

ADDENDUM NO. 4Final
Request for Proposals – Integrated Terminal Technology Package
Comprising CUPPS, CUSS, MUFIDS (Including GIDS and BIDS), and Digital Backwall Video
Signage
Rapid City Regional Airport
Date of Issuance: September 1, 2026

Issued to: All Proposers

Issued by: Toni Broom, Deputy Airport Director Finance & Administration, Rapid City Regional Airport

This Addendum No. 4 (“Addendum”) is issued pursuant to Section 9.0 of the Request for Proposals for the Integrated Terminal Technology Package (“RFP”). This Addendum is hereby incorporated into and made a part of the RFP. Proposers must acknowledge receipt of this Addendum on Attachment B. In the event of a conflict between this Addendum and the RFP as originally issued or as amended by Addendum No. 1, 2, or 3, this Addendum controls. All other terms, conditions, requirements, deadlines, and provisions of the RFP not modified below remain unchanged and in full force and effect.

Item 1. The Proposal Due Date has been extended to Friday, September 11, 2026, at 2:00 PM MT.

Item 2. Airport Responses to Questions Received and Final Addendum

No.	Question	Answer
1	Under Section 5.5 Content Management System, please define what you mean by creating templates?	The request for creating templates is not identified under Section 5.5. Nonetheless, templates are standard pre-defined display content layouts, or fields, that can be populated with specific information including, but not limited to, graphics, airline logos, departure time, arrival time, flight number, departure gate, baggage claim belt number, comments (delayed, gate moved, etc).
2	Please confirm the total number of CUSS kiosks required?	27 CUSS Kiosks
3	Please confirm if dual vs single counter positions for the 18 Gate CUPPS positions and 12 Ticket Counter CUPPS positions	Ref: 5.2.1: Proposers shall price a platform capable of supporting eighteen (18) ticket counter positions (9 ticket counters, 2 agent stations each) and twelve (12) gate positions. All gate and check-in counters are dual counters and include 2 workstations.

		Therefore, ticket counters consist of 18 counters with 36 total workstations and 12 gate counter positions with 24 workstations.
4	Please confirm the airport has two individual ISPs to support resilient network connectivity for CUPPS deployment.	MIDCO and SDN Communications are currently available at the site.
5	Section 5.2.1. CUPPS Are the 12 gate positions configured as 12 single positions or six double positions. This has a direct impact on the peripherals required per position. Please clarify.	All gate and check-in counters are dual counters. Each counter consists of 2 workstations.
6	Section 5.2.1. CUPPS Please confirm if a single shared document laser printer is required at each gate position.	The two (2) CUPPS workstations at each common use check-in and gate counter will share a document laser printer. This pertains only to the CUPPS workstations and not to any airline provided documents printers.
7	Section 5.2.1. CUPPS Please confirm if a single shared boarding pass printer and bag tag printer should be provided at each gate position.	One (1) boarding pass printer and one (1) bag tag printer shall be provided for each workstation at the gate counters.
8	Section 5.2.2. CUPPS Please clarify if a single bar code reader is required at each check-in counter and gate position.	One (1) barcode reader shall be provided for each workstation at the ticketing and gate counters.
9	Is there any additional content, aside from Advertising, that the airport would like to display on the Backwall Signage?	Yes. Content may include FIDS information, visual paging, public service announcements, advertising, Airport information, weather, tourism information, and other Airport-approved third-party content. The proposed MUFIDS solution shall be capable of providing 3 rd party feeds.
10	Is the responsibility of the selected vendor to provide Backwall hardware? We can provide recommendations if not.	Yes, Vendor shall provide all required hardware, cabling, display device controllers, brackets, etc. for a fully functional backwall display.

11	For unit add/delete pricing, please indicate the anticipated future kiosk expansion count and timeframe associated with the terminal expansion. (§5.2.1; D-3) Can the CUSS prime subcontract kiosk fabrication to a specialized kiosk manufacturer?	Future kiosk quantities have not been established. Proposers shall provide unit add/delete pricing as requested in Attachment D. Subcontractors are permitted. However, the Proposer remains fully responsible for the performance and compliance of its subcontractors
12	Please confirm the required number of fixed CUSS kiosks. Do the floor plans represent 15 kiosk positions? The floor plans identify “Ticketing Kiosk” locations in the ticketing lobby. Based on the architectural tags, the plans appear to depict: a) Three groups of four kiosks b) One group of three kiosks Potential total: 15 kiosk positions	27 total CUSS kiosks. Final locations will be coordinated with the Airport during implementation.
13	Please confirm the required peripherals for each CUSS kiosk, including boarding-pass printer, bag-tag printer, passport/document reader, barcode scanner, and payment device. Please be specific if there are multiple printers per kiosk. More importantly, the addendum still does not provide: Kiosk dimensional envelopes a) Required kiosk configuration or design b) ADA requirements c) Peripheral list d) Display size e) Boarding-pass or bag-tag printer requirements f) Passport/document reader requirements g) Payment requirements h) Branding or finish requirements i) Anchoring, power and data connection details. We can quote this but it will based off assumptions and best practices. Could you confirm the expected Hardware configuration?	CUSS kiosks shall include boarding pass printer, barcode scanner, passport/identification scanner, and PCI-DSS compliant payment capabilities. CUSS kiosks will need to have self-bag tagging printing capabilities. Quotes shall be based off of industry best practices for kiosk size, dimensions, and general hardware configuration.

14	Section 5.2.2 requires kiosks “fully compliant with the applicable CUSS interface.” Does the Airport mandate an IATA RP 1706c CUSS 2.0 platform, supporting both CUSS 1 and CUSS 2 Airline applications (§5.2.2)	The proposed system shall comply with the applicable current IATA CUSS requirements, including IATA RP 1706c / CUSS Edition 2, as applicable to the proposed solution
15	Are there specific TSA operational or security requirements applicable to CUSS self-service beyond the cybersecurity minimums in §5.1.1? (§5.1.1)	CUPPS/CUSS systems shall comply with applicable TSA requirements, Security Directives, the Airport Security Program, and applicable airline passenger and baggage-processing security requirements. Coordination with the Airport, airlines, and TSA shall be provided where implementation affects passenger or baggage security processes.
16	Section 5.2.1 requires support for a “dual-mode election” allowing a carrier to use either its own proprietary kiosk software/hardware or the Airport common-use kiosks “by location,” and to provide a process to “switch a given position between Preferential Use and Common Use.” Please clarify whether this switch is (a) a redesignation of the position — a separate carrier-proprietary kiosk versus the Airport common-use kiosk at that location — or (b) a requirement for a single physical kiosk to switch or dual-boot between a carrier-proprietary environment and the common-use CUSS environment on the same device. If (b), please specify the expected mechanism (e.g., dual-boot, image swap, or session-level environment switch), which party provides and owns the carrier-proprietary environment/image, the target switchover timeline, and the required security and network-segmentation boundary between the two environments. (§5.2.1; §6.3)	It is intended that Airlines may utilize the Airport provided CUPPS or their own proprietary system. Counters will include both airline proprietary equipment and CUPPS equipment. Vendors/Integrators shall provide pricing only for CUPPS/CUSS equipment. Vendors/Integrators may propose recommendations for sharing workstation monitors and video backwalls via a video switcher that gate agents may use to display departure flight information as opposed to providing 2 workstation monitors and backwall displays.

17	If the CUSS Award Package is awarded separately from CUPPS and/or MUFIDS, who will be the designated Integration Lead (§4.3.1), and will the Airport establish and own the baseline Interface Control Document? (§4.3.1)	The Airport will designate the Integration Lead following selection based on the Award Packages awarded and the required system interfaces. The designated Integration Lead will develop and maintain the Interface Control Document with participation from all affected Vendor/Integrators. All Vendor/Integrators shall cooperate with the Integration Lead and conform their interfaces to the approved ICD.
18	Section 5.2.2 lists CUSS “bag tagging.” Passenger self-tagging is required at launch. Is Self-Service Bag Drop (SSBD) within the CUSS Award Package scope or handled under another package/the BHS? (§5.2.2)	Yes, self-bag tagging capabilities will be required for CUSS. Once bags have been tagged, Passengers will bring their bags to any ticketing counter to be inducted into the BHS system.
19	Section 5.1.2 sets a Windows 11 baseline. Who will be expected to provide the OS licensing used on the kiosks and what version will be supplied / required? (§5.1.2)	The CUPPS/CUSS Vendor/Integrator shall provide all required operating-system and application licenses for Vendor/Integrator-provided kiosks and workstations. Systems shall comply with the Windows 11 or newer baseline of Section 5.1.2 unless otherwise approved by the Airport.
20	For the network/cybersecurity boundary in §5.2.1, which party owns VLAN segmentation and the security posture of the CUSS kiosk network segment where it connects to Airport infrastructure? (§5.2.1; §5.1.1)	Regarding any CUSS kiosks that would reside on the Airport network the Airport (City of Rapid City IT) would be responsible for the network and cybersecurity boundary within the Airport network. In this specific condition the Proposer would be expected to coordinate industry best practices for these devices with the City of Rapid City IT department.
21	Are card payments (e.g., ancillary or baggage fees) required at CUSS kiosks at launch? If so, which PSP/acquirer or airport-approved payment device is expected, or is payment handled via the carrier DCS through tokenized integration? (§5.2.2; §5.1.1)	Yes, CUSS kiosks shall provide card payment capabilities.

22	Is a completed SOC 2 Type II report required at Proposal submission, or is an attestation of certification in progress with a target date acceptable for evaluation? (§7.1; §5.1.1)	A completed SOC 2 Type II report is preferred but is not required at proposal submission. If an examination is underway, the Proposer may provide its status, auditing organization, anticipated completion date, and other applicable cybersecurity certifications or third-party assessments.
23	Are current third-party penetration-test and vulnerability-scan reports required at submission, or is a committed testing schedule (annual pen test / quarterly scans per §5.1.1) acceptable? (§5.1.1)	If available, the Proposer shall provide evidence of the most recent independent third-party penetration test and vulnerability assessment applicable to the proposed solution or hosting environment. Full detailed reports containing sensitive security information are not required to be submitted with the proposal. A statement identifying the proposed date, scope, testing organization, and description of identified critical/high-risk findings is acceptable. If the proposed solution or production environment has not previously undergone such testing, the Proposer may provide a committed testing schedule demonstrating compliance with the annual penetration testing and quarterly vulnerability scanning requirements.
24	For a CUSS award delivered predominantly as SaaS with partner-installed hardware, will the Airport require the Performance Guarantee/Letter of Credit of up to 20% of one-time implementation cost, and/or a payment bond for installation labor, and on what cost base? (§8.3.1)	Section 8.3.1 applies to all Award Packages. The Airport may require a Performance Guarantee or irrevocable Letter of Credit equal to twenty percent (20%) of the one-time implementation cost, or the amount of any advance payment for undelivered equipment, whichever is greater. A payment bond may be required if the awarded scope includes construction-type installation labor.
25	Please confirm the CUSS product-demonstration format and whether a remote demonstration is acceptable, and that a standalone CUSS Proposal will be evaluated without prejudice	The Airport may request interviews, demonstrations, clarifications, and/or best-and-final offers during evaluation. The format will be provided to selected Proposers if demonstrations are requested.

	relative to a combined award. (§4.2.2; §7.2/§7.3)	Each Award Package will be evaluated independently.
26	Companion documents Section 10.0 references a Draft Agreement and an Existing System Technical Reference Packet. Please provide both documents, including all available current-state architecture, network, AODB interface, construction-interface, display-location, and equipment-inventory information.	The Draft Agreement and Existing System Technical Reference Packet are companion documents to the RFP and are available through the Airport contact identified in Section 2.3.
27	MUFIDS implementation and acceptance schedule Sections 5.8 and 9.0 require at least 30 consecutive days of production or production-equivalent operation without an unresolved Critical Issue, while the schedule shows installation and testing from November 16 through December 11 and Final Acceptance on December 15, 2026. Please clarify when the 30-day stability period is expected to begin and whether the December 15 Final Acceptance date will be adjusted if the full test period cannot be completed.	The detailed implementation and acceptance schedule will be developed with the selected Vendor/Integrator following award. Final Acceptance remains subject to successful completion of the acceptance requirements in Section 5.8, including thirty (30) consecutive days of production or production-equivalent operation without an unresolved Critical Issue.
28	Current system inventory and reuse Please provide a location-by-location inventory of the 46 existing displays and 40 device controllers, identifying screen function, manufacturer/model, resolution, orientation, mounting condition, controller location, network connection, and whether each existing controller is to be replaced, reused, or removed.	Proposers shall base their proposals on the equipment quantities and information contained in the RFP, reference documents, drawings, and Addenda. Detailed field verification and final configuration will be coordinated with the selected Vendor/Integrator during implementation.
29	Expansion quantities Please provide the planned locations, functions, installation phases, and anticipated deployment dates for the 15 additional controllers expected by 2028. Should these controllers be included in the base five-year evaluated	The proposed MUFIDS system shall be scalable to support at least 61 total devices by 2028. Future locations and deployment sequencing have not been finalized. The base proposal shall address the existing locations, and Proposers shall provide unit

	cost, or should proposers provide unit pricing only?	pricing for additional controllers as required by Attachment D
30	CUPPS evaluation quantities Section 5.2.1 requires a platform capable of supporting 18 ticket-counter positions and 12 gate positions, while Attachment D-2 uses an evaluation quantity of 12 ticket-counter and four gate workstations. Please confirm the quantities that must be included in the base CUPPS price and explain how the remaining positions will be evaluated.	For proposal evaluation, Proposers shall price the Attachment D-2 evaluation quantity of 12 ticket-counter workstations and 4 gate workstations, including required peripherals. The proposed CUPPS platform shall nevertheless be capable of supporting the full capacity identified in Section 5.2.1. Unit add/delete pricing shall be provided for additional workstations.
31	Final hybrid-use designations Section 5.2.1 states that position-by-position Preferential Use and Common Use designations will be issued by final Addendum. Please provide the anticipated designation for every ticket-counter position, gate position, and kiosk, including the assigned or anticipated airline and required peripheral configuration.	Final Preferential Use/Common Use assignments and airline position designations will be coordinated with the selected Vendor/Integrator(s) and participating airlines. For proposal purposes, Proposers shall use the evaluation quantities identified in the RFP/Addendum and provide the required unit add/delete pricing.
32	CUSS quantity and configuration Attachment D-3 states that the base CUSS quantity will be confirmed by Addendum. Please confirm the number of kiosks to be included in the evaluated base proposal, their planned locations, whether they are new or replacement installations, and the required peripherals and carrier workflows for each kiosk.	The evaluated base proposal shall include 27 CUSS kiosks. Final locations and airline assignments will be coordinated during implementation. Kiosks shall provide the functionality required by Section 5.2.2, including check-in, boarding-pass issuance, self-bag tagging, applicable identification/barcode scanning, accessibility features, and payment capability. Proposers shall identify their proposed hardware configuration and assumptions.
33	Airline application and certification responsibilities For United, Delta, American, Allegiant, and Sun Country, please identify the CUPPS/CUSS applications and workflows expected at launch, their current certification status on common-use platforms, and which party will be responsible for airline coordination,	The selected CUPPS/CUSS Vendor/Integrator shall provide and coordinate the airline interfaces, onboarding, testing, certification, and related implementation services necessary for its proposed solution. Proposers shall identify all airline dependencies, assumptions, third-party fees, certification

	application licensing, testing, certification fees, travel, and carrier sign-off.	fees, licensing, and travel costs applicable to their proposal.
34	AODB and flight-data interfaces Please identify the existing AODB and flight-data provider, supported interface protocols and data formats, available APIs or message specifications, current refresh frequency, and ownership of interface or subscription fees. Please also confirm whether the selected contractor may propose an alternative flight-data provider.	The selected Vendor/Integrator shall provide the interfaces, subscriptions, and data feeds required to meet Section 5.4. Integration shall be with the Airport's AODB or another Airport-approved source. Proposers shall describe their proposed approach and identify all required third-party services, interfaces, subscriptions, fees, and assumptions. An alternate flight-data source may be proposed subject to Airport approval
35	Website integration Please provide the current website technology, flight-information interface specification, expected data fields, update frequency, authentication requirements, hosting responsibility, and division of responsibility between the selected contractor and the Airport's website provider.	The selected Vendor/Integrator shall provide a live flight-information feed to the Airport's public website without manual Airport data entry, as required by Section 5.4. Proposers shall describe their proposed website integration methodology and identify any assumptions or technical requirements. Final interface coordination will occur with the Airport and its website provider during implementation.
36	Integration Lead scope and pricing Section 4.3.1 states that the Integration Lead will be designated after selection. For proposal-pricing purposes, should each proposer include Integration Lead services as a separately identified option? Please define the anticipated deliverables, authority, schedule, level of effort, and responsibility for interfaces involving systems supplied by other awarded contractors.	No separate Integration Lead price is required unless the Proposer elects to identify it as an optional service. The Airport will designate the Integration Lead following selection. Each Proposer shall include the coordination, interface development, documentation, and testing required for its own Award Package.
37	CMS scope across separately awarded packages Please clarify whether the MUFIDS contractor is expected to provide the primary CMS for all 46 existing displays and the future 61-device environment, including integration with the Digital Backwall Video Signage if	The MUFIDS Vendor/Integrator shall provide the CMS functionality required by Sections 5.5 and 5.6 for the MUFIDS display environment. The system shall support all existing MUFIDS display locations and future expansion. If the Digital Backwall Video Signage is separately awarded, the awarded

	awarded separately. If multiple CMS platforms are permitted, please define the required content, emergency-message, proof-of-play, and user-management interoperability.	Vendor/Integrators shall coordinate any required CMS/interface functionality through the Integration Lead and approved ICD.
38	Network and cybersecurity environment Please provide the Airport's available network topology and standards, including VLAN design, port availability, bandwidth, IP-addressing approach, firewall and VPN standards, identity provider, MFA integration requirements, internet connectivity, wireless availability, and responsibility for switches, UPS equipment, certificates, endpoint protection, penetration testing, and security monitoring.	Proposers shall identify all network, bandwidth, addressing, connectivity, security, equipment, and infrastructure requirements associated with their proposed solution. Airport/City IT will coordinate final Airport network configuration, including applicable VLAN, addressing, firewall and port assignments, with the selected Vendor/Integrator. Vendor/Integrator-provided systems remain subject to the cybersecurity requirements of Section 5.1.
39	Digital backwall design and construction interfaces Please provide dimensioned drawings, elevations, structural-substrate details, available mounting depth, finish requirements, power locations and capacity, data pathways, ambient-light conditions, viewing distances, HVAC or heat-dissipation constraints, construction schedule, and the precise division of responsibilities among the signage contractor, general contractor, electrical contractor, and millwork contractor.	Proposers shall base their proposal on the performance criteria, approximate dimensions, drawings, and construction information provided with the RFP. The selected Vendor/Integrator shall provide the required mounting details, structural loads, power and heat-output requirements, shop drawings and final installation coordination. Airport/construction Vendor/Integrators will provide structural substrate, pathways, conduit, electrical rough-in, and millwork as stated in Section 5.7.
40	Pricing, ownership, and termination treatment Please clarify the payment schedule for one-time equipment and implementation costs, applicable taxes or tax-exempt status, treatment of freight and travel, annual price-escalation allowances, and compensation for accepted equipment or noncancelable commitments if an	Proposers shall identify all pricing assumptions and all applicable taxes, freight, travel, installation, training, licenses, hosting, third-party fees, recurring charges, and ownership classifications as required by Attachment D. Payment, ownership, and termination terms will be governed by the resulting Agreement and Sections 8.5 and 8.6. Any exceptions shall be clearly identified in the Proposal.

	Award Package is terminated for convenience before or after Final Acceptance.	
41	We understand that the RFP requires proposals to be submitted as hard copies; however, Section 6.6 also references electronic submissions in PDF format via a secure link if requested. Would the Airport consider accepting an electronic proposal submission? If so, please confirm the submission method and the email address where the proposal should be submitted.	No. Proposals shall be submitted in accordance with Section 4.2. Faxed or emailed proposals will not be accepted. The electronic PDF provision in Section 6.6 applies only if specifically requested by the Airport.
42	This is a very important procurement and we would like to make sure it receives the thorough gap analysis and solutioning effort it deserves. Given that August are the busiest family vacation months, please consider extending the due date by 2 weeks, to make sure that all the relevant subject matter experts (SMEs) are available to focus on it.	The submission deadline has been revised to Friday, September 11, 2026 at 2:00 pm (MT)
43	Which AODB, and for what purpose? Section 5.2.2 requires "capability for future integration with an Airport Operational Database (AODB)," and Section 5.4 requires FIDS to integrate with "the AODB or other Airport-approved source." Can the Airport confirm which AODB is meant (the existing one or a future/new system)	Section 5.4 addresses integration with the Airport's current operational flight-data environment and permits use of the Airport's AODB or another Airport-approved source. Section 5.2.2 additionally requires the CUPPS/CUSS solution to remain capable of future integration with an AODB or other Airport systems
44	AODB technical details. The Reference Packet states the AODB vendor, interface method, message format, refresh interval, and third-party fees will be "confirmed by Addendum." Can these be provided so we can scope the integration and any third-party fees (Attachment D-1, item 8)?	Proposers shall describe the integration method proposed for their solution and identify all assumptions, third-party services and associated costs. Final interface details will be coordinated with the selected Vendor/Integrator and documented through the implementation/interface-control process.

45	Third-party fees. Are there any third-party or licensing fees — on the current flight-data feed or on a future connection to the Airport's AODB — that Proposers must include in pricing?	Proposers shall include and separately identify all third-party licensing, subscription, interface, and data-feed costs required by their proposed solution.
46	Controller count discrepancy. The Reference Packet lists 40 existing display device controllers, while Attachment D-1 prices "46 existing locations" and Section 2.7 also lists 40. Can the Airport confirm the correct existing controller count to price against?	The Airport currently has 46 existing display locations and 40 existing display device controllers. For proposal evaluation, Proposers shall price the configured controllers required to support all 46 existing display locations, consistent with Attachment D-1.
47	Controller reuse/credit. Section 1.0 says the Airport "has not yet made a final determination regarding reuse, return, purchase, or replacement of the incumbent controllers." Is there any verified reuse option or credit Proposers should reflect, or should we price a full replacement only?	For proposal purposes, Proposers shall provide pricing for the controllers required to support all 46 existing display locations. Any proposed reuse of existing equipment or associated credit may be identified separately as an option and will be subject to Airport approval.
48	Website feed interface. For the live feed to www.rapairport.com , can the Airport specify the current website platform / interface the feed must integrate with (API, data format), to size the "no manual entry" integration?	Proposers shall provide the live website feed required by Section 5.4 and describe their proposed interface methodology. Final interface details will be coordinated with the Airport and website provider during implementation.
49	Backwall technical inputs. The Reference Packet defers elevations, active display dimensions, viewing distances, ambient-light conditions, structural loading criteria, and finish tolerances to a future Addendum. Can these be issued before the proposal deadline so we can finalize the LED design and structural approach?	Proposers shall base their proposal on the RFP performance criteria, drawings and available reference information and clearly identify any design assumptions. Final detailed measurements, mounting/interface conditions, and shop-drawing requirements will be verified and coordinated with the selected Vendor/Integrator during implementation.
50	Structural substrate handoff. Can the Airport provide the structural substrate / millwork handoff dates and specifications (furnished by others) that the Backwall installation depends on?	Final structural-substrate and millwork handoff dates will be established as part of the coordinated implementation/construction schedule. Proposers shall identify any required

		construction dependencies and schedule assumptions in their proposal
51	US data residency. The RFP requires all data to reside in the continental United States. Can the Airport confirm a fully cloud/SaaS deployment hosted in a US region satisfies this requirement for the DDS package?	Yes. A cloud/SaaS deployment is acceptable for the DDS package, provided that all Airport data associated with the proposed solution is hosted, processed, stored, backed up, and replicated exclusively within the continental United States. The Proposer shall identify the proposed cloud hosting provider, hosting region(s), primary and disaster recovery locations, and confirm compliance with the data residency requirements of the RFP
52	Network interface for displays. Can the Airport provide the as-built network documentation (or the controlled-process access) for the Phase 3 technology outlets, VLANs, and port assignments the display controllers will connect to?	Proposers shall identify the network connectivity, bandwidth, port, and other requirements of their proposed display-controller solution. Final Airport network outlet, VLAN, IP addressing, and port assignments will be coordinated with Airport/City IT during implementation
53	SLA measurement boundary. For a cloud/SaaS DDS solution, can the Airport confirm how the 99.9% uptime "production service boundary" is measured for MUFIDS (platform vs. individual device outage)?	The 99.9% minimum uptime requirement applies to the Vendor/Integrator-provided production service for the applicable Award Package and is measured monthly, excluding Airport-approved scheduled maintenance. Individual devices remain subject to the applicable monitoring, response, recovery and acceptance requirements of the RFP.
54	Construction readiness dates. Can the Airport issue the ticketing, gate, network, power, and structural-substrate handoff dates noted as "to be issued by Addendum," so we can validate the MUFIDS Final Acceptance target of 15 Dec 2026?	Final construction and infrastructure handoff dates will be incorporated into the implementation schedule following award. Proposers shall identify required dependencies, lead times and assumptions in their proposed implementation schedule.
55	Integration Lead / ICD. Section 4.3.1 references an Airport-designated Integration Lead and an Interface Control Document (ICD). When will the ICD be available, and does Final Acceptance depend on interfaces to	The Airport will designate the Integration Lead following selection. The ICD will be developed during implementation by the designated Integration Lead with participation from affected Vendor/Integrators. Final Acceptance

	systems outside the DDS scope (e.g., CUPPS/CUSS awarded to another vendor)?	requires successful conformance of interfaces applicable to the awarded system. Each Vendor/Integrator remains responsible for its own equipment, configuration, services and interfaces.
56	Can you clarify the elevation of the digital backboard and is the intent to utilize the Power and Data infrastructure that is currently planned to support individual TV screens as for these would be replaced with the backboard?	The proposed power and data shall be utilized as illustrated in Drawing I-202 for 55" backwall displays. Vendor/Integrators shall be responsible for verifying that the proposed power and data are also sufficient for accommodating the future 4.3' x 113' digital backwall display.