

REQUEST FOR QUALIFICATIONS
PROFESSIONAL AIRPORT PLANNING & DESIGN SERVICES
COMPREHENSIVE DE-ICING OPERATIONS PROGRAM
CONCEPTUAL REDESIGN & ENVIRONMENTAL PHASE - I (Design)
SYRACUSE HANCOCK INTERNATIONAL AIRPORT

SRAA RFQ - 2022-04

Conformed with RFQ Addendum No.1 Revisions Incorporated

The Syracuse Regional Airport Authority (SRAA) in Onondaga County, New York is seeking **Qualification Proposals from Airport Planning & Design Consultants** (Consultant) to determine which Consultant(s) is/are most qualified firm/team to provide professional airport planning & design services for the development of a **Comprehensive De-Icing Operations Program Conceptual Redesign & Environmental Phase - I (Design)** for the Syracuse Hancock International Airport (SYR). SYR is a Commercial Service Airport located approximately 5-miles north of downtown Syracuse, NY situated on approximately 2000 acres..

PROJECT BACKGROUND AND DESCRIPTION

Syracuse Hancock International Airport (SYR) is experiencing significant growth and increase in aviation demand. These increased demands are resulting in challenges requiring a comprehensive approach to planning for future airside operational safety and capacity constraints requiring study on future development scenarios to eliminate the current operational issues.

Airport operations and facilities need to adapt to accommodate the various safety, capacity & logistical issues associated with the increased growth and demand.

The study & design will proceed in a phased approach whereby items identified in the current Airport inventory may or may not lead to further study depending on the feasibility (practical and/or economical) of identified issues. Solutions will require phasing alternatives with clearly defined triggers and should be comprehensive, efficient, flexible, and supported by a financial plan demonstrating cost-efficiency.

The successful respondent will act as the prime Consultant.

Project Description:

The project will involve a comprehensive review of the current de-icing glycol pad recovery & operation to identify and eliminate the current operational restraints, risks, and safety factors to establish best practices, pre-liminary design concepts & final design documents for the rehabilitation of the aircraft deicing pads at Syracuse Hancock International Airport. The three aircraft deicing pads (North, South & West) and the snow melt pad were originally constructed in 1996 and rehabilitated in 2014.

These areas are an intricate part of the airport's comprehensive approach to managing operations during the winter months and operational maintenance. Providing adequate capacity of these areas is critical to maintaining the high level of service required by the airport.

Project Objective:

The project objectives include the examination of recent aviation forecasts, demands, current and future commercial, cargo, GA & military operations inclusive of aircraft size and frequency to establish minimum de-icing operational requirements.

The initial effort is intended to determine solutions to the current safety, congestion and operational issues while producing alternatives in the current layouts & configuration of the de-icing pads in addition to operational solutions to establish best practices, conceptual redesign(s) and or expansion of the current pad(s) layouts and operational approach in providing high quality, safe & efficient de-icing practices at SYR.

Concurrent to the airport de-icing operations program planning efforts, are the Design & Bidding documents to construct approximately 160,000 S.F. Cargo apron expansion and a cargo apron taxiway connector.

Tentative Award & Deliverable Schedule:

RFQ Advertisement – 2/25/2022 – 3/18/2022

RFQ Submission Deadline – 3/18/2022

Consultant Selection NOA – 3/25/2022

Finalize SOW, IFE , Consultant Agreement & NTP – 3/25/2022 – 4/8/2022

Cargo Apron Expansion & Taxiway Connector Design Documents for Bidding – 9/1/2022

Comp. de-icing operations program planning & design Phase I – Draft Report – 11/30/2022

Examples of Current Safety & Operational Issues on the South De-icing Pad include but not limited to:

- Safety concern due to inadequate aircraft clearances between parked aircraft and taxi-lane centerline.
- Poor lighting conditions resulting in limited visibility and safety between aircraft (wing tip clearances) and ground personnel/equipment.
- Congestion of aircraft due to one-way access onto the pad(s), resulting in bottleneck.
- Limited pad capacity (3 spots) to accommodate up to 8 aircraft pushing within 90 minutes on the south terminal (typically 4 push at the same time)
- The existing drainage system, grades effectiveness to capture all the spent ADF (i.e., weather conditions and jet blast).
- De-icing fluid storage current location approximately 1 mile away.
- Clearances from the taxiway ("A") result in de-icing trucks encroaching onto Taxiway to effectively de-ice entire aircraft
- Insufficient Cargo apron & west pad capacity.

Firm SOQ's shall not exceed 25 pages and will be reviewed using the following five (5) criteria & ranking structure.

1. Firm Experience: (5 PTS)

Consultant's experience (overall) in airport de-icing programs and operations and cargo apron airside planning, design & rehabilitation.

2. Qualifications of Proposed Team: (15 PTS) - *Include Team Organizational Chart:*

Qualifications and experience of key personnel and availability for the proposed project.

3. Qualifications of Proposed Sub-Consultant Team: (10 PTS)

Qualifications and experience of sub-consultants regularly engaged by the consultant under consideration.

4. Disadvantaged Business Enterprise (DBE) Contract Goal: (10 PTS)

Identify any sub-consultants the Consultant would/has used, including the consultants planned DBE approach to meet the SRAA's 11.2% DBE utilization goal.

5. The Consultant's proposal: (10 PTS)

Consultants approach to complete the comprehensive operational review to establish best practices and redesign project.

The Planning & Design project will be funded in part by the Syracuse Regional Airport Authority & Federal Aviation Administration (FAA) grants, as part of the Airport Improvement Program (AIP) over consecutive, separate FY2022 & FY2023 Planning & Design grants & future reimbursement requests. Currently the Project(s) Construction Grant(s) are programmed in FY2024. Therefore, the Project shall be conducted in accordance with FAA Advisory Circulars (AC) and other applicable federal, state, and local requirements including but not limited to AC 150/5070-6B (Airport Master Plans), AC 150/5300-13 (Airport Design), AC 150/5300-16 (Aeronautical Surveying), AC 150/5300-17 (Airport Imagery), and AC 150/5300-18 (Geographic Information System (GIS) Standards).

To request and receive the General Airport Layout Plan Project Overview Map, pre-submittal meeting presentation & historical documents Contact Mr. Arjun Nair, SRAA Airport Planner @ naira@syrairport.org;

RFI's shall be directed to Mr. Arjun Nair, SRAA Airport Planner @ naira@syrairport.org; All RFI's must be received by **1:00 p.m., March 11th, 2022.**

RFI's, responses and addendum will be posted to the Syracuse Regional Airport Authorities web page under the Bids/RFP section; <https://syrsraa.com/>

The Authority is only accepting electronic submissions. Proposals are due to Mr. Brian Dorman, Director of Planning and Development by **1:00 p.m., March 18th, 2022.** Proposals must be emailed to dormanb@syrairport.org; and must include the **IFB # 2022-04** in the subject heading.

Proposals will be reviewed, and a selection will be made no later than March 25th, 2022.

H. Jason Terreri, IAP, A.A.E
Executive Director
Syracuse Regional Airport Authority