ADDENDUM 2
FOR
REQUEST FOR BID
For
REPLACEMENT OF PASSENGER BOARDING BRIDGES 7 AND 4
At
ORLANDO MELBOURNE AIRPORT AUTHORITY
RFB20190324-01

April 5, 2019

This addendum is issued as part of the Proposing Documents for the above described project. The changes incorporated in this addendum shall be considered as a part of the documents and shall supersede, amend, add to, clarify, or subtract from those conditions shown in the original documents. The Bidder shall take care to coordinate modifications herein with all trades and disciplines related to the work. The Bidder shall acknowledge receipt of this addendum on the Bid Form by addendum number and date. Failure to do so may subject Bidder to disqualification.

SENT VIA DROPBOX – 8 PAGES TOTAL (including attachments)

________________________________________(NAME OF YOUR COMPANY)

NOTE:
PLEASE SIGN_______________________________AND RETURN THIS FIRST SHEET ONLY VIA E-MAIL OR FAX to SANDRA ACEVEDO, sacevedo@mlbair.com or (321) 723-1194 Fax

THIS VERIFIES THAT YOU HAVE RECEIVED THE ADDENDUM.

GENERAL

1. THE PROPOSAL SUBMISSION DATE REMAINS TUESDAY, APRIL 30, 2019 at 2:00 PM (EDT).

SPECIFICATIONS

1. Refer to Specification Section 00 45 83 – E-Verify. Replace current form with the attached. (1 page)
2. Refer to attached for Telford Baggage Chute to be added to Gate 7 (American) only. (6 pages)

DRAWINGS

1. N/A.

QUESTIONS AND RESPONSES:

END OF ADDENDUM #2
Issued by
Melbourne Airport Authority
E-VERIFY CERTIFICATE


The Bidder hereby agrees, that if he/she is awarded a contract for the above-referenced project, he/she will utilize the U.S. Department of Homeland Security’s E-Verify system, in accordance with the terms governing the use of the system, to confirm the employment eligibility of:

1. All persons employed by the Contractor who perform work on the Project during the term of the Contract, and

2. All subcontractor personnel, at any tier, who perform work on the Project during the term of the Contract.

U.S. law requires companies to employ only individuals who may legally work in the United States – either U.S. citizens, or foreign citizens who have the necessary authorization. E-Verify is an Internet-based system that allows businesses to determine the eligibility of their employees to work in the United States. The website for E-Verify is: www.dhs.gov/E-Verify

The Bidder agrees, if awarded a contract, to promptly provide evidence of compliance with these requirements to the Owner, at any time, upon request.

__________________________________________
Signature

__________________________________________
Print Name of Certifying Official

__________________________________________
Date

__________________________________________
Company Name

__________________________________________
Business Address

__________________________________________
City, State, Zip Code
OPERATION OF THE TELFORD BAG CHUTE

There are two control stations one in the cab and the other at the end of the conveyor there is also a push button mounted on the stairway landing.

Red lights has two function (1) When light is on the bag chute is down and the bridge will not move until the bag chute is raised all the way up. (2) When the light is blinking the conveyor has jammed and will not go down. Raise the conveyor back up to put bridge back in service, then call maintenance to make repairs and reset the hoist on the bag chute.

The power switch on the panel is for the conveyor hoist only when switch is off the conveyor cannot be raised or lowered, a requirement by TSA.
Controls mounted on the end of the conveyor

By pass switch for the photo eye mounted at the end on the conveyor to stop bags from falling to the ground. When using this switch a power scooter or power wheel chairs can be transferred to a belt loader or bag carts by passing the photo eye.

Strobe light mounted at the end of the conveyor to let personnel know that the conveyor is down for protection for the conveyor, light remains on until the conveyor is raised completely in stored mode.

Work light turn on when chute is down

When lowering the bag chute if it does not clear the Cable Sensor in 4 seconds it will shut the bag chute down and will not be able to be used until maintenance finds out why the bag chute is not coming down and makes the repairs needed before the system can be reset. When the failure occurs, raise the conveyor back up to stowed position, which will enable the horizontal drive, call maintenance for repairs.
Baggage Chute door is closed, if light is still on baggage chute is not completely closed. Which means the horizontal drive is disabled. Open door, bring baggage chute all the way to closed position, the light will go off and the horizontal drive system enabled.

A simplex combination lock is installed on the conveyor baggage chute door, when not in use the door should be shut to meet all security requirements.

Sensor mounted on the bottom of conveyor cover stops from hitting the ground.
TELFORD BAG CHART AND WHEEL CHAIR CART

TWO BAGS WIDE AND WILL SUPPORT 500 POUND LOAD ON THE TOP

WHEEL CHAIR CARRIER

Side drop down for loading and unloading wheelchairs

Roller on the top for carrier
Cart has a dead man brake system

Floor lock brake system
The Conveyor Bag Chute was designed and patented with Safety being the top priority. It adjusts at different heights to prevent shoulder and back injuries to ground personnel. This product is used to load and unload luggage along with other items from aircraft it services up to A320 and all commuter aircraft. Has the capacity to handle power wheel chairs and power scooters.

**Dimensions**
- Length - 12 feet
- Bed Width – 26 inches
- Weight of Chute – 950 pounds
- Cables – Two Aircraft Cables rated for 4000 pounds each
- Voltage – 3 phase 480 volts
- Amps – 15 amps
- Controls – 24 Volts DC
- Conveyor is reversible to carry items up when off-loading aircraft and down when loading aircraft.
- Paint- Powder coated Safety Yellow
- Design to handle a 500 pound load (Powered wheel chairs or scooters)

**Safety features**
- A- Conveyor Bag Chute is adjustable to height of ground personnel operating the chute to prevent shoulder and back injuries.
- B- Duplicate controls for inside and outside operation. 24Volts DC
- C-When Conveyor is down, the boarding bridge horizontal drive is disabled.
- D- Light is illuminated to tell boarding bridge operator, bag chute is down.
- E- Flood light serves two purposes 1- Light for night operation 2- Tells operator conveyor is down and PBB will not move.
- F- Electric sensor at bottom of chute to prevent baggage from falling on apron.
- G- Security door mounted inside cab to meet TSA requirements when chute is left unattended
- H- Designed with no open areas to eliminate pinch points.
- I- Down limit switch by pass.
- J- When bag chute light is blinking call maintenance.