



SPOKANE INTERNATIONAL AIRPORT

BUSINESS PARK AND FELTS FIELD

9000 W AIRPORT DRIVE, SUITE 204
SPOKANE, WA 99224

AIRCRAFT GROUND POWER UNITS

Addendum No. 1

DATE OF ADDENDUM: January 21, 2025

The following changes, additions, and/or deletions are considered as Addendum No. 1, and are hereby made as a part of the contract documents. All bidders are required to base their bid upon the information furnished in this addendum; and as required in the contract documents. The Contractor is required to acknowledge Addendum No. 1 in their company proposal. Failure to acknowledge addendum on the bid form will result in your bid being declared non-responsive.

The bid submission due date scheduled for **Thursday, January 23, 2025 at 2:00 PM** has not changed.

CHANGES, ADDITIONS, DELETIONS AND/OR CLARIFICATIONS TO THE CONTRACT DOCUMENTS:

1. CLARIFICATIONS: Q&A closed on Friday, January 17, 2025 at 2:00 PM

- a. Question: Document Page 3 (marked page 1), Invitation for Bid states bids accepted through Monday, January 23, 2025 at 2:00 PM. Question: January 23, 2025 is a Thursday. Can you please clarify if the specific due date is Thursday Jan 23 or other?

Answer: The bid due date is Thursday, January 23, 2025, as stated above.

- b. Question: Document page 9 (marked Page 5_ Article 4 states attendance at Prebid Conference is required? Question: Document Page 16 (marked page 1) indicates attendance of Prebid is not applicable and I do not find a schedule for the Prebid meeting; can you please confirm there is not a Prebid conference and attendance is not required?

Answer: Please refer to the "Special Provisions to Instructions to Bidders" (document page 15, marked as page 1). Article 4.1 is indicated as "Not Applicable," and no Pre-Bid meeting is scheduled.

- c. Question: The airport authority has asked for 10' of input cable. But it has also asked for the unit to be mounted on wheels and towable. Kind of defeats the purpose if there's only 10' of input cable. It won't go very far. Any chance this is a typo and it should read as 100' of input cable? This length of input cable is far more common and it will allow for significant movement within and outside of the hangar, depending on where the airport authority places the power source. Reference 3.2.3.

Answer: A disconnect is in place at each remote parking location. 10ft input cord to the disconnect and 60ft output cord to the aircraft.

d. Question: The airport authority is asking for a single jacket output cable. This is available. But if it's cut or severed in any way, it renders the entire 60' length useless. We recommend a twisted and banded output cable. It is more durable and offers more continuity, considering a 60' length. And it will still meet or exceed SAE standards. Please advise if we can offer a twisted/banded output cable in lieu of single jacket. Reference 3.2.4.

Answer: We utilize a single jacket output cable as our standard at the airport. This will remain the requirement.

e. Question: Part 3 Specifications - Question: Given award is based on "lowest responsive bid" per Article 6, can you please provide specific description of the required configuration for this equipment (i.e. illustration of required equipment, photo of equipment and installation of existing equipment, etc.)? Are there any maximum dimension (L" x D" x H") installed footprint or weight requirements?

Answer: Maximum dimensions 72" wide by 108" Long. Overall height should be under 6ft.

f. Question: Section 3.2.1 Cable Storage Solutions: Reels, spools, or brackets for safe and convenient cable management. - Question: Is a rotating spool for storage required or may a fixed cable stand/rack be accepted? Is a motorized cable reel required or is manual/hand over hand coiling of cable acceptable?

Answer: Manual coiling over hooks is requested.

g. Question: Section 3.2.1 Wheel Kit: Heavy-duty castor wheels or similar mechanisms for mobility and secure positioning. Wheels must have a braking system. - Question: Is the equipment intended to be mobile with requirement for routine repositioning on the ramp or are casters needed for maintenance access? Is equipment required to be suitable for towing on the ramp or exclusively moved via human effort? Question: Is the equipment intended to be mobile with requirement for routine repositioning on the ramp or are casters needed for maintenance access? Is equipment required to be suitable for towing on the ramp or exclusively moved via human effort?

Answer: The equipment is intended to be mobile for non-routine purposes. Castors are required in order to move the units if one is out of service, or for periodic maintenance. These will not be moved often.

h. Question: Section 3.2.3 Power Supply: Cable connectivity compatible with a 480, 3-phase panel. This cord should have a 5 pin, 3 phase plug that includes a neutral and ground. The cord should have a minimum of 10ft reach. - Question: The supplied plug is assumed to be required to mate with facility 480V receptacle. Can you please provide the manufacturer model and part number of the plug required to be provided?

Answer: Single jacket 10' cord shall have a Powertite ACP15034CD Plug.

i. Question: Section 3.2.6 Weatherproofing: Units must be rated for outdoor use (e.g., IP ratings for water, dust and extreme temperature resistance). Units will be always exposed to all weather conditions. - Question: Please confirm NEMA 3R or IP55 is the intended acceptable rating requirement?

Answer: This equipment should meet both NEMA 3R and IP55 requirements.

- j. Question: Section 3.3 Optional Features that will not be considered in bid price. - Question: May listed 'optional features' that are standard features within our equipment offering be included with the quoted/delivered equipment?

Answer: Yes

- k. Question: 3.3.1 Tow Bar: A tow bar or attachment for vehicle towing. - Question: Please confirm that equipment is not intended to be towed, and towbar shall not be a component of the equipment?

Answer: A stowable or quick disconnect towbar should be a component of the equipment.

- l. Question: 3.3.2 Paint: A standard outdoor paint is required. Safety Yellow is preferred. - Question: Can please confirm manufacturer 's standard color is acceptable and special 'Safety Yellow' is not required?

Answer: Manufacturer standard color is acceptable.

- m. Question: 3.3.3 Additional Safety Features: Emergency stop buttons, safety lights, or alarms. - Question: Can you please confirm these safety features are not required?

Answer: These specific listed features are not required. Buttons indicating the unit is on or off are required.

- n. Question: Section 4.1.1.5 Compliance Certificates: Certification that the GPU meets relevant aviation, electrical, and environmental standards (e.g., FAA, ISO, SAE) - Question: Is UL 1012 listing of the equipment required?

Answer: Yes

- o. Question: Is the airport looking for a bridge mounted or portable GPU? Our portable battery GPU only needs to be plugged into power to charge.

Answer: We are not looking for a battery powered GPU. This needs to be a portable GPU that meets the requirements in the bid documents.

End of Addendum No. 1