Question #73: Page 11 addresses FAA owned navigational facilities. Please describe non FAA owned navigation facilities. Who is responsible for this equipment and when does that responsibility commence?

Answer: Per the RFP, the selected contractor will be responsible for all aspects of airport operations after the first 10-year period including non-FAA navigational equipment. The Operator is responsible for the maintenance and repair of that equipment throughout the contract period. A list of this equipment shown below.

1. Runway 1/19 REILS (Runway End Identifier Lights)
2. Runway 1/19 PAPIs (Precision Approach Path Indicators)
3. Runway 14 MALSF approach lights (Medium Intensity Approach Lighting System)
4. Runway 32 REILS
5. Runway 14/32 PAPIs
6. The airport beacon
7. Three wind socks on the airfield.

Question #76: Can the condition of non-airside infrastructure and list the assets (buildings, roads, equipment, HVAC etc) and condition of each facility or asset be provided?

Answer: A condition of non-airside infrastructure is not available at this time. An inventory of Airport equipment is included as RFP Attachment 25.

Question #84: Are broker fees allowed to be paid by NYSDOT?

Answer: The proposal submission should be inclusive of all fees to provide the Operations and Management Services and Business Development Services requested.

Question #85: Are the rights to develop the parcels identified in the RFP part of the procurement?

Answer: Responses should include the firm’s approach for development of all parcels identified. All proposed uses of the development must be approved by ESD, NYSDOT and FAA as needed prior to advancing parcel development.
**Question #88:** What role will NYSDOT play in Certificate of Occupancy and Permitting, Plan review etc. for new developments? Who will review engineering design and construction plans? Who will coordinate with FAA? Will NYSDOT continue to provide Fire, Health and Safety inspections for all Airport facilities and buildings?

**Answer:** As the airport owner, NYSDOT will continue to handle permitting and inspection issues with the assistance its capital project management firm. This firm will interact with the Operator for FAA issues as needed. The NYS Office of Fire Prevention and Control (OFPC), OFPC will conduct fire and safety inspections of the facilities at the airport on behalf of NYSDOT. NYSDOT will have a representative assigned to interface with the selected contractor.

**Question #91:** MTA has a budget item for the development of Parcel #3. Neither NYSDOT nor MTA have publically supported the project for a mixed use transit development or train station. Please explain NYSDOT position with respect to the development of this parcel? How much will be used by MTA? Will NYSDOT collect revenue from MTA? How will this be integrated with ESDC?

**Answer:** As is stated in the RFP, Parcel 3 has been identified as a priority development site by NYS. The selected operator (and development partners) will work with ESD and NYSDOT on proposed development of the parcel.