



PURCHASING

July 8, 2026

MEMO TO: Prospective Bidders

FROM: Kimberly Toon, Purchasing Manager

SUBJECT: **Addendum #3:** Gate 4 Passenger Boarding Bridge Replacement Project

DUE DATE AND TIME: **JULY 16, 2026; 2:00 p.m.**

1. The Bid Documents are hereby modified by this Addendum #3 dated July 8, 2026. To include the following:
 - a. **Page 7 of the Invitation to Bid – Estimated Contract Duration shall be changed from 180 calendar days to 360 calendar days. Estimated Construction Completion shall be changed from February 2027 to August 2027.**
 - b. **Attached hereto to this Addendum, images of the existing disconnects, PCAir and GPU for reference only. Actual existing conditions to be field verified by the successful bidder.**
2. The foregoing changes shall be incorporated in the Bid Documents, and a copy of the Addendum #3, signed by the Bidder, must accompany the Bid to indicate the Bidder's familiarity with the changes.

BIDDER'S QUESTIONS:

1. *Will bids based on Fully Renewed PBBs be considered for the project?
(Fully Renewed to mean: meets stated new equipment specifications; meets all applicable requirements of FAA Advisory Circular (AC) 150/5220-21C (latest version); is compliant to specified standards, and is documented to have all OEM service bulletins and notices addressed.)
(The Fully Renewed PBB from A-Bridge is NOT simply a refurbished PBB – it is the or-equal equivalent of a new-build PBB. Only the heavy steel structure of the PBB is reused – and that is itself renewed, after receiving a complete structural inspection and resulting PE stamped report/approval. Absolutely everything else is 100% new, and the PBB carries a full factory warranty, and has the same service life (not to mention appearance and function) as a new-build PBB. The advantage is significantly less cost, a shorter lead time, and a massive sustainability benefit as a bonus. They are fully grant eligible, and we have provided them on many FAA grant (and state grant) funded projects.)*

- a. **“Fully renewed PBB’s” as described in the question will not be accepted for this project.**
2. *Will a Jetway corrugated steel three tunnel PBB be accepted for the project?*
 - a. **Provided the PBB meets the requirements of the technical specification, yes.**
3. *It is noted that an A3-58/110 model PBB is currently installed at Gate 4, and it appears the gate layout/apron markings are not changing. Given that – would an A3-58/110 model PBB be considered for the project? If not, would an A3-68/141 model PBB be accepted?*
 - a. **The existing PBB does not support the fleet mix that the recently repainted pavement markings are set for. Provide a bridge that meets the required fleet mix as indicated in the drawings.**
4. *Will bi-fold saloon doors, instead of the states roll up doors be acceptable for the project?*
 - a. **Door is to be roll up per the technical specifications.**
5. *Will electro-mechanical lift columns be acceptable for the project?*
 - a. **Electromechanical lift columns will be acceptable.**
6. *Will the use of plank ceilings be acceptable for the project?*
 - a. **No, please follow the technical specifications for ceiling type.**
7. *If we get a bid at 1:45 PM by mail on the final day of bid acceptance, it will be difficult to get the bid to the airport by the 2 PM deadline. Should there be a different deadline for bids received by mail?*
 - a. **It is the responsibility of the bidder to ensure bids are delivered prior to the stated deadline. Bids may be delivered any time prior to the deadline to ensure enough time is factored in for any mail delays.**
8. *The plans do not indicate a bag slide to be included in the scope of the project. Will a bag slide be included in the project?*
 - a. **Contractor shall supply a gate check baggage slide mounted to the PBB landing and service stairs. Basis of design shall be NOVA slide or approved equal based on the following description. The bag slide shall be galvanized steel frame with a stainless steel tough and hardware. It shall have a fiberglass or PVC tub and a rubber bumper at the end of the slide. The bag slide shall be the full length of the service stairs and shall include all necessary supports under the service landing and at the bottom of the service stairs. The handrail at the outer edge of the service stair platform shall be equipped with a baggage transfer opening to**

be coordinated for use with the bag slide. The stair wheels shall be designed to accommodate the additional weight of the bag slide.

9. *Are there electrical disconnects on the face of the terminal as well as the passenger boarding bridge?*

a. Yes to both, as identified in the demolition plan EXH-3.

10. *After reviewing the specification, we have concerns that several requirements appear to be written around a specific manufacturer's design and product offering.*

As currently written, the specification limits competition and restricts participation from qualified manufacturers capable of meeting the airport's operational, safety, and performance objectives. While we support performance-based requirements that ensure a reliable, high-quality solution, several provisions appear to prescribe a specific design approach rather than define the desired outcome.

As a result, qualified manufacturers may be unable to submit a compliant proposal—not because they cannot meet the airport's needs, but because the specification favors a particular product configuration or supplier.

We believe the airport's interests are best served by encouraging fair and open competition among qualified manufacturers, which can promote innovation, competitive pricing, and a broader range of technical solutions while still meeting all operational requirements.

We respectfully request that the specification be reviewed and revised, where appropriate, to focus on functional and performance criteria rather than specific design characteristics. This would support a fair procurement process and allow the airport to evaluate multiple qualified solutions on their merits.

We ask that you please clarify if a bid will be accepted based on the Oshkosh AeroTech standard specifications.

a. The specifications were developed to support the airport's specific operational, maintenance, safety, and long-term performance objectives. The "or equal" provision allows consideration of alternative manufacturers and products; however, any proposed alternative must demonstrate that it meets all applicable functional, operational, performance, and technical requirements established by the Airport. The Airport does not intend to revise the specifications solely to accommodate a manufacturer's standard product offering.

11. *Due to current production demand and existing manufacturing commitments for Jetway passenger boarding bridge systems, Oshkosh AeroTech is currently experiencing an estimated lead time of approximately twenty-four (24) months from receipt of a fully executed contract.*

Based on current manufacturing schedules and supply chain commitments, delivery and installation of the passenger boarding bridges would be anticipated to begin in mid-2028.

Please confirm acceptance of a project schedule consistent with the current estimated lead time for passenger boarding bridge delivery and installation.

a. Unfortunately, the lead time stated does not align with the airport's required timeline for installation and operational readiness of the PBB. To offer more

flexibility, the “Estimated Contract Duration” as listed in the Invitation to Bid shall be increased to 360 calendar days with the Estimated Construction Completion to be August 2027.

12. Please confirm that all PBBs and ancillary equipment are to be supplied in new condition or if refurbished/renewed equipment will be accepted for this project.

a. New condition. Refurbished/renewed equipment will not be acceptable.

13. Is there an interest in adding an autonomous drive feature for the bridge?

a. Autonomous drive shall not be included for this PBB.

14. Please confirm whether the city considers a Passenger Boarding Bridge (PBB) and its associated equipment as exempt from North Carolina sales and use taxes.

a. The passenger boarding bridge is not tax-exempt.

15. We will provide tow lugs, per your request. Please confirm if a Tow Bar is also required.

a. A Tow Bar is not required.

16. Our standard lighting arrangement has our light fixture mounted perpendicular to the tunnel centerline. Our lighting arrangement will provide an equal or greater amount of light in the tunnel than is being requested. We kindly ask that you approve of our standard tunnel lighting arrangement.

a. Light fixtures as proposed would not meet the requirements as outlined in the technical specifications and will not be accepted.

17. Could you confirm the Output Power Rating: Nominal rating 90 kVA at 0.8 power factor. Unit shall be capable of operating between 0.0 pf to unity power factor at rated KVA.

a. Confirmed. 400 Hz Power rating is 90 kVA at 0.8 power factor.

18. Could you clarify if the unit scope is to be a 28VDC unit only, or a combi 400Hz/28 VDC unit?

a. Combi 400Hz/28 VDC unit is intended.

19. What are the walkway's currently installed sizes?

a. 90 kVA existing 400 Hz unit capacity, 30 ton existing PCA capacity.

20. *Is there a contact at the airport that could escort an electrical contractor to look at Gate B4?*
a. No site visits will be conducted at this time. Base bid off information provided in the bid documents and subsequent addenda.
21. *Reference: Specification Section 34 77 37, 2.14.F.1, The specification identifies a combination GPU with dimensions of approximately 72" W x 29" D x 28" H 1,400 -1,700 LBS. The proposed Twist Aero GPU090480CH dimensions are 60" W x 54" L x 24" H 2,200 lbs. May the proposed GPU dimensions be considered acceptable?*
a. The proposed dimensions do not meet the requirements of the technical specification and will not be accepted.
22. *Could you please provide the existing breaker sizes at the disconnect panel? The photos shown on Drawing EXH-3 are not clear enough to accurately identify the breaker ratings.*
a. See included with this addenda larger images of the existing disconnects. Contractor to field verify existing breaker sizes at the disconnect panel.
23. *Oshkosh Aerotech is currently experiencing extended production lead times due to strong demand for Jetway Passenger Boarding Bridges and existing manufacturing commitments. Based on our current production schedule, delivery and installation of new Passenger Boarding Bridges within the originally proposed timeframe would not be achievable. Current lead times for new Passenger Boarding Bridges are approximately 24 months from receipt of a signed contract. We understand that the project schedule will be reviewed and coordinated with the successful bidder and look forward to working with the Owner and Engineer to develop a mutually acceptable project schedule.*
a. Unfortunately, the lead time stated does not align with the airport's required timeline for installation and operational readiness of the PBB. To offer more flexibility, the "Estimated Contract Duration" as listed in the Invitation to Bid shall be increased to 360 calendar days with the Estimated Construction Completion to be August 2027.
24. *As this spec is based on our competitor, can you please confirm if we are to quote a corrugated with cladding bridge, or our standard corrugated only design?*
a. As stated in the technical specifications, corrugated panels are not allowed.
25. *Please provide the rotunda floor elevation relative to the apron grade for each existing passenger boarding bridge. This information is required to verify compatibility with the proposed bridge configuration.*
a. This will need to be field verified prior to bridge production.
26. *Does the PCAir unit need to be mounted to the roof?*
a. No, it just needs to be mounted to the PBB. Under the bridge is also acceptable.

27. *The specified TK bridge model appears to be approximately 24.5 feet longer than the existing A3-58/110 passenger boarding bridge configuration. Please confirm that the increased bridge length is intentional and provide the operational basis for this requirement. Additionally, please confirm whether any changes are planned to the aircraft lead-in lines, stop-bar locations, or aircraft parking positions that would necessitate the longer bridge configuration. If the increased bridge length is required, please provide any available information regarding the existing foundation capacity and whether the existing foundation has been evaluated for the additional loads associated with the longer bridge.*
- a. The existing bridge is not long enough to serve the required fleet mix. The longer bridge is required to meet this requirement. As-builts of the existing foundations are not available. It is the responsibility of the contractor to evaluate existing conditions and perform non-destructive testing and anchor bolt pull tests to determine final use of existing foundations.**
28. *Can you please specify if we are to provide any pavement markings?*
- a. No, the pavement markings should not need to be replaced.**
29. *Our standard corridor design provides a minimum clear width of 4'-4.5" and meets or exceeds all functional and operational requirements of the passenger boarding bridge. The proposed width differs from the specified 4'-6" by 1.5 inches only and does not impact passenger circulation, accessibility, safety, or bridge operation. Please confirm acceptance of our standard corridor design for this project.*
- a. Clear width shall be as indicated in the technical specifications.**
30. *Our cab design incorporates a forward-facing control console positioned to provide the operator with a clear view of the aircraft interface while allowing all bridge operations to be performed without opening the weather doors. Operator visibility is provided through the front window, side windows, weather door windows, service door vision panel, and vision panels incorporated into the cab side-coiling curtains. While the window dimensions differ from those specified, the cab configuration provides the operator with the visibility necessary for safe and effective bridge positioning, docking, and operation. Please confirm acceptance of our standard cab visibility configuration as an equivalent alternative.*
- a. Windows are to be provided as indicated in the technical specifications.**
31. *Our standard cab configuration utilizes double inward-swinging weather doors in lieu of an electric roll-up door. The double-door design provides secure access control, effective protection from adverse weather conditions, and allows bridge operations to be conducted without opening the weather doors. This weather door system eliminates the motors, controls, drive components, and additional maintenance requirements associated with powered roll-up doors, resulting in*

improved reliability and reduced lifecycle maintenance while maintaining the intended operational functionality of the specification. Please confirm acceptance of our standard double inward-swinging weather door configuration as an equivalent alternative to the specified electric roll-up door.

- a. Swinging weather doors are not acceptable. Provide roll up door as indicated in the technical specifications.**

32. *The specification defines various control, status indication, and operator interface requirements for the passenger boarding bridge control console.*

Our standard Passenger Boarding Bridge control system utilizes an integrated PLC and HMI touchscreen interface that provides these functions through a combination of dedicated physical controls, touchscreen controls, visual status indications, alarms, and diagnostic displays. While the method of presentation may differ from the specified arrangement of individual pushbuttons, switches, indicator lamps, and standalone displays, the required operational functionality, status indication, warnings, and operator information are provided. Please confirm acceptance of the Oshkosh Aerotech standard control console and HMI-based operator interface configuration as an acceptable alternative to the specified arrangement of dedicated controls and indicators.

- a. The control, status indication, and operator interface features as described in this RFI would not meet the requirements of the technical specifications and will not be accepted.**

33. *Our standard passenger boarding bridge utilizes an electromechanical vertical drive system rather than a hydraulic lift system. The electromechanical design provides the required vertical motion and service accessibility while eliminating hydraulic fluid, associated leak potential, hydraulic hoses, pumps, reservoirs, and related maintenance requirements. Please confirm acceptance of our electromechanical vertical drive system as an acceptable alternative to the specified hydraulic lift system.*

- a. Electromechanical lift system is acceptable.**

34. *Our standard passenger boarding bridge utilizes an aluminum plank-type ceiling system with a baked-on enamel finish. This ceiling system provides a durable, corrosion-resistant, and aesthetically finished interior surface while allowing individual ceiling panels to be removed for maintenance access when required. Please confirm acceptance of our standard aluminum plank ceiling system as an acceptable alternative to the specified continuous coil-coated painted galvanized sheet ceiling.*

- a. Provide ceiling as indicated in the technical specifications. Plank type is not acceptable.**

35. *Our standard passenger boarding bridge utilizes floor-to-ceiling Thermally Fused Laminate (TFL) wall panels supported by anodized aluminum trim. This wall system provides a durable, aesthetically finished interior surface and allows individual panels to be removed for*

maintenance access without requiring removal of an entire wall section. Please confirm acceptance of our standard TFL wall panel system as an acceptable alternative to the specified coil-coated galvanized wall panels.

- a. Provide wall panels as indicated in the technical specifications. TFL wall panels is not acceptable.**

36. *Our standard corrugated tunnel design incorporates insulation within the outward-facing wall cavities and includes a 1-inch fire-resistant fiberglass insulated ceiling system. Due to the geometry of the corrugated tunnel construction, continuous insulation coverage throughout all wall cavities is not achievable. Additionally, we do not insulate tunnel floor sections, as floor insulation can trap moisture and accelerate corrosion, reducing the long-term service life of the boarding bridge.*

The Oshkosh Aerotech corrugated tunnel design has been successfully utilized throughout the industry for decades and provides a proven balance of structural performance, durability, maintainability, and thermal performance. Please confirm acceptance of our standard tunnel insulation configuration in lieu of full wall, ceiling, and floor insulation coverage.

- a. The standard tunnel insulation as described in the RFI does not meet the requirements of the technical specifications and would not be acceptable.**

37. *Our proposed GPU meets the specified overload requirements of 125% for 10 minutes, 200% for 10 seconds, and 250% for 1 second. The proposed GPU is capable of supplying 150% overload for 30 seconds rather than the specified 90 seconds. Please confirm acceptance of the Oshkosh Aerotech GPU overload capability as an acceptable alternative to the specified 150% overload duration requirement.*

- a. The proposed GPU overload durations are acceptable.**

38. *Oshkosh Aerotech's standard GPU control system utilizes an integrated graphical HMI interface that provides operating data, fault indications, alarms, event history, diagnostics, and status monitoring through a consolidated display rather than through a two-line text display and multiple dedicated indicator lamps. The required operational information, fault reporting, and monitoring functions remain available to the operator and maintenance personnel. Please confirm acceptance of the Oshkosh Aerotech HMI-based monitoring and diagnostic interface as an acceptable alternative to the specified LCD, keypad, and discrete indicator lamp arrangement.*

- a. The proposed GPU control system interface does not meet the specification requirements and would not be acceptable.**

39. *Oshkosh Aerotech's standard enclosure is a NEMA 3R-rated outdoor enclosure designed for airport operating environments and corrosion protection. Please confirm acceptance of the Oshkosh Aerotech standard enclosure configuration in lieu of the specified material qualification requirements.*

- a. **A NEMA 3R enclosure is what is required for the GPU cabinet. As such, the proposed cabinet would be acceptable so long as it is IP54 certified. This is not acceptable for any electrical enclosure which requires NEMA 4X ratings.**

40. *The aircraft mix identified in the specification includes aircraft ranging from regional jets through Airbus A321 aircraft. Please confirm the design aircraft and PCA sizing basis for each gate, and whether a 30-ton PCA unit meeting the specified 180 lb/min airflow requirement is acceptable for all gates included in this project.*

- a. **The design aircraft for use of the gate are listed on sheet EXH-2. The PCA unit shall be sized as noted in Spec Section 34 77 80 to maintain 75 deg. F. in the largest aircraft. Basis of design information indicates that 180 lb/min airflow meets this requirement.**

41. *Oshkosh Aerotech's proposed PCA unit utilizes R-454B refrigerant. Please confirm acceptance of R-454B as an acceptable alternative refrigerant for this project.*

- a. **Acceptable refrigerants are listed under paragraph 3.1.A. R-454B is not acceptable.**

42. *Please provide the location, mounting arrangement, manufacturer, model, and any available drawings or photographs of the existing hose basket assemblies at each gate. This information is required to verify compatibility and develop the duct routing, transition arrangement, and interface between the PCA unit and the existing hose basket system.*

- a. **Provide new hose basket meeting these specifications:**

The PCA unit shall be equipped with an independent hose storage basket that is mounted directly to the aircraft side of the passenger boarding bridge and shall be either ground supported on rollers or bridge supported.

The basket shall be located such that it and/or the air hoses, whether in use or being stored, do not interfere with or limit the full operating range of the passenger boarding bridge.

The basket shall be fabricated from a minimum of 1-1/2 inch steel tubing.

The basket shall be equipped with four swivel casters permitting movement with the bridge.

The basket shall be adequately sized to accommodate all hoses and connectors when not in use.

The basket shall be designed in such a manner that the bottom of the hose storage area is an open design allowing rain, snow, trash, etc. to pass through.

The hose basket shall be designed in such a manner that ramp personnel shall not have to lift the air hose more than 1-1/2" from the ground.

43. *The specification states that the existing hose basket at each passenger boarding bridge shall remain in place and be utilized for PCA hose storage. Please provide the manufacturer, model, and any available drawings or photographs of the existing hose basket assemblies. This information is required to verify compatibility with the proposed PCA system and confirm interface and mounting requirements. In the absence of this information, compatibility with the existing hose basket assemblies cannot be confirmed until a site inspection is completed.*
- a. There is no existing hose basket to reuse. Instead, please provide new hose basket per the response to Question 42 in this addendum.**
44. *The specification requires PCA hose assemblies sized for the proposed fleet mix and compatible with existing hose equipment at the installation locations. Please provide the manufacturer, model, dimensions, and any available drawings or photographs of the existing hose baskets, hose assemblies, and related hose management equipment at each gate. In addition, please clarify whether extension hoses are required to service the specified aircraft fleet mix and Bridge Pre-Cool operation. This information is required to verify hose length requirements, compatibility with existing equipment, hose basket capacity, and the proposed PCA hose interface arrangement.*
- a. Bidder shall provide all new hose assemblies and hose baskets that meet the proposed fleet mix. It is the bidder's responsibility to coordinate the required hose length to meet the specified fleet mix based on where the PCAIR will be mounted on the bridge.**
45. *Our standard PCA control system is designed to continue operating in the event of an aircraft cabin temperature sensor failure and therefore does not require a dedicated sensor bypass switch. The system maintains PCA operation while providing appropriate fault indication and diagnostic information to the operator. Please confirm acceptance of our standard control configuration in lieu of the specified aircraft temperature probe bypass switch.*
- a. Dedicated sensor bypass switch is required.**
46. *Oshkosh Aerotech proposes the use of high-visibility black and yellow reflective hazard striping in conjunction with protective corner bumpers to identify low-clearance areas and provide personnel protection. Please confirm acceptance of the Oshkosh Aerotech low-head-height protection configuration as an acceptable alternative to the specified reflective marking strips and protective padding.*
- a. This does not meet the requirements in the technical specification and will not be acceptable.**
47. *Please confirm whether the 8-hour continuous burn-in test is a specific acceptance requirement for this project, or if the manufacturer's standard factory testing and quality assurance procedures are acceptable.*

a. The 8-hour burn-in test is required.

48. *Strike Articles 2.2 & 2.3 of the General Construction Contract and replace with the following: Contractor's indemnity obligations under this Contract will be limited to the extent that any loss or damages was caused by the Contractor its employees, agents, subcontractors, or affiliates. Contractor will not be liable in contract or in tort (negligence or strict liability), directly or under any indemnity or otherwise, for lost profits or for any indirect, special, incidental, or consequential damages, arising out of or related to this contract, including but not limited to, loss of use, or business interruption. Notwithstanding anything to the contrary elsewhere herein, in no event shall Contractor's total aggregate liability under this contract exceed the contract value.*

- a. The Draft Construction Contract is provided for reference purposes only. Any requested modifications should be submitted after bid award during the 10-day period designated for execution of contract documents. At that time, please provide a redlined version of the contract identifying all proposed changes for legal review. Please note that submission of proposed revisions does not guarantee their acceptance.**

49. *Strike the Owner's and Contractor's Protective Liability requirement in Article 4 of the Contract Requirements.*

- a. The Draft Construction Contract is provided for reference purposes only. Any requested modifications should be submitted after bid award during the 10-day period designated for execution of contract documents. At that time, please provide a redlined version of the contract identifying all proposed changes for legal review. Please note that submission of proposed revisions does not guarantee their acceptance.**

50. *Strike the Contractual Liability requirement in Article 4 of the GCC.*

- a. The Draft Construction Contract is provided for reference purposes only. Any requested modifications should be submitted after bid award during the 10-day period designated for execution of contract documents. At that time, please provide a redlined version of the contract identifying all proposed changes for legal review. Please note that submission of proposed revisions does not guarantee their acceptance.**

51. *The business needs to ask if there is set daily rate for the LD provisions in the RFP – Article 6, Contract Requirements, Inst. to Bidders & GCC – 6.3.*

- a. The Draft Construction Contract is provided for reference purposes only. Any requested modifications should be submitted after bid award during the 10-day period designated for execution of contract documents. At that time, please provide a redlined version of the contract identifying all proposed changes for**

legal review. Please note that submission of proposed revisions does not guarantee their acceptance.

52. *Please clarify the correct project number for this contract. The cover page and checklist note COF1517008 but the Special Provisions on Page 7 reference COF1517005. Which number should be utilized on the formal Bid Bond and outer mailing envelope?*
- a. COF1517008.**
53. *Given that the SDBE, HUB, and Federal DBE contract goals are explicitly set at 0% for this solicitation due to current regulatory suspensions, please clarify if the City's 40% aspirational local spending target will carry any weight during bid evaluation, or if the contract will be awarded strictly to the lowest responsive and responsible bidder?*
- a. No, the City's 40% aspirational local spending target will not carry any weight during bid evaluation.**
54. *The Tax Notice on Page 9 states that bid prices shall 'EXCLUDE North Carolina sales and use tax on materials. However, the bid breakdown table includes a specific line item for 'Item 5: NC Sales Tax (on materials Only). Please clarify if bidders should input a \$0.00 value for Item 5, or if we are required to calculate and state the tax amount there despite the exemption language.*
- a. NC Sales Tax on Materials must be included.**
55. *Does the electrical conversion and demolition scope require the contractor to disconnect and isolate terminal side power feeds internally, or will the City provide designated lock out/tag out isolation points at the terminal wall interface prior to demolition?*
- a. Contractor will need to provide means to disconnect or lockout/tagout the terminal side power feeds as needed to be able to perform and complete the work for disconnection and reconnection of power.**
56. *Does the contractor's scope of work include the layout, painting, and restoration of aircraft lead-in lines, nose wheel stop bars, and safety envelope striping for Gate 4? If the new boarding bridge footprint or wheel path varies from the existing unit, is the contractor responsible for erasing/blacking out the old markings and applying new striping?*
- a. No, there are no modifications to the existing striping included in the scope of this project.**
57. *Sheet EXH-3 shows an existing, weathered exterior safety switch at the terminal building face. Please confirm that the contractor is required to completely remove this existing switch and furnish/install a new NEMA 4X stainless steel fused disconnect switch at this location. Additionally, please clarify if the contractor's scope begins at the load side of this new disconnect, or if we are responsible for pulling new feeder conductors back to the interior terminal distribution panel.*
- a. Yes, this disconnect is to be replaced. Contractor is not responsible for new feeder conductors back to the distribution panel as long as the new PBB power requirements do not exceed those of the existing installation. If new power requirements exceed those of the existing installation, contractor shall provide new feeders, conduit, and circuit breaker at the distribution panel as required to support the new equipment.**

58. *A dedicated electrical one-line diagram was not located within the bidding documents. Can the City provide the specific electrical characteristics (Amperage, Voltage, Phase, and Short Circuit Current Rating) required for the new NEMA 4X disconnect and the boarding bridge power feed? Since the new bridge procurement includes an integrated 90 kVA 400Hz GPU and a PCA system, please confirm if these components are powered directly from this same disconnect or if separate, dedicated circuits must be provided from the terminal?*

- a. It is anticipated that the new power requirements of the bridge, 400 Hz GPU and PCA will not exceed the existing capacities. Ratings and electrical characteristics of the new disconnect switches must be based on the manufacturer ratings of the new equipment. Currently it is believed that the existing items (PBB, GPU and PCU) are fed via independent circuits and the intention is not to change that configuration.**

Bidder Acknowledgement:

Bidder Name (Print): _____

Bidder Signature: _____

Date of Signature: _____





JETWAY B1



SQUARE D

**HEAVY DUTY
SAFETY SWITCH**
**INTERRUPTOR DE
SEGURIDAD DE
SERVICIO PESADO**

60 A
600 Vac / V~ 600 Vdc / V—



⚠ DANGER / PELIGRO

**WARNING: DANGER OF ELECTRIC SHOCK, BURN OR EXPLOSION.
PELIGRO: PELIGRO DE DESCARGA ELECTRICA, QUEMADURAS O
EXPLOSION.**

• Never operate with door
open. Alert door stopped.

• Turn off switch before removing or
installing fuses or making electrical
connections.

• Always use properly rated
voltage rating when at all times
and make sure it is to a main
switch or off.

• Turn on power only when
necessary.

• Nunca opere sin cerrar el interruptor
de la puerta. Mantenga la
puerta siempre cerrada.

• Desconecte siempre el interruptor
de la energía antes de hacer
conexiones eléctricas.

• Siempre asegure que el interruptor
está correctamente instalado en
un punto seguro y asegure que
está bien conectado a la carga.
Nunca conecte la carga.

Heavy Duty Safety Switch

Type 3R Enclosure

600 V.A.C.

Cat. No. RHDN361

30 Amp.

Max. H.P.

Volts

Phase

Std. H.P.

480 A.C.

3

5

15

600 A.C.

3

7-1/2

20



Westinghouse

Heavy Duty Safety Switch

Cat. RHFN362

Amp 60

Volts

Std. HP

Max. HP

600AC

15-3 ϕ

50-3 ϕ

480AC

15-3 ϕ

30-3 ϕ

Danger: Hazardous electrical equipment.
burn. See instructions inside cover.





SQUARE D®

HEAVY DUTY SAFETY SWITCH INTERRUPTOR DE SEGURIDAD DE SERVICIO PESADO

100 A
600 Vac / V~ 600 Vdc / V-



⚠ DANGER / PELIGRO

HAZARD OF ELECTRIC SHOCK, EXPLOSION, OR ARC FLASH
PELIGRO DE DESCARGA ELÉCTRICA, EXPLOSIÓN O
DESTELLO POR ARQUEO

- Apply appropriate personal protective equipment (PPE) and follow safe electrical work practices. See NFPA 70E.
- This equipment must only be installed and serviced by qualified electrical personnel.
- Never operate energized switch with door open. Keep door fastened.
- Turn off switch before removing or installing fuses or making load side connections.
- Always use a properly rated voltage sensing device at all line and load fuse clips to confirm switch is off.
- Turn off power supplying switch before doing any other work on or inside switch.
- Do not use renewable link fuses in fused switches.

Failure to follow these instructions will result in death or serious injury.
To lock out switch, place padlock through latch in top plate and above handle.

49076-001-02

- Utilice equipo de protección personal (EPP) apropiado y siga las prácticas de seguridad eléctrica establecidas por su Compañía (consulte la norma NFPA 70E).
- Solamente el personal eléctrico especializado deberá instalar y prestar servicio de mantenimiento a este equipo.
- Nunca haga funcionar el interruptor con la puerta abierta cuando esté energizado. Mantenga la puerta asegurada.
- Desenergice el interruptor antes de extraer o instalar fusibles o de hacer conexiones en el lado de carga.
- Siempre utilice un dispositivo de tensión nominal adecuado en los clips para fusibles de los lados de carga y línea para confirmar la desenergización del interruptor.
- Desenergice el interruptor antes de realizar cualquier otro trabajo en el interruptor.
- No utilice fusibles de cinta removibles en los interruptores de fusibles.

El incumplimiento de estas precauciones podrá causar la muerte o lesiones serias.
Para bloquear el interruptor, la llave del cerrojo debe pasar por el agujero en la placa de identificación y por encima de la manija.