Potential future Design, Supply, Install, integrate, Commission, Support, decommission, Processing Capacity Testing, Project Management and Maintenance of an integrated aviation security screening solution across the Airports Company South Africa airport network for an overall anticipated lifecycle of approximately ten (10) years. **EOI8302/2026/RFP**		
ID	**Question**	**Response**
1	We will be submitting the tender as a JV, and despite the JV being made up of individual entities, we will submit the JV using the name of the JV, which at this point is not incorporated. Would we then need to submit SBD forms for each of the individual entities making up the JV, or would we need to nominate a lead entity, which would populate the forms with its details?	The SBD 4 forms for all the JV partners need to be provided.
2	We partner in a JV because one or more of the entities does not meet some of the requirements. In submitting the returnables, can we submit returnables for only those entities that have the specific returnables. For example, one of the entities is Chinese and recently registered a South African company. They are in the process of registering for tax, CSD, COID, etc. Will the submission be accepted if these documents are submitted for the other parties and not them?	For ACSA to note the submission as a JV, the respondent must sign the Authority to Sign document and provide a fully signed JV agreement that details the lead partner and the percentage of ownership in the JV. Once this is received, ACSA will be in a position to consider the submitted documents for the JV members. Please further note that some of the documents are not mandatory at this stage and as such may be required at a later stage should an award be made.
3	Since we will bid as a JV, will you require the Audited financials, bank rating/letter, facility, or guarantee confirmations of all parties to the JV?	Yes
4	Confirm that the actual Appendix F is the TSA/ECAC schedule and the actual Appendix E is the PSIRA undertaking, contrary to clauses 4.5 and 5.1.	Amend Appendix F to be PSIRA, and Appendix E is the TSA/ECAC
5	Confirm the location and required format of Appendix Q, All Other Functional Evaluation Requirements, because it is listed as mandatory but is not clearly presented as a standalone annexure.	this section is created so that any other documents that are not specified elsewhere can be located. It is indicated as mandatory for purposes on ensuring that respondents

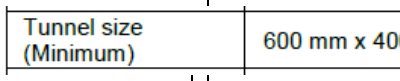
		understand the proof that is required for all functional evaluations requirements.
6	Confirm whether a Class 2 cost estimate is required at the EOI stage despite clauses 1.12 and 4.4 stating that firm pricing and price evaluation are not applicable.	ACSA requires that you provide a budget estimate with an accuracy range of -15% to +30%. Correctly, the estimate will be refined at the subsequent procurement process. ACSA is of the view that this information must be available because the technology supplier will have a view of the number of processing lanes set-out in the area of the CSP. This budget estimate will largely account for the costs of the individual pieces of equipment, the costs to configure and commission the system, maintenance costs, calibration, breakdown provisions, and a provision for building modification. This information will be available noting the previous experiences of the service provider and the “off the shelf costs” of equipment (including their logistics to South Africa)
7	The Scope of Works states automated lanes must improve throughput by at least 15%, while the Technical Specification refers to an increase of more than 100%. Which threshold applies?	The technical refers to a comparison with current "The Automated Lanes system shall be capable of throughput increase by more than 100% compared to conventional checkpoints", the 15% is overall improvement and compares to future throughput

8	Confirm whether the minimum 1.2m queue width applies to every airport layout, and whether briefing drawings will provide sufficient dimensions to test this.	1,2m is IATA Level of Service (LoS) guidelines for airport terminal facilities (this will apply to all airports).
9	The main document requires at least 60 days' data storage, while the Technical Specification requires 90 days for certain logs and CCTV. Confirm the controlling period.	Continuous CCTV coverage of all remote screening workstations with recording retention of 90 days.
10	IT infrastructure, servers and data centres are listed as out of scope, but the Remote Screening Room requirements include servers, storage, firewalls and intrusion detection. Clarify the division of responsibility.	This is included in the scope of work. Thami to update section "2.3.18 OUT OF SCOPE"
11	Confirm acceptable ECSA registration categories for the Lead Engineer, Lead Technician and Structural Engineer, because “Pr. BTech” is not a recognised ECSA category.	Pr Technologist Eng registration which is generally acquired by B-Tech Holders
12	Confirm whether failure during the 45-day reliability test resets the entire test for one machine, one site, or the whole programme.	One machine, one site, these will be phased implementaion as it is during live operations
13	Given that modern 3D CT baggage-screening equipment and ATR lane systems have a larger physical footprint than the legacy single-view X-ray machines and manual lanes currently installed, confirm: (a) exact current CSP floor dimensions, ceiling heights and structural obstructions at each airport, ideally in advance of the briefing; (b) ACSA's position where the required footprint for a fully compliant modern solution exceeds the space available, given the “no major building modification” instruction in clause 2.3.1.10; and (c) whether minor civil, structural or electrical works (e.g. floor reinforcement, partition adjustment) would be considered acceptable rather than a “major building modification.”	a. Sketched provided for each point b. ACSA's preference is to use current psace available and does not foresee terminal expansions from this project. One can accommodate office relocation to be a little backwards but nothing more c. yes they will be considered
14	Please confirm the indicative quantity of each equipment type required at each airport: CT cabin-baggage scanners, automated screening lanes/ATR systems, full-body scanners, archway metal detectors, ETD equipment, goods/cargo X-ray systems, operator/recheck workstations and remote-screening workstations.	ACSA has provided the dimensions of the CSP. This should allow the bidder to have an indicative view of the number of lanes that can be configured and from this configuration, the processing capacity is determined. Thus, bidder should be in a

		position to determine the equipment count based on the configuration. Noting that all OEMs have different name plate processing capacities for their equipment, the equipment count and cost will be different for each bidder.
15	Trace detection is stated as required "where required in accordance with regulations." Please identify the airports/checkpoints requiring ETD and provide the required performance/certification basis.	Stand alone ETD equipment are not required. As ACSA progresses through the tender process, this will be further specified. Noting there would be a basis for its cost, the overall cost estimated can be readjusted.
16	Integration interfaces: Please provide available interface specifications/protocols for CCTV, access control, baggage management, alarm reporting and other systems with which the proposed solution must integrate	The x-ray detection equipment and passenger processing systems need to be monitored and managed as a self contained system. The bidder needs to provide oversight on the equipment, including supervisor oversight. This is independent of the CCTV and access control systems at the Airport. Statistics such as alarms; unauthorised items; and processed bags should be statistics that are collated at the Supervisor work station
17	Implementation programme: Please confirm whether the stated three-year delivery period means completion of deployment across all nine airports within three years, and whether ACSA has a preferred airport rollout sequence	Yes, the intention is for all equipment to be installed and deployed across all nine airports within the three-year implementation period. The airport rollout sequence is to be determined in consultation with ACSA, taking into consideration operational priorities, equipment condition,

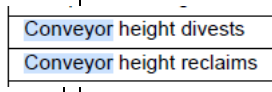
		passenger demand, infrastructure readiness and implementation dependencies.
18	Can we receive layout drawings of the different Airport/Terminals?	Sketched provided for each point
19	The conveyor height of the Daifuku lane is a constant 830 mm measured from the floor. Is this also acceptable?	These are set a minimum Conveyor height divests 750/800/850 Conveyor height reclaims 750/800/850
20	The maximum conveyor load is specified as 25kg per conveyor zone. What is exactly meant by a conveyor zone?	Conveyor zone refers to a defined section of the conveyor system that operates as a distinct handling area such as divest, collection, tray induction etc.
21	It is requested that the ATR supplier provides evidence that the new solution will increase throughput by more than 100% compared to conventional checkpoints. What conventional checkpoints should be considered and how is this different from adhering to the targeted processing capacity?	The Automated Lanes system shall be capable of throughput increase by more than 100% compared to conventional checkpoints", the 15% is overall improvement and compares to future throughput
22	What is meant by: "Integration with airport IT, CCTV, access control, baggage management and alarm reporting system."? These items are generally out of scope.	Line 30 Reference
23	"TIP software should be compatible with other X Ray technologies." What is meant by "X Ray technologies"?	TIP solution should be capable of operating across different makes and models of X-ray screening equipment, rather than being restricted to a single OEM's equipment. This should not be proprietary. X ray technologies is a collective name used to refer to the detection equipment that is the topic of this tender process.

24	"The technical specifications for IT systems and redundancy will be provided by ACSA (servers, cooling redundancy in data rooms, back-up power system, information back-up requirements, connectivity of systems to ACSA IT network, information storage devices, etc.)."	This will be provided in the subsequent tender process. For the purposes of this process, the Bidder is required to provide equipment that is suitable for an airport environment with a daily operation of 19-hours. Back-up power systems on such system is a standard to ensure safe shutdown of equipment in the event of a power outage.
25	Does this mean that ACSA determines, provides, and maintains the server installation? As a solution provider with focus on efficient and cyber secure system design, we provide our own supplied hardware. Is ACSA open for that?	The expectation is for the service provider to take end to end responsibility for the solution. This includes the ongoing maintenance, upgrades on software, storage and dissemination of information and access control.
26	"The respondent should provide all information on the capability to provide all design, engineering, labour and materials, equipment transport, installation, testing, commissioning, decommissioning, reliability testing, guarantee certificates, and operational handholding services for at least 90 (ninety) days, as required to achieve the project objectives."	This essentially means that the service provider is responsible for the end to end solution. This is the norm at Airports and ACSA expects to maintain this at its airports as well.
27	Is "reliability testing" referred to as the 45-day throughput test after Go Live, or does this involve additional scope? Daifuku has strict reliability testing procedures in our R&D processes, and our products have been proven reliable with field operations ongoing for 15+ years in some cases.	This is not only throughput but aims to demonstrate sustained performance (detection); asset availability; that is within the targeted maintenance costs over the defined test period of 45 days. The reliability test measures the performance of the machine in its normal operating cycle. This includes peak performance when the airport

		is busy and low processing during off-peak times at the airport.
28	"The queue width of 1.2m is mandatory" is stated. What queue is exactly meant here, where is this queue located and how would the width affect the waiting times?	All passenger queues are alocated with the central search point area as on the sketches
29	Several equipment categories state 'Compliance to: TSA/ ECAC' in the Technical Specification and 'The machine shall be ECAC or TSA approved' in the Operational Requirements. Please confirm that approval under either ECAC or TSA satisfies the requirement, and identify the specific standard and level ACSA requires for each equipment category.	ECAC or TSA is acceptable. Standard 3 Level 3
30	Please confirm the minimum tunnel size for Cabin Baggage Screening Equipment. The table states '600 mm x 400 mm (H x W)'. Please confirm whether ACSA intends 600 mm width x 400 mm height.	this was a typo can be WxH 
31	Please clarify the intent of 'Storage format: 1280x720 PXL'. For volumetric CT systems, please confirm whether this refers to the resolution of exported 2D views or screenshots rather than native image storage.	Resolution of image when exported in 2D
32	Please confirm whether all listed export formats (OBJ, FBX, GITF, JPEG, TIFF, PNG, GIF, PSD) are mandatory, whether 'GITF' refers to glTF, and whether industry-standard security imaging formats (for example, DICOS) together with common 2D formats (JPEG, TIFF, PNG) are acceptable.	Yes. This is to enable the various authorities to receive information and perform analysis/investigation as and when the need arises. These various format are needed noting the various stakeholder and government agencies that ACSA collaborates with.
33	Screening equipment operates on the operating system configuration covered by its certification, and changes may require re-validation under the Configuration management requirement. Please confirm that ACSA will accept the OEM-certified	ACSA will accept the OEM-certified operating system, with OS updates managed through the configuration management and CAA approval process.

	operating system, with OS updates managed through the configuration management and CAA approval process.	
34	Certification regimes restrict disclosure of detection performance data. Please confirm that bidders may demonstrate compliance with the Pd and FAR parameters by reference to the applicable ECAC or TSA approval. Please also confirm that 'Around 98%' is a minimum Pd and 15% a maximum FAR, and define the threat object set and verification method ACSA will apply.	Correct Around 98%' is a minimum Pd and 15% a maximum FAR The system must automatically detect and flag the designated threat categories inside bags without requiring passengers to separate items.
35	Please confirm whether the 90-day retention requirement for 'all screening events' in General Calibration & Compliance includes images, or only event and alarm records. If images are included, please confirm whether off-board storage provided by ACSA is acceptable.	This is a security system and stored information must enable full investigation of events/threats/incident. Image storage is a key requirement during such investigations. It also allows ACSA to perform trend analysis for specific airports / sections of the airport. The storage capability must be provided by the Contractor with ACSA have the ability to access the information using restricted access protocols. The decision to erase information after 90-days should also be through approval by Security Management at the relevant Airports. This is standard practise at Airports.
36	The Full Body Scanner privacy safeguards require images to be deleted immediately after analysis, while General Calibration & Compliance requires all screening events to be retained for 90 days. Please confirm that the 90-day requirement applies to event data only, not images, for body scanners.	Analysis results and images must be retained for 90-days per the above response. This is to ensure suitable incident investigations. ACSA will not accepted incidents noting that security threats also pertain to syndicates that operate at the Airport.

37	Please confirm whether ACSA prefers millimeter wave or backscatter technology, whether the 'Max Radiation' parameter applies to non-ionizing (millimeter wave) systems, and which National Department of Health approvals apply to each technology.	ACSA is agnostic to technology solutions provided that they carry the necessary certification by ECAC and TSA to be applied in an Airport setting. South African Health Products Regulatory Authority (SAHPRA) guidelines will also apply to all solutions.
38	In Appendix C, Full Body Scanner SACAA minimum detection settings, the 'False alarm rate (FAR)' row is obscured in the document. Please confirm the requirement reads '15% per screening'.	Updated
39	The Automated Lanes Technical Specification lists 'Relative Humidity: 10-95%' and 'Humidity: 40-90% non-condensing'. Please confirm which requirement applies.	The humidity refers to the amount of water vapour in the air. Relative humidity refers to the amount of water vapour content relative to the maximum (saturation of water vapour at specific temperature and pressure) capacity. ACSA has specified both values noting that some suppliers may be familiar with supplying equipment in airports/environment where season change impacts the operating temperature in the airport.
40	Please confirm the units for Automated Lanes conveyor heights '750/800/850' (assumed mm) and whether the system must adjust to all three heights or one selected height. Please also confirm the units and definition of the Arch Way Metal Detector 'Maximum Distance: 0,3 at low sensitivity and 0,5 at high sensitivity'.	These are minimums in mm and one will choose
41	Please define the 'conventional checkpoint' baseline and the measurement method ACSA will use to verify 'throughput increase by more than 100% compared to conventional checkpoints'.	Conventional checkpoint refers to the current detection equipment used at ACSA airports. These comply to ICAO single view technology. The measurement of through put is defined in the previous answer.



42	Please confirm which party holds overall integration responsibility across automated lanes, screening equipment, remote screening and checkpoint management systems, and whether 'open interfaces' refers to a specific interface standard.	The winning bidder will hold this responsibility. ACSA wants a technology at its CSP and checkpoints that can deliver the required information without a need to rely on an interface or enablement from another part of the company.
43	The Walk Through Metal Detector 'Uniformity' parameter reads 'Must detect metallic and non-metallic threat objects (including explosives, firearms, knives) concealed on the body'. Please confirm whether this parameter is intended to address uniformity of metal detection sensitivity across the detection zones.	Correct, the intent is to be able to detect objects across the length, height, and breath of the machine. If a passenger has such an object concealed in any part of their self, the detector must be able to detect this. This is a minimum standard for such machines at Airports.
44	Please identify the standard referenced by 'The electromagnetic field inside the AMD shall meet minimum standards' and the applicable National Department of Health approval for metal detectors.	SAHPRA confirms that its Radiation Control function regulates listed electronic products under the Hazardous Substances Act, and its current Non-Ionising Radiation Medical Devices (NirMed) framework specifically includes non-ionising medical and non-medical devices. Schedule of listed electronic products is documented in Hazardous Substances Act, No. 15 of 1973 Regulation No. R.1302, 14 June 1991 which includes both millimeter-wave and electromagnetic field technologies

45	Please confirm the maximum consignment dimensions (L x W x H) and weight the Goods and Supplies X-ray machine must accommodate, including pallet size, relative to the 1.0 m x 1.0 m minimum tunnel and 100 kg minimum belt load.	150x150 equipment dimensions (W) 3.2m x (L) 7m x (H) 2.2m 100x100 equipment dimensions (W) 1m x (L) 3.7m x (H) 1.9m ORTIA minimum room dimensions for 150x150 (W) 3.6m x (L) 7m x (H) 2.9m ORTIA minimum room dimensions for 100x100 (W) 5.3m x (L) 6m x (H) 3m CTIA International minimum room dimensions (W) 7m x (L) 14m CTIA Domestic minimum room dimensions (W) 5m x (L) 10m KSIA minimum room dimensions (W) 4.4m x (L) 6.6m x (H) 3.9m Roller door (H) 2.4m x (L) 2.9m
46	Please define 'ESC' in 'Minimum Tunnel Dimensions: 100x100 as per advice from ESC requirements' and provide the referenced requirements.	Should be 100 x 100. Updated
47	Please confirm whether a co-located standalone explosive trace detection unit satisfies 'In-line or integrated explosive trace detection (ETD)', and whether ETD is included within the Goods and Supplies X-ray scope.	The goods receiving specification was provided. ETD system is integrated into the goods

		screening equipment. It is not a standalone function. This is in line with SACAA technical specifications.
48	Please define the start and end points for the 1-second 'Image latency' requirement, including whether image reconstruction and automated detection processing time are included, and confirm which party provides the network.	This 1 second requirement (maximum) is the time between the physical image capture and the display in the screener's screen. This is also an ECAC and TSA expectation. The bidder will be responsible to provide the network.
49	Please confirm whether network and power redundancy, physical room security, and CCTV for remote screening rooms are within the bidder's scope or provided by ACSA.	Operating network and UPS to ensure at least 15-minutes operation before controlled shutdown is responsibility of Bidder Physical security room to be provided by ACSA CCTV surveillance of remove screening rooms is part of another project at ACSA
50	Several requirements reference the NASP and the Designated Airport Operator test protocol. Please advise how bidders may access the relevant NASP extracts and test protocols, and confirm which party supplies certified test pieces.	"As prescribed by NASP" has been reen removed. Supplier to provide certified test pieces. Test pieces are provided as part of the detection equipment
51	Appendix D, D.2 references handling and disposal of radioactive materials, isotope half-lives and daily radioactivity test certificates. Please confirm the equipment or activities to which these requirements apply (for example, existing equipment to be decommissioned), given that X-ray and CT equipment does not contain radioactive isotopes.	This refers to current equipment that need to be safely removed before installation of new.
52	Please provide Appendix 1, which defines the level of detail for the Class 2 cost estimate required under D.3.	This question has been already addressed in the responses. ACSA will accept a budget estimate with an accuracy range of -15% to +30% for this part of the response. The

		bidder will have to provide a cost breakdown that at a minimum provides a BOQ for all detection equipment and IT ; provisional sums for infrastructure modifications, contingency, P&Gs, and escalation provisions
53	Please confirm whether the Professional Engineer approving the engineering and structural due diligence must be registered with the Engineering Council of South Africa (ECSA).	Yes. They would have to take professional responsibility for such decisions
54	Please confirm (a) whether insurance requirements in D.1, D.5 and D.7 apply to the prime contractor only or to each equipment supplier, (b) the EML values or basis ACSA expects, (c) what form of 'instrument' satisfies D.5 (for example, insurance policy, bond or guarantee), and (d) whether 'ACS' in D.5 refers to ACSA or the bidder.	This information has been provided to alert bidders to the insurance requirements that will be expected. This will be finalised during the RFQ stage ACSA requires a performance bond to taken by all Contractors to a minimum value of 10% of the Contract Value. This value can change following assessment of risks and execution strategy (eg. Equipment supply) The Contractor will need to take the Builders All Risk and Professional Indemnity covers
55	Please provide access to the tender data room, including OHS processes and checkpoint floor plans and layouts for each airport.	Access to the data-room of all information will occur during the next round of tender The OHS processes require at a minimum the development of an occupational risk assessment and mitigation plans SA Construction Regulations will apply to this project

56	Please confirm (a) which equipment categories apply to each airport and terminal in Annexure E, including the local airports, (b) whether '% increase from targeted Capacity' is measured against the Targeted Processing Capacity or the Current Processing rate, and (c) whether ACSA will provide current lane counts per checkpoint.	ACSA has provided information on the current processing capacities as well as the targeted increase per airport Yes % increase is calculated against TARGETTED capacity. The targeted capacity is the minimum acceptable to ACSA As part of the next phase process, the bidder will be required to guarantee the throughput capacity of their proposed solution. As a minimum, it will provide the conditions and assumptions under which the throughput will be achieved. There will be recourse if a supplier has provided a capacity and not able to achieve this in practise (apply will approach this similar to production process equipment/machinery)
57	Please define how ACSA will measure average uptime and Guaranteed Availability, including measurement period, treatment of scheduled maintenance and causes outside the supplier's control, and any associated service levels or penalties.	The supplier will provide the availability of the equipment taking into account the various preventative maintenance requirements, calibration requirements, power up and power down requirement, and a provision for reactive maintenance. The reactive maintenance provision must be demonstrated through a previous installation. ACSA will indicate the operating hours per airport and it will be expected for the winning bidder to plan its work accordingly. It is also ACSA's view that not all lanes will be operational to deliver the throughput

		capacity. There would have to be a redundancy factor provided by the winning bidder. At a minimum, the CSP is available at 99,5% of the airport's operating hours
58	Please confirm whether bidders may respond to individual equipment categories (for example, Cabin Baggage Screening Equipment only), whether joint ventures or consortia are permitted, and how partial bids will be evaluated.	Bidders to respond to full RFI, this especially noting that the technologies in question apply simultaneously to airports. JVs etc are allowed as long as the contracting party is able to assume the responsibility and liability to deliver the project
59	Please confirm whether equipment must hold SACAA approval before contract award or before deployment, and the process and timeline for obtaining it.	ACSA will not install equipment that is not acceptable to its Safety Regulator, SACAA. At the point of reading the tender pricing on the next phase, ACSA will complete a document to consolidate the technologies being proposed by various bidders. The SACAA will preside over this and provide its acceptability.
60	Please confirm that 'Screening technology: 3D/CTX technology' refers to computed tomography technology generally and does not specify a particular product family.	Correct. The technology to be proposed must be one that has been prior been applied in an Airport with acceptability of the Safety Regulator and carrying the TSA and ECAC acceptance.

61	ACSA: "The machine shall have automated object recognition software which allows for automated detection of an ever-expanding list of prohibited items (latest threats) improving security outcomes and efficiency." - Please change and ONLY request APIDS certified algorithm as what ACSA is requesting is impossible to deliver as it does not exsist. There is no APIDS certified algorithm with "ever-expanding" list. The list is predetermined by the regulator. It takes years to develop such a software and then have it certified. No changes are allowed to such algorithm	The Regulator and Aviation Bodies from time to time will inform Airports of development in screening and prohibited substances. Technology providers, wanting to ensure their technology offering remains relevant, will also be looking at ways to comply to such requirements ACSA does not want to be in a position that the technology provider will indicate an unwillingness or inability to update its algorithms to account for emerging threats. All CTX technology suppliers over the past 10-years have been able to continuously improve their detection capability. ACSA is looking to partner with such a Vendor for its project
62	We ask for following clarification:	
63	1. The above request is impossible to determine without pre-defining houndreds if not thousands of different parameters that fall under operational protocols/CONOPS/SOPs of the airport. We do not see this as the scope of this tender. So this makes it impossible to provide the above	A technology provider with prior experience will have a view of the processing ability of its technology ACSA Airports are designed to IATA Service Guideline. This defines the maximum wait time for each of the processing steps. ACSA wants to make the best utilisation of its fixed infrastructure. Maximising the throughput while adhering to quality requirements is one of them.

64	2. We could defined the above but then we would need to determine all of those protocols and this would be an extremely heavy task from cost size and is out of scope of this tender (we are not allowed or invited by ACSA in the EOI to provide you with operational guidelines for you checkpoint.	If you have a technology that has been prior deployed and operated at the Airport, the requirement can be met.
65	3. Determining queing would also require some kind of passanger control or information system and this is also not a part of the scope of this EOI	There is a queuing maze prior to the detection equipment. The IATA level of service guideline provides this. If your technology is able to process passengers quicker, the airport will remain within the level of standard guideline
66	Re ACSA - Appendix D - item D3 - asks for a Class 2 estimate - details under Appendix 1 - but we can't find an Appendix 1 -Please advise.	Please refer to the response in question number 8. "Appendix 1" has been removed from item D3
67	The documents first advise no pricing is required but later request pricing and apply points to that compliance . Please clarify. Section 1.12 indicates firm pricing is not required, but indicative pricing and Total Cost of Ownership (TCO) scoring are mentioned. Please clarify whether indicative pricing will influence evaluation at this stage; otherwise, this contradicts the earlier statement that pricing is not binding.	ACSA requires that you provide a budget estimate with an accuracy range of -15% to +30%. Correctly, the estimate will be refined at the subsequent procurement process. ACSA is of the view that this information must be available because the technology supplier will have a view of the number of processing lanes set-out in the area of the CSP (central search point). This budget estimate will largely account for the costs of the individual pieces of equipment, the costs to configure and commission the system, maintenance costs, calibration, breakdown provisions, and a provision for building modification.

68	The document states it is a 10-year project, indicating the SLA starts after the warranty, this is incorrect as service & maintenance schedules must be implemented after installation. Please clarify.	100% correct. During the warrantee period, the service provider will take responsibility for preventative and all workmanship related breakdowns. After this point, the warrantee will expire and the equipment will undergo the conventional preventetative maintenance. Contractor providing preventative maintenance at a cost while ACSA working with the service provider when corrective maintenance needs to be performed.
69	The documents state that ancillary equipment, test pieces, weigh scales etc, must meet TSA/ECAC, please note these organisations do not offer certification for these items, and therefore this section in the points system must also be amended.	Please specify the document that states this. The test piece is part of the machine and as such it is ECAC or TSA approved. Weigh scales are excluded from ECAC or TSA approval requirements.
70	The specialised assessment of all the airports, the designing of a plan, preparing the CONOPS and a BOQ is a Phase 1. Is ACSA expecting this to be all carried out and presented with a tender prior to an award, if so we make the following points:- a). This is a long and expensive process requiring multiple specialised disciplines, and requiring full cooperation from ACSA, and is not possible on a few hours walk-about and with the limitations stated in the documents. b). If all bidders are expected to provide this service, the results will not all be the same, so there will not be a common baseline for adjudication, and this will also limit ACSA in the adjudication. How will ACSA accommodate this in their adjudication. c). Furthermore, and as just one example of the impracticality of this approach, if all bidders are sending in floor loading stress analysists to drill holes in the floors, as was argued at the briefing, the floors undoubtedly will all end up looking like cheeses. What is ACSA's view on this?	A technology provider (TP) will consider ACSA's floor layouts and processing capacity requirement and propose the configuration of the processing lanes The TP will determine the processing capacity of the lanes, consider maintainability and calibration aspects, to then proposed a guaranteed throughput capacity. Airport processing capacity will allow the TP to assess the IT requirements to comply with the "90-day" requirement. This will be priced The layout at each airport will also be accompanied by a security screening

		supervision facility. This will be provisioned at the airport based on what has been observed during the site walk-about Aspects such as P&Gs will also be considered for such a project (muti-site and multiple processing areas) Provisions will be made for aspects such as civil and electrical. Lighting and HVAC similar noting the current generation of machines at the CSP Pricing will be developed per Airport As we have clarified, this is a budget quote and all assumptions and/or unknowns should be specified
71	Processing Capacity Testing – The requirement for a 45-day reliability test with reset upon failure is strict. Does this apply to all equipment types or only central search points, and do partial failures reset the entire test?	A reliability testing program will be implemented for all installations. The rationale has been explained above.
72	Automation & IT Scope – Section 2.3.18 excludes IT infrastructure from supplier scope, yet earlier sections require networking switches and cabling for ATR/CT integration. Could you clarify the exact IT deliverables expected from suppliers?	IT Specification attached.

73	With all due respect it was clear to all bidders at the briefing that this document is another poorly written and ill-considered document, and we respectfully, and sincerely, suggest you cancel this EOI and tender to appoint an independent specialist team to prepare a proper set of documents with a common Baseline, Design - Plan - CONOPS and a BOQ, so that all equipment bidders can make offers for a clearly defined plan and bill of quantities. We further respectfully add that to put out an EOI after all the tenders and documents submitted should have already given an expression of interest.	Our diligence has identified that there are differences in detection technology processing capability, maintenance costs, availability, and useful lives Each bidder should consider their offering and propose how they would comply to ACSA needs. ACSA will not specify the number of lanes per airport and the equipment count. In following this approach, we will be bias to certain technologies. ACSA's view is that Bidders that have prior experience of design and installation will be well suited to make a proposal based on the information provided. ACSA is also of the view that the Bidder must take the technology performance risk. This is not a designed by owner project. The winning bidder will give ACSA the undertaking their offering will work and the design can be accommodated in the dimensions of the various airport locations This is an EOI process and Bidders will not be given all information at this time. We looking for a budget estimate (TCO – opex and capex), view of the P&Gs, corrective maintenance provision, commitment of processing capacity, and asset availability. This will be refined on the next round.

74	Kindly clarify that the Technical Information section refers to Annexure C for the technical specifications; however, Annexure C was not part of the bid document.	This is refering to Appendix C and not 'Annexure'
75	If ACSA decides to continue with this process, can they provide the following data? 11.1 Passenger demand by hour and preferably 15-minute interval, including peaks and seasonality. 11.2 Current Lane count, dimensions and checkpoint layout. 11.3 Queue length, waiting time and current throughput. 11.4 Divest, CT, passenger-screening, secondary-search and reclaim process times 11.5 Staffing roster, breaks, absenteeism and operating rules. 11.6 Equipment availability, failure and maintenance history. 11.7 Floor plans, columns, services, egress, accessibility and passenger circulation. 11.8 Network, cybersecurity and remote-screening integration constraints.	As the Bidder with prior experience of such implementations at Airports, the bidder should be able to design a processing lanes noting the floor space dimensions Our airports operate for 19-hours and it would be reasonable to assume availability of screening staff for this duration It is further safe to assume that the area before and after the CSP is not limiting to the processing capacity of the CSP. (airport designs allow for this) The asset information of the current information is irrelevant as ACSA has provided its current processing capacities per Airport. The bidder is required to use this information and make a proposal using their design During the next round, ACSA will provide some additional information to enable revisiting/refining designs.
76	Load Bearing: Do the bidders need to hire an engineer to do load bearing tests at all Airports before the 9th of October? Please note of cost involved, Approval, safety files and permits that will need to be obtained within short timeframe.	Bidder to provide and demonstrate the capacity to perform the load-bearing assessment. This should form part of the EOI submission. Engineer not required before 9 October 2026.
77	Does the weighing scales only need to be placed at Goods Receiving units and not integrated with X-Ray units?	Only on the good receiving machines.

78	Does the Goods Receiving units need to be connected to the screening room?	Goods Receiving equipment does not need to be connected to the remote screening room.
79	Does the warranty of the unit start after delivery, handing over and commissioning or only after 3 years for the whole project?	Warranty starts after commissioning is completed.
80	Appendix D on Technical specifications that was shared, does it also have to be submitted at Appendix D or at Functional Criteria. Attached.	It has to be submitted at Appendix D.
81	Do bidders propose a supply, design solution to meet the future pax totals at each CSP or must it fit in the current spaces provided(please note that it will affect the pax per CSP with shorter ATRS systems) Can we please have CAD drawings per CSP to draw the new design.	The solution must fit within the available CSP space. Required capacity will need to be achieved. PDF drawings will be shared.
82	Under functional assessment, there are areas where it mentions that the professional registration requirement is either Pr Eng or BTech, may you give clarity as one may have BTech but not professionally registered with ECSA, will that be acceptable?	Professional registration requirement is either Pr Eng with BSC qualification or Pr Tech with a Btech qualification.
83	Under functionality, are the reference letters required strictly from an airport environment or it could be reference letters from anywhere? If it is for an airport environment, can the document explicitly state that please?	Reference letters required need to be in an airport environment.
84	The Return Trays is the only equipment that generally would not be TSA or ECAC approved or certified…what happens in that situation as the document says all equipment and test pieces should be approved?	The TSA or ECAC requirement is not required on the return trays equipment.
85	Please kindly clarify the requirement of the Perfomance guarantee…what is Acsa looking for on that item? Yesterday it was said that it's not a bank letter.	Performance of equipment in relation to the Level of service.
86	Can you please provide specifications for the Goods receiving units, it is mentioning EDS units, but no such big size EDS unit in the market? Do we presume that we must add trace detection next to the units. Perhaps also add penetration needed.	The goods receiving specification was provided. ETD system is integrated into the goods screening equipment. It is not a standalone

		function. This is in line with SACAA technical specifications.
87	Will reference letters from our OEM's or subsidiary companies be acknowledged if they are not in a JV / Consortium with the tenderer?	No
88	Confirm that proof of application to SAHPRA will suffice and that license will be forwarded to Thami @ ACSA upon receipt.	The evidence of the application to SAHPRA will be required
89	For the Project Schedule required under the Project Delivery Approach, does ACSA expect a high-level indicative programme for the EOI, or an airport-by-airport rollout programme showing design/site surveys, manufacture, FAT, logistics, enabling works, installation, integration, SAT, commissioning, processing-capacity testing, training, operational transition, and decommissioning?	ACSA expects an airport-by-airport rollout programme showing design/site surveys, manufacture, FAT, logistics, enabling works, installation, integration, SAT, commissioning, processing-capacity testing, training, operational transition, and decommissioning?
90	Does ACSA have a preferred sequence/phasing for ORTIA, CTIA, KSIA and the regional airports, or should respondents propose their own rollout strategy?	While this will be finalised with ACSA, there is an expacttaion to start with the international airports then local airports later
91	Can ACSA confirm the indicative quantities of each equipment type per airport that respondents should use for the EOI design, resourcing, and programme?	Quantities for goods receiving were provided and for CSP ACSA expects that the processing requirement and floor space available should be used to indicate the quantities
92	Please confirm whether floors, electrical distribution, network infrastructure, HVAC, partitions, and other enabling works form part of the respondent's scope or will be undertaken by ACSA/others.	Works as a result of an installation will be the Respondent's responsibility
93	Please confirm when the maintenance period starts per airport, following acceptance, or only after completion of the overall rollout; and how this relates to the approximately 10-year anticipated lifecycle.	The phased installation rollout will result in staggered commencement dates for maintenance for each system, rather than a single maintenance commencement date

		after completion of the overall programme. There should not be gaps of exposure where the system is unavailability or unreliablity
94	Does decommissioning include removal, transport, storage, and disposal of existing equipment, and who retains ownership of decommissioned assets?	ACSA expects that the respondent will lead the whole decommission process and provide a Safe disposal certificate to ACSA
95	The Scope of Works states that the automated lanes should increase throughput during normal operation by at least 15% compared with conventional checkpoints. The Technical Specification states a throughput increase of more than 100%. Which do we use?	The respondent is to provide a specific reference to the document where this is stated.
96	Please would you advise if you will allow service providers to bid on a certain portion of the RFP, for example if a service provider only wants to bid on the Millimeter wave scanners for example, will this be allowed or are you only going to procure from a service provider providing a full turnkey solution based on all parameters of the tender.	This is full turnkey solution

9 7	ICAO recognition or equivalency — alternative certification Reference: EOI COR8203/2026/EOI, clause 4.5(a), p. 31; mandatory returnables, p. 40; certification declaration, p. 59. The EOI requires alternative certification to be accompanied by evidence of "ICAO recognition or equivalency". We have not identified a published ICAO mechanism or official list for recognition of alternative aviation-security equipment certification bodies in the public material reviewed. Please clarify: a) What precisely must be recognised: the certification body, national authority, certification scheme or individual certificate? Please identify the applicable ICAO provision, recognition mechanism and obtainable documentary evidence. b) Is technical equivalency an independent alternative to ICAO recognition? Please specify the TSA/ECAC benchmark, equipment category, standard/version and performance level, the authority assessing equivalency and the required supporting evidence. c) Will approval by a competent national aviation-security authority, supported by appropriately accredited laboratory testing and a standards-equivalence assessment, be accepted? If no ICAO recognition document is available, please confirm the evidence that will satisfy this mandatory requirement without disqualifying an otherwise compliant response.	ICAO recognition or equivalent, alternative certification

9 8	Point 9 — proof of capability and availability scoring Reference: EOI, Functional Criterion 9, pp. 33 and 38. Point 9 allocates 0, 5 or 10 points for availability below 99%, from 99% to 99.5%, or above 99.5%, respectively, using MTBF/(MTBF + MTTR). It also requests a guarantee and the conditions needed to achieve it. Please clarify: a) What evidence is required to demonstrate capability in reliability engineering, predictive/preventive maintenance and lifecycle support: OEM reliability data, field maintenance records, customer-confirmed availability, reliability modelling, maintenance plans or independent verification? Which are mandatory? b) How will ACSA validate and score theoretical/modelled availability at EOI stage, rather than demonstrated operational results? Please provide the common assessment protocol or baseline memorandum, including required evidence and how unsupported claims will be treated. c) Please define the system boundary, operating hours, measurement period, MTBF/MTTR assumptions, and treatment of planned maintenance, logistics delays, redundancy and external outages. Must availability be proven for each component, each lane or the complete integrated solution? Please also specify the required form and status of the guarantee at this non-binding EOI stage.	Assets are designed in theory with particular availability where failures are designed out. It is generally at the design and when integarted together as a systm again it can be calculated at a system level, thus the system availability should be calculated using system components realibility To comparison, please use 19 hour operating times daily and response time of 30 mins to an incident/breakdown

99	SAHPRA requirements for non-ionising body scanners and WTMDs Reference: Scope of Works, pp. 3 and 5; Technical Specification, pp. 3–4 and 6 (PDF page numbers). The Scope of Works requests a SAHPRA radiation safety certificate for full-body scanners and archway/walk-through metal detectors (WTMDs). Millimetre-wave body scanners and WTMDs use non-ionising electromagnetic technology, not X-rays; this differs from the backscatter option also permitted in the EOI. Please clarify: a) For a proposed millimetre-wave body scanner or WTMD that does not generate ionising radiation, may the SAHPRA radiation safety certificate requirement be marked “not applicable”, supported by the OEM’s technology declaration and relevant safety/test evidence, without adverse compliance or scoring consequences? b) If SAHPRA documentation is nevertheless required for either equipment category, please identify the applicable legal basis, exact certificate/licence/approval, applicant or holder, and whether it is required at EOI submission or before importation, installation or operation. c) Please distinguish the requirements applicable to non-ionising equipment from those applicable to backscatter/X-ray equipment, and confirm the acceptable non-ionising exposure, electromagnetic compatibility and other applicable safety evidence. Does the “Less than 0.1 mR/hr” requirement apply only to the ionising-radiation option?	SAHPRA confirms that its Radiation Control function regulates listed electronic products under the Hazardous Substances Act, and its current Non-Ionising Radiation Medical Devices (NirMed) framework specifically includes non-ionising medical and non-medical devices. Schedule of listed electronic products is documented in Hazardous Substances Act, No. 15 of 1973 Regulation No. R.1302, 14 June 1991 which includes both millimeter-wave and electromagnetic field technologies The SAHPRA certification will be required prior going live into operation Yes, less than 0.1 mR/hr” requirement apply to the ionising-radiation
##	Selection criteria item No.10 Quality Assurance Program Reference: EOI, Quality Assurance Program 10, pp. 38 We would like to seek clarification on what you mean in option B, "Ability to connect the quality control measure to the code of practice/regulation." What exactly is being referenced?	a. Typical Check-sheets to be used during inspections/assessments. b. Ability to connect the quality control measure to the code of practice/Regulation. These are already in the function criteria

##	CCTV coverage: Continuous CCTV coverage of all remote screening workstations with recording retention 90 days Reference: Technical Specification, pp. 10 Please clarifiy what CCTV converage of 90days mean here. Do you mean bidder need to set up CCTV cameras to film all workstations 7*24 and record the filming for at least 90 days?	CCTV coverage of 90 days is excluded from scope however data logging from the equipment is within scope of respondents
##	Detection probability (Pd): Continuous CCTV coverage of all remote screening workstations with recording retention 90 days Reference: Technical Specification, pp. 4 Please clarify the specific requirements for '95% for all defined threat objects in the NASP' as this cannot be found in the EOI document.	CCTV coverage of 90 days is excluded from scope however data logging from the equipment is within scope of respondents
##	Privacy safeguards: remote screening rooms must comply with data protection requirements Reference: Technical Specification, pp. 4 The full-body scanner does not use remote screening rooms while baggage CT equipment will adopt remote screening rooms. Kindly confirm whether this requirement is satisfied for the full-body scanner without remote-screening functionality.	No storage of unblurred images; images deleted immediately after analysis; remote screening rooms must comply with data protection requirements
##	Clauses 2.3.3 and 2.3.9 of the EOI state that ACSA will provide the dimensions of the current Central Search Point (CSP) areas at each airport, and clause 2.3.12 states that ACSA will provide the technical specifications for the IT systems and redundancy. We have not found this information in the EOI documents published on eTenders and the ACSA tender bulletin. Please could ACSA: 1. provide the CSP floor-space dimensions (and, where available, layout drawings) for each airport listed in Table 1; 2. provide the IT system technical specifications referred to in clause 2.3.12; and 3. confirm whether respondents' proposed layouts and processing-capacity calculations will be assessed against this information.	1. Floor layout attached 2. IT systerm technical specification attached 3. Yes in line with Section 6 of functional assessment, EOI document

##	ISO standards for quality and safety. These standards applicable to such are 9001 and 45001 respectively. Is this all you are looking for? Secondly, would an internal management systems, industry-specific frameworks, and self-declarations to manage quality and prove operational capability suffice if an entity is not ISO Certified?	Only ISO Certified will manage quality and safety systems. ACSA will manage quality and safety compliance inline with ISO standards.
##	If one proposed equipment type doesn't meet cl. 4.5(a), is the whole response excluded or only that type? May respondents offer a subset of the subsystems?	The whole resonse is excluded. No the respondents not offer a subset of the subsystems.
##	Can the respondent's composition (for example, adding JV members) change between Phase 1 and Phase 2?	No.
##	Does ACSA intend a single award across all nine airports, or would it consider award by airport cluster or equipment category? Who defines the rollout sequence?"	Notwithstanding clause 1.10 in the EOI document, ACSA intend to follow a sinlge award across all nine airports. ACSA woul defines the rollout sequence.