

**Susquehanna Area Regional Airport Authority**  
**HARRISBURG INTERNATIONAL AIRPORT**  
**UPGRADE BAGGAGE HANDLING CONTROL SYSTEM, PHASE II**  
**Project No. 2020-001**

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**NOTICE FOR INVITATION TO BID**

Susquehanna Area Regional Airport Authority (SARAA) shall receive bids via PennBid for rebidding of Harrisburg International Airport (HIA) UPGRADE BAGGAGE HANDLING CONTROL SYSTEM, PHASE II **until 2:00 PM on Friday, June 9, 2023** at which time they shall be opened online and publicly posted via PennBid. The Authority will consider bids at their board June 28, 2023 board meeting at 8 a.m.

**All documents and solicitation details are available at no cost on PennBid – [www.PennBid.net](http://www.PennBid.net).**

Bids will be considered if received prior to the scheduled time that bids are to be received. The Owner assumes no responsibility for bids not received.

Bid packages will be received via PennBid and identified for the following contract:

**Harrisburg International Airport**  
**Upgrade Baggage Handling Control System, Phase II**  
**Project No. 2020-001**

The work site is located at Harrisburg International Airport, in Middletown, Pennsylvania. Contractor shall complete all work as specified or indicated in the Contract Documents. The work generally consists of upgrading the baggage handling control system. **Error! Bookmark not defined.** The construction scope of work includes, but is not limited to migrating the existing BHS control system from ControlNet/DeviceNet to EtherNet/IP and drive replacements.

**Base Bid Scope of Work includes:**

1. Physical conveyor layouts will be maintained.
2. The Controls platform will change from ControlNet/DeviceNet to EtherNet/IP. All devices that are using ControlNet or/and DeviceNet interface for communication will be replaced by Ethernet/IP interface. For example, CNB modules will be replaced by EN2T or EN2TR where applicable
3. Drive replacement has two categories: the entire drive package (e.g., motor, gearbox, etc.) that use a DeviceNet VFD will be replaced with the new drive package. The drives with a motor starter remain in the system (are not subject for replacement).
4. Field devices such as shaft encoders that are hard-wired to remote I/Os in MCP will remain unchanged. Remote I/O modules in MCP will also remain unchanged.
5. Existing PLC processors (L73) will be utilized.
6. Two (2) ATRs will be replaced with optical one (1) ATR/BMA and one (1) optical ATR or camera system. One ATR on OSRM line will remain in the existing location.
7. Upgrade or scope that are part of TSA Gap program are excluded from the scope of this project.
8. Maintain the certified PGDS version (v4.2) for the physical BHS layouts. Do not require to meet the latest PGDS requirements.
9. Existing Upper-Level hardware equipment (e.g., servers, workstations, monitors) will be maintained.
10. CBRA HMIs will be maintained as they were upgraded in 2014.
11. Modify existing BHS graphics pertaining to the migration base scope identified in scope document.
12. Perform all TSA Line Testing and ISAT and ensure the BHS will comply to the original (PGDS 4.2) certification requirements.
13. Oversize (OS) HMIs and OS functionality remain the existing condition
14. Remove TCU keypads

**Add Alternative Scope of Work includes:**

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1. Changing PLC architecture to hardware hot-backup with RM2
2. Replace existing upper-level system hardware equipment with later version of the similar equipment.
  - a. Redundant BHS servers (primary and secondary)
  - b. Redundant network equipment (primary and secondary)
  - c. Network storage drives
  - d. UPS
3. Replace the existing upper-level system software with upgraded software including:
  - a. Sort Allocation Controllers (SAC). Note that the existing sorting methodology (per carrier) needs to be maintained.
  - b. Maintenance Diagnostic Systems (MDS) / Graphics to be a Web based MDS.
  - c. Management Information Systems (MIS) / Reports to meet the latest PGDS.
4. Replace the existing HMIs with later version of the similar product including:
  - a. HMIs in each CT line
  - b. SSD in OSR
  - c. SSD in makeup area
5. Upgrading Oversize (OS) screening process and equipment.

Complete sets of Contract Documents and Bid Forms may be obtained beginning **Sunday, May 7, 2023**, via PennBid. Only bidders receiving full sets of documents will be on record to receive Addenda.

All bids must be made on the official Bid Form or an exact copy by re-production thereof. Owner reserves the right to reject any and all bids, to waive any and all informalities and the right to reject all non-conforming, non-responsive or conditional bids, in the Owners sole discretion.

No Bidder may withdraw his bid within 60 days after the actual date of the opening thereof unless award is delayed due to the required approval of another government agency, the sale of bonds, or the award of grant or grants; in which case, bids shall be irrevocable for one hundred twenty (120) calendar days in compliance with Act 317 of 1978 approved November 26, 1978. Each bid must be accompanied by a **Bid Security in the amount of ten percent (10%) of the base bid** in accordance with the Instructions to Bidders.

The successful Bidder will be required to furnish a Performance Surety Bond and a Payment Bond each in the full amount of the Contract Price.

Bidders are advised that a virtual **PRE-BID MEETING** will be held on **Monday, May 22, 2023, at 10:00 AM EST** (non-mandatory but highly recommended). Link to the meeting will be provided on PennBid.net.

Any questions or interpretations of the plans, specifications or documents must be submitted, in writing, no later than close of business on **Wednesday, May 31, 2023, at 5pm EST**. Questions must be submitted via PennBid.

Upon completion of bid opening, the unofficial bid results will be posted via [PennBID.net](https://pennbid.net) and on [flyhia.com](https://flyhia.com).

**OWNER**  
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