

TECHNICAL PROPOSAL STATEMENT OF WORK
MODIFICATION OF CAB GLASS ANGLE
THE TEMPORARY OPA LOCKA AIRPORT TRAFFIC CONTROL TOWER

PROJECT LOCATION:

The project is located at the temporary airport traffic control tower (ATCT) at the Opa Locka, FL Executive Airport which is located seven miles north of the Miami International Airport. The temporary ATCT is located within the Airport Operations Area (AOA) along and to the east of closed runway 36/18.

BACKGROUND:

The temporary ATCT is a 40-foot trailer custom built for the FAA as a self-contained, temporary airport traffic control tower. The first 17 feet of the trailer comprise the control room or cab. The remaining 23 feet of the trailer house equipment. The temporary ATCT sits upon sea-land type shipping containers stacked two high. The cab has three sets of double pane lights along each long side of the cab. There are two, double pane lights on each end of the cab. Each light along each side of the cab has unique dimensions. The lights on the two ends differ from each other. Lights on the trailer towing end are larger than on the other end.

Opa Locka air traffic controllers experience problems from glare. The glare is caused, in part, by lack of appropriate orientation of the cab glass. The cab glass should be tilted 15 degrees outward from vertical to minimize glare. The cab glass tilt in this temporary ATCT varies from zero degrees to perhaps a degree or two of tilt. Lack of tilt causes glare problems that induce fatigue and interfere with controllers' concentration. Both the interference and the fatigue degrade operational safety.

1. STATEMENT OF WORK (SOW):

1.1. **SCOPE:** The contractor shall develop, fabricate, and install a suitable frame with glass tilted approximately 15 degrees from vertical. The top of the glass is to tilt outward with respect to the cab interior. The frame and glass are to provide a weather-tight envelope around the cab. To prevent parallax, the original cab glass will be removed when the tilted glass and frame are in place. When the temporary ATCT is to be relocated, the tilted glass and frame are to be removed and stowed. The original cab glass will be re-installed for towing. Re-installation of original cab glass is not within this scope of work; however, a demonstration that the re-installation is reasonably achievable is required under this scope of work.

1.1.1. Connections within the frame structure and to the underlying support shall be by bolts and nuts or similar connectors that can be used multiple times and that are easily installed or removed.

1.1.2. Rubber, neoprene, or similar seals shall be provided to fill, weather-tight, any bolt holes used to connect the frame to the trailer. Seals will be installed after the frame has been stowed for towing.

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- 1.1.3. The frame should withstand hurricane category 1 wind loading, but need not exceed the wind loading resistance supplied by the ATCT trailer itself.
 - 1.1.4. Both the frame and the cab glass design and installation shall provide maximum controller visibility and viewing area.
 - 1.1.5. Cab glass in the frame shall be supplied and installed by the contractor and shall be double pane, clear float glass, free of distortion. Low E coated glass is desired.
 - 1.1.6. Glass design shall preclude condensation between glass panes.
 - 1.1.7. Glass lights may be hermetically sealed or un-pressurized units.
 - 1.1.8. Each light shall contain two panes of quarter inch thick glass.
 - 1.1.9. Light panes shall be in parallel alignment (+ 1/64 inch or less).
 - 1.1.10. Cab glass shall be tested in the presence of FAA personnel for acceptable visibility, distortion, and clarity.
 - 1.1.11. Un-pressurized glass units, if proposed, are assembled the same as hermetically sealed units with the addition of a small breather portion to the air space on the inside face of the frame.
 - 1.1.12. Upon successful construction of the frame and installation of the glass, the original cab glass shall be removed and stored on site.
 - 1.1.13. Original shades for the cab glass shall be relocated to the new frame so that the shades are fully functional in the relocated position. Mounting of the shades in the relocated position shall be by screws, bolts, or other methods that permit reconfiguration to the inside of the ATCT when the frame is being disassembled.
- 1.2. **WINDOW MULLIONS.** The frame mullions shall be designed with the minimum cross section required, not to exceed four inches in width unless loading conditions demand otherwise, for glass and roof support and to maximize outside viewing area. The frame and mullions colors must minimize reflection. Dark colors or matte finish required.
- 2 **SUBMITTALS: Technical Proposal:** The priced Technical Proposal shall be submitted to the contracting officer identified in the request for technical proposal.

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- 2.1.1 **Other Submittals:** Once a proposal is selected, for implementation, the contractor shall submit the following within twenty (20) days of notification of selection:
 - 2.1.2 Shop drawings.
 - 2.1.3 Points of contact and addresses of materials suppliers.
 - 2.1.4 List of hazardous materials to be used on the job site.
- 3 **Permits and Responsibilities:** The contractor shall be responsible for complying with Federal, State, and Municipal laws, codes, and regulations applicable to the work.
- 4 **Safety:** Implementation or construction shall be accomplished in accordance with the latest OSHA standards. The contractor shall be responsible for all damages to persons or property that occur as a result of the contractor's fault or negligence, and shall take proper safety and health precautions to protect the work, the workers, FAA personnel assigned to the area, the public, and property of others.
- 5 **Performance Time:** Construction shall begin within (3) days of receipt of the Notice to Proceed and complete work within 30 days, but construction shall not begin prior to FAA receipt of submittals and FAA approval of those submittals. Time needed for review, comments, and approval of submittals will not be considered part of the contractor's performance time.
- 6 **Schedule of Work:** Design work will be conducted at the contractor's premises on a schedule that meets paragraph 5 requirements, but is determined by the contractor. Acquisition of field measurements to develop designs will be allowed only when the ATCT is not in operation. Typically, but subject to change, the ATCT operates from 6:00 AM until 9:00 PM daily. Construction work will also be restricted to those hours outside of normal ATCT operations.
- 7 **Site Visit:** A site visit prior to submitting a proposal is mandatory and will follow a pre-proposal conference. The pre-proposal conference will be held in the site offices on a date to be specified.
- 8 **Contractor Transportation:** Contractors are expected to provide their own transportation to the airport boundary fence. From the fence, the contractors' vehicles will be escorted to the site offices adjacent to the temporary tower.

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- 9 **Contractor Responsibilities:** Contractors are expected to carefully examine the site and all areas of the proposed work and to determine the full extent of the work. The submission of a proposal will be considered evidence that the contractor has made the appropriate examination, taken the requisite measurements, has made the appropriate interpretations concerning existing site condition and the complexity and character of the work, and is satisfied as to the conditions to be encountered in performing the work.
- 10 **Airport Access:** All access to the airport operations area and to FAA facilities are restricted. Access for initial meetings and proposal development will be under FAA escort only.
- 11 **Construction Access:** Access requirements for the contractor whose proposal is selected for implementation will be discussed with the successful contractor. Generally, such access must and will follow security dictates as set down by the Airport Authority and as implemented by the FAA.
- 12 **Availability of Utilities:** Water, sanitary facilities, and telephone service are not generally available for the Contractor's use. Limited power may be available for the contractor's use.
- 13 **General Requirements:**
- 13.1 **Verification of Dimensions:** The contractor shall verify all dimensions in the field, and shall advise the project engineer or construction representative of any discrepancies before performing the work. No departures from the approved proposal shall be made without the prior written approval of contracting officer and the project engineer or contracting officer's technical representative.
- 13.2 **Drawings:** Detailed drawings submitted by the contractor shall include a complete list of materials as well as manufacturer's descriptive and technical literature, drawings, and both installation and disassembly instructions.
- 13.3 **Materials:** All products and materials shall be supplied, transported, maintained, handled, stored, installed, and removed by the contractor.
- 13.3.1 All material measurements and estimates are the responsibility of the contractor.
- 13.3.2 Details, practices, and procedures shall comply with the published manufacturer or supplier's requirements.