

## RESPONSE TO RUNWAY WEATHER INFORMATION SYSTEM (RWIS) QUESTIONS

Thank you to those who submitted questions in regards to the MAA's RFP for the Runway Weather Information System. The following document details the questions asked and the airport's response in **RED**.

1. Is the requirement for the airport to utilize the existing Airport Mounting Structure and Box Enclosure or is the requirement to supply all new Airport Mounting Structure and Box Enclosure?

**That is up to the submitter and their ability to fulfill warranty. The current mounting structure is in good stable condition, and the enclosure is in good, albeit weathered condition.**

2. Can you confirm the RPU's are inside the safe zone?

**Yes. Both existing RPU's are inside the safe zone. The west side requires contact with ATC to cross a taxiway but the east side is fully outside of ATC control.**

3. Is the requirement to "Abandon in Place" the existing FP2000 Inpavement Sensors or is the requirement for the existing FP2000 Inpavement sensors to be removed/demo?

**It is the desire of the airport operations department to minimize the impact on the pavement. We'd like to see the cost alternatives between "abandon in place" and demo/re-insert. If existing cable pathways in the runway can be utilized, or grooved on top of existing wire pathway cuts, that would be preferred.**

4. Will demo and installation of Atmospheric and Inpavement sensor work be scheduled as night work/runway closures, or can the work be performed during the day?

**Depends on the area. Atmospheric sensors and RPU stations can be done during daytime without impact to operations. Weather contingent, the smaller runways (5/23 and 13/31) could feasibly be operated during the day. Runway 9/27 is our main runway utilized by Airbus aircraft and its necessity during the summer prohibits its closure during the day, thus requiring night work.**

5. Is the requirement to replace all the existing TYPE V Cabling or just the Cabling from the sensor to the handhold?

We would like to see add-alternate pricing for both options. If the cable is in good functional condition than we are ok with re-using it. However given the 10+ years of weather in the handheld boxes, there is some concern over its integrity. The current cable is reported to be inside of uni-duct so backpull with a new line attached should be marked as alternate pricing.

6. "The specification notes that the vendor must provide a comprehensive system architecture design to ensure full coverage of all airport runways. Given that this project is an upgrade of the existing RWIS network, could you clarify whether the current system is not meeting full coverage requirements? Additionally, have there been recent changes to runway layouts, operational procedures, or coverage expectations that are driving the need for a redesigned architecture? Understanding the rationale behind this requirement will help us better tailor our proposed approach to meet your objectives."

The main purpose of that statement is to get a broad spectrum understanding of today's sensors and system and how they would play a role in the airport's layout. Our biggest challenge lies in efficiently understanding the airport condition, trends, and proactively planning for inclement weather. Part of that lies in aged/failed sensors inhibiting our ability to see the condition of certain areas or weather patterns. However, some challenges do lie in the operation of the current interface as well. Having the ability to automate data using an API to pull real-time/historical conditions, and to configure automatic alerts to notify certain personnel of weather based on defined criteria, would play a large factor in operational decisions that are based on those sensors.