

Q 1. Is conduit going to be required everywhere – throughout the Terminal?

A 1. Cable trays and armored fiber can be used in the terminal. In other cases, we would prefer conduit.

Q 2. Is conduit going to be required everywhere – throughout the Parking Garage?

A 2. Yes, conduit should be used in the parking garage.

Q 3. Will we be required to provide a NEW electrical panel to power the DAS – or can existing house-power be used?

A 3. Existing electrical may be utilized where spare circuits are available, specifically for distributed equipment around the terminal. For Head End/Base Station equipment, bidders should anticipate the additional of another panel to support the many devices and load within the space.

Q 4. How much of the new terminal building (Concourse A) – will have drop-ceiling?

A 4. Drop-ceiling will run 30 feet from the outside wall in towards the center of the concourse on both sides.

Q 5. Will Fire-Suppression be required inside the DAS Head-End?

A 5. GRR only requires that the bidders install fire suppression as far as code requires. Additional fire suppression, such as a Clean Agent solution, are at the discretion of bidders.

Q 6. If YES, then does GRR have specific requirements for type of system (FM-200, etc.)?

A 6. See Q5

Q 7. Will we be responsible for any/all new equipment racks inside the Head-End space?

A 7. Vendor will be responsible purchasing and installing all equipment including racks in the head-end space.

Q 8. Are there any restrictions with how/where new equipment is to be mounted inside the parking garage?

A 8. Head-end unit can be mounted anywhere inside the designated room. Specific locations for equipment within the parking garage should be coordinated with GRR staff.

Q 9. New Airport Authority-Owned MDF (on Secure-Side):

Will this room be used for a fiber pass-through location only – or can a termination point (LIU) be housed inside?

A 9. Yes, a LIU may be mounted inside.

Would we be able to mount any new DAS equipment inside this room?

A 9. Yes, equipment may be mounted inside this room, pending available space.

Each individual needing access must be badged.

Q 10. Has there been any discussion regarding the potential of incorporating WiFi service into the contract – either short-term or long-term?

A 10. There is no intent at this time to incorporate WiFi onto the system.

Q 11. Confirming that Public-Safety is a requirement on both 700&800MHz Bands?

A 11. The system should be capable of supporting both bands, if they are added on. It is anticipated that the city wide 800 MHz radio project may utilize the DAS in the future, however it has not yet been decided, pending the outcome of this RFP and the solutions capabilities and the financial impacts.

Q 12. Is AT&T the sole provider of new data circuits into the airport?

A 12. AT&T is not the sole provider of new data circuits into the airport.

Q 13. Will the existing TC-1 closet be the D-Marc for new fiber from the garage, moving forward?

A 13. Yes, that is the main point of entry from the garage.

Q 14. Will there be any potential for Private-Services to the airport's tenants?

A 14. There is limited potential for private services.

Q 15. 1.2.2.E- Additional fiber will likely be required from Headend /adjacent IT room to the Airports East Data Center does the existing (2) 12-Strand bundles of Single Mode Fiber Optic cable run in a conduit the entirety of this path and is there additional space in that conduit. Is the use of existing conduit pathways permissible?

- If required, additional fiber may be installed in the existing pathway from Head End room to the Airport's East Data Center. This also applies to other available pathways within the Airport where additional fiber may be required. During design phase, fiber strand counts and locations shall be reviewed and approved by GRR. The site drawings indicate there is pathway and space in the conduit, that can be used.

Q 16. 2.3.4.D- Will DC power plants on battery backup be considered or does the authority wish to have all equipment AC powered therefore requiring UPS?

- Proposers shall provide the best value solution, based on industry experience, for battery backup provided by proposer. Proposals should highlight solution selected. Final choice shall be approved by GRR during initial detailed design phase.

Q 17. 2.3.4.D-Does the authority have a minimum required backup runtime?

- A minimum of 10 minutes of backup runtime.

Q 18. Appendix A. Technical requirements- Please provide an overview of what services are currently in use that require 380 MHz band?

- This was a low end standard metric for system capability. Q23 provides additional info related to this question.

Q 19. Is there a low-band private radio system for security and private radio comm currently in place?

- There is not at this time.

Q 20. Please provide amperage capacity available for the current 480/277V and 120/208V electrical Panels

- The main electrical room in the garage only has 480V available. There are 4 panels with approximately 200A available on each. We anticipate this should be sufficient power for the DAS headend buildout. Power will need to be installed from this room to the headend room.

Q 21. Should the 12 strands of fiber available be considered to be utilized for DAS only or will also be shared with other infrastructures?

- Any Airport SM fiber will be utilized for other infrastructure, as needed. Fiber installed by proposer for the DAS shall be primarily reserved for DAS use, however the Airport reserves the right to utilize fiber strands for Airport projects, as needed, and in coordination with proposers.

Q 22. DAS Antennas are passive devices and do not require independent power supplies for each antenna. Can this requirement be removed as it does not apply?

- If DAS Antennas are passive and do not require independent power supplies, then this requirement does not apply and may be removed.

Q 23. Commercial carrier frequencies low end stop at 600MHz (T-Mobile). Antenna support below this frequency may not be supported and/or not available. Can this requirement be removed and replaced with 600MHz to 6GHz as industry accepted standards?

- Yes, intent of system/RFP is to provision a solution which accommodates all frequencies required for commercial cell carrier operation. If proposers feel a solution which has this frequency range is the best value for GRR, then it is an acceptable frequency range.

Q 24. Its our believe that UFH is currently being used for 2 way communication and notice the frequency range requirement of the antenna requirement to go down to 380MHz. Please confirm if there is a requirement to host UHF on the DAS passive infrastructure?

- There is no intent at this time to support this frequency band on the DAS.

Q 25. If UHF is required to support, can the uplink and down link frequencies be provided to ensure design coverage.

- Please see Q 24

Q 26. Technical requirements ask for solution to also support public safety in 700/800 range. Please confirm.

- Correct, Public Safety radio at 800 MHz is being deployed across Michigan through the Michigan Public Safety Communication System (MPSCS), under a separate statewide contract. It is unknown at this time if the statewide system will utilize the NH-DAS, or if they will provide their own infrastructure. The solution proposed must be technically capable of supporting 700/800 MHz radio, however there is no scope related to its implementation at this time.