



**BIRMINGHAM-SHUTTLESWORTH
INTERNATIONAL AIRPORT**

**REQUEST FOR PROPOSAL (RFP)
ADDENDUM NUMBER ONE (1)
DATE: April 21, 2025**

PROJECT: Explosive Detection Equipment
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 RFP 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:** Will BAA only have two employee screening portals or is the intent to move the system to multiple locations throughout the day (TSA randomizer)?

Answer: We are requesting two units that could be moved to Multiple locations throughout the day.

2. **Question:** Can BAA elaborate on the mobility request? Is BAA intending on utilizing the TSA randomizer to adhere to the TSA NA 23-02 (Aviation Worker Screening) requirement?

Answer: The system must be able to relocate in short notice. The BAA is utilizing the TSA randomizer per NA 23-02

3. **Question:** Can BAA elaborate on the "remote station"? Power and operating conditions? Relocation time requirements? Tooling requirements? Space requirements?

Answer: The system must be mobile, to locations around the terminal with power outlets. The units must be able to relocate withing 15 minutes. Space: Must be able to fit within a 10-foot-wide space.

4. **Question:** Does BAA want this connection to be independent or placed on the BAA network? Most regulators, including TSA, typically follow strict cyber security requirements and do not allow wireless connectivity.

Answer: BAA network

5. **Question:** What is the processing capacity per hour that BAA is looking for? Does this need to be documented via TSA calculations?

Answer: There is no current capacity per hour, but it would need to be documented on the number of parties screened.

6. **Question:** We realize that some manufacturers offer a system that is not able to screen a person from all directions/angles and, thus, requires an S-setup or a "walk-stop-turn" configuration resulting in a high number of false alarms. Does BAA have a defined concept of operations for how people would be processed in an efficient high throughput flow, or an acceptable false alarm rate (FAR)?

Answer: All units will be a straight throughput, no turns or S setup. There is no current defined false alarm rate.

7. **Question:** As per previous question on efficient process. Does BAA have a defined acceptable false alarm rate (FAR) to meet the "Processes people efficiently for high throughput flow" requirement?

Answer: There is no currently defined false alarm rate. Any alarms will be rectified manually by screening personnel.

8. **Question:** Does BAA have any type of metrics as far as False Alarm Rates, throughput, accurate detection rates to "identify and differentiate non-threat benign items such as cellphones, wallets, or keys, etc."?

Answer: There is no currently defined false alarm rate. Any alarms will be rectified manually by screening personnel.

9. **Question:** How are you processing carry through items (i.e. backpacks, purses, etc.)?

Answer: They are being screened separately, but the system should be able to screen those items as well.

10. **Question:** What are the BAA cybersecurity compliance measures and secure networking requirements? We want to make sure all requirements and security protocols are met and there's no network intrusion risk to BHM's operations. Based on requirements, this may alter the proposal submitted. Are software update downloads for deployment onto the system acceptable?

Answer: This is SSI and can be discussed in person. Downloads are permitted as a secured VPN can be established.

11. **Question:** Can BAA provide the existing security systems that are currently being utilized? What types of capabilities would be needed?

Answer: Current system is physical screeners. As stated in the RFP.

12. **Question:** Can BAA provide a copy of this document?

Answer: You will get a copy of the Addendum.

13. Question: Can BAA provide more information on “outdoor coverage”? What type of environment would the system be operated in? Is there a weather covering? Is this a construction site? Are temporary structures allowed?

Answer: It may be in outdoor conditions, must be weather resistant. The units will be stored inside. This is to be used around the terminal and concourses.

14. Question: Is BAA looking to utilize the security system for only 6 months? If so, are there longer-range plans for permanent employee screening portals for BHM?

Answer: These will be in use indefinitely but must be mobile. (it is a full purchase of the units.

15. Question: Is BAA looking to utilize the security system for only 6 months? If so, how does this affect Page 8, C. Project Proposal Format- V. Cost Proposal- Provide the proposed cost to complete the scope of work on an annual basis in a lump sum format. Is BAA looking for an operational monthly lease for 6 months or annualized or a capital purchase?

Answer: Capital purchase

16. Question: Does BAA have a site acceptance test (SAT) definition for the system it can provide, or would the contractor's SAT document suffice?

Answer: The contractors SAT will suffice.

17. Question: Is BAA assessing the financial stability of any contractors? Is any contractor corporate financial information required?

Answer: No financial information is being requested. But Company should be financially sound and capable of supporting the equipment that is proposed.

18. Question: Is BAA looking for an annual operational lease or capital purchase?

Answer: Capital purchase

19. Question: Does BAA have any concern that TSA may end up requiring a TSA Certified solution that is on the TSA Qualified Products List?

Answer: While that is a possibility, whatever system is procured will ensure compliance with the current version of NA 23-02.

20. Question: Does BAA desire the proposed solution to have TSA Tier 4 Detection certification?

Answer: Negative, that certification is not required, but please state if your system is.