Jet A TANKS FUEL FARM B AND C

Pre-Proposal Conference

October 23, 2025/ 2:00 PM CST

BIRMINGHAM-SHUTTLESWORTH INTERNATIONAL AIRPORT

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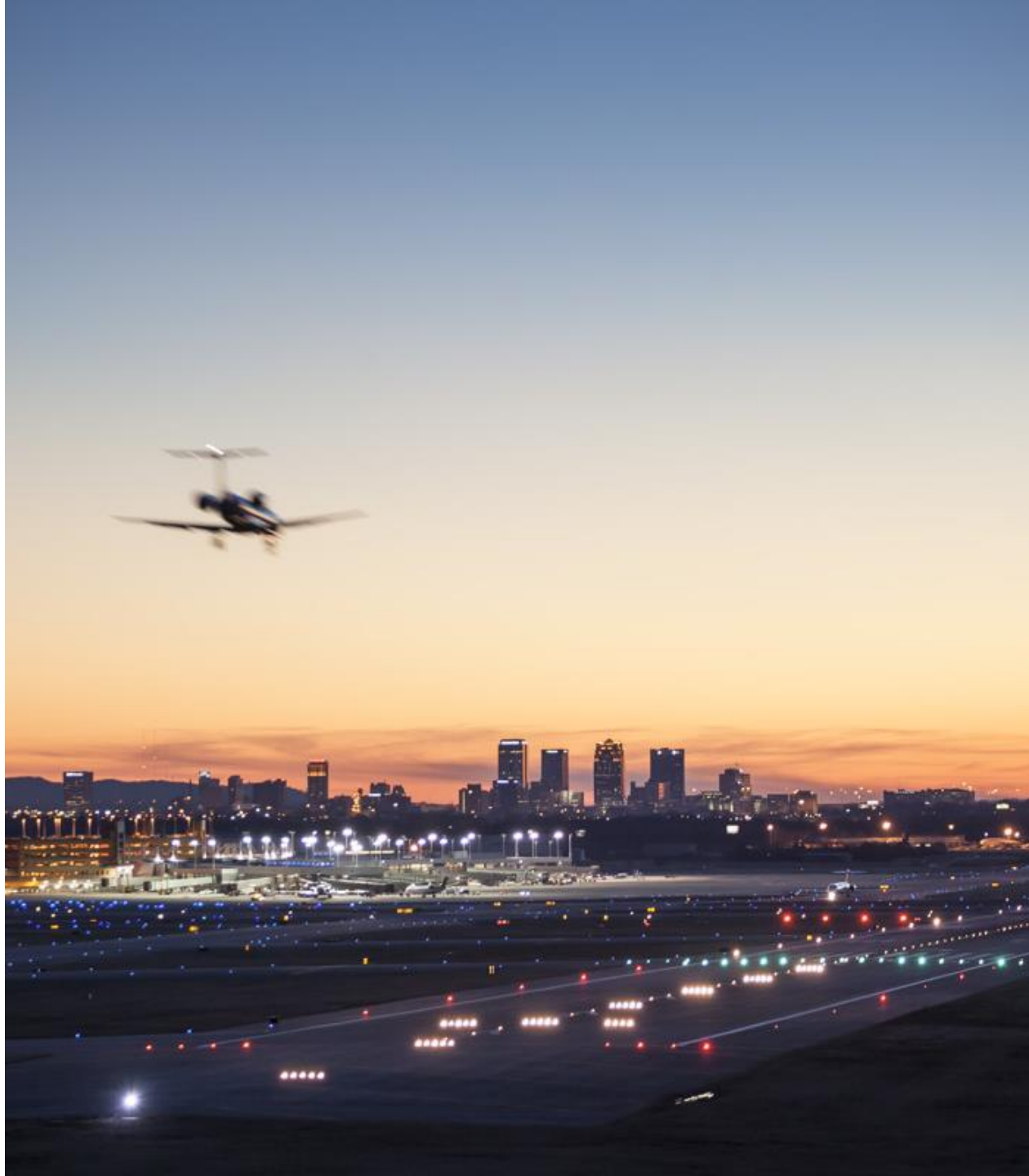

Introduction

- The Birmingham Airport Authority ("BAA") is requesting proposals herein for the design and construction under a Design-Build Contract for:
- Three (3) 25,000 gallon Jet A fuel tanks at Fuel Farm B that will interconnect to the existing fuel farm system,
- Two (2) 25,000 gallon Jet A fuel tanks at Fuel Farm C that will operate as a separate fuel farm system (the "Project") at the Birmingham Shuttleworth International Airport (the "Airport").
- The goal of this procurement effort is to enter into a Design-Build Contract with the best-valued Design-Builder to perform the services and work described in this RFP.

RFP Timeline

RFP Posted and Distributed to Qualified Bidders List	September 29, 2025
Mandatory Pre-Submittal Meeting and Site Walk	October 23, 2025
Deadline for RFP Questions/Clarifications	November 13, 2025
Proposal Due Deadline	December 18, 2025
Notice of Award	January 2026
Design-Builder Recommendations to the Board / Design-Build Contract date	February 2026

Submittal Requirement

- Please submit three (3) hard copies and one (1) electronic copy (via USB flash drive) of your proposal plan to the address below. Proposal shall be no longer than fifty(50) pages (not including back/front cover, tabs, dividers, cover letter or table of contents), each page must be larger than 8.5”x11”. Label tabs must be provided for each section. Proposal sections must follow the order described in Section VII.C of the RFP.

  Contact: Ed A Seoane, Vice President of Purchasing

  E-mail: eseoane@flybhm.com

  Address: Birmingham Airport Authority

  5900 Messer Airport Highway

  Birmingham, AL 35212

- Deliveries can also be made in-person to the Authority Office located on the ground level of the Terminal Building (at the above address).
- All questions associated with this RFP must be submitted in writing via e-mail to Ed Seoane, Vice President of Purchasing, at eseoane@flybhm.com by the deadline identified for questions/clarifications.
- By submission of a proposal, Proposer agrees that its proposal is valid for one hundred eighty (180) days from the submission deadline.

Project Proposal Format

- Design-Builder Overview and Capability to Perform All Aspects of the Scope of Work
- Recent Design-Builder Experience
- Technical Proposal
- Work Plan Approach
- Subcontracts
- Cost and Price Proposal
- Bonds

Project Proposal Selection Criteria

- Design-Builder's Project Understanding and capability to perform all aspects of the scope of work
- Design-Builder's Technology Solution and proposed approach to the services at the Airport
- Design-Builder's recent experience in performing similar services
- Work Plan Schedule
- Design-Builder's proposed cost

Scope of Work –Summary of Project

- **Fuel Farm B**:

- Fuel Farm B is located on the south end of the Airport just west of the intersection of Taxiway B and Runway 36. The farm consists of two 40,000 gallon above ground horizontal double-walled Jet A tanks, an offload pad, and a fuel truck fill stand. The intent of this Project is for three (3) new 25,000-gallon double-walled tanks that connect to the existing system. All tanks will be upgraded with a new networked tank monitoring system for remote reporting to the fuel operator's office location.

- An alternate line item in the bid should be provided for design and construction of a new fill stand which will require the associated filter-separators and pumps for simultaneous use of two fill stands.

Scope of Work – Summary of Project

- **Fuel Farm C**:

- Fuel Farm C is located south of Concourse C at the edge of the apron. The farm consists of two (2) 25,000-gallon above ground horizontal double-walled Jet A tanks, an offload pad, and a fuel truck fill stand. The are 4 additional tanks that serve other fuel needs that are outside the scope of this Project. The intent of this Project is to provide a separate Jet A system adjacent to the current site consisting of an offload pad, a fill stand, and two (2) 25,000-gallon above ground horizontal double-walled Jet A tanks with associated pumps and filter separators. The existing and new Jet-A tanks will be upgraded with a new networked tank monitoring system for remote reporting to the fuel operator's office location. This system is to match the one utilized at Fuel Farm B.

Scope of Work – Phasing

The construction of the systems shall be completed in two Phases. Phase 1 shall consist of all the work at Fuel Farm C. Once Fuel Farm C is commissioned and in service, Phase 2 shall commence and will consist of any work at Fuel Farm B that interferes with or interrupts fuel serving ability of the existing portion of Fuel Farm B. Any work that does not interfere with existing operations at Fuel Farm B may commence during Phase 1.

Scope of Work – Code and Standards Requirement

- The Project's proposed design shall comply with all applicable codes and standards including but not limited to:
    - State of Alabama Department of Environmental Management
    - Federal Aviation Administration (FAA) Advisory Circular 150/5230-4C, Aircraft Fuel Storage, Handling, Training, and Dispensing on Airports
    - National Fire Protection Association (NFPA) 30, Flammable and Combustible Liquids Code
    - NFPA 70, National Electrical Code
    - NFPA 407, Standard for Aircraft Fuel Servicing
    - NFPA 780, Standard for Installation of Lightning Protection Systems
    - Airlines for America Spec 103: Standard for Jet Fuel Quality Control at Airports – Revision 2023.1
    - ANSI/ASME B31.3 Process Piping
    - American Petroleum Institute (API)
    - All other federal, state, and local laws and regulations that may apply but are not listed above.

Technical Requirements

- General Requirements for all sites:
    - Welded stainless steel or coated carbon piping for all fuel piping.
    - Hand-operated water draw-off pump.
    - Hand-held fire extinguishers required by applicable codes.
    - Filter Monitoring Elements are NOT acceptable.
    - Provide key lock emergency fuel shut off switch, support pedestal/post, and signage compliant with NFPA 407.
    - Provide a spill kit for installation.
    - Provide impact protection (bollards) compliant with NFPA 407 around proposed systems.
    - Provide valves compliant with API valve standards for fire resistance as referenced in Part C above.
    - Provide power equipment rack with power panelboard in NEMA 4X stainless steel enclosure, including concrete foundation, lighting protection per NFPA 780 and grounding system.
    - All underground electrical conduits and fittings shall be Schedule 40 or 80 PVC, or PVC coated Rigid Galvanized Steel. Conduits or ductbanks under paved areas shall be concrete encased Schedule 80 PVC extending 5 ft. minimum beyond paved areas.

Technical Requirements

- General Requirements for all sites:
    - All above ground electrical conduits and fittings shall be rigid galvanized steel. Above ground electrical conduits where exposed to weather shall be PVC coated rigid galvanized steel. Provide seal-off type fittings at boundaries to hazardous areas as required by applicable codes.
    - Provide fire detection safety devices for the dispenser(s) and the station equipment, including any upgrades to ventilation, electrical, heating, and fire control panels and systems that serve the immediate area where the station and dispenser(s) will be placed. All gas and fire detection sensors and related equipment shall have backup battery power to ensure continued operation should there be a loss of grid power.
    - Drainage within 10-foot area of the new tanks shall be sloped to drain away from the tanks and prevent ponding of storm water (except where sloping is required for fuel transfer containment).
    - All new tanks will sit within a tertiary concrete containment basin suitable for containment of one failed tank.

Fuel Farm B System Requirements

- Three (3) 25,000-gallon double walled UL-2085 tanks.
- Interconnection for supply to the existing fill stand.
- Interconnection to the existing offload station.
- New issue pumps from the tanks.
- Interconnection to the existing filter separators.
- New Veeder-Root (or equivalent) tank monitoring system sensors in new and existing tanks.
- Wireless connection between tank monitoring system and fuel operators' office.
- **ADD ALTERNATE LINE #2 ITEM:** Fuel Custody Transfer system for monitoring and reporting refueler uplift quantities.

- Fuel Farm B Add Alternate Line # 1 Item System Requirements:
  - One (1) new fill stand with single point dry break connection for fuel trucks.
  - Emergency spill containment for new fill stand compliant with EPA requirements.
  - Scully overfill protection system.
  - New issue filter separators for the new fill stand.

Fuel Farm C System Requirements

- Two (2) 25,000-gallon double walled UL-2085 tanks.
- New fill stand with associated pumps and filter separators.
- Scully overfill protection system for new fill stand.
- New offload station with associated pumps and filter separators.
- Emergency spill containment for new offload and fill stand compliant with EPA requirements.
- New Veeder-Root (or equivalent) tank monitoring system sensors in new and existing tanks.
- Wireless connection between tank monitoring system and fuel operators' office.
- Elevation of the proposed tanks out of the current flood plain level at Fuel Farm B.
- **ADD ALTERNATE LINE #2 ITEM:** Fuel Custody Transfer system for monitoring and reporting refueler uplift quantities.

Other Scope Requirements

- Design-Builder will provide full turnkey solution including any modifications required to the site including, but not limited to, new electrical distribution; replacement or expansion of the existing emergency fuel shutoff; new bollards and new underground electrical to the maximum extent possible.

- The Design-Builder will provide shop drawings and product data submittals to BAA for review prior to ordering materials and equipment. Shop drawings will show all necessary mechanical and electrical connections, materials, and components necessary for a fully functioning fuel storage and dispensing system in accordance with this Scope of Work.

- Wiring diagrams, electrical installation plan showing routing of above and underground conduit and wiring connections, electrical equipment locations, and grounding system components, shop drawing of fuel farm power equipment rack if different than detail, bollards, and fuel farm concrete slab design will be included as part of the shop drawing submittals for review. The fuel farm concrete slab design will be stamped by the Alabama licensed Professional Engineer that is responsible for the design. A lifting plan shall be submitted by the Design-Builder for approval prior to delivery of fuel farm components to the Airport.

Other Scope Requirements

- Design-Builder will prepare, pay the applicable fee for, submit, and receive all required permits including a Tank Permit from the Alabama Department of Environmental Management.
- The Design-Builder shall be responsible for an environmental analysis of the new fuel systems as well as all associated environmental permitting for this Project.
- It shall be the Design-Builder's responsibility to coordinate with the local electrical utility company to ensure capacity of the existing electrical service to support all proposed loads associated with the proposed fuel farm. This coordination shall take place prior to the submission of shop drawings. Any additional equipment required to allow the fuel farm equipment to operate utilizing the existing electrical utility services shall be provided by the Design-Builder. All electrical conduits and wiring shall be installed underground unless it is not practical due to the configuration or function of the equipment being served. All conduits and wiring from the power panelboard to fuel farm system equipment shall be underground.

Other Scope Requirements

- Design-Builder shall staff the project site with full-time supervision, often referred to as a construction superintendent, at all times between initial mobilization and demobilization. This requirement excludes times/dates outside of normal working hours such as Design-Builder's company holidays and weekends. Design-Builder must seek written approval from BAA to de-staff on-site superintendent during normal working hours. Construction and installation work is expected to be performed Monday through Friday, 5:00 am - 5:00 pm. Hours outside this time will need to be approved by the BAA Project Manager.

- Testing and calibration will be in accordance with industry standards and procedures. The Design-Builder will provide BAA with all operations & maintenance manuals and testing & calibration reports. Design-Builder will provide a minimum of 2 hours of training to BAA personnel on the operation and maintenance of the system.

- The Design-Builder will provide safety plans for the duration of construction. The Safety Plan will include, but not be limited to, the location of contractor access, the contractor staging area, location of barricades, and Design-Builder's emergency point of contact available 24 hours a day. The Design-Builder is responsible for ensuring compliance with the AL/OSHA, Process Safety Management of Acutely Hazardous Materials standards. All compliance activities shall be documented as required by the regulations.

Project Management

- In accomplishing this Scope of Work, Design-Builder will complete the following management tasks:
- Examine the Project site structures, the existing utilities lines, the roads approaching the site, and all other existing conditions. All facilities indicated on the site plan drawings and that exist at time of Notice to Proceed are to remain. Facilities not shown on the plans or specified to be removed, replaced, or altered and not in conflict with the new construction shall remain. Design-Builder will be responsible for determining if there is any underground equipment and/or improvement in the Project area and for removing or relocating all underground improvements.
- Comply with BAA's requirements for specified critical operating areas (e.g., pedestrian and vehicular access routes, maintenance access, loading areas) that must be maintained during construction. The Design-Builder shall indicate how access to sites will be maintained without impacting transit operation or maintenance. All critical operating areas will be reviewed during the Pre-Proposal Conference and Site Walk. Availability of other areas can be discussed during Design-Build Contract negotiation and execution, if Design-Builder is able to show that those areas can be utilized without impacting BAA's ability to maintain operations.

Project Management

- Provide all material and equipment, supplies, labor, expertise, services, supervision, tools, plant, apparatus, conveyances, construction equipment, temporary buildings, safety equipment, transportation, and incidental expenses for accomplishing the Scope of Work covered by this RFP.
- Provide and update a Critical Path Schedule per the requirements in the Design-Build Contract.
- Ensure a full-time, qualified Health, Safety, Security, and Environment ("HSSE") representative is on-site at all times work is being conducted. This includes work performed by either direct labor, or subcontractors. The HSSE personnel may also serve as construction superintendent.

Project Management

- Design-Builder must follow a formal change management process as detailed in the Design-Build Contract for all proposed changes to equipment or facility design beyond approved "Issued for Construction" plans, or final vendor documents. Detail clarifications that do not constitute a change in design or engineering do not require change management.

- Design-Builder shall provide all necessary submittals, shop drawings, and construction schedules to BAA required for the completion of the Project. Design-Builder must also provide and maintain a Submittal log to track submittal versions, submittal return dates, approval status, comments and similar.

- Design-Builder is to serve as the system expert and, through the system turn-over process, shall provide training and certification to BAA staff.

Mechanical Completion

- The Project will achieve mechanical completion when the following have been completed and inspected by BAA staff or their representatives:
- All equipment has been set, anchored, and is in its complete and finished state.
- All mechanical materials, including fluid conveyance (piping, tubing), instruments, utilities, and appliances have been installed and are ready for commissioning.
- All electrical conductors, including power and data, have been routed and terminated in their respective lugs/terminals.
- All civil/structural scopes have been completed, including pavement, earthwork, structural foundations, concrete, and crash protection.

Commissioning

- Commissioning of the fuel farms includes successfully achieving a fueling event, and demonstrating all subsystems function properly. Commissioning occurs following Performance Testing, and is a necessary condition for achieving Substantial Completion as described in the Design-Build Contract.

- Design-Builder will be responsible for providing BAA a detailed fuel farm Commissioning Plan, identifying the steps, tasks, responsibilities and schedule to start and complete commissioning of the Fuel Tanks. The Commissioning Plan shall be provided no less than 60 days in advance of the start of the commissioning process. The Design-Builder shall include in the Commissioning Plan a list of activities to be performed by a third-party vendor during installation that would require technical support, and provide details on how the Design-Builder plans to provide technical support for these activities. The Design-Builder shall coordinate the scheduling of commissioning activities to minimize disruptions to normal service.

- The commissioning process shall include the following requirements:

- Design-Builder must conduct a Pre-Start-up Safety Review (“PSSR”) prior to introducing hazardous materials on-site (i.e., jet fuel). BAA will provide the facilities for the safety review meeting. The PSSR will include two distinct phases: Field verification of critical process documentation against as-built conditions, and bench review of critical safety documentation.

Final Acceptance of Construction Work

- In addition to the requirements for Final Acceptance of Construction Work stipulated in the Design-Build Contract, the Design-Builder shall provide BAA with a complete Fuel Farm Documentation Package at completion of facility commissioning. Contents of the Package must be precise and accurate to the final installed state (as-built and final). The Fuel Farm Documentation Package will be reviewed for completeness, consistency and content by BAA prior to acceptance. The Package must include as a minimum:
- Equipment data sheets;
- General arrangement drawings;
- Foundation, anchoring, and lifting plans/procedures;
- Mechanical and electrical termination list and diagrams;
- Operations and maintenance manuals;
- Single Line Diagram, load list, and panel schedules ;
- Process Flow Diagram (PFD) & P&ID;

Final Acceptance of Construction Work

- Complete as-built drawings package, updated in CAD format;
- QA/QC documentation;
- Welding scoped (if applicable);
- Welding Procedure Spec (WPS) & Procedure Qualification Records (PQRs);
- Welder certifications;
- Non-destructive testing including X-rays;
- Documentation of all AHJ, deputy, and periodic inspections;
- Concrete batch and mix documents; and
- Unconditional lien release, as well as releases from all subcontractor materials, services, and direct labor.
- For a period of 10 years following Final Acceptance of Construction Work, Design-Builder shall provide BAA with all updates to maintenance manuals, parts lists, and procedures for all systems, equipment, or components of the fueling system as issued by the Design-Builder and/or supplier to the Design-Builder.

Out of Scope Items

- The following items are outside of the scope of this Project:
    - Relocation/removal of the existing office trailers at Fuel Farm B
    - Modification of the existing system at Fuel Farm C for flood plain requirements.
    - Decommissioning of any part of the existing systems.

Alternate Line Items

- **Alternate Add Line Item #1:** Pricing for a new fill stand associated with the Fuel Farm B system.
- **Alternate Add Line Item #2:** Providing Fuel Custody Transfer system for monitoring and reporting refueler uplift quantities at both Fuel Farm B and Fuel Farm C.

Fuel Farm Storage B

FUEL FARM B LOADING RACK

FUEL FARM B OFFLOAD CONNECTION

FUEL FARM B OFFLOAD

FUEL FARM B PUMPS AND FILTER SEPARATORS

PROJECT ENGINEER:
DESIGNED BY:
DRAWN BY:
CHECKED BY:
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE

Jacobs
ONE PERIMETER PARK SOUTH
SUITE 315N
BIRMINGHAM, AL 35243
205-209-3013

SITE PHOTOS

FUEL FARM STORAGE SITE B
BIRMINGHAM-SHUTTLESWORTH
INTERNATIONAL AIRPORT

DATE:
PROJECT NO.: D3605100
DRAWING NO.:
SHEET NUMBER:

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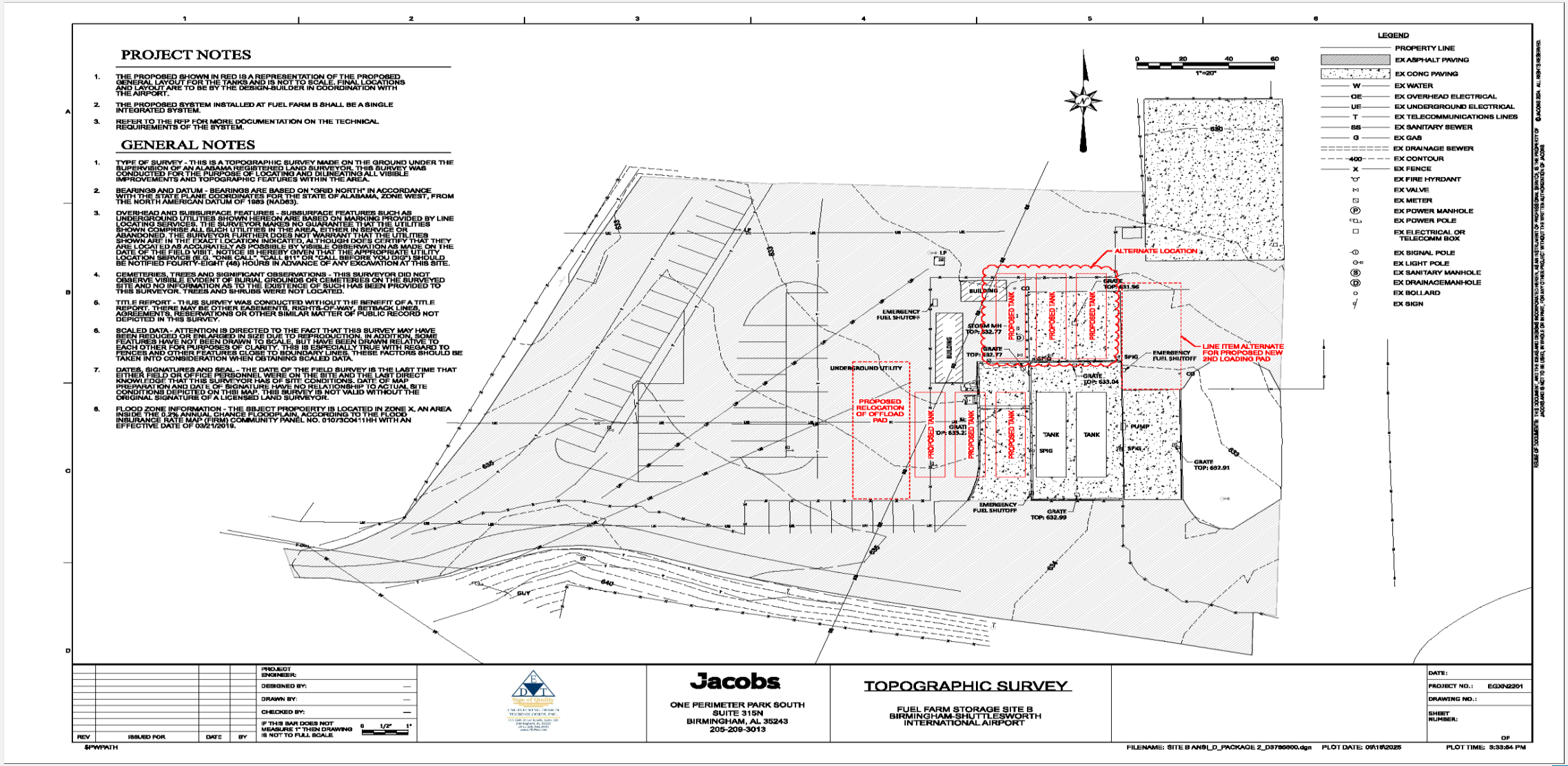
Fuel Farm Storage B



Fuel Farm Storage C

FUEL FARM C LOADING RACK

FUEL FARM C STANDING WATER

FUEL FARM C LOOKING ENE

FUEL FARM C LOOKING SE

PROJECT ENGINEER:
DESIGNED BY: —
DRAWN BY: —
CHECKED BY: —
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE 0 1/2" 1"

REV | ISSUED FOR | DATE | BY

Jacobs
ONE PERIMETER PARK SOUTH
SUITE 315N
BIRMINGHAM, AL 35243
205-209-3013

SITE PHOTOS

FUEL FARM STORAGE SITE C
BIRMINGHAM-SHUTTLESWORTH
INTERNATIONAL AIRPORT

DATE:
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OF

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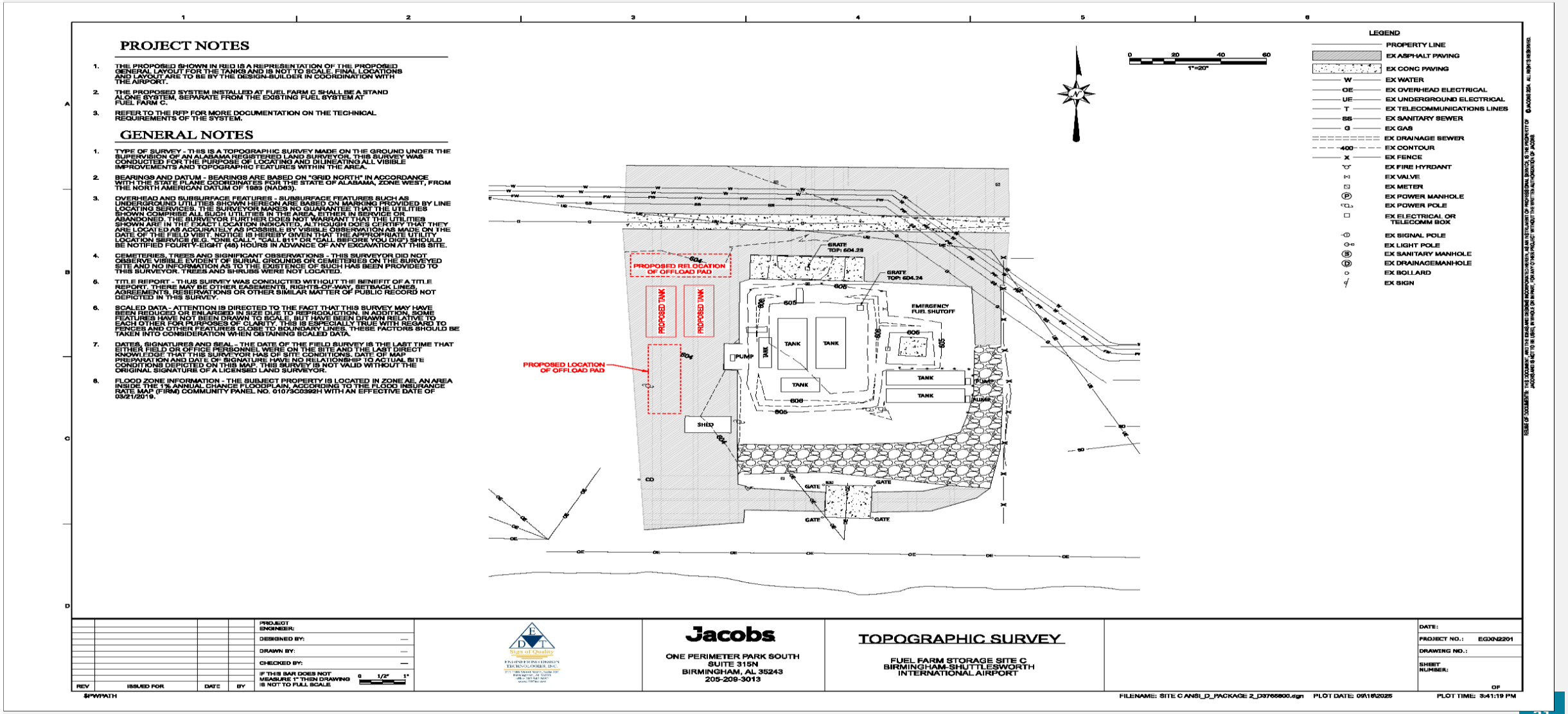
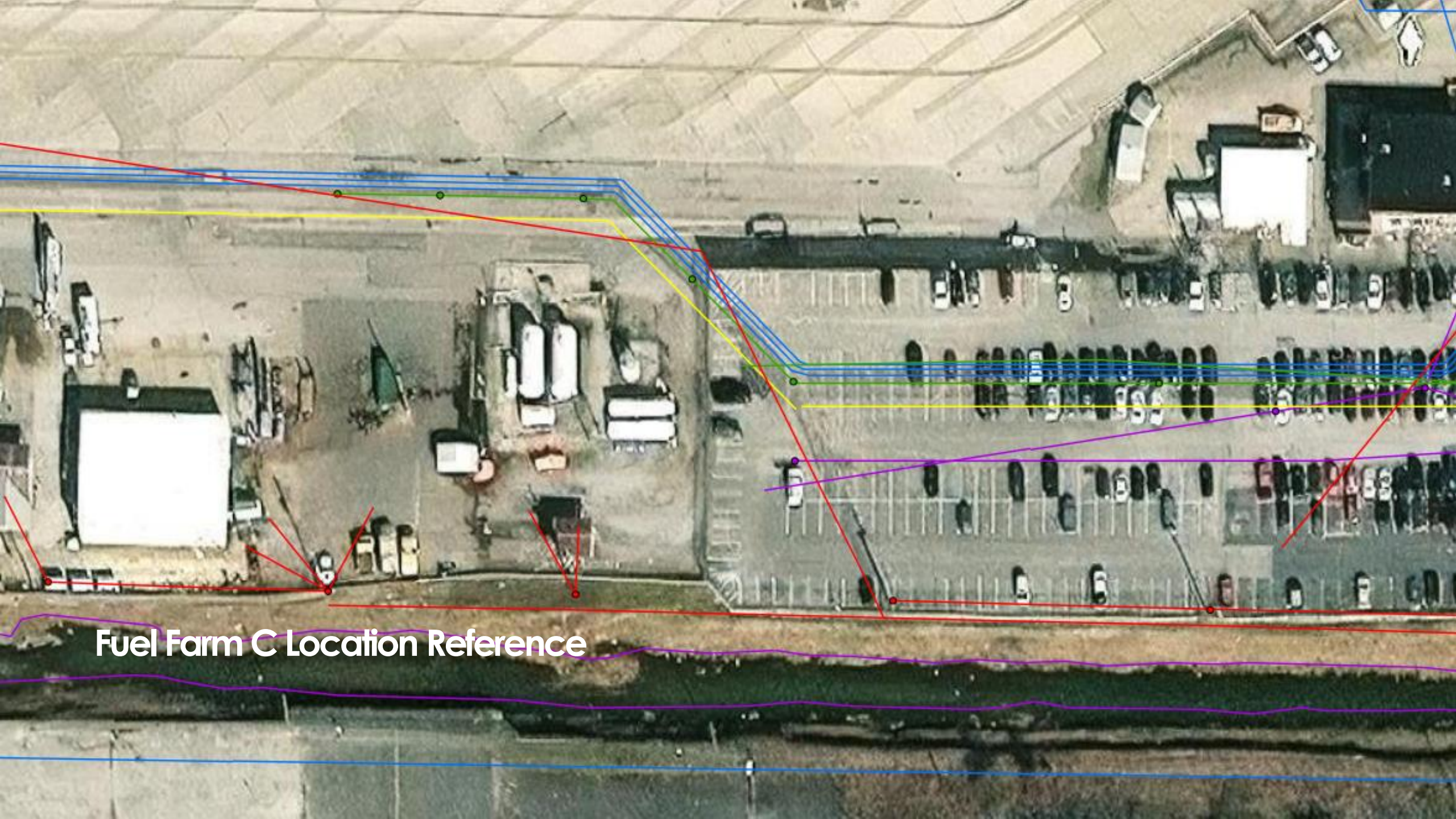
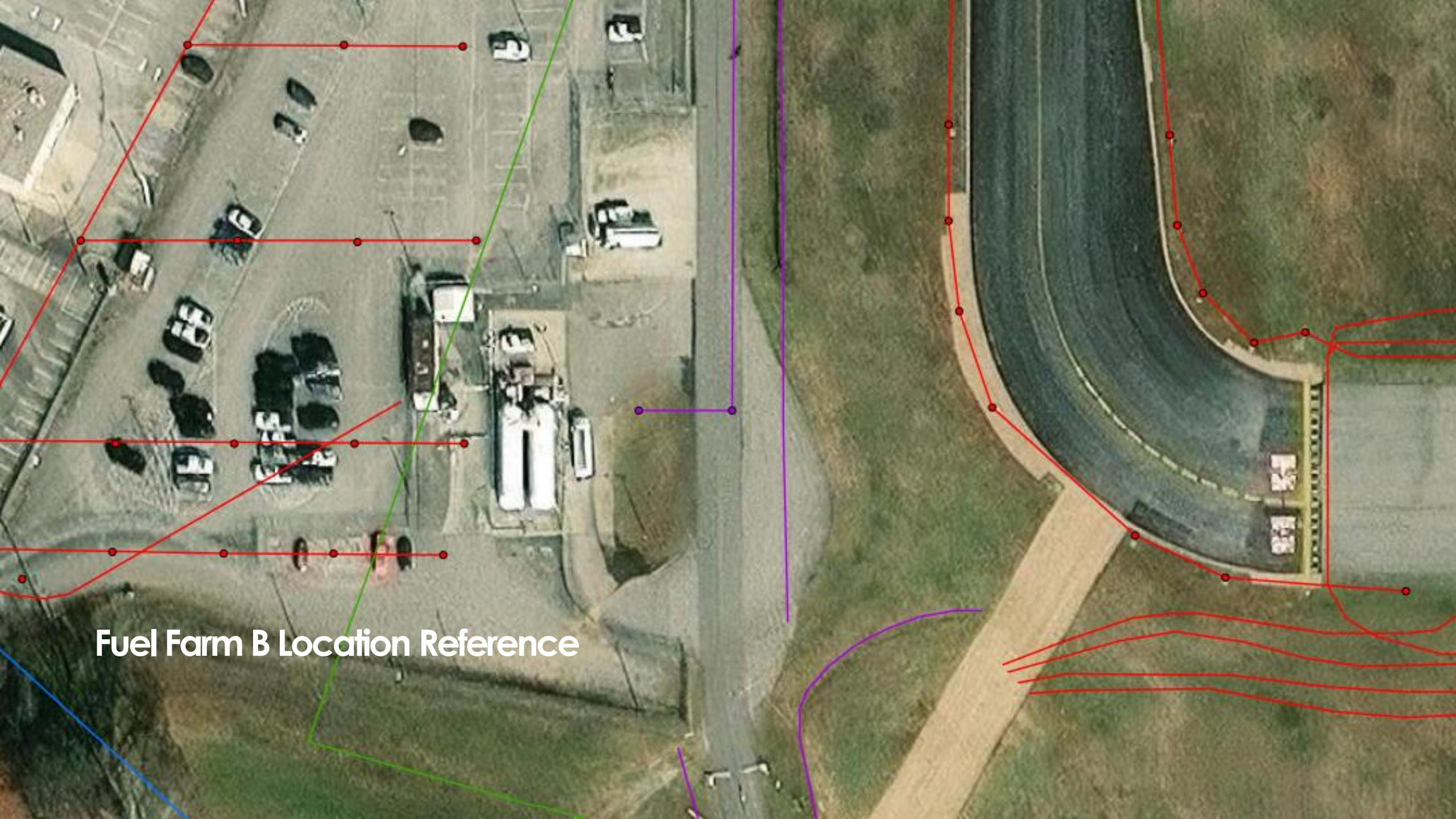
Fuel Farm Storage C




Fuel Farm C Location Reference


Fuel Farm B Location Reference

Nondiscrimination

- By submitting a proposal to this RFP, Proposer certifies that they will fully comply with all Federal, State of Alabama, and local laws pertaining to nondiscrimination, and certifies that they will not discriminate against or grant preferential treatment to any party on the basis of race, sex, color, age, religion, sexual orientation, actual or perceived gender identity, disability, ethnicity, or national origin in the performance of Authority contracts or agreements.

- In addition, this RFP is subject to the requirements of the U.S. Department of Transportation's regulations, 49 CFR Part 23. The Proposer agrees that it will not discriminate against any business owner because of the owner's race, color, national origin, or sex in connection with the award or performance of any concession agreement, management contract, or subcontract, purchase or lease agreement, or other agreement covered by 49 CFR Part 23. The Proposer agrees to include the above statements in any subsequent concession agreement or contract covered by 49 CFR Part 23, that it enters into and causes those businesses to similarly include the statements in further agreements.

- The Authority, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 USC §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises or airport concession disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Questions