ADDENDUM No. 3
Passenger Boarding Bridge Replacement Project

Request for Bids
Passenger Boarding Bridge Replacement Project
At
The Greenville-Spartanburg International Airport

Addendum No. 3 – June 28, 2011

All Bidders shall include with their bid submittal a signed statement indicating they have reviewed and accepted Addendum #1, dated June 21, 2011, Addendum #2, dated June 27, 2011 and Addendum #3, dated June 28, 2011 as part of the bid documents.

Item 1.

Clarification. The manufacturer, bridge models, serial numbers and max ext. length information provided in Addendum #1, dated June 21, 2011, Question #1 was for informational purposes only regarding the existing passenger boarding bridge equipment. This passenger boarding bridge equipment is being removed and replaced as part of this Request for Bids. In Addendum #2, Item #1, the height from the door sill to the top of the concrete base and the height of the concrete base from the apron pavement was provided in inches for each gate location. Bidders are responsible for determining the appropriate bridge models based on the aircraft outlined in Part 2, Section 2.2, A.4. The bidder is responsible for determining the appropriate bridge model based on the heights provided and the aircraft identified in the specification and addendums.

Item 2.

Add attached specification “PASSENGER BOARDING BRIDGE CONDITIONING”. See also “GENERAL DESCRIPTION OF WORK AND TASK ITEMS”, Section E for further details on this task item.

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PASSENGER BOARDING BRIDGE CONDITIONING

I. The PBB shall include the following bridge conditioning equipment, controls and provisions for the addition of bridge conditioning equipment to be provided under separate contract. The PBB manufacturer shall coordinate with the aircraft pre-conditioned air system (PCA contractor) supplier for the complete integration of bridge conditioning equipment on the PBB.

A. Bridge Air Outlet: The PBB manufacturer shall provide two stacked bridge air cut out in the sidewall of the outer tunnel for connection of bridge air ducting by the PCA contractor. The cutouts shall be 7 3/4” W x 35 3/4” H in a single inner channel of the sidewall corrugation, with a 2 1/2” space between the two openings. The cutouts will begin one foot below the furnished ceiling on a 3 tunnel bridge and 6” below the finished ceiling on a 2 tunnel bridge. The cutout will be located on the right side of the bridge between the lift column and stair landing. The interior of the cutout shall be finished with a 10” x 38” deflection supply register one set vertical, 3/4” louver spacing with color to match interior of bridge.

B. Bridge Air Plenum: PPB manufacturer shall provide an insulated bridge air plenum on the side of the outer tunnel from the inlet to the bottom of the bridge using the inner pan of the sidewall corrugation as one side of the plenum. The bottom of the plenum shall provide for a 10” diameter collar for connection of the bridge air flexible air hose from the pre-conditioned air system PCA unit by the PCA contractor.

C. Exhaust Fan: The PPB manufacturer shall supply and install a bridge exhaust fan to provide for minimum 1400 CFM ventilation rate. The fan shall be located to exhaust air from the top of the tunnel section near the rotunda and in such a manner to minimize bridge retraction limitation.

Each exhaust fan shall be controlled by a combination starter to be supplied and installed with all required connections, cable and conduit on the rotunda column by the bridge manufacturer. The fan shall operate from 480V, 3 phase, 3 wire power from the bridge electrical feeder. The fan, starter, and starter enclosure shall be NEMA 4 rated, and provide by PBB manufacturer. The starter controls shall be arranged such that a remote N.O. contact (provided by the PCA contractor) shall operate the fan. An isolated fan status contact shall be provided for monitoring of the fan by the PCA contractor.

D. Bridge Air Controls: The PBB manufacturer shall provide a “Bridge Air ON” lighted push-button and a non-lighted “Bridge Air OFF” push-button. The push buttons shall be located on the bridge control console (or when required by spec) and wired to terminal blocks within the console for field connections by the PCA contractor. Each push-button shall provide a set of N.O. & N.C. contacts. The ON light shall be suitable for operation at 28V AC/DC.

E. Bridge Operation Interlock. The PCA manufacturer shall supply a set of isolated normally open or normally closed (determined by PBB manufacturer) contacts located in the PCA control cabinet. These contacts to be wired to the PBB controls in order to prohibit any horizontal bridge operation while the PCA is in operation. The PCA must be off in order for the bridge to resume normal operation.

F. Bridge Wiring: The PBB manufacturer shall provide control wiring from the control console to the exhaust fan starter on the rotunda column. The wiring shall consist of two, # 18 AWG minimum wire pairs for control of the exhaust fan. The wires shall be routed in such a
manner to provide for NEC Class II wiring and terminated at terminal blocks within the bridge control console for field extension to the PAS controls by the PCA contractor.

G. Submittals: The PBB manufacturer shall provide the following submittals for the bridge exhaust fan:

1. Complete electrical power and control diagrams of the exhaust fan system.
2. Control termination diagrams for interface with PCA contractor.
3. Exhaust fan OEM catalog cuts.
4. Exhaust fan mounting details indicating, as a minimum, weather sealing provisions, mounting location, mounting details, techniques employed to minimize bridge retraction and any flexible exhaust air boots or hoses used.

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