Questions and Answers

1. Is the project required to be executed in phases(such as renovating one half of the facility at a time) to maintain ongoing check-in operations, or can the entire system be taken completely out of service for a designated period?

   No phasing is planned or required for the removal/installation of the new system.

2. Can the government provide editable 2D or 3D digital drawing files (such as .dwg CAD or BIM models) of Building 3333 to allow us to seamlessly integrate our project layout models?

   A 2D AutoCAD (.dwg) drawing of AF Drawing BRM1B5-01 provided with the solicitation can be provided. Attached for upload to the solicitation.

3. Are there any data about jamming and failures leading to downtime? Are there any data showing where the jamming are issued? Knowing this, we can analyze the layout and try to optimize to reduce or even eliminate hiccup points. We f.e. think, the belt curve leading into the inside baggage makeup area is way to small in radius, not allowing the big boxes not to pass. Also we saw, on this curve the sidewall is inside of the previous conveyor module, and baggage can get caught here creating jamming and downtime

   No data is currently available, but this can be discussed with the user and equipment maintenance staff after award. The design in the solicitation is based off the design of the existing equipment and is limited by building constraints.

4. Is it mandatory to use metal conduits to protect the cables? If yes, is the implementation as shown on the site visit photos permissible?

   Per Cover PD Paragraph 3.2.2.4, US standards require metal conduit or tubing (NFPA 70). However, equivalent European methodology (multicore cables on metallic trays or baskets) are acceptable per DIN-VDE regulations. The final installation must still comply

with Paragraph 3.2.2.4 requirements for parallel/perpendicular routing and color matching.

5. Do the control components and conveyor motors require UL certification?

   Control components and conveyor motors shall be in compliance with UFC 3-520-01 and NFPA 70 or the equivalent DIN-VDE regulations.

6. Shall the Motor Control Panel (MCP) be located in the exact same positions as the legacy equipment?

   The new system shall have one MCP, located in the position of the existing MCP as shown on AF Drawing BRM1B5-01. The MCP located in the hallway behind check-in counter 1 shall be removed and no new panel shall be installed in that location.

7. Can we connect to the PLC remotely (via an outside network or off-base internet) to perform remote diagnostics, updates, or troubleshooting?"

   There shall be no remote access to the system after it is commissioned and accepted by the government. Paragraph 3.2.25.1.1. Appendix A explicitly dictates that troubleshooting and diagnostics are done locally on-site using the physical 9-inch local Diagnostic Display Panel (DDP) touch screen mounted on the MCP, which requires a keypad passcode.

8. Individual main switches for motors are required according to the specs. Shall these be located directly next to the motors?

   Yes, motor disconnects shall be located next to the motor the disconnect is associated with in accordance with NFPA 70 or the equivalent DIN-VDE regulations.

9. Shall the cable conduits be made of aluminum?

Conduit shall be in compliance with UFC 3-520-01 and NFPA 70 or the equivalent DIN-VDE regulations.

10. The system components (motors, sensors) are connected with the control cabinet. Cables must be put into cables trays. Shall these trays be made of perforated galvanized sheet steel?

Cables trays shall be in compliance with UFC 3-520-01 and NFPA 70 or the equivalent DIN-VDE regulations.

11. At the intersection where the feeding conveyor from check-in 11 meets the main takeaway belt, can the collecting conveyors be configured to run in a continuous straight line?

Due to building constraints and the flow of the conveyor, this cannot be done. If you think this is incorrect, please provide a drawing of the configuration you are proposing to clarify.

12. Is it possible to work more than 8 hours a day, or are there fixed working hours?

Yes, performance exceeding 8 hours is permissible, provided it complies with the terms and conditions outlined in the solicitation.

13. Do the cables need to be halogen-free?

Cables shall be in compliance with UFC 3-520-01 and NFPA 70 or the equivalent DIN-VDE regulations.

14. Is the contractor required to provide and install a temporary barrier within the public departure hall?

Yes, a revision has been made to the Cover PD to add this requirement.

15. Are there any specific requirements regarding the installation schedule?

The projected timeline is stated in the Solicitation - FA561326Q0029 page 9.

16. We are planning to install check-ins with integrated weight, length, and height measuring. Is that acceptable?

Providing or installing new check-in counters is outside the scope of this contract. Per Appendix B Paragraph 3.1.1 and previous clarifications, new counters will be provided by others. The contractor is solely responsible for the conveyor components (scale, feeder, and takeaway belts) as specified in Appendix A.

17. Is there a forklift available for unloading delivery trucks? Do you have your own operators available for unloading?

No. The government will not provide material handling equipment or unloading operators. Per Cover PD Paragraph 1.1 and 4.1, the contractor is entirely responsible for providing all equipment, materials, tools, and labor necessary to complete the installation and offloading.

18. What are the regulations to bring the old, dismantled materials out for disposal?

Per Appendix B Paragraph 3.1.1 and Cover PD Paragraph 3.3.7, all removed materials (except the impact protection rails, which must be palletized for reuse) are the property of the contractor and must be hauled away off-base. The contractor is fully responsible for daily clean-up and disposal in strict accordance with federal, state, local, host-nation, and Air Base municipal laws.

19. What are the regulations/procedures to bring materials and heavy construction machines (forklifts, cranes) into the base? What delays or extra costs do we have to expect?

For Short term Access under one week, machinery and material deliveries can be signed on at the visitor center and escorted through the Large Vehicle Gate following standard credentials and background check. Extended unescorted access over one week requires formal base passes processed through Security Forces. Vetting timelines take a few weeks for personnel with a history of valid access but require two months or more for new applicants who must provide country of origin conduct certifications.

20. How many days before the start of installation should the ID cards be applied for?

All base access information can be seen from Ramstein Air Base's official page at https://www.ramstein.af.mil/About/Fact-Sheets/Display/Article/726166/ramstein-visitor-control-center/. Contractors must coordinate and comply with the guidelines and timelines listed there.

21. Do we need special permissions for our staff? Some of our engineers are from foreign countries (e.g., Philippines, India, Pakistan, Poland). Will they get permissions?

Base access for non-NATO / Third Country Nationals (TCNs) requires extended security vetting per U.S. Air Forces in Europe (USAFE) and local installation security policies. Contractors must submit required passport and identification documentation well in advance of performance. Approval is strictly subject to Base Security Forces clearance.

22. Will our installers have a lockable room for their tools and personal belongings?

No. Securing all assets, tools and materials is the sole responsibility of the contractor per Cover PD paragraph 3.3.7.

23. What specific permits or formalities need to be considered while performing work on-site?

The contractor must comply with the following mandatory on-site formalities:

- Hot Work Permits: Per Cover PD Paragraph 3.3.5, an approved AF Form 592 permit must be obtained from the Base Fire Department at least 48 hours prior to any welding, cutting, or burning operations.
- Facility Modifications: Per Cover PD Paragraph 3.3.8, written approval must be secured through Base Civil Engineering, Fire, Safety, and Bioenvironmental offices before making modifications to the structure.
- Utility Outages: Per Cover PD Paragraph 3.3.8, any required power outages must be formally requested through the Civil Engineering office a minimum of 15 days in advance.

24. Is the outdoor baggage build-up area covered, or does it have a roof?

The roof of the building extends fully over the outdoor baggage build-up area.

25. Are there contractors for waste disposal, and are there specific requirements for these contractors?

The government will not provide a cleaning contract for the installation area. The contractor is responsible for clean-up of the installation area per the specified requirements.

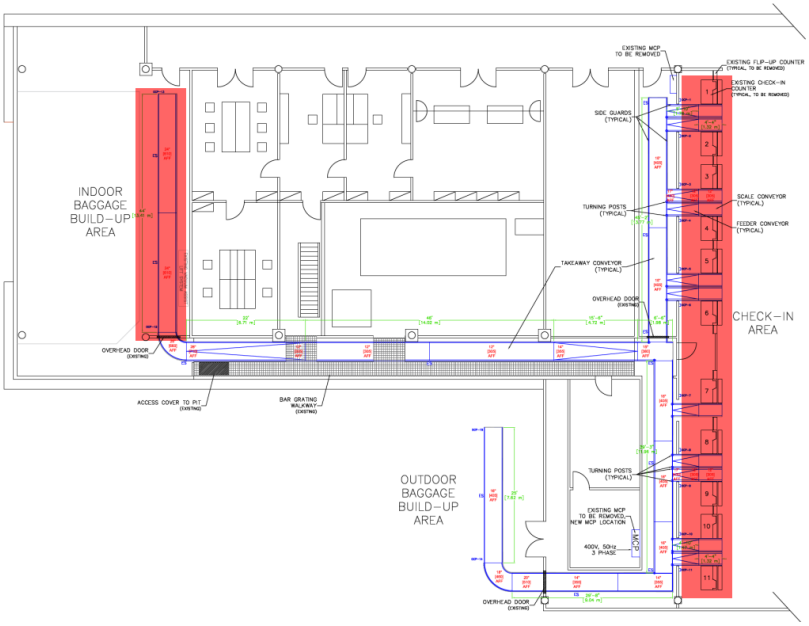
26. Does one of us have to supervise this test for its entire duration (30 days)?

A contractor representative does not need to remain on site for the 30-day duration of the reliability demonstration test. The Contractor can return to the site if a failure occurs and corrective action needs to be taken during this test.

27. 150 kg/m seems to be a very high load. We assume that the average load per meter is lower, as it is unlikely that many people carry a bag weighing 150 kg. We usually assume between 30 kg/m and 50 kg/m. Please provide your comments.

This is a standard requirement for US Air Force baggage conveyors and shall be provided as specified.

28. Question: Shrouding for areas (highlighted in red) as on the illustration below? Is this



correct?

This is correct.

29. Given that flowcharts require substantial additional effort, are they a strict requirement?

Yes, flowcharts remain a requirement.

30. We do not believe this large adjustment range is necessary, and it would require an unnecessarily large cutout in the side guide.

The adjustability is requested to ensure that there is adequate length in the wire and flexible conduit to allow for minor adjustments after the installation is complete. The cutout in the side guide only needs to be large enough for proper sensor operation when it is aligned and in the correct position.

31. Would a touch panel instead of the keypad be acceptable?

Yes, a touch panel keypad is acceptable. It is expected that the keypad will be a feature of the Diagnostic Display Panel (DDP) touch screen.

32. Need the scale and feeder conveyor to be reversible? If yes, what is the reason behind? Will the operator make sure that no fingers can be trapped when moving items backwards? Are there any sensors needed to observe this? This is very important regarding safety requirements.

The intention is for maintenance troubleshooting purposes. The Motor Control Panel, where these conveyors would otherwise be reversed, is not located nearby within visible

or audible distance of the conveyors and could be unsafe to switch from that location. See Appendix A (REV 2), paragraphs 3.2.26 and 3.2.26.4—the specification has been revised to provide a key switch for this application.

33. How will the test procedure be in detail? If we load the five baggage items on the conveyor, they will be transported onto the next one. How should this procedure last 30 minutes? What kind of test items will be used? Please explain.

It is understood that the baggage should reach the end of the conveyor and stop before. The intent is to repeat the operation for 30 minutes. Test items may be loaded bags, suitcases, duffels, boxes, and/or footlockers.

34. The supports are for the steel structure, correct? Will the supports be dismantled for the installation of the new baggage system? If not, what are the dimensions between the wall and the supports?

The supports are for the bar grating catwalk above and shall not be removed. The measurement from the support columns to the wall shown in the left of Photo 13 is approximately 30 inches or 762 mm. This can be verified at a coordinated site visit prior to bidding or at the post-award meeting after contract award. Note that there is one column that is placed differently, shown in the photo below.

35. Paragraph 3 "Past Performance IL_Unsanitized_FA561326Q0029_Contractor Name", the past performance as explained questionnaires shall be returned directly from the referenced commercial customer and/or contracting activity to you, so Volume II: Past Performance will not be submitted with our offer, is this correct? If yes then the Offeror shall submit only two (2) separate and distinct electronic documents labeled Volume I & Volume II, correct?

No, that is incorrect. Even if the Government has already received a completed Past Performance Questionnaire (PPQ) directly from your reference, the Offeror is still required to submit **Volume II: Past Performance** as part of their proposal package.

Per the solicitation instructions, Volume II must contain a **listing of up to three (3) references** for recent and relevant contracts. While the *completed questionnaires* must be sent directly to the Government by the reference source, the *list* identifying who those references are must be submitted by you in Volume II.

36. The stated maximum baggage dimensions in the documentation—specifically a maximum weight of 150 lbs (68 kg) and maximum dimensions of 30" W x 60" L x 36" H (760 mm x 1520 mm x 915 mm)—present several major physical layout and jamming constraints across the conveyor system. Specifically, a 30" wide bag will not fit or orient properly on the 24" (610 mm) weighing and feeder belts. Furthermore, due to the structurally available width and physical constraints of the building, items of these maximum dimensions will inevitably jam at right-angled transfers and cannot properly orientate at several key junctions, namely: The scale conveyor (where a 60" long bag exceeds the specified 1370 mm scale length). The 90° induction point from the 11 dispatch conveyors to the main collector conveyor. The two junctions from the collector conveyors to the transport line feeding the indoor make-up area. The junction feeding the outdoor make-up area. The two powered curves (which would structurally require a conveyor width of at least 52" to clear a 60" long bag, leaving no room for the walkway path next to the system).

Can the government clarify what the true maximum baggage dimensions running over this system must be, and if we can assume smaller dimensions for normal luggage to realize this project?

See Appendix A (REV 2), paragraph 3.1. – maximum baggage dimensions have been revised.

37. Could you please provide the voltage, frequency, phase, and stability details for the facility?

400 V, 50 Hz, 3 phase. We do not have data/details on the power stability but there are no known issues with the current system caused by the power stability.

38. Could you provide the internal width dimension between sidewall of the existing and new conveyors, including check-in conveyors and powered curves.

Existing conveyor dimensions can be verified at a coordinated site visit prior to bidding or at the post-award meeting after contract award. New conveyor dimensions should be similar to existing conveyor dimensions but will be based off of your product dimensions and the specified belt widths.

39. As both the baggage input statement and the stated maximum bag weight (150 lbs / 68 kg) exceed IATA recommendations for non-commercial airports, what specific loading capabilities must our revised conveyor design accommodate?

This is a standard requirement for US Air Force baggage conveyors and shall be provided as specified.

40. While the documentation specifies the use of conduits and wire, standard European practice utilizes suitably rated multicore cables mounted on metallic cable trays or baskets. Furthermore, our standard product is designed and manufactured in accordance with UK and European Standards and Legislation, rather than the stated US specifications. Given that this is a USAF Base located in Europe, would standard European/UK products, installation methodologies, and equivalent standards be acceptable for this project, or are we strictly mandated to follow the referenced US specifications?"

European standard equivalents to the US standards specified are acceptable for this project. But products must meet the requirements as provided in the specifications.

41. AF Drawing BRM1B5-01 indicates 400 V / 50 Hz / 3-phase at the new MCP location. Please confirm the available capacity at the connection point and whether the Government furnishes power to the new MCP location, or the contractor is to extend the feeder.

The available capacity at the existing facility connection point is 400 V / 50 Hz / 3-phase. Per Cover PD Paragraph 3.2.2.1, the Government provides power at this existing facility supply connection point; the contractor is fully responsible for extending the feeder and furnishing all necessary wiring and equipment to the new MCP location.

42. Please identify the labor-standards regime applicable to the on-site installation in Germany (e.g., SOFA / host-nation labor), and whether host-nation or U.S. installation labor is required or preferred.

Contractors must comply with all applicable German host-nation labor laws and standard Status of Forces Agreement (SOFA) regulations. There is no government requirement or preference for U.S. versus host-nation installation labor, provided all personnel can successfully meet base access vetting requirements.

43. Is a pre-quote site survey of Building 3333 available or required? The Project Description calls for field verification of dimensions, and the drawing is not dimensioned for fabrication.

The official site visit was conducted on Monday, June 8, 2026, at 13:00 CEST, and no further group site visits are scheduled. However, the Government may permit individual site visits on a case-by-case basis if it is determined to be in the best interest of the Government. Offerors requesting an individual site visit must submit a formal request to the Contracting Officer detailing the specific technical justification and required access duration.

44. Are any bid or payment/performance bonds required for this commercial supply-and-install effort?

No bid, payment, or performance bonds are required for this commercial supply-and-install requirement.

45. Please confirm the offer due date is 08 July 2026, 4:00 PM (per Amendment 0002), superseding the 24 June date shown in SF1449 block 8.

The quote submission deadline is **July 8, 2026, at 4:00 PM EST**, as established by Amendment 0002.

46. . Please confirm the method and email address for submitting the Technical and Price volumes, and any file-size limits for the PDF submissions.

All documents regarding this solicitation must be submitted via email to both **sujin.hawkins@us.af.mil** and **carleen.clinger@us.af.mil**. While there are no official file-size limits for the PDF submissions, if you experience any issues sending a large file, please submit the volumes separately.