

**GOLDEN TRIANGLE REGIONAL AIRPORT  
COLUMBUS, MISSISSIPPI  
RUNWAY APPROACHES IMPROVEMENTS PROJECT  
  
RUNWAY 36 – INSTRUMENT LANDING SYSTEM**

Sealed bids for the installation of a new Instrument Landing System (ILS) for the Runway 36 approach at the Golden Triangle Regional Airport will be received by the airport's executive director, Michael Hainsey, until 11:00 a.m. (Central Time) on the 17th day of December, 2009, at which time and place they will be publicly opened and read aloud. Work will be that required for a new Instrument Landing System (ILS) for approach to Runway 36. The work will be accomplished in two phases.

PHASE 1 – Work will consist of providing labor, materials and/or equipment in a supporting role to another firm that will be installing a new localizer and DME. That firm, Thales ATM, will install the electronics for the localizer and DME under a separate contract with the Owner; a statement of work describing the Thales work is provided in the bid documents. Generally speaking, the supporting role will consist of the following: the site prep for the localizer equipment shelter and localizer platform, including the foundation for the shelter; the construction of the localizer platform; providing power and telephone service to the localizer shelter; modifications to the existing perimeter fence; providing other necessary items of work not defined in the Thales scope of work but necessary to make the localizer component of the ILS a complete and functional device. The first phase of work will also include the installation of a DME on the west end of the localizer platform, plus all equipment and other necessary items of work to make the DME a complete and functional device. Again, the DME will be installed by Thales ATM, Inc. Work on the first phase of the project shall commence immediately after execution of the construction contract and the issuance of a Notice to Proceed.

PHASE 2 – Similar to Phase 1, work in Phase 2 will consist of providing labor, materials and equipment in a supporting role to Thales ATM, as part of the installation of a new Glide Slope (GS) facility and GS antenna. Again, the Thales ATM work will be provided in a separate contract with the Owner, and a statement of work describing the Thales work is provided in the bid documents. Generally speaking, the supporting roles will consist of the following: the construction of the access road from a nearby county road to the new GS site; the site preparation for the GS shelter and antenna; the construction of the GS antenna foundation and the GS shelter foundation; providing power and telephone service to the GS shelter; modifications to the existing perimeter fence; providing other necessary items of work not defined in the Thales scope of work but necessary to make the GS component of the ILS a complete and functional device. The construction of the second phase of work cannot be started until the site has been prepared as part of the planned runway extension project which will start construction in April of 2010.

It is the intent of the Owner to transfer ownership and maintenance of the installed equipment to the FAA once the project has been constructed, tested and accepted for use by the FAA. All equipment furnished shall be FAR Part 171 certified by the Federal Aviation Administration (FAA) for use on public precision instrument approaches to ILS Category I minimums. Any and all work performed shall be subject to inspection by the FAA at the time when that item of work is constructed and/or installed. (These requirements will be in effect for both Thales ATM and the contractor bidding on this project.)

Because all equipment shall meet current FAA requirements for a new ILS, it shall be of the same brand and manufacturer as other ILS systems being installed by the FAA at this time; at the present time, the manufacturer of record for FAA/ILS equipment is Thales. Therefore equipment and materials

specifically identified by make and model number within the plans and specifications shall be furnished exactly as called for in those documents; substitutions or “approved equals” will not be considered for those specifically identified items. (These requirements will be in effect for by both Thales ATM and the contractor bidding on this project.)

All equipment and materials shall be installed by personnel experienced with the requirements and techniques involved with similar installations. Contractors bidding on this project shall have a minimum of three years of similar experience, and shall be required to demonstrate that experience by furnishing to the Owner as part of the bid proposal a list of previous projects successfully completed. References for each of those specific projects and photos of the completed work may be required if deemed necessary by the Owner.

All project related work will also have to be completed in accordance with current FAA guidelines for work in Airport Operational Areas and in secured airfield areas. The personnel shall also be thoroughly familiar with airport rules and regulations, and applicable safety requirements. The contractor’s personnel will also be required to complete a brief training course relative to working within an Airport Operations Area, and be capable of passing background checks in order to received security badges for use while working within the secured airfield.

All work performed shall be in exact accordance with the Construction Plans, Technical Specifications (on file at the office of the said Owner), Proposals and Special Provisions, under the direct supervision and to the entire satisfaction of the Owner and in accordance with the laws of the State of Mississippi.

Contractors bidding on the work required as a part of this project must be qualified under Mississippi Law and be registered with the State of Mississippi and as a licensed general contractor capable of performing the required work. Contractors bidding on this project shall be required to meet all applicable bid laws for the State of Mississippi. (Refer to <http://www.mscode.com/free/statutes/31/003/0021.htm> for additional information.)

Non-resident contractors bidding on this project shall pay particular attention to State of Mississippi bid laws and the requirements that mandate the submittal of additional information with its bid. Failure of out-of-state contractors to provide that information within its bid package shall cause the bid to be declared “non-responsive” and it shall be rejected by the Owner.

This project shall also follow the requirements of a federally funded project, and has specific requirements related to Davis Bacon wage rates, DBE participation, etc. Bidder’s attention is invited to Sections “C” and “GP-100” of the General Conditions relative to Pre-award, Equal Employment Opportunity, and Requirements of Non-segregated Facilities.

A pre-bid conference is planned for this project on December 1, 2009 at 1:00 p.m. in the Airport Authority conference room, located at the Airport. It is strongly recommended that prospective bidders attend the pre-bid conference. Any questions that bidders might have should be directed to the airport’s engineering consultant, Neel-Schaffer, Inc., Birmingham, Alabama, to the attention of Kenneth Gilbert, project engineer.

The Contract Documents (Specifications, Proposal Forms, etc.) may be examined at the following locations:

Airport Authority Offices, Golden Triangle Regional Airport, 2080 Airport Road,  
Columbus, Mississippi 39701; (662) 327-4422

Neel-Schaffer, Inc., One Chase Corporate Drive, Suite 200,  
Birmingham, Alabama 35244; (205) 397-3800; (205) 397-3900 (fax)

The Federal Aviation Administration, 100 West Cross Street, Suite "B", Jackson International Airport, Jackson, Mississippi 39208-2307; (601) 664-9900.

Information may also be obtained from the following:

Mississippi Procurement Center; (228) 396-2520

Construction Data Fax phone; (800) 880-3290

Copies of the Contract Documents may be purchased at the office of Neel-Schaffer, Inc., for \$75.00 for each set, by certified or cashiers check made payable to the NEEL-SCHAFFER, INC. The purchase price of the contract documents is non-refundable.

Contractors that purchased Contract Documents for the previously bid ILS project shall be entitled to a copy of all revised documents at no cost to the contractor. Please contact the Birmingham office of Neel-Schaffer, Inc. to receive your set of revised documents.

Bids for each contract must be submitted on the Standard Form of Bid Proposal for that contract, and the successful bidder will be required to execute the Standard Form of Contract and Agreement. The Bidder shall guarantee to hold his bid(s) good and may not withdraw his bid(s) for a period of sixty (60) calendar days after the scheduled closing time for receiving bids. The Authority reserves the right to reject any and all bids and to waive any and all informalities in the best interest of the Airport Authority.

Time is of the essence on this project, in order to meet FAA publication dates for new instrument flight procedures at airports. All work associated with Phase 1 (both Owner provided work through Thales ATM and contractor provided work through this bid) must be completed by February 13, 2010 in order to have the Localizer/DME approach flight checked and approved for use, for the April 2010 publication. Similarly, all work associated with Phase 2 (both Owner provided work through Thales ATM and contractor provided work through this bid) must be completed by October 15, 2010.

Dates of Advertisement: November 17 and 24, 2009