

**PROCUREMENT DEPARTMENT**  
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Philadelphia, PA 19102-1685  
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# CITY OF PHILADELPHIA

Janet Hagan  
Acting Procurement Commissioner

November 13, 2007

**BID NUMBER:** S8VT3440  
**TITLE:** Towed Runway Friction Tester  
**DEPARTMENT:** Commerce-Aviation  
**DATE TO OPEN:** November 20, 2007 @ 10:30 AM

## ADDENDUM # 1

### **TO ALL BIDDERS:**

**You are hereby notified of the following changes to the above mentioned bid:**

#### **Question #1**

Are the funds used for this purchase from a federal grant?

Federal AIP funding grant assurances specifically state the bid specifications can not be “product specific” as are the PHL bid documents posted are to purchase of a Douglas Mu-Meter Mk6 (UK product). In addition, the grant assurances also stipulate the requirement to “buy American” when available. If this purchase is from operational funds, disregard this question.

#### ***Answer:***

*Funds used for the purchase of this equipment are not from Federal Grants/ Federal AIP Funding.*

## **Question #2**

Section 2, Para 1, Subparagraph. 2 states, “ self-contained unit designed to traverse...measure the runway..the build up of contaminants such as rubber deposits...” The Authority has proved the option to price the water tank and the friction device separately but states the purchase is to perform testing for rubber deposits. This test can only be performed using a “wet test” as outlined by the FAA AC and can not be performed without a self-wetting system. If the airport’s intent is to perform this test, the option to price a wetting system should be omitted and be required within the purchase price. The NAC device is designed with one platform and includes the wetting system on the trailer platform. The system specified by the Authority requires the water tank to be installed in the back of a truck or towed in tandem of the friction device.

### ***Answer:***

*The Philadelphia International Airport presently has a Runway Friction Tester with a "self wetting system", the new tester that the Airport will be soliciting will be used as a back-up system.*

## **Question #3**

Section 2, Para 1, Subparagraph 3 states, “unit shall utilize an inclined (yawed) wheel principle...” The Douglas Mu-Meter Mk6 is the only device available that uses a side force to measure pavement friction. Currently the FAA is reviewing this type of method of testing as an accurate device to use for testing in compared to a “slip ratio” ASTM approved friction wheel. (FAA AC 150/5320-12C Change 7 for reference).

### ***Answer:***

*As stated in the bid document, bidders must reference and abide by the listed FAA Advisory's and ICAO Standards.*

## **Question #4**

Section 3 which lists components is unnecessary. The FAA list of approved CFME’s for use under FAA AC 150/5320-12C Change 7 is the only requirement of an approved CFME. The Authority limits itself by specifying out dated technology. Using only a cable data collection method limits user ability to trailer the device without a dedicated vehicle. The NAC Dynamic Friction Tester offers both wifi and cable connectivity to the friction data collection device.

### ***Answer:***

*The Airport runway locations and the dead zones limits wifi use, with this in mind, the listed components of the unit is needed for operation at this location.*

**Question #5**

Section 3 A, v (4) Components, references calibration extension cable. The FAA requires the all manufacture to specify the calibration method and frequency. Each manufacture requires different methods of calibration for each device.

**Answer:**

*Reference is made to the answer provided in Question 4 of this Addendum.*

**Question #6**

Under the paragraph for acceptance on page 13, the Authority references the requirement of “500 units deployed and used around the world...” as a measure of acceptance. The FAA, as referenced in the attachment, requires only approved devices for use in performing testing pavement surfaces and not the number of devices sold. This requirement is again product specific for a mu-meter. The UK supplier is only providing the Mu-Meter Mk6 which has been supplied for the past 4-5 years. Prior to this, previous units, Mk5, Mk4, etc have been supplied over a 30 year period with equipment changes. As noted, only approved CFME units are available for use on US airports & airfields and the quantity is not a valid reference to quality.

The Authority should specify product support and response time of replacement parts. We support a 48 hour part replacement, 24 hour technical support, and 72 hour technician support upon customer confirmation and are more supportive of performance. A recent bid from a Florida airport include an options for 3,4,5 year warrantee support and part replacement by the manufacture.

**Answer:**

*Reference is made to the answer provided in Question 3 of this Addendum.*

Please sign, date and return this addendum with your bid to the Procurement Department, 1401 J.F.K Boulevard, Bid Room 170A, Philadelphia, PA 19102-1685 as it now becomes a part of the proposal.

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Buyer, B. Evans

\_\_\_\_\_  
AUTHORIZED SIGNATURE

\_\_\_\_\_  
FIRM NAME (PRINT)

\_\_\_\_\_  
DATE