Department of Airports
Cynthia A. Nichol
Director of Airports

County of Sacramento

Interim County Executive
Navdeep S. Gill

March 25, 2019

Sent Via E-Mail

To: All companies interested in submitting a response to the Request
               for Proposals (RFP)

From: Sacramento County Department of Airports

**Subject: Addendum # 1 - RFP Aircraft Flight Track and Operations
               Management System**

The Sacramento County Department of Airports (County) received ten (10)
questions in response to the Aircraft Flight Track and Operations Management
System RFP. Questions are represented in their original format exactly as they
were submitted to the County. No spelling or grammatical corrections were made
to any question.

1. Page 3, Section C - Scope of Services references Exhibit C of the proposed
   agreement, should this reference be Exhibit A, Scope of Services?

   Answer:
   In error, Exhibit "C" was referenced. This shall be amended to Exhibit "A."

2. Are the forms required, Attachment B – Contractor Certification of
   Compliance and Attachment C – Contractor Identification Form, for the
   prime and subcontractors on the proposal team, or just the responsibility
   of the prime contractor?

   Answer:
   Attachment B – Contractor Certification of Compliance and Attachment C –
   Contractor Identification Form is REQUIRED for the PRIME CONTRACTOR
   and ALL SUBCONTRACTORS.

3. Can the County advise if all of the facilities SMF, SCA, F72, and MHR, for
   which the System is to provide reporting capabilities each have power
   (120V) and County owned/maintained network connectivity to the
   Internet?

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Answer:
SMF, SAC, and MHR for which the System is to provide flight track matching capabilities each have power (120V) and County owned/maintained network connectivity to the Internet; however, F72 does not.

4. What is the flight track data source for your current NOMS system?

Answer:
P.2 of the RFP states, "The FLIGHT TRACK SYSTEM currently uses System Wide Information Management (SWIM) data from the Federal Aviation Administration (FAA) and provides information on the location of aircraft in flight, time of flight, aircraft type, airline (where applicable), and altitude."

5. What types of NMT hardware is Sacramento are currently using, and what types of hardware does Sacramento plan to use?

Answer:
Exhibit A, P.18 of the RFP states, "The COUNTY does not have any fixed noise monitors but may need to import noise data from portable noise monitors in the future. The COUNTY does not currently own any noise monitors. Noise data would be obtained from rental units. CONTRACTOR should identify which models of noise monitoring units which its software is compatible."

6. Are you experiencing any issues with your current flight tracking data?

Answer:
No.

7. What is meant by compliant software? Should this be complaint software?

Answer:
In error, "compliant" was stated under Exhibit A - Description of Services, Section 1(c) (Page 1). This error shall be amended to and interpreted as noise "complaint" management. All other use of "compliant" or "complaint" is accurate in context.

8. 14. Flight Identification - point e states that the aircraft registration number is not required for commercial overflights, but then point h says

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Tail Number is a required element. Is the tail number a required element for all IFR flights or just non-commercial?

Answer:
Amend Exhibit A, Section 14 (e) to: Airline and flight number for commercial aircraft striking "Aircraft registration number or"; and, yes, the tail number is required for all IFR flights, including commercial flights.

9. 15. The first paragraph, describes integration with flight track and aircraft identification data. It seems part of the sentence is missing, describing what information is required. Please clarify what information is required here.

Answer:
Amend Section 15 to: The FLIGHT TRACK SYSTEM must incorporate and integrate with the flight track and aircraft identification data at least the following operator and aircraft identification information from third-party data sources:
a) Aircraft ownership and registration data;
b) Part 36 Noise Stage / ICAO aircraft noise level data and certification status; and
c) Manufacturer, airframe, power plant, and modification data.

CONTRACTOR must specify how each required data set will be provided. CONTRACTOR shall provide the most cost-effective FLIGHT TRACK SYSTEM with an emphasis on minimizing recurring costs. CONTRACTOR must describe the steps that the COUNTY will regularly perform to acquire and integrate updated versions. CONTRACTOR shall be responsible for purchasing and arranging for integration of the most up-to-date versions of these databases into the FLIGHT TRACK SYSTEM throughout the installation, acceptance testing, and warranty period. CONTRACTOR shall be responsible for continuation of this update process through all support service contract periods that the COUNTY elects to purchase. The update source also must be available to the COUNTY, independent of the CONTRACTOR, and the CONTRACTOR must provide a means to the COUNTY to incorporate the data into the FLIGHT TRACK SYSTEM, should the COUNTY elect to update the databases on its own.

10. 71. Initial On-Site Performance Demonstration - "Contractor must demonstrate to the county that the Flight Track System meets all requirements of these technical specifications, including test runs of all

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hardware and software, and collection and processing of all data types for at least two weeks. Without NMTs how can we demonstrate compliance with noise event data collection parameters? Can the County please clarify expectations for meeting these requirements.

<u>Answer:</u>

Amend Section 71 to: At completion of the FLIGHT TRACK SYSTEM installation, CONTRACTOR must demonstrate to the COUNTY that the FLIGHT TRACK SYSTEM meets all requirements of these technical specifications, including test runs of all hardware and software (with the exception of noise data collection and processing), and collection and processing of all data types for at least two (2) weeks.