

Chemung County-City of Elmira Purchasing Department

150 Lake St. Po Box 588

Elmira, NY 14901

PH: 607-737-3577 FX: 607-873-1352

ADDENDUM # 3

RFB-2650-INSTALLATION OF NEW PASSENGER BOARDING BRIDGE

Bids Due on April 16,2026 1:45 PM (**UNCHANGED**)

Attached please find responses to additional questions received on pages 2-8 of this addendum.

Please contact the Purchasing Office if you have questions.

Thank you

By:

Tricia Wise, NIGP-CPP, CPPO, CPPB

Date Issued: April 9, 2026

ADDENDUM NO. 03
TO THE
CONTRACT DOCUMENTS

FOR
**INSTALLATION OF NEW PASSENGER BOARDING
BRIDGE**

AT
ELMIRA CORNING REGIONAL AIRPORT
COUNTY OF CHEMUNG

M-J PROJECT NO.: 18965.06
CHEMUNG COUNTY RFB-2650

APRIL 09, 2026

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INSTALLATION OF NEW PASSENGER BOARDING BRIDGE
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INSTALLATION OF NEW PASSENGER BOARDING BRIDGE**

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ADDENDUM No. 03
April 09, 2026

1. INSTRUCTIONS TO ALL HOLDERS OF CONTRACT DOCUMENTS

The following clarifications, corrections, revisions, additions, and/or deletions included in this Addendum, shall be incorporated into the subject Contract Documents as directed herein with immediate effect.

Bidders must acknowledge receipt of this Addendum (including date) on page P-6 of the Proposal Form. Failure of the Bidder to acknowledge this Addendum may result in rejection of the Bid for non-responsiveness.

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2. QUESTIONS RECEIVED

The following questions were received via email. Responses follow each question:

Q1: Due to unprecedented demand and a significant increase in orders for our Jetway systems, Oshkosh Aerotech is currently experiencing an extended production backlog of approximately twenty-four (24) months. Would the Airport consider extending the project execution timeline to Spring 2028 to better align with current manufacturing lead times? This will ensure we deliver the highest-quality product and meet our performance standards.

A1: Project phasing was revised as part of Addendum 2 to account for long/variable equipment lead times.

Q2: The bid documents reference equipment monitoring requirements; however, the level of system functionality is not clearly defined.

Oshkosh offers iOPS (Integrated Operations Platform System), a cloud-based monitoring platform that provides real-time visibility into Passenger Boarding Bridges (PBBs), Ground Power Units (GPUs), and Pre-Conditioned Air (PCA) units. The system supports remote monitoring of equipment status, operating parameters, fault conditions, utilization, and maintenance needs, along with alerts and data analytics to enable proactive maintenance and operational efficiency.

Please confirm whether a system such as iOPS would satisfy the equipment monitoring requirements outlined in the bid documents, or if there are additional or specific monitoring, reporting, or integration requirements that must be addressed.

A2: This product will be subject to a thorough review for general conformance with the design during the shop drawing submission process. The bidder/manufacturer shall note that the materials, products, and equipment described in the Contract Documents establish a standard of required function, dimension, appearance, and quality to be met by any proposed substitutions. In general, a system such as iOPS appears to meet the specifications. It should be noted that all cable and hardware within the PBB or fixed walkway required for the functionality of a monitoring system (including network/data connections) shall be installed during the manufacturing process.

Q3: The specifications reference the provision of new Pre-Conditioned Air (PCA) and Ground Power Unit (GPU) equipment; however, detailed performance and technical requirements for these units are not provided.

Please provide the required specifications for the PCA and GPU units, including but not limited to capacity, electrical requirements, configuration, and any applicable performance criteria, so that compliant equipment can be properly selected and validated.

A3: PCA and GPU unit capacities are listed in specification 149500 paragraph 1.5A. In general, PCA and GPU units shall be of sufficient size and proper configuration to

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support all aircraft listed in the design fleet mix. Basis of design for equipment electrical characteristics is listed in the equipment schedule on sheet E100.2.

Q4: The specifications indicate a requirement for forced air heating and cooling within the Passenger Boarding Bridges (PBBs) and associated walkways. Please confirm whether standard rooftop units (RTUs) would be acceptable for meeting this requirement. If forced air systems are required, please note that accommodating this equipment will necessitate an increase in walkway ceiling heights. Please confirm whether this design impact is acceptable.

A4: Refer to the revised heating and cooling requirements in paragraph 2.14B of specification 149500 issued as part of Addendum 2.

Q5: The bid documents do not appear to include requirements for baggage handling systems. Please confirm whether any baggage handling equipment, such as a bag slide or similar system, is required as part of this project.

A5: Requirements for baggage handling equipment were included in paragraph 2.14C of specification 149500 issued as part of Addendum 2.

Q6: Drawing C-301, Detail 4 appears to provide a general light-duty pavement section and does not define specific foundation requirements for the Passenger Boarding Bridge (PBB) or fixed walkway support locations.

PBB foundation requirements are dependent on equipment loads and may require either: Conventional reinforced concrete foundations with cast-in anchor bolts, or adequately designed concrete slabs supporting spread frames with epoxy anchors.

The appropriate approach will impact design, coordination, and project cost.

Please clarify:

- Is the intent to provide dedicated PBB foundations with cast-in anchor bolts, or to utilize slab-on-grade / spread frame systems with epoxy anchors?
- Who is responsible for final foundation design based on PBB loads (Owner/Engineer vs Contractor)?
- Should bidders include foundation design and installation, or is this by others?

A6: Refer to the revised Structural and Civil/Aviation plans reissued as part of Addendum 2.

Q7: 1.9 Safety Provisions

A. All new components used in the PBB must conform to the latest version of the NFPA and UL requirements, as required.

Question:

The specifications indicate a requirement for UL certification. Oshkosh equipment is certified through ETL, which is a Nationally Recognized Testing Laboratory (NRTL) and provides equivalent testing and compliance to applicable safety standards.

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Please confirm that ETL certification will be accepted as an equivalent to UL for the purposes of this project.

A7: An ETL certification will be considered an acceptable equivalent to a UL certification.

Q8: 2.7 CONTROL STATION

B. Control Console

f. A switch for LED floodlights that illuminate the apron area under the aircraft and drive column undercarriage.

g. A switch to change the cab floor level adjustment from an automatic operation to a manual operation.

Question:

Our current design does not incorporate physical switches for these functions. Instead, both features are controlled digitally through the HMI user interface. The HMI provides equivalent functionality, allowing operators to control the LED floodlights and select between automatic and manual cab floor level adjustment modes.

Could you please confirm if HMI-based controls are acceptable in lieu of dedicated physical switches for these functions?

A8: This product will be subject to a thorough review for general conformance with the design during the shop drawing submission process. The bidder/manufacturer shall note that the materials, products, and equipment described in the Contract Documents establish a standard of required function, dimension, appearance, and quality to be met by any proposed substitutions. Generally, substitution of HMI-based controls for physical switches will be acceptable.

Q9: 2.10 AUTOMATIC LEVELING

D. The auto-leveler circuit shall include a sustained travel timer. The timer limits auto-level, operation to a time, which shall be adjustable from 1.6 to 10 seconds (Contractor shall recommend the setting).

Question:

Our standard implementation utilizes an adjustable timer range of 2 to 10 seconds. This range has been validated based on our design and operational experience. While the variance from the specified minimum is minimal and not expected to impact performance for this application, please confirm that this proposed range is acceptable for this application.

A9: This product will be subject to a thorough review for general conformance with the design during the shop drawing submission process. The bidder/manufacturer shall note that the materials, products, and equipment described in the Contract Documents establish a standard of required function, dimension, appearance, and quality to be met by any proposed substitutions. As it is stated in the specification that the Contractor shall recommend the timer setting, a range of 2 to 10 seconds will be considered acceptable.

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Q10: 2.13 EXTERIOR AND INTERIOR FINISHES

I. The tunnel wall treatment consists of floor to ceiling high-pressure laminate phenolic and melamine plastic panels.

Question:

The specifications call for tunnel wall treatment consisting of floor-to-ceiling high-pressure laminate phenolic and melamine plastic panels. Oshkosh standard construction utilizes Thermally Fused Laminate (TFL) panels, installed floor to ceiling.

Please confirm whether TFL panels are acceptable for this application, or if high-pressure laminate panels are required as specified.”

A10: This product will be subject to a thorough review for general conformance with the design during the shop drawing submission process. The bidder/manufacturer shall note that the materials, products, and equipment described in the Contract Documents establish a standard of required function, dimension, appearance, and quality to be met by any proposed substitutions.