

RAPID CITY REGIONAL AIRPORT

INTEGRATED TERMINAL TECHNOLOGY PACKAGE

EXISTING SYSTEM TECHNICAL REFERENCE PACKET

Issued to All Proposers Equally

Purpose: This packet provides baseline technical information about the Airport's existing MUFIDS, network infrastructure, construction interfaces, and operating environment equally to all Proposers, consistent with Sections 2.9 and 10.0 of the RFP. It is informational and does not take precedence over the RFP, Draft Agreement, or an Addendum.

1.0 INCUMBENT MUFIDS OVERVIEW

The Airport's current Multi-User Flight Information Display System (MUFIDS) is provided under an agreement with Terminal Systems International, Inc. (TSI), 2210 Hanselman Avenue, Saskatoon, Saskatchewan, Canada, S7L 6A4, executed October 12, 2021, for a term of January 1, 2022 through December 31, 2026.

This information is provided for general reference regarding system scale and configuration only. Proposers should price their Proposals based on current market conditions and the requirements of the RFP.

The current agreement expires December 31, 2026. Proposers shall not assume that any holdover or extension of the incumbent agreement will be available, and shall not rely on one in developing the implementation schedule required by the RFP.

The Airport has not yet made a final determination regarding reuse, return, purchase, or replacement of the 40 incumbent display device controllers. Proposers shall price a complete replacement solution and may separately identify any verified reuse option or credit. The existing 1080p display monitors are intended to remain in service unless expressly stated otherwise.

Item	Current Configuration
Incumbent Vendor	Terminal Systems International, Inc. (TSI)
Current Contract Term	January 1, 2022 – December 31, 2026
Total Display Screens	46 (24 flight-related; 22 advertising)
Display Device Controllers	40, PoE-powered, HDMI output to existing 1080p monitors
Baggage Input Controllers	2, industrial NEMA-rated 12" ultra-bright touchscreen devices
Display Resolution / Input	1080p, HDMI; Airport intends to continue using existing monitors (see Section 5.3 of the RFP)
AODB Integration	Automated flight-data integration feeding MUFIDS and the Airport public website. Vendor, interface method, message format, refresh interval, and third-party fees will be confirmed by Addendum or the controlled technical-information process.

Item	Current Configuration
Website Feed	Live flight data feed to www.rapairport.com, automated, no manual entry
CMS	Supports video and static image content, zone-based scheduling, advertising fallback when no flight data is active
SLA Structure (Incumbent)	Separate incumbent SLA.

2.0 TERMINAL EXPANSION CONTEXT

The Airport is in the midst of a multi-year, multi-phase terminal renovation and expansion project. Relevant context for Proposers:

- The position-by-position Preferential Use/Common Use designation is being confirmed and will be issued by final Addendum. For evaluation, CUPPS Proposers shall price a platform capable of supporting all ticket counter positions and 12 gate positions and provide unit pricing for additions and deletions. CUSS per-kiosk pricing is mandatory.
- The MUFIDS Award Package, including GIDS and BIDS, must scale to at least 61 total devices by 2028, an increase of at least 15 over the current 46.
- The Digital Backwall Video Signage scope (RFP Section 5.7) is located along the ticket counter wall, approximately 4.3 feet in height and 113 feet in length, divided into two sections.
- Phase 3 technology infrastructure, including conduit, backboxes, cable pathways, designated structured cabling, and rough-in for technology outlets, wireless access points, and displays, is being installed by others. Awarded Contractors are responsible for verifying the furnished interface, supplying their equipment and patch/termination materials, final connections, configuration, testing, and equipment installation expressly included in the RFP.

3.0 NETWORK AND TECHNOLOGY INFRASTRUCTURE REFERENCE

The following reflects general technology infrastructure standards used in the Phase 3 construction documents, for Proposers' general awareness of the environment their systems will integrate with. This section is illustrative, not a substitute for the as-built network documentation described in Section 3.3.

- Structured cabling: Category 6 (standard outlets) and Category 6A (wireless access points), per Phase 3 technology outlet schedules.
- Backbone: Single-mode and multi-mode fiber optic (SMFO/MMFO) between the Main Technology Room (MTR) and Technology Rooms (TR) / Intermediate Distribution Frames (IDF).
- Technology raceway, backboxes, base-building supports, and electrical rough-in are furnished by others. The Airport will designate network ports,

3.1 IT Closets and Hosting

The Airport maintains IT closet(s) with racks, servers, and temperature control as Owner-furnished infrastructure. Proposers offering a SaaS or cloud-hosted solution should describe their hosting environment independent of Airport-provided IT closets; Proposers requiring on-premises hardware should describe rack space, power, and cooling requirements in their Technical Proposal.

Proposers shall identify required rack units, power, UPS load, heat output, switch ports, internet bandwidth, cellular backup, static IP addresses, firewall rules, domains, certificates, and remote-access methods. The Airport does not guarantee that existing rack, power, or network capacity will satisfy an unstated requirement.

3.2 Cybersecurity Baseline

Consistent with RFP Section 5.1, the Airport requires encryption in transit and at rest, multi-factor authentication, role-based access, secure remote access, endpoint protection, vulnerability management, incident notification, audit logging, subprocessor disclosure, and data-return/deletion controls. Proposers should assume VLAN separation between operational technology systems and general Airport IT. Specific network and security details will be coordinated after award and disclosed before proposals only through the controlled question/Addendum process.

3.3 Requesting Additional Technical Detail

This packet intentionally omits detailed as-built network diagrams, IP schemes, credentials, security configurations, and other sensitive information. A Proposer requiring additional detail must submit a written request through Section 2.3 of the RFP by 5:00 PM MT, August 18, 2026. Each Proposer may submit up to fifteen (15) consolidated questions. The Airport will respond equally by Addendum or, for sensitive information, through a controlled process made available on equivalent terms to qualified Proposers. Side communications with Airport IT staff are not permitted.

3.4 Responsibility Matrix

Interface / Item	Airport or Others	Awarded Contractor
Conduit, backboxes, pathways, base electrical rough-in	Furnish and construct	Verify and report deficiencies
Structured cabling to designated outlet	Furnish, test, and label where included in construction documents	Provide patching, adapters, final connection, and device configuration
Network ports, VLANs, firewall coordination, IP method	Designate and approve	State requirements; configure Contractor equipment; support testing
MUFIDS/CUPPS/CUSS/backw all equipment	As identified in ownership schedule	Furnish, install, configure, test, document, maintain as awarded
Backwall structural substrate and millwork	Furnish through construction contract	Verify; provide frames, equipment installation, calibration, and commissioning
AODB and third-party carrier interfaces	Provide available access and coordination	Provide required interfaces, subscriptions, integration, monitoring, and stated third-party fees

4.0 CARRIER AND CUPPS/CUSS CONTEXT

RAP is currently served by United Airlines (UA), Delta Air Lines (DL), American Airlines (AA), Allegiant Air (G4), and Sun Country Airlines (SY), and may add carriers during the resulting Agreement. Proposers bidding CUPPS or CUSS must support the hybrid Preferential Use/Common Use model in RFP Section 5.2.1. Final position and carrier designations will be determined, and Proposers must state assumptions and unit pricing for quantity changes.

Required workflows include airline-specific check-in, boarding-pass, baggage-tag, ancillary-service, accessibility, and boarding processes. Proposers shall identify supported carrier applications, certification requirements, implementation lead times, and any airline or third-party fees rather than relying on a generic carrier-category assumption.

5.0 PASSENGER TRAFFIC AND OPERATING ENVIRONMENT

In 2025, 905,211 passengers traveled through RAP. The Airport operates 365 days per year, with pronounced seasonal peaks and daily flight banks. Proposers shall size monitoring, support, licensing, transaction capacity, and escalation procedures for simultaneous airline operations, not merely annual passenger volume. Available peak-hour, counter-allocation, design-day, construction-handoff, and installation-access information will be issued by Addendum where available; otherwise, Proposers must state the assumptions used.

Construction Readiness: The Airport will issue available dates for ticketing, gate, network, power, millwork, and structural-substrate handoff by final Addendum. Proposers shall identify any date that is critical to pricing or schedule.

Backwall Technical Information: Elevations, active display dimensions, viewing distances, ambient-light conditions, structural loading criteria, finish tolerances, and installation access will be issued by Addendum where available. Proposers shall distinguish required information from assumptions in their Proposal.

Badging and Escort: Personnel performing recurring or unescorted work must obtain an Airport-issued badge and satisfy applicable background requirements. Short-duration installers may work under escort only with prior Airport approval and subject to escort availability. Contractor is responsible for badging fees, scheduling, and compliance.