ADDENDUM NO. 2

TO THE

REQUEST FOR PROPOSALS

FOR

AIRPORT SURFACE MANAGEMENT SYSTEM PROJECT

AT

LOS ANGELES INTERNATIONAL AIRPORT

The following clarifications, corrections, revisions, additions and/or deletions included in this Addendum, shall be incorporated into the subject Request for Proposals as directed herein with immediate effect.

Robert Falcon, PE
Chief Airports Engineer
Date: April 18, 2017
Proposer must acknowledge the receipt of this Addendum in its Proposal. Failure of the Proposer to acknowledge this Addendum may result in LAWA’s rejection of the Proposal for non-responsiveness.

ADDENDUM No. 2 ITEMS:

ADDENDUM No. 2, ITEM 1:
REQUEST FOR PROPOSALS, TABLE OF CONTENTS, LIST OF ATTACHMENTS;
ADD; the following;
   Attachment 6: Drawings

ADDENDUM No. 2, ITEM 2:
REQUEST FOR PROPOSALS, INSTRUCTIONS TO PROPOSERS, SECTION 3, SCOPE OF SERVICES;
REMOVE: “Successful Proposer will provide a secured web access (https://) to a web-hosted system providing for at least one hundred thirty (130) general (2 modules) software licenses and ten (10) specialized (6 modules) software licenses. LAWA will determine the allocation of the licenses to LAWA staff, airlines and various lines of business of the FAA. SMS service reliability and availability shall be 99.95 percent up time. The successful Proposer shall document requirement specifications for enhancements, guidelines, recommendations, procedures, upgrades, system architecture, design and functional changes as specified and required by LAWA. The successful Proposer will also be required to provide, included as part of the costs of Phase 1 and Phase 2 implementation, any system components, software, updates and upgrades commercially available for the proposed system within three (3) months of release during the duration of the contract. Successful Proposer will be required to maintain not less than three (3) and not more than five (5) years of data for retrieval and use in comparative analysis. In the event of a partial system outage (localized) or complete system failure, Proposer will restore the system availability within six (6) hours or less. Successful Proposer will assure that all data captured by the SMS and stored by the Proposer will remain secure and free from external data influences (including, but not limited to, data breaches, hacking and malware) throughout the term of the contract, including any exercised option(s). At the conclusion of the contract term the successful Proposer shall provide all captured data to LAWA in a format that is acceptable to LAWA, per section 4 of Exhibit A: Scope of Services.”
And
REPLACE; with, “Successful Proposer will provide a secured web access (https://) to a web-hosted system providing for at least one hundred thirty (130) general (3 modules) software licenses, seventy (70) specialized (6 modules) software licenses and ten (10) administrator licenses. LAWA will determine the allocation of the licenses to LAWA staff, airlines and various lines of business of the FAA. SMS service reliability and availability shall be 99.95 percent up time. The successful Proposer shall document requirement specifications for enhancements, guidelines, recommendations, procedures, upgrades, system architecture, design and functional changes as specified and required by LAWA. The successful Proposer will also be required to provide, included as part of the costs of Phase 1 and Phase 2 implementation, any system components, software, updates and upgrades commercially available for the proposed system within three (3) months of release during the duration of the contract. Successful Proposer will be required to maintain data for retrieval
throughout the life of the contract and use in comparative analysis. In the event of a partial system outage (localized) or complete system failure, Proposer will restore the system availability as soon as possible while also in compliance with 99.95% uptime requirement. Successful Proposer will assure that all data captured by the SMS and stored by the Proposer will remain secure and free from external data influences (including, but not limited to, data breaches, hacking and malware) throughout the term of the contract, including any exercised option(s). At the conclusion of the contract term the successful Proposer shall provide all captured data to LAWA in a format that is acceptable to LAWA, per section 4 of Exhibit A: Scope of Services.

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**ADDENDUM No. 2, ITEM 3:**

**REQUEST FOR PROPOSALS, INSTRUCTIONS TO PROPOSERS, SECTION 5.3 TECHNICAL PROPOSAL:**

**ADD:** the following to Section 5.3:

5.3.8. Additional Sensors
Proposer shall submit an estimate of the number of new additional sensors that they plan to construct in order to provide fully operational system and coverage of the areas outlined in this RFP, refer to Attachment 6: Drawings for coverage map. The estimated number of sensors may be evaluated as part of the Proposer’s approach to meeting the scope of work as LAWA seeks efficient utilization of sensors.

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**ADDENDUM No. 2, ITEM 4:**

**REQUEST FOR PROPOSALS, INSTRUCTIONS TO PROPOSERS, SECTION 5.3.6. UNDERSTANDING OF PROJECT SCOPE:**

**REMOVE;**

- In the event of a partial system outage (localized) or complete system failure, discuss how Proposer will restore the system availability within six (6) hours or less.

And

**REPLACE with;**

- In the event of a partial system outage (localized) or complete system failure, discuss how Proposer will restore the system availability as soon as possible while also in compliance with 99.95% uptime requirement.

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**ADDENDUM No. 2, ITEM 5:**

**REQUEST FOR PROPOSALS, INSTRUCTIONS TO PROPOSERS, SECTION 8.8 WEIGHTED CRITERIA, PART B;**

**REMOVE;** “Proposer’s Approach to meeting the scope of work and service level agreement as described”

And

**REPLACE;** with, “Proposer’s approach to meeting the scope of work as described”
ADDENDUM No. 2, ITEM 6:

REQUEST FOR PROPOSALS, INSTRUCTIONS TO PROPOSERS, SECTION 13. AWARD OF CONTRACT;

ADD; the following to Section 13,

13.5 Performance / Payment Bond
After award and before Notice to Proceed the Selected Contractor shall obtain a Performance/Payment Bond for Contract amount. LAWA requires a one hundred percent (100%) Performance/Payment Bond for total value of the Contract. Bonds must be executed solely by a surety company or companies holding a certificate of authority to transact surety business in the State of California and acceptable to LAWA.

13.5.1 Upon execution and return of this Contract by the Contractor, LAWA requires a one hundred percent (100%) Performance/Payment Bond of the total Contract value (including all labor and materials) for duration of the entire Contract and extensions to the Term of the Contract, if exercised by LAWA.

13.5.2 Bonds must be executed solely by a surety company or companies holding a certificate of authority to transact surety business in the State of California. The performance and payment bonds must be payable to Los Angeles World Airports. The NTP shall not be issued until said Bonds are received and verified by LAWA.

13.5.3 The performance/payment bond(s) must be payable to Los Angeles World Airports. The NTP shall not be issued until said bonds are received and verified by LAWA.

13.5.4 Bond shall be for the faithful performance by the Contractor of all the terms, covenants and conditions of this Contract; and as a security for the prompt payment to all persons supplying services and material in the prosecution of the work to be performed under this Contract and any and all duly authorized modifications hereof.

13.5.5 Duplicate copies of all bonds required shall conform to City requirements established by charter, ordinance or policy and shall be filed with the Office of the City Attorney for its review in accordance with Los Angeles Administrative Code Sections 11.47 through 11.56.

ADDENDUM No. 2, ITEM 7:

REQUEST FOR PROPOSALS, INSTRUCTIONS TO PROPOSERS, ATTACHMENT 3: COST PROPOSAL SHEET AND SAMPLE PROPOSED HOURLY RATES;

REMOVE; Cost Proposal Sheet dated March 10, 2017 in its entirety

And

REPLACE with; Cost Proposal Sheet dated April 17, 2017, Addendum No. 2

*Cost Proposal Sheet dated April 17, 2017 document available on LABAVN
ADDENDUM No. 2, ITEM 8:

REQUEST FOR PROPOSALS, INSTRUCTIONS TO PROPOSERS, EXHIBIT A: SCOPE OF SERVICES;

REMOVE: Exhibit A: Scope of Services dated April 10, 2017 in its entirety

And

REPLACE with; Exhibit A: Scope of Services dated April 17, 2017, Addendum No. 2

*Exhibit A: Scope of Services dated April 17, 2017 document is available on LABAVN

ADDENDUM No. 2, ITEM 9:

REQUEST FOR BIDS;

ADD; “Attachment 6: Drawings”, Addendum No. 2, two (2) sheets

*Attachment 6: Drawings document is available on LABAVN.

REQUESTS FOR CLARIFICATION:

REQUEST FOR CLARIFICATION NO. 32:

RFC 32: “Reference Attachment 3, Cost Proposal Sheet: Please kindly identify the location within the RFP document where the details regarding “necessary bonds” are outlined and described.”

RESPONSE 32: Please see Item #6 of this Addendum No.2 for Performance and Payment Bonds.

REQUEST FOR CLARIFICATION NO. 33:

RFC 33: “Section 3.1.20 discusses ATCT connectivity. Please confirm the possible use case for this requirement. We assume this is to access our web or mobile applications. In the case of web, we assume that the ATCT has wired connections. For mobile this can be accomplished via a cellular network. Is this a correct assumption?”

RESPONSE 33: Since ATCT specific requirements are not available at this time, an allowance has been allocated for the solution to be developed during project implementation and enhancement. Only requirement for mobile is Scope of Work 3.1.3 Compatibility with comparable mobile device web browsers for Apple and Android systems.
REQUEST FOR CLARIFICATION NO. 34:

RFC 34: “Why does LAWA believe they only need 12 sensors (as stated at the onsite bidder’s meeting, where it was stated that it is expected that only one “bundle” of sensors will be required)? What areas of LAX is LAWA most interested in covering, outside of the existing ASDE-X footprint at LAX, with those 12 sensors? For example, does LAWA intend to have the alleyways and gates covered?”

RESPONSE 34: RFP has been revised and now requires that Proposers estimate the number of new sensors required and submit the estimated number as part of their Technical Proposal. For existing and desired coverage areas of LAX, please refer to Item #9 of this Addendum No. 2 for Attachment 6: Drawings. Yes, LAWA does intend to have the alleyways and gates covered.

REQUEST FOR CLARIFICATION NO. 35:

RFC 35: “Would LAWA be amenable to including a commercially reasonable limitation of liability in the agreement? (Ref. section 11.0 of the contract, page 115 of the RFP)”

RESPONSE 35: No.

REQUEST FOR CLARIFICATION NO. 36:

RFC 36: “Is LAWA open to limiting the contractual indemnity obligation to third party claims (section 11.1)?”

RESPONSE 36: No.

REQUEST FOR CLARIFICATION NO. 37:

RFC 37: “Section 3.0 – It is highly desirable that the SMS be integrated into the existing LAX Federal Aviation Administration (FAA) Air Traffic Control (ATC) working environment so that ATC staff’s situational awareness is increased without the need for additional screens or displays. – Question - LAWA is asking for web-based independent SMS for use by Airport Stakeholders, does LAWA and FAA require that the system be integrated into the FAA’s existing screens or displays in the ATC environment to limit the need for additional screens or displays?”

RESPONSE 37: It is anticipated that the SMS will be integrated into the FAA system, however, since ATCT specific requirements are not available at this time, an allowance has been allocated for the solution to be developed during project implementation and enhancement.

REQUEST FOR CLARIFICATION NO. 38:

RFC 38: “Exhibit A - 2.6.6 Provide a map of existing and proposed sensor, camera or other hardware sites. Location of hardware is subject to the approval of LAWA’s Planning & Development Group – Airside Section and LAX Airport Operations. Question - What are LAWA’s movement and non-movement area surveillance requirements? Please provide a map outlining the specific surveillance areas of interest. Does LAWA desire
that the Vendor provide cooperative and non-cooperative surveillance in the non-movement areas (Ex: Ramp Area)? Does LAWA have a preference for a specific type of Sensor technology?"

RESPONSE 38: For existing and desired coverage areas of LAX, please refer to Item #9 of this Addendum No. 2 for Attachment 6: Drawings. Yes, Cooperative (transponding) for transponder equipped aircraft and vehicles and non-cooperative (non-transponder) for “non-transponder targets.” Proposers should be able to propose best and most cost effective technologies.

REQUEST FOR CLARIFICATION NO. 39:

RFC 39: “Reference Exhibit A, 2.4 Implementation and Training: Please kindly clarify the approach and objective for the 30 day end user acceptance testing required prior to the on-site training. Please confirm if the end user acceptance is conducted by LAWA employees and whether or not the “Implementation Team” is to be present on-site at LAX for the thirty (30) day duration of the acceptance testing.”

RESPONSE 39: End-user acceptance testing allows users, in addition to IMTG system administrators, to run functions and perform system burn-in. End-user acceptance training scripts are not subject to the more rigorous training curriculum requirements. End-user acceptance training will be conducted by a select group, which may include LAWA employees, FAA and Airlines. On-site requirement is for a minimum of 7 days for training. Proposers may determine whether or not they need to be on-site to successfully conduct acceptance training.

END OF ADDENDUM No. 2