number of readers are 71, and total number of duress/panic buttons are 25.*

Date Schedule for RFP FY1031 – No Changes from Addendum No. 2

- **February 4, 2010 at 2:00 p.m. – Pre-Bid Proposal Meeting - COMPLETED**
- **February 10, 2010 at 12:00 p.m. (noon) CHANGED to FEBRUARY 19, 2010 at 12:00 p.m. (noon)**
All Questions or Request for Information to be Submitted in Writing On or Before this Date and Time - **COMPLETED**
- **February 15, 2010 at 5:00 p.m. CHANGED to FEBRUARY 25, 2010 at 5:00 p.m.**
Responses to All Questions or RFI's, Sent by E-Mail to All Registered Bidders
- **February 18, 2010 at 5:00 p.m. CHANGED to MARCH 4, 2010 at 5:00 p.m.**
All Proposals to be Received – 1 Signed Original & 4 Copies
- **February 19, 2010 at 3:00 p.m. CHANGED to MARCH 5, 2010 at 3:00 p.m.**
Public Proposal Opening & Acknowledgement