

RFP # 98160019 Questions and Answers

- Section 2.1: Initially refers to “provision of a flexible use gate system”; subsequently identifies four (4) gates and four (4) ticket counters. – Please clarify/confirm.
There will be 4 gates (C25, C12, and 2 gates on D concourse) and 4 single positions at the ticket counters
- Section 2.2: States “Facilitate an airports transition to common use, from kiosks to boarding controls” – Please clarify/confirm future transition plans/scope as no common use kiosks or additional gates are indicated.
At this time there is no plans for kiosks. However, we would like a system that can handle kiosks if in the future there is a need to add this feature.
- Section 2.2: Refers to “Charter Airlines without a reservation system” – Please clarify/confirm whether a basic-function or full-function Local Departure Control System (LDCS) is required for the Flexible Use System.
A basic function LDCS is all that is required.
- Section 2.14: States “ initial term if the agreement is three (3) years with an option for two (2) additional years” – Please clarify confirm whether the airport is anticipating a perpetual or a term use software license.
Either perpetual licensing or a contract license will be accepted. Different companies have different licensing structures and we do not want to discourage a specific structure. If it is a contract agreement we would prefer to see 3 years with an option for two additional years.
- Section 3.3.2: DBE Form (Attachment L) – This form was not provided in the RFP; please provide said form and clarify/confirm DBE participation goal(s) for this RFP.
There is no DBE requirement for this project.
- Section 4.7: Intent to Award section does not provide specific dates (i.e. – selection, NTP, installation, configuration, testing, training, activation, etc.) – Please clarify/confirm the airport’s projected timeline for same.
There will be an evaluation period that may last a couple of weeks depending on the number of responses to the RFP and the review team’s schedules. We will work with the winning bidder on a more specific timeline once this has been awarded.
- Other: Please clarify/confirm the specific airlines to be accommodated by the initial phase of the Flexible Use System.
Norwegian Air, Delta, Southwest are the initial airlines. We would also like to add Air Canada and Frontier as possible secondary. And can you provide the process to add additional airlines? As we grow our airport how difficult is it to add other airlines to this system?
- Other: Please clarify/confirm bonding requirements (i.e. – bid bond, payment bond, performance bond, etc.) associated with this RFP.
There are no bonding requirements associated with this RFP
- Other: Please clarify/confirm whether the airport requires dynamic backwall display (for airline brand delivery) and/or airline-gate information display requirements for the Flexible Use System.
The airport will provide the displays and a thin client that connects to those displays. The airport has Gate information data already. If additional hardware or software is required to show Airline brand delivery please include this in the proposal.
- Section 3.3.1: Non-Disclosure Agreement (Attachment M) - This form was not provided in the RFP; please provide said form.
This form will be uploaded to the Business Opportunity Portal.

- Other: Please clarify whether each of the four (4) ticket counters are single or dual ticket counter positions.
It will be 4 single positions.
- Other: Please clarify whether any/all of the four (4) gates will require a physically separate podium, near the boarding door for a boarding gate reader (BGR) or whether the BGR will reside at/on the departure gate(s) podium(s).
All gates are single podiums and the BGR will reside at that podium. There are no separate podiums near the boarding door.