

Response in Red from Gaston Patterson

Question – Is it the airport’s intention that ATC provides Weather Observation Services using the AWOS? – **The AWOS 3PTZ is currently located on the field. We do have the research grade Davis Instruments Model: 6253 mounted inside the tower with sensors mounted to the exterior of the tower. The airport would be interested in what it would take to have a ATIS interface added.**

SOW 1.1 - Qualified firm will analyze the existing tower equipment and provide additional equipment for a fully functional Air Traffic Control Tower.

Question – Can you please provide a list of airport-furnished tower equipment? Are there telephones and phone lines provided by the airport or will this be the firm’s responsibility? Is there a direct access line to communicate with the overlying IFR facility. Will the airport provide internet and computers in the cab? Have the ICOM radios been tested for bleed over when more than one are transmitting?

- **There are copper telephone phone lines provided with phones in breakroom and cab**
- **The phones are programed with Spokane Approach’s contacts**
- **The tower is equipped with 1gig+ fiber internet and Wi-Fi**
- **The ICOM radios have been tested and tuned for bleed over**

SOW 1.3 - The Firm/Company must be experienced in the provision of necessary communications and other equipment necessary for implementation of operating a seasonal, self-contained control tower at the Coeur d’Alene Airport.

Question – Will the airport be responsible for airport-furnished equipment maintenance?

- **The airport will maintain airport owned and provided equipment**

SOW 1.4 – Staffing Options – Seasonal and Year-Round

Question – Do you want a proposal that includes both options?

- **Our preference would be to have both prices. Our ultimate goal is to have service 12 months a year. The way we look at it, we understand it takes time to implement the transition to a full-time tower with FAA publications etc.., one could operate in a simplified capacity this summer and spend that time initiating the 12-month program at the end of the summer season around October. We are open to our airport being a Class D or a Class E controlled just as long as we are published controlled 12 months a year. According to Spokane Approach this could be with or without ground-based radar, just utilizing their radar coverage.**

SOW 2.1 - Firm shall provide any additional communication and computer equipment for controllers to effectively perform their work.

Question – same as SOW 1.1. above – **If there was some equipment required that we currently did not have, we are interested in what it is and how to acquire it. This could be through you and the contract or with direction from you on where to acquire it.**

SOW 3.5.(D)(6) - Resumes of proposed staff.

Question – Would an example resume with experience requirements suffice for submission with the proposal? - **Absolutely, just something simple.**

1. RFQ Section 1.3 – Qualifications

- a. From the RFQ: Qualified firm will analyze the existing tower equipment and provide additional equipment for a fully functional Air Traffic Control Tower. It states that the Firm must provide other required equipment for the duration of the agreement.

Question: 4 Base Station ICOM radios, a direct line to Spokane ATCT, internet and a telephone line are mentioned, but a light gun is not. Is a light gun also included in the existing control tower or is the Firm required to provide a light gun for the duration of the agreement? **The firm would be required to provide a light gun. The airport would be interested in purchasing one if directed too.**

- b. From the RFQ: The tower is equipped with Four (4) Base Station Mounted ICOM A-110 Radios.

Question: Will the Base Station Mounted ICOM radios suffice for all ground-ground and air-ground communication and if so, are there any known radio blind spots on-airport or in the COE airspace area? **The ICOM radios would suffice for operation with air and ground communications. Once the radios were tuned when the tower was completed last season the radios worked well. To this date we have no known blind spots in our airspace.**

Question: Will an additional radio and/or frequency be required for emergency communication and coordination with Aircraft Rescue and Fire Fighting (ARFF)/emergency personnel for notification purposes? **Our ARFF staff and operations staff are one in the same as they are dual function. ARFF communications have been handled over tower frequencies in the past. The airport will also provide a mobile ARFF radio for the tower cab that can contact ARFF staff and Emergency Dispatch.**

2. RFQ Section 1.4 - Firm Requirements

- a. From the RFQ: The Firm must maintain staff qualified and authorized by the FAA.

Question: What is the expectation for security clearance/background investigations for employees of the Firm? **Whatever backgrounds that are required for pre-employment screening would be acceptable. No special clearances or backgrounds are required to access the airport.**

- b. From the RFQ: The Firm shall have authority to apply for tower/ground frequencies.

Question: Is the expectation that the Firm will obtain tower and ground frequencies beyond the published Common Traffic Advisory Frequency (CTAF) frequency prior to the contract start date or will frequencies previously used for the temporary/mobile tower or CTAF frequency be used in the interim and until such time as new tower/ground frequencies can be obtained? **In the past the seasonal firm would work with Spokane Tracon and the FAA for**

the temporary assigned tower and ground frequencies to be used. These are different every year. The airport would support the simplest solution as long as it's approved through the FAA/Spokane MOU for the season. If that means having tower on CTAF and ground being a different frequency we are fine with that. One thing to keep in mind is the surrounding airports north and south of KCOE also use 122.8 for communications and interference may happen due to the range of our tower and radios.

Requested hourly breakdown of operations for the busiest week at COE in 2024.



Good afternoon,

Please see answers below.

1. RFQ Section 1.2 – Airfield Information

- a. From the RFQ: For additional information refer to the Federal Aviation Administration (FAA) approved Master Plan.
- b. Question: What airfield modifications/improvements have been made from the Master Plan thus far? **Most additions have been completed. Our current project is the Taxiway C extension from the west ramp to Runway 6 on the south side. Construction should be completed June of this year. As for other major projects most of the modifications to the north side taxiway D6 have been completed as well.**

2. RFQ Section 1.3 – Qualifications

- a. From the RFQ: Qualified firm will analyze the existing tower equipment and provide additional equipment for a fully functional Air Traffic Control Tower. It states that the Firm must provide other required equipment for the duration of the agreement.

Question: Are binoculars for the ground control tower local control positions included in the control tower or is the Firm required to provide binoculars for the duration of the agreement?

Binoculars are provided with the tower.

Question: Is the control tower equipped with a voice recorder or is the Firm required to provide a voice recording system for the duration of the agreement? **The tower is not equipped with a voice recorder. The airport would be open to both options of the firm providing one or direction in acquisition.**

Question: Is the control tower equipped with an Automatic Terminal Information Service (ATIS)?
The tower is not equipped with an ATIS Panel. The airport would be open to both options of the firm providing one or direction in acquisition.

Question: Is the control tower equipped with a backup generator? If not, is the Firm expected to provide and maintain a backup generator in the event of main power failure or scheduled maintenance or does the Airport/County have access to a generator that could be used should the need arise? Yes, the tower is equipped with a backup generator system. The airport will maintain the generator system.

Question: Is the control tower equipped with a traffic count clicker? The tower is not equipped with a traffic count clicker. The airport would be open to both options of the firm providing one or direction in acquisition.

Question: Is the control tower equipped with retractable window shades? If not, will the firm be required to provide window shades for the duration of the agreement? Yes the tower will be equipped with retractable shades before the contract starts.

- b. From the RFQ: The tower is equipped with Four (4) Base Station Mounted ICOM A-110 Radios.

Question: Are both primary and backup radios included? The tower has (4) ICOM radios mounted and (1) ICOM radio set aside for a backup.

Question: If backup radios are not included, is the Firm required to provide backup radios for the duration of the agreement? If more backups are required the airport can provide the radios.