

REQUEST FOR PROPOSAL (RFP)
ADDENDUM NUMBER ONE (1)
DATE: March 18, 2025

PROJECT: Installation and Removal of Christmas Decorations 2025
Birmingham-Shuttleworth International Airport
Birmingham, Alabama

From: Birmingham Airport Authority (BAA)
5900 Messer Airport Highway
Birmingham, Alabama 35212

To: All Participants

General:

This addendum will form a part of the and modifies the original Request for Proposal (RFP) document. The following changes take precedence over items in the RFP. Any portion of the RFP not changed by this Addendum remains in effect. Recipients of the Addendum are advised to provide this Addendum to anyone to whom they further distribute without the BAA's knowledge.

Participants in this RFP are required to acknowledge receipt of this Addendum in their Proposal. Failure to do so may subject Proposer for disqualification.

ADDITIONAL INFORMATION/CLARIFICATIONS/DESCRIBED BELOW:

1. **Question:** Please advise where the new UPS will be located, or if it can be delivered outside door by BAA for rigging/staging after removal of old UPS.
Answer: It will be placed outside the room prior to installation
2. **Question:** Please confirm whether a 300A temporary circuit is required to carry the UPS load panel UDH-1TSA from panel DHM-1B1.
Answer: Yes, a 300-amp feed
3. **Question:** Please confirm that the feeds to UPS-ITSA from the switchgear (both bypass and rectifier inputs) are 480V, 3-phase, 3-wire, with no neutral.
Answer: The rectifier feed is three wires, and the bypass is a four wire, but the neutral is not used in our panel
4. **Question:** Please advise whether the existing feeds should be reused.
Answer: The existing feed will be reused if they are megger in good condition and match what is needed for the new unit. If you all need to be resized for the new unit then they will need to be replaced, and shutdowns will need to be planned and scheduled for minimal impact on the airport's operation.
5. **Question:** Please confirm or provide switchgear breaker sizes for both the input and bypass feeds.
Answer: Currently The input is a 300- amp, and the bypass is a 250-AMP
6. **Question:** Please confirm whether the new MBS includes an output transformer that will feed the UDH-1TSA load panel.
Answer: Refer to the RFP and the attached documents
7. **Question:** Please confirm the existing SG UPS will be removed & left outside by us and moved by others.
Answer: Contractor will remove old UPS and place outside the room and then will be removed by others.
8. **Question:** Please confirm existing batteries are to be removed completely offsite & disposed of
Answer: The BAA will take of the batteries.
9. **Question:** Please advise on any additional test acceptance requirements, such as loadbank testing/burn in, post startup & before cut to load.
Answer: Have a separate quote for load bank testing/burn-in, post startup & before cut to load.

10. **Question:** The XPC10-S does not have an input breaker to protect the rectifier without using the maintenance bypass. Since the MBS is a 3-breaker configuration (not 4-breaker) and BAA intends to use two feeds from the gear, please clarify:

- Is it BAA's intent to reuse the existing feeders from the gear?
- Should the rectifier input be connected directly to the UPS without breaker protection (not recommended)?
- Should the bypass feed be connected to the BIB, with no jumper from the BIB to the UPS rectifier?
- Alternatively, should we remove the bypass feed and utilize a single feed from the gear?

Answer: Please refer to the attached documents.