



YMM QTA RFP Addendum Number 1. October 25, 2023

1. Correction to Appendix A shown below and underlined.

Schematic Design

A conceptual design is to be provided as part of the RFP documents. The schematic design shall at a minimum include the following information:

2. Extension to Closing Date:

The Closing date is extended to **November 1, 2023 at 1500h (3:00 pm)**.

3. Answers to questions submitted as of October 25, 2023:

1. In the high level project schedule provided, several milestones described in Appendix A are omitted. Should these be included in the deliverables of the project?

A1. The high level milestones provide a framework for the project. Specific deliverables are described in Appendix A.

2. What is the desired review timeframe by the FMAA and stakeholders after a submission?

A2. It is anticipated that that the FMAA will need no more than 10 working days for each review. Any potential extended periods will be communicated with the proponent.

3. Is any support required from the Consultant during the construction period? If so, what is the scope of this work?

A3. Consultant Engineering Construction support will be a separate contract. The design engineering incumbent will be eligible to bid.

4. The RFP states under fuel storage and dispenser systems, that dispenser and tanks are by others. What is the intended design separation point? Is the proponent expected to complete the fuel piping design or will the proponent be expected to coordinate with a 3rd party design consultant? Please provide more details on the equipment supplier coordination efforts with the proponent.

A4. Piping, tank(s), dispenser(s) and controls by others. The design engineer is responsible for road access, pad location and structure, fuel transfer area containment, storm water and Oil water separator, area lighting and electrical and communication supply to pad area.



5. Does the FMAA have any requirements for an Environmental Impact Assessment to meet the requirements of Transport Canada or the Impact Assessment Agency of Canada?
- A5. None that the FMAA is aware of.
6. Is an overall construction cost estimate required as a deliverable? If so, at what stage(s) and to what level of accuracy?
- A6. A Class B estimate will be needed at the 100% design stage.
7. In the Project Criteria, a development permit is mentioned, please confirm that this is required on this project.
- A7. Development permit is noted to provide design and planning context. It is not intended that the application for a permit would be part of the project deliverables.
8. Will this project require the proponent to support the re-zoning process? What is the jurisdiction having authority over this area?
- A8. The project site is currently zoned for the proposed activity and building.
9. Please confirm if deep and shallow utilities (Communications, power, sanitary, storm, gas and water) are available at the construction area boundary and if not, how are the connections envisioned?
- A9. Communication, power, gas, sanitary, storm and water are all available within 30m of the site boundary to the north.
10. We interpret “telecommunications” as referring to ISPs providing TV, telephone and internet services. Can the client clarify how many ISPs to consider as stakeholders?
- A10. Telus and Rogers/Shaw both have telecommunications infrastructure terminated in the terminal building.
11. RFP mentions the scope of CCTV and access control which implies that IP backbone network should be part of the design but would prefer that the client confirms and specifies the IP backbone scope to better estimate the effort.
- A11. Conduit sizing and placement will be part of the design phase. Specification of cabling type will be determined during design phase.
12. Access Control System and CCTV system are to be integrated into the existing airport systems. Can the client clarify if the intent is to deliver stand-alone and dedicated system at this new site and use ISP connectivity to integrate at the head-end software level, or is the intent to physically expand the existing systems to reach the new site? Also, what is the client/contractor scope split for integration into existing systems?



A12. Conduit sizing and placement will be part of the design phase. Current systems are scalable and the design/specification documents can identify location and number of control nodes and cameras.

13. "Gates" are mentioned as part of the scope but there is no functional description. Can the client confirm this refers to motorized access gates that are activated by the Access Control System?

A13. Gates refers to vehicle and pedestrian gates in perimeter fencing and parking barrier gates in parking lots and for site access control.

14. Since the ask is for Access Control, and CCTV seems to imply video surveillance functions only, can the client confirm there is no need for intrusion detection?

A14. Intrusion detection is not required.