

**SAN BERNARDINO INTERNATIONAL AIRPORT AUTHORITY (SBIAA)**

**AIRFIELD LIGHTING CONTROL SYSTEM (ALCS) PROJECT  
EDA GRANT NO. 07-49-05422**

**ADDENDUM NO. 2**

- 1. The Specification requirements for the control system. The Specification requires that the ALCS manufacturer be listed on AC 150/5345-53X as an approved L-821 manufacturer. The FAA has established a separate Advisory Circular for airfield lighting control systems, I've attached a copy for your reference. Typically, then, an airfield lighting control system project would require that the ALCS manufacturer be listed on AC 150/5345-53X as an approved L-890 manufacturer. Will this be the case for your project?**

**Answer.** Section 24 on page SR-7 of the Special Requirements indicates that the manufacture shall be listed in AC 150/5345-53X, dated September 15, 2005. In an effort to clear up any possible ambiguity, we addressed this issue at the Pre-Bid Meeting held at the Airport on October 3, 2006. Additionally, a copy of the page containing "Appendix 3 Addendum" from AC 150/5345-53C, dated September 15, 2006, was provided to all in attendance. Another copy of said document is attached and hereby made a part of this Addendum #2.

***(See attached the one page document)***

- 2. There are (qty 15) existing regulators to be controlled by this system. There is no requirement for monitoring, which is a Level A system as defined on page 1 of the Advisory Circular. For your Airport, either Level B (on/off CCR indication only) or Level C (full L-827 monitoring, which provides the ATC and maintenance valuable operational information) is typically utilized. Is there any level of monitoring required for this project?**

**Answer.** No requirement exists for monitoring the constant current regulators or the electrical generator.

- 3. Are there any other elements to be controlled by the system? This would include other on/off elements such as; PAPI, REIL, windcone, beacon.**

**Answer.** As detailed in Section 5 on page BD-5 of the Bid Document, it is incumbent upon all Bidders to carefully study the Bid Documents provided and "satisfy itself as to the character, quality, and quantities of work to be performed, and as to the requirements of the proposed contract." The Special Requirements section details the many technical requirements of this ALCS, including all elements to be interfaced into the system, and are believed to be self explanatory. The Bid Documents do not address the PAPI, REIL, wind cones, or the beacon because they are not included in the scope of this project.

**4. What is the distance (fiber optic length) from the tower to the vault?**

**Answer.** As detailed in Section 5 on page BD-5 of the Bid Document, it is incumbent upon all Bidders to carefully examine the project area in order to “satisfy itself as to the character, quality, and quantities of work to be performed, and as to the requirements of the proposed contract”. All Bidders are invited to examine the project site during business hours, prior to the bid opening. The San Bernardino International Airport does not know the exact distance, lineal feet of conduit, between the tower cab and the electrical vault. However, it is believed to be less than 1,000 feet.

**5. Is there a Bidder’s List available?**

**Answer.** A list of companies that received Bid Packets, as of October 3, 2006, is attached and hereby made a part of this Addendum #2.  
***(See attached list)***

By: \_\_\_\_\_  
Bidder’s Authorized Representative

\_\_\_\_\_  
Date

Title: \_\_\_\_\_