



CITY OF HOUSTON

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August 22, 2013

SUBJECT: Letter of Clarification No. 8 Baggage Handling and Aircraft Support Systems Maintenance and Hardstand Operations for the Houston Airport System

REFERENCE: Request for Proposal No. S17 – T24672

TO: All Prospective Proposers:

This Letter of Clarification is issued for the following reasons:

- **To revise the above referenced solicitation as follows:**
- 1. **Appendix III, Hardstand Operations Requirements, Pages 63, 64 have been replaced in its entirety, please replace Pages 63, 64 with the attached pages marked Revised – August 22, 2013.**
- **The following question and City of Houston response is hereby incorporated and made part of the Request for Proposal:**

1. We have reviewed the RFP Section 3.1.5 and that paragraph also makes reference to a “bond amount” and that “The bond amount must cover at a minimum the total amount of the price proposed in Exhibit III.” We have a letter from our surety that meets the requirements of 3.1.5 but we need HAS to verify whether an actual “bid bond” is required per your original response in Letter of Clarification No. 2 of “A bid bond is required at the time that the proposal is submitted.”

Answer: A Bid Bond is not required

This the last letter of Clarification that will answer questions, therefore, any additional questions will not be accepted.

When issued, Letter(s) of Clarification shall automatically become a part of the proposal documents and shall supersede any previous specification(s) and/or provision(s) in conflict with the Letter(s) of Clarification. All revisions, responses, and answers incorporated into the Letter(s) of Clarification are collaboratively from both the Strategic Purchasing Division and the applicable City Department(s). It is the responsibility of the proposers to ensure that it has obtained all such letter(s). By submitting a proposal on this project, proposers shall be deemed to have received all Letter(s) of Clarification and to have incorporated them into this proposal.

If you have any questions or if further clarification is needed regarding this Request for Proposal, please contact me.

Murdock Smith III
Senior Procurement Specialist
Strategic Purchasing Division
832-393-8725

Attached: Revised Pages 63, 64

**LETTER OF CLARIFICATION 8
BAGGAGE HANDLING AND AIRCRAFT SUPPORT
SYSTEMS MAINTENANCE AND HARDSTAND OPERATION
SOLICITATION NO. S17-T24672**

END OF LETTER OF CLARIFICATION 8

APPENDIX "III"
HARDSTAND OPERATION REQUIREMENTS

1.0 GENERAL

- 1.1 The Contractor shall provide first-class, safe, timely, and courteous Hardstand Service to:
 - 1.1.1 Support commercial aircraft with power, air, and water when remotely parked on Airport Aprons
 - 1.1.2 Provide means for passengers to safely embark and disembark commercial aircraft
 - 1.1.3 Transport passengers safely and comfortably between remotely parked Aircraft and Terminals.

- 1.2 The Contractor shall perform services and operate its hardstand equipment only with trained, qualified employees. Contractor's Hardstand Operations include furnishing, maintaining, and operating the following hardstand support equipment further specified herein:
 - 1.2.1 Bus
 - 1.2.2 Mobile Stairways
 - 1.2.3 Disabled Passenger Lift Vehicle
 - 1.2.4 Two (2) 180 KVA 400 Hz dual output Ground Power Unit
 - 1.2.5 Two (2) 120 tons dual output Pre-Conditioned Air Unit
 - 1.2.6 Potable Water Unit

2.0 PERFORMANCE REQUIREMENTS

- 2.1 The Contractor shall provide Hardstand Operations inclusive of all equipment, operators, fuels, lubricants, tires, batteries, and expendables required for first-class service at all times. Contractor shall provide specified equipment and personnel to accomplish the required services, including bus drivers and trained equipment operators. Contractor's Hardstand Operations equipment shall be "like new," reliable, clean, and well maintained inside and out.

- 2.2 The Contractor shall coordinate its Hardstand Operations through gate control at IAH and HOU.

- 2.3 The Contractor's Hardstand Operations shall support the following aircraft, but not limited to:

| | | | | |
|-------|---------|---------|----------|---------|
| 2.3.1 | 727-200 | 757-200 | DC-9-30 | A380 |
| 2.3.2 | 737-100 | 767-200 | DC-10-10 | 747-800 |
| 2.3.3 | 737-200 | 777-200 | DC-10-30 | 787 |
| 2.3.4 | 747-200 | 777-300 | MD-11 | |
| 2.3.5 | 747-400 | A-300 | MD-80 | |
| 2.3.5 | A-340 | | | |

- 2.4 Contractor shall bring equipment to the hardstand area and remove equipment from the hardstand area as service requirements dictate. The City will not operate Contractor's equipment unless specifically authorized by Contractor to do so in emergency situations.

- 2.5 Contractor shall provide specialized equipment, including a Passenger Lift Vehicle, for passengers with ambulatory or mobility impairments.

3.0 CONTRACTOR-FURNISHED EQUIPMENT

- 3.1 Hardstand equipment listed below shall be provided and dedicated to HAS 24/7 per pricing specified in Exhibit III Fee Schedule.

- 3.2 Bus
 - 3.2.1 Bus(es) shall be like-new diesel-powered air-conditioned, capable of providing safe and prompt transport of up to 111 passengers to and from the Terminal and Aircraft parked on the apron.

 - 3.2.2 Bus(es) shall have a luggage rack inside for passenger convenience.

APPENDIX "III" HARDSTAND OPERATION REQUIREMENTS

3.3 Aircraft Stair

3.3.1 Aircraft stair(s) shall be truck-mounted, enclosed, and capable of servicing wide-body aircraft and narrow-body aircraft. Stair(s) shall be completely enclosed to provide weather protection, stable, safe, and weather-protected passenger boarding and deplaning and shall comply with all applicable safety requirements. Safety features on the units shall include:

- 3.3.1.1 Illuminated steps
- 3.3.1.2 Illuminated platform
- 3.3.2.3 Stabilizers

3.4 Disabled Passenger Lift Vehicle

3.4.1 Disabled passenger lift vehicle shall be factory designed and built to safely and comfortably transport enplaning/deplaning passengers with ambulatory or mobility impairments to/from the main cabin of aircrafts as described in section 2.3 per Federal Aviation Administration (FAA) Advisory Circular AC-150/5220-21B or latest revision.

3.5 Ground Power Unit

3.5.1 Ground power unit shall be two (2) 180-KVA dual output 400 Hz diesel-powered, trailer-mounted units and shall include all necessary aircraft cables required to service specified aircraft.

3.6 Pre-Conditioned Air Unit

3.6.1 Aircraft Air Conditioners shall be two (2) diesel powered units with a nominal capacity of 120 tons of cooling and 750,000 Btu/Hr heating and include all necessary hoses and couplers required to service specified aircraft.

3.7 Potable Water Unit

3.7.1 Potable water service truck shall have an approximately 450-gallon capacity stainless-steel tank and be equipped with all necessary hoses and fittings required to service specified aircraft.