TUCSON AIRPORT AUTHORITY
TUCSON INTERNATIONAL AIRPORT • RYAN AIRFIELD

NOTICE TO ALL PROPOSERS

ADDENDUM NO. 2

TO THE REQUEST FOR QUALIFICATIONS FOR

TUCSON AIRPORT AUTHORITY PROJECT

CONSTRUCTION MANAGER AT RISK CHECKED BAGGAGE INSPECTION SYSTEM (CBIS) MODERNIZATION

10/21/2026

The following Addendum dated October 21, 2026, shall be made as part of the Request for Qualifications (RFQ) dated September 24, 2026, for Construction Manager at Risk Checked Baggage Inspection System (CBIS) Modernization

ATTACHMENTS

20240338001 TUS CBIS Modernization A R26 A101-A103

TUS CBIS CIVIL

260727 TUS CBIS Modernization CMAR

TUS CBIS Design Narrative Draft

RESPONSES TO QUESTIONS

Q1: Please clarify if the cover, tabs, and table of contents will be excluded from the 30-page limit.
Answer: The cover page and a single page table of contents will not be counted. Any other pages, including tab pages, that have any information will be included in the page limit.

Q2: For the ease of reading for the selection committee, will an 11x17 page be permitted for the schedule and be counted as 1 page?
Answer: Yes. An 11x17 page will be permitted for the schedule and counted as one (1) page.

Q3: On page 16 under 4. Form of SOQs, the Statement of Proposed Subcontractor Utilization Form is listed as required with submission in order for the response to be considered completed. Please confirm that this submission is only required of the successful proposer.
Answer: This form is required for all proposers.

7250 South Tucson Boulevard, Suite 300, Tucson, Arizona 85756 TEL 520-573-8100 FAX 520-573-8008 www.flytucson.com

Q4:This language is immediately proceeded by Letter F with the following language:

- "Client References. Include principal contact names, titles, addresses, telephone numbers of at least four (4) present and/or former clients, other than TAA, limited to the past 5 years.
- References should be specific to projects worked on by the individuals to be assigned to the proposed TAA Project and key team members."

May we strike-through/disregard the language as it appears in Letter section E. and address it solely in Letter section F. ?
Answer: Yes, please strike through Client References language included in section E and address in section F.

Q5: In the pre-submission conference, you mentioned that an SF330 form needs to be included with our submission. The SF330 appears to be intended for architects and engineers. As a general contractor, are we also required to submit this form? Additionally, does submission of the SF330 replace the comparable project information requested in Section VI - 3.B1? Where should the form be included—within the main SOQ or in the appendix, after the resumes? Is the form included in the page count?
Answer: SF330 form will not be required with proposals.

Q6: In the pre-submission conference, it was noted to include a cover page with the project title and number, our organization's name and address, and addressed to the attention to you, Corrie Bussey. Would the cover page be included in the page count or excluded?
Answer: The cover page will not be included in the page count.

Q7: At the pre-submission conference meeting, it was stated that the successful proposer will be required to provide subcontractor participation information, including dollar amounts and percentages. Since the SOQ does not include a pricing component (Section VI – 3G), do we need to submit the subcontractor utilization form with our SOQ? The RFQ states, "In order to be considered a complete submission, each SOQ must also include the following forms: (1) Statement of Proposed Subcontractor Utilization form; and (2) TAA Submitters form(s)."
Answer: These forms are required for all proposers. For the Subcontractor Utilization Form, you only need to complete the company names and ensure the form is signed and dated.

Q8: If required, are the subcontractor utilization form and the TAA submitter's form included in the 30 max page count?
Answer: This form is required for all proposers. The required forms—including the Subcontractor Utilization Form and the TAA Submitter Form—are also excluded from the page count. These forms are considered required administrative attachments rather than narrative content.

7250 South Tucson Boulevard, Suite 300, Tucson, Arizona 85756 TEL 520-573-8100 FAX 520-573-8008 www.flytucson.com

Q9: If a table of contents is provided, is it included in the page count?
Answer: A single page table of contents will not be counted.

Q10: Section 4 states that "Anyone signing a SOQ as an agent shall file evidence of the agent's authority to do so and that the signature is binding upon the firm or corporation." Is this supporting documentation included in the page count, and would you prefer that it be placed after the cover letter or in the appendix?
Answer: The documentation demonstrating the signatory's authority to bind the firm is considered supplemental information and will not count toward the page limit. Proposers may include this documentation immediately following the cover letter or as an appendix to their Statement of Qualifications (SOQ). For ease of review, placement directly after the cover letter is preferred; however, either location is acceptable.

Q11: Can headings and subheadings be larger than 12-point Calibri font?
Answer: Yes.

Q12: Can QC be excluded from the page count?
Answer: The intent is not to require a full, project-specific Quality Control Plan that would exceed the SOQ page limit. Instead, Respondents should provide a concise summary or overview of their proposed QCP approach for this project—highlighting key processes, procedures, and controls. A full, multi-page QCP is not expected at the SOQ stage and should not be included.

Q13:Do tabs (without photos) count towards page count? And would you prefer that we don't include tabs?
Answer: Any other pages, including tab pages, that have any information will be included in the page limit.

Q14: Does the table of contents count toward page count?
Answer: A single page table of contents will not be counted.

Q15: Section 4 form of SOQ - we're an LLC, so how shall we sign?
Answer: The person signing the SOQ documents for an LLC is whoever has signing authority to bind. *"Anyone signing a SOQ as an agent shall file evidence of the agent's authority to do so and that the signature is binding upon the firm or corporation"* This applies to an LLC.

Q16: Can the evidence of the agent's authority be an attachment and not count towards the page count?
Answer: The evidence of the agent's authority will not count toward the page limit.

7250 South Tucson Boulevard, Suite 300, Tucson, Arizona 85756 TEL 520-573-8100 FAX 520-573-8008 www.flytucson.com

Q17: Section 1.1 references a Preliminary Design Narrative identified as Appendix A and provided separately. This attachment does not appear to be included in the solicitation documents received. Please provide Appendix A or confirm where respondents may access it.
Answer: Please see the following documents that are attached to this addendum.

- 20240338001 TUS CBIS Modernization A R26 A101-A103
- TUS CBIS CIVIL
- 260727 TUS CBIS Modernization CMAR RFQ
- TUS CBIS Design Narrative Draft

Q18: Please confirm TAA's anticipated schedule for the CBIS Modernization Project, including the anticipated construction start date and target dates for substantial completion and TSA operational acceptance of the new CBIS/BHS. Please also indicate whether any of these dates are tied to funding or obligation deadlines under the TSA OTA agreement, so respondents can align the proposed schedule required under Section VI(3)(A).
Answer: TAA's current planning schedule anticipates construction commencing after completion of design, GMP development, required funding and agency approvals, and execution of the applicable construction-phase agreement. A specific contractual construction-start date has not yet been established. The current project planning information reflects an anticipated overall project completion in approximately May 2030; however, detailed dates for construction start, substantial completion, TSA testing and operational acceptance, and phased transition of the new CBIS/BHS remain under development and will be validated as design advances and through CMAR preconstruction. For TSA funding planning, the currently identified schedule milestone is delivery of CMAR/GMP pricing no later than May 1, 2028 for FY2028 TSA FACMOD planning. Construction funding remains subject to award. TAA has not identified the current anticipated construction start, substantial completion, or TSA operational-acceptance dates as contractual funding or obligation deadlines under the existing TSA Design OTA. The current Design OTA supports design activities; construction funding is subject to a future funding award. Respondents should therefore treat the identified dates as current planning information unless expressly established as contractual requirements in subsequent Contract Documents. Respondents should develop the proposed schedule required by Section VI(3)(A) based on the solicitation requirements and current planning information, recognizing that the selected CMAR will be expected during preconstruction to assist TAA in developing and validating the detailed construction, procurement, testing, commissioning, operational-transition, and completion schedule. The RFQ/SOW provides for CMAR preconstruction scheduling and for construction to commence only following TAA's written authorization, applicable construction-phase documents, and required procurement, funding, or agency approvals.

Q19: Will TAA make the following available to all RFQ holders, by addendum or document-review session: (1) the current design documents or concept drawings for the CBIS/CBRA addition; (2) the current FAA-approved ALP and related terminal-area planning showing the project in context

7250 South Tucson Boulevard, Suite 300, Tucson, Arizona 85756 TEL 520-573-8100 FAX 520-573-8008 www.flytucson.com

with existing and planned development; and (3) available existing-conditions information (as-builts, utility records, geotechnical and survey data) for the east terminal area? If these cannot be released at the SOQ stage, please indicate when they will be available to the selected CMAR.
Answer: Appendix A design information, including available architectural, civil/site, utility, and BHS RFQ drawings, is attached to this Addendum. The complete design record, ALP/terminal-planning information, and complete existing-condition record will not presently be issued to all Respondents. Following selection and execution of the Preconstruction Services Agreement, the selected CMAR will receive then-current design, planning, and available existing-condition information necessary for preconstruction. Controlled information will be limited to authorized parties and may require confidentiality/NDA documentation where applicable.

Q20: Please confirm whether a PM/CM firm is under contract for the CBIS Modernization Project (10123546) at Tucson International Airport and, if so, the firm and scope of its role.
Answer: Yes, Jacobs Engineering Group is the PM/CM for this project.

Q21: The RFQ (page 17) states the selected firms will be notified on Aug. 17. Since this has passed, can TAA provide the correct notice date?
Answer: Friday, November 13, 2026.

Q22: In section C.1, there is a request for key personnel project experience. One of the details requested per project is "person's experience with CMAR." Is that meant to be for the person's overall CMAR experience rather than per project? Please clarify.
Answer: The requested “person’s experience with CMAR” is intended to describe the key person’s CMAR experience as it relates to each project identified in the response. Respondents should identify the individual’s role and relevant CMAR experience on each listed project. Overall CMAR experience may also be summarized elsewhere in the individual’s qualifications, as appropriate.

Q23: Can we insert the Statement of Proposed Subcontractor Utilization form and TAA Submitters form in the appendix and do they count towards the maximum page limit?
Answer: Yes, you can insert in the appendix. The required forms—including the Subcontractor Utilization Form and the TAA Submitter Form—are excluded from the page count. These forms are considered required administrative attachments rather than narrative content.

Q24: The RFQ requests we submit the statement of proposed subcontractor utilization form. As the RFQ selection is based on qualifications only, and we will not be sending bids out to subcontractors, are we only supposed to sign the form and include it blank? Please clarify.
Answer: These forms are required for all proposers. For the Subcontractor Utilization Form, you only need to complete the company names and ensure the form is signed and dated.

7250 South Tucson Boulevard, Suite 300, Tucson, Arizona 85756 TEL 520-573-8100 FAX 520-573-8008 www.flytucson.com

Q25: Please identify the BHS design and existing-system information available during the SOQ phase, including layouts, equipment schedules, performance criteria, and preliminary phasing concepts. For information to be provided after selection, please confirm the anticipated release timing and any controlled-access requirements.
Answer: Available project information includes the Preliminary Design Narrative/Basis of Design and associated architectural, civil/site, utility, and BHS RFQ drawings issued with this Addendum. These materials provide current conceptual information regarding the proposed CBIS/CBRA facility, existing terminal and utility interfaces, ticket-counter and baggage-handling connections, enabling work, phased pod modifications, BHS demolition and installation concepts, and the proposed BHS configuration.

The preliminary design narrative identifies three TSA-furnished CTX-9800 EDS machines, with space for a potential future fourth unit; reconfiguration of the seven existing ticket-counter lines into two main lines; proposed EDS, OSR, CBRA, clear-line, sortation, and makeup-device routing; eight initial baggage-inspection stations with space for four additional stations; and preliminary BHS controls and integration requirements.

The drawings include overall CBRA and ticketing plans, proposed CBIS/CBRA facility layouts, enabling-work and pod-specific plans, civil/site and utility information, BHS demolition and installation plans, a BHS single-line diagram, and an overall roof plan. The information represents the design status at the time of issuance and remains subject to continued development and revision.

Following selection and execution of the Preconstruction Services Agreement, the selected CMAR will be provided the then-current design documents and available existing-condition information necessary to perform constructability, phasing, cost, procurement, and scheduling services. Information designated as Sensitive Security Information or otherwise controlled will be provided only to authorized parties and in accordance with applicable TAA and TSA requirements.

Respondents should base their SOQs on the information included in the RFQ and addenda. Any detailed equipment schedules, final performance criteria, final phasing requirements, or other information not included in the solicitation should not be assumed to be final or available to Respondents during the SOQ phase.

Q26: Please provide the anticipated project milestone schedule, including design submissions, TSA reviews, GMP development, long-lead procurement, construction access, permanent-power availability, TSA equipment delivery, testing, operational transition, and completion. Please distinguish current planning targets from milestones intended to become contractual requirements.
Answer: The Project currently has a development-level schedule integrating design, agency coordination, CMAR procurement, cost development, and other preconstruction activities

7250 South Tucson Boulevard, Suite 300, Tucson, Arizona 85756 TEL 520-573-8100 FAX 520-573-8008 www.flytucson.com

through approximately May 2028. The schedule is a planning document and will continue to be updated as design progresses and as the CMAR, TSA, TAA, airlines, utility providers, and other stakeholders provide additional input. Current key planning milestones include:

- 30% TAA design review: November 16, 2026
- 30% TSA submission: November 17, 2026
- Subsequent design development through approximately 70%, 90%, and 100% construction documents
- 100% opinion of probable construction cost: currently targeted for late January 2028
- 100% design completion: currently targeted for February 2028
- CMAR/GMP pricing: required for current funding planning no later than May 1, 2028
- Construction start, substantial completion, TSA operational acceptance, phased transition, and final completion: Detailed dates remain under development. Current planning anticipates an overall project-completion horizon of approximately May 2030, subject to validation and refinement during design and CMAR preconstruction.

Long-lead equipment: At this time, the primary long-lead equipment specifically identified by the Project Team is the TSA-furnished EDS equipment. TSA has advised the Project Team to plan on approximately nine months' advance notice to place the EDS equipment order for delivery. EDS procurement and delivery will be coordinated by TSA and are dependent upon establishment of a confirmed permanent-power-available milestone. Other long-lead items may be identified as the design advances and through CMAR preconstruction services. Detailed dates for construction access, permanent-power availability, TSA-furnished EDS delivery, BHS installation, testing and commissioning, operational cutovers and transition, and construction completion will continue to be developed and validated during design and CMAR preconstruction. Unless expressly identified otherwise in the Contract Documents, the dates provided above are current planning targets and are not contractual milestones. Contractual milestones applicable to construction will be established through the applicable Construction Services Agreement, GMP amendment, work package, Notice to Proceed, or other applicable contract document.

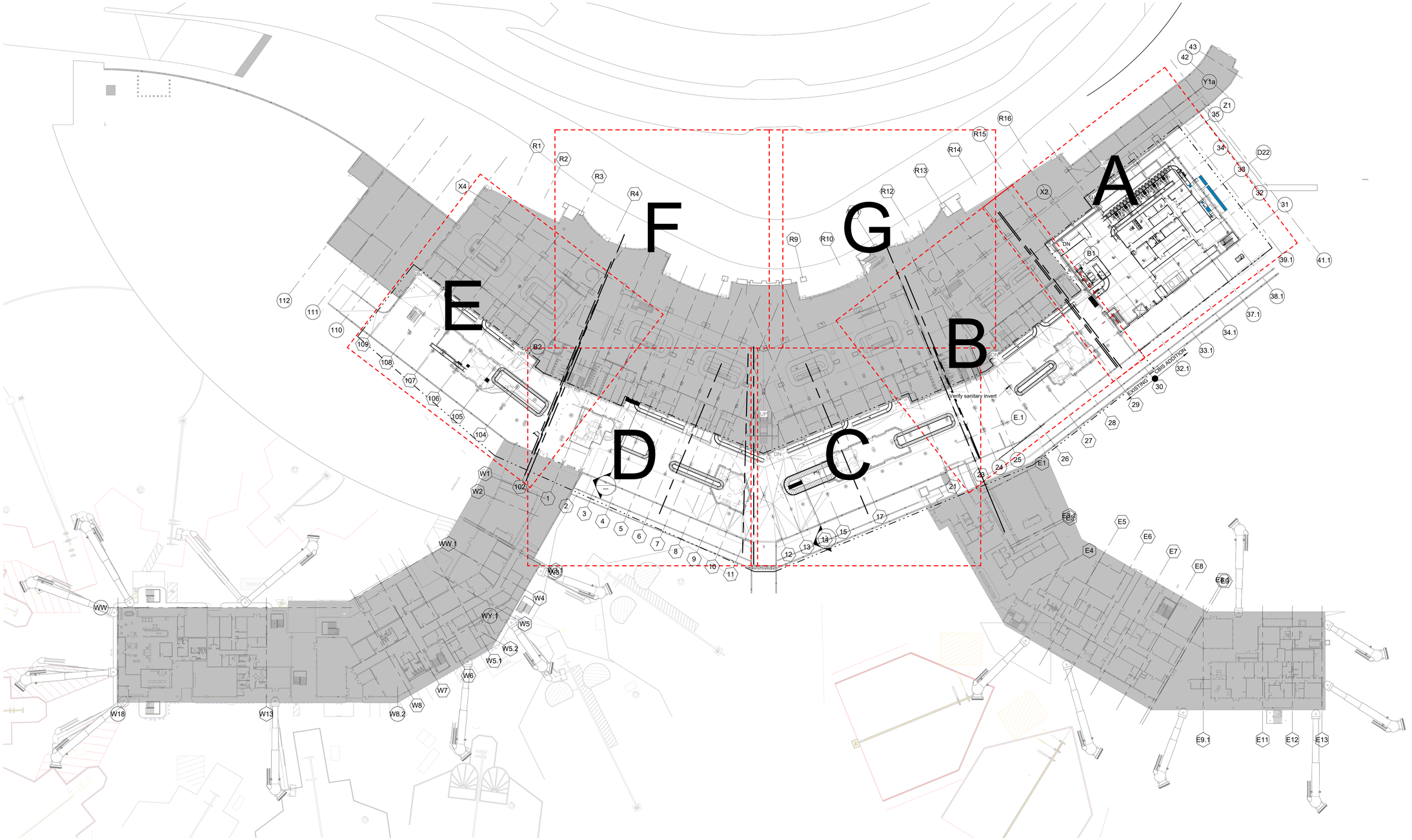
Q27: Please identify any fixed completion dates, funding deadlines, operational blackout periods, or other constraints that should inform the CMAR's proposed sequencing and schedule.
Answer: TAA has not established a fixed contractual construction-completion date in the current solicitation. The current development schedule includes design, agency coordination, CMAR procurement, and cost-development activities through approximately May 2028, but it should not be interpreted as establishing contractual construction dates or completion requirements. A

7250 South Tucson Boulevard, Suite 300, Tucson, Arizona 85756 TEL 520-573-8100 FAX 520-573-8008 www.flytucson.com

significant current funding-planning milestone is delivery of CMAR/GMP pricing no later than May 1, 2028, in support of FY2028 TSA funding planning. Construction funding remains subject to applicable funding award and approval. Project-wide operational blackout dates have not been established as contractual requirements. The Project will be executed within an active airport environment, and the CMAR will be expected to develop its sequencing to maintain baggage-screening, airline, terminal, security, and Airport operations. Specific operating restrictions, peak-period limitations, and blackout periods will be identified and coordinated during preconstruction with TAA, TSA, airlines, Airport Operations, and other affected stakeholders.

Q28: Please identify the Airport's operational requirements during construction, including minimum service levels, allowable outage windows, shutdown approval procedures, advance-notice requirements, holiday or peak-period restrictions, and contingency capacity.
Answer: The Project will be constructed within and adjacent to an active airport terminal and airside operating environment. Continuous Airport, airline, baggage-screening, security, and terminal operations are a fundamental project requirement. The CMAR will be responsible during preconstruction for working with TAA, the Design Consultant, TSA, airlines, Airport Operations, and other affected stakeholders to develop detailed phasing, logistics, shutdown, cutover, temporary-operation, redundancy, and contingency plans. The current conceptual phasing approach anticipates maintaining the existing TSA EDS pods and associated BHS in service until the new CBIS/BHS is commissioned, followed by sequential modification or removal of existing pod areas. Temporary baggage portering, alternate baggage-routing arrangements, temporary utility provisions, and phased pod work may be required to maintain operations. The preliminary design narrative anticipates that certain electrical conduit-rack outages and cutovers may need to occur during overnight periods after the last flight arrival and before early-morning operations. This represents a current design and planning assumption, not a universally authorized outage window. All outages, shutdowns, and operational interruptions will require advance coordination with TAA and affected stakeholders and prior written approval by TAA. Final allowable outage windows, advance-notice periods, shutdown approval procedures, blackout dates, and minimum temporary capacities have not yet been established as universal contractual requirements and will be developed during design and CMAR preconstruction coordination. The CMAR should not assume that any shutdown or operational interruption will be permitted without prior written TAA approval.

7250 South Tucson Boulevard, Suite 300, Tucson, Arizona 85756 TEL 520-573-8100 FAX 520-573-8008 www.flytucson.com



N PN

1 CBRA - OVERALL FLOOR PLAN

SCALE: 1" = 40'-0"

7/24/2026 2:12:31 PM

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

BNP ASSOCIATES, INC.
MARTIN WHITE GRIFFIS STRUCTURAL ENGINEERS, INC.
Arizona Offices of John A. Martin, Inc.
MONRAD ENGINEERING INC.
CONSULTING ELECTRICAL ENGINEERS

TUCSON AIRPORT AUTHORITY

TUS CBIS MODERNIZATION

7250 S. TUCSON BLVD.
TUCSON, AZ 85756

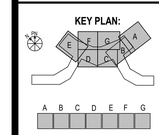
REVISIONS

No.	Description	Date

PHASE

© COPYRIGHT 2026 DWL ARCHITECTS + PLANNERS INC.

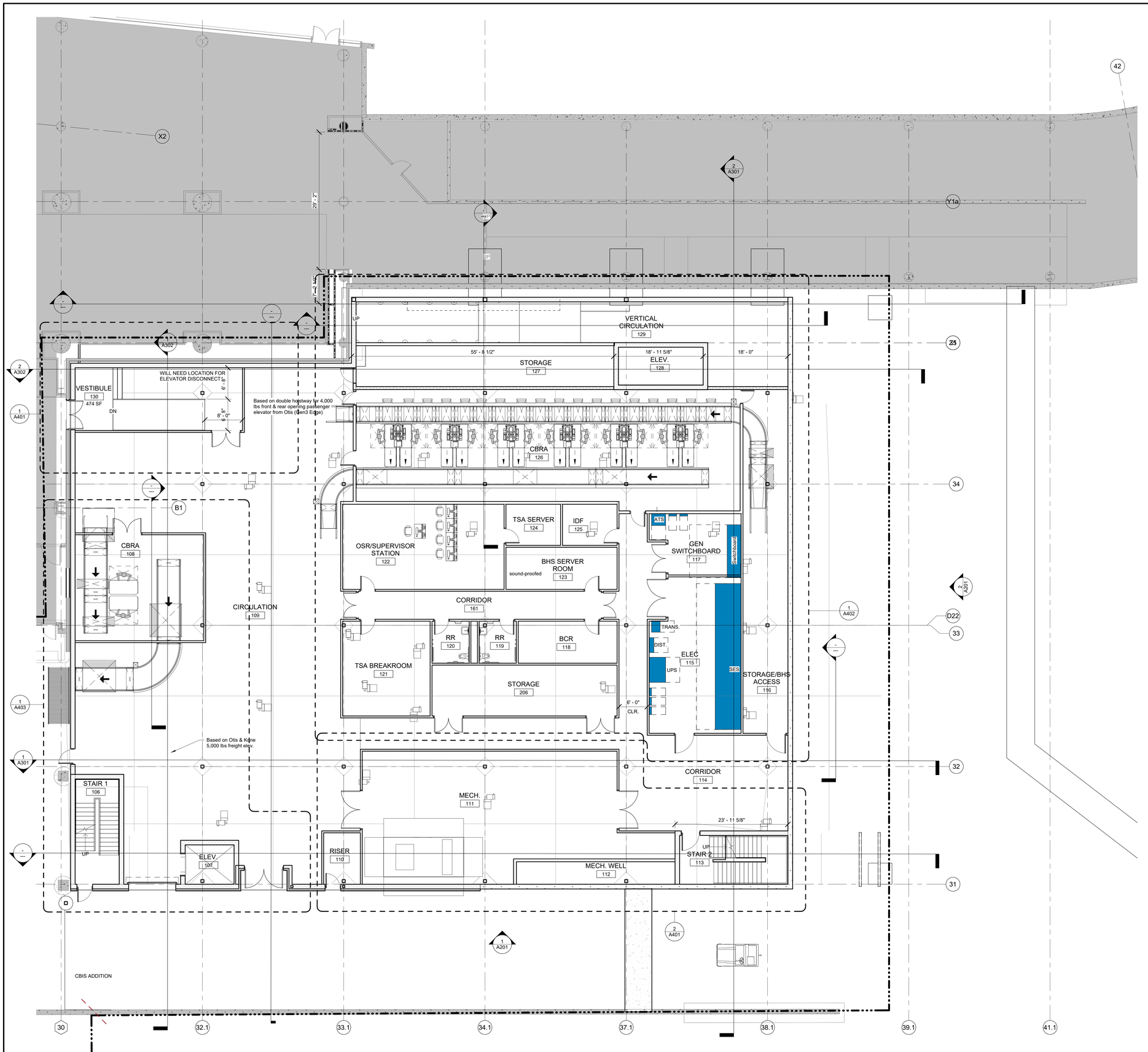
KEY PLAN:



SHEET TITLE:
CBRA - OVERALL FLOOR PLAN

SHEET NUMBER:
A101

DRAWN BY:	REVIEWED BY:
Author	Approver
DATE:	PROJECT NUMBER:
01/06/26	###### ##



N

1 CBRA FLOOR PLAN - AREA A (CBIS)

SCALE: 1/8" = 1'-0" *VIEW ROTATED ORTHOGONALLY FOR CLARITY*

FLOOR PLAN GENERAL NOTES

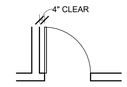
A. KEYNOTES DENOTE NEW CONSTRUCTION UNLESS NOTED OTHERWISE.

B. CONTROL DIMENSIONS ARE AS FOLLOWS:

a. CENTERLINE OF GRID AT COLUMNS
b. FACE OF MASONRY AT CMU WALLS
c. FACE OF FINISH AT EXTERIOR SIDE OF EXTERIOR WALLS
d. CENTERLINE OF STUD AT INTERIOR PARTITIONS
e. CENTERLINE OF INTERIOR CONCRETE WALLS
f. OPENINGS:
- IN STUD FRAMED WALLS AND PARTITIONS: CENTERLINE OF WINDOWS AND DOORS FROM WALLS AND GRID LINES.
- IN MASONRY WALLS AND PARTITIONS: WITHIN MASONRY OPENING.
- CENTERLINE OF MULLIONS IN STOREFRONT AND CURTAIN WALL SYSTEMS.

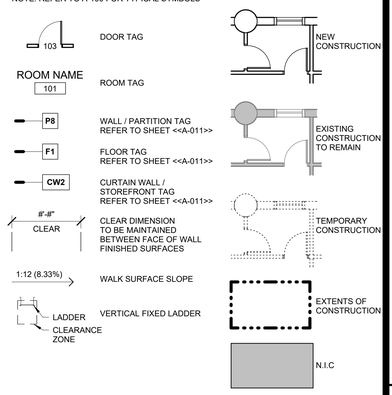
A. INTERIOR PARTITIONS AND INSULATION (INCLUDING PLUMBING CHASES) EXTEND TO UNDERSIDE OF DECK UNLESS NOTED OTHERWISE.

B. AT DOOR OPENINGS NOT LOCATED BY DIMENSIONS, OFFSET WITH 4" CLEAR BETWEEN EDGE OF DOOR AND FACE OF PERPENDICULAR WALL.



FLOOR PLAN LEGEND

NOTE: REFER TO A-100 FOR TYPICAL SYMBOLS



Keynote Legend	
Key Value	Keynote Text

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

BNP ASSOCIATES, INC.

MARTIN WHITE GRIFFIS STRUCTURAL ENGINEERS, INC.
Arizona Offices of John A. Martin, Inc.

MONRAD ENGINEERING INC.
CONSULTING ELECTRICAL ENGINEERS

TUCSON AIRPORT AUTHORITY
TUS CBIS MODERNIZATION
7250 S. TUCSON BLVD.
TUCSON, AZ 85756

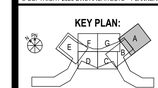
REVISIONS

No.	Description	Date

PHASE

© COPYRIGHT 2026 DWL ARCHITECTS + PLANNERS INC.

KEY PLAN:

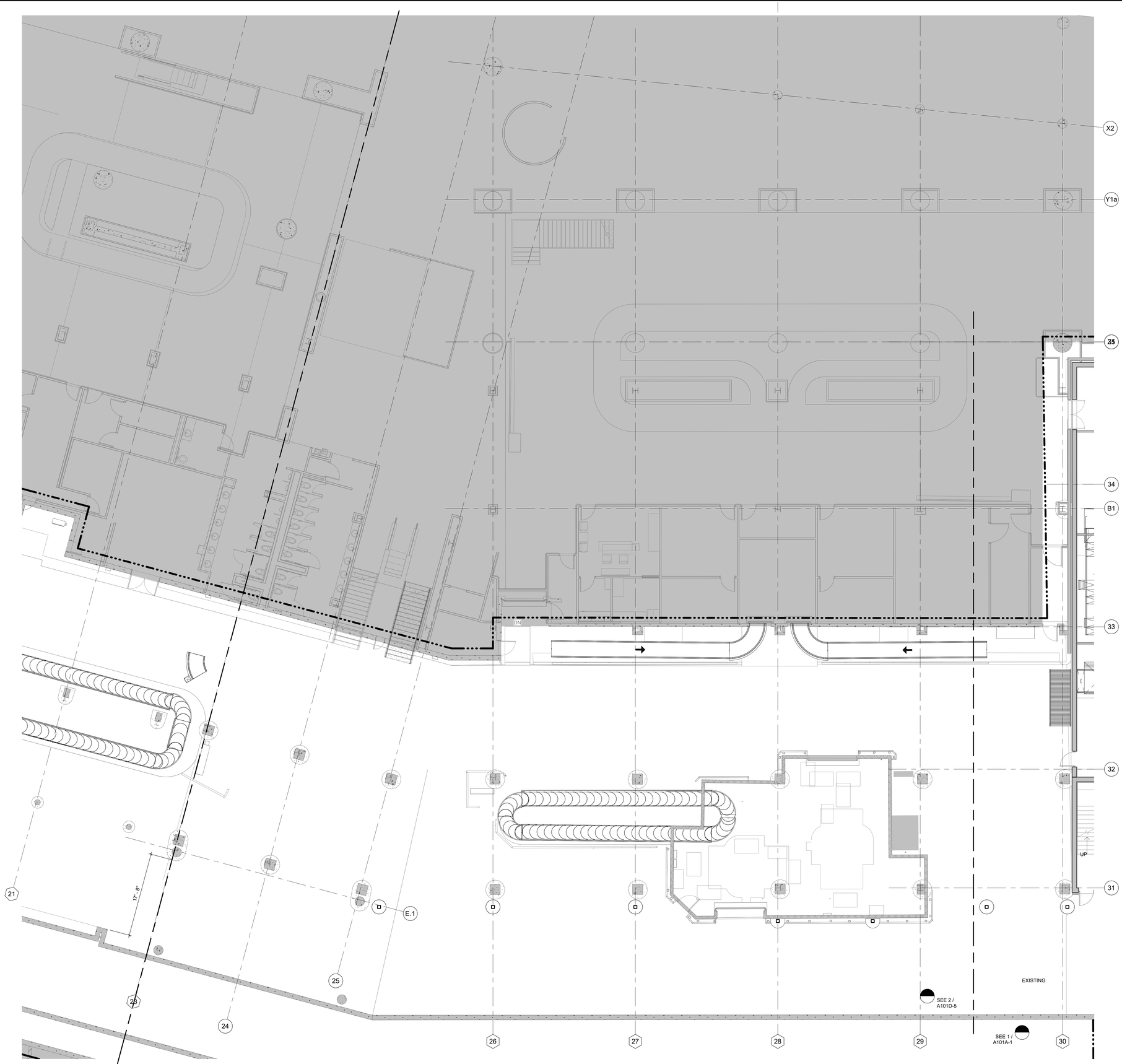


SHEET TITLE:
CBRA FLOOR PLAN - AREA A

SHEET NUMBER:
A101A-1

DRAWN BY:	REVIEWED BY:
Author	Approver
DATE:	PROJECT NUMBER:
01/06/26	######.##

7/24/2026 2:12:35 PM



N

2 CBRA FLOOR PLAN - AREA B (ENABLING WORK)

SCALE: 1/8" = 1'-0" *VIEW ROTATED ORTHOGONALLY FOR CLARITY*

FLOOR PLAN GENERAL NOTES

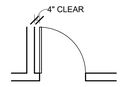
A. KEYNOTES DENOTE NEW CONSTRUCTION UNLESS NOTED OTHERWISE.

B. CONTROL DIMENSIONS ARE AS FOLLOWS:

a. CENTERLINE OF GRID AT COLUMNS
b. FACE OF MASONRY AT CMU WALLS
c. FACE OF FINISH AT EXTERIOR SIDE OF EXTERIOR WALLS
d. CENTERLINE OF STUD AT INTERIOR PARTITIONS
e. CENTERLINE OF INTERIOR CONCRETE WALLS
f. OPENINGS:
- IN STUD FRAMED WALLS AND PARTITIONS: CENTERLINE OF WINDOWS AND DOORS FROM WALLS AND GRID LINES.
- IN MASONRY WALLS AND PARTITIONS: WITHIN MASONRY OPENING.
- CENTERLINE OF MULLIONS IN STOREFRONT AND CURTAIN WALL SYSTEMS.

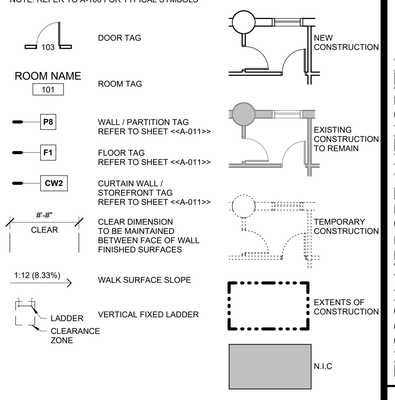
A. INTERIOR PARTITIONS AND INSULATION (INCLUDING PLUMBING CHASES) EXTEND TO UNDERSIDE OF DECK UNLESS NOTED OTHERWISE.

B. AT DOOR OPENINGS NOT LOCATED BY DIMENSIONS, OFFSET WITH 4" CLEAR BETWEEN EDGE OF DOOR AND FACE OF PERPENDICULAR WALL.



FLOOR PLAN LEGEND

NOTE: REFER TO A-100 FOR TYPICAL SYMBOLS



Keynote Legend	
Key Value	Keynote Text

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

BNP ASSOCIATES, INC.
MARTIN WHITE GRIFFIS STRUCTURAL ENGINEERS, INC.
Arizona Offices of John A. Martin, Inc.
MONRAD ENGINEERING INC.
CONSULTING ELECTRICAL ENGINEERS

TUCSON AIRPORT AUTHORITY
TUS CBIS MODERNIZATION
7250 S. TUCSON BLVD.
TUCSON, AZ 85756

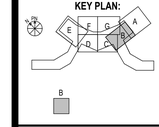
REVISIONS

No.	Description	Date

PHASE

© COPYRIGHT 2026 DWL ARCHITECTS + PLANNERS INC

KEY PLAN:



SHEET TITLE:
CBRA FLOOR PLAN - AREA B (ENABLING WORK)

SHEET NUMBER:
A101B-2

DRAWN BY:	REVIEWED BY:
Author	Approver
DATE:	PROJECT NUMBER:
01/06/26	######.##

7/24/2026 2:12:39 PM



N

2 CBRA FLOOR PLAN - AREA B (POD 5)

SCALE: 1/8" = 1'-0"

VIEW ROTATED ORTHOGONALLY FOR CLARITY

FLOOR PLAN GENERAL NOTES

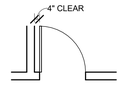
A. KEYNOTES DENOTE NEW CONSTRUCTION UNLESS NOTED OTHERWISE.

B. CONTROL DIMENSIONS ARE AS FOLLOWS:

a. CENTERLINE OF GRID AT COLUMNS
b. FACE OF MASONRY AT CMU WALLS
c. FACE OF FINISH AT EXTERIOR SIDE OF EXTERIOR WALLS
d. CENTERLINE OF STUD AT INTERIOR PARTITIONS
e. CENTERLINE OF INTERIOR CONCRETE WALLS
f. OPENINGS:
- IN STUD FRAMED WALLS AND PARTITIONS: CENTERLINE OF WINDOWS AND DOORS FROM WALLS AND GRID LINES.
- IN MASONRY WALLS AND PARTITIONS: WITHIN MASONRY OPENING.
- CENTERLINE OF MULLIONS IN STOREFRONT AND CURTAIN WALL SYSTEMS.

A. INTERIOR PARTITIONS AND INSULATION (INCLUDING PLUMBING CHASES) EXTEND TO UNDERSIDE OF DECK UNLESS NOTED OTHERWISE.

B. AT DOOR OPENINGS NOT LOCATED BY DIMENSIONS, OFFSET WITH 4" CLEAR BETWEEN EDGE OF DOOR AND FACE OF PERPENDICULAR WALL.



FLOOR PLAN LEGEND

NOTE: REFER TO A-100 FOR TYPICAL SYMBOLS



DOOR TAG



ROOM TAG



WALL / PARTITION TAG
REFER TO SHEET <<A-011>>



FLOOR TAG
REFER TO SHEET <<A-011>>



CURTAIN WALL / STOREFRONT TAG
REFER TO SHEET <<A-011>>



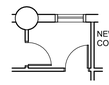
CLEAR DIMENSION TO BE MAINTAINED BETWEEN FACE OF WALL FINISHED SURFACES

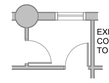


WALK SURFACE SLOPE

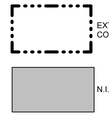


VERTICAL FIXED LADDER


NEW CONSTRUCTION


EXISTING CONSTRUCTION TO REMAIN


TEMPORARY CONSTRUCTION


EXTENTS OF CONSTRUCTION

N.I.C

Keynote Legend	
Key Value	Keynote Text

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

BNP ASSOCIATES, INC.

MARTIN WHITE GRIFFIS STRUCTURAL ENGINEERS, INC.
Arizona Offices of John A. Martin, Inc.

MONRAD ENGINEERING INC.
CONSULTING ELECTRICAL ENGINEERS

TUCSON AIRPORT AUTHORITY
TUS CBIS MODERNIZATION
7250 S. TUCSON BLVD.
TUCSON, AZ 85756

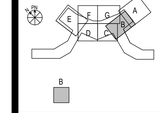
REVISIONS

No.	Description	Date

PHASE

© COPYRIGHT 2026 DWL ARCHITECTS + PLANNERS INC

KEY PLAN:

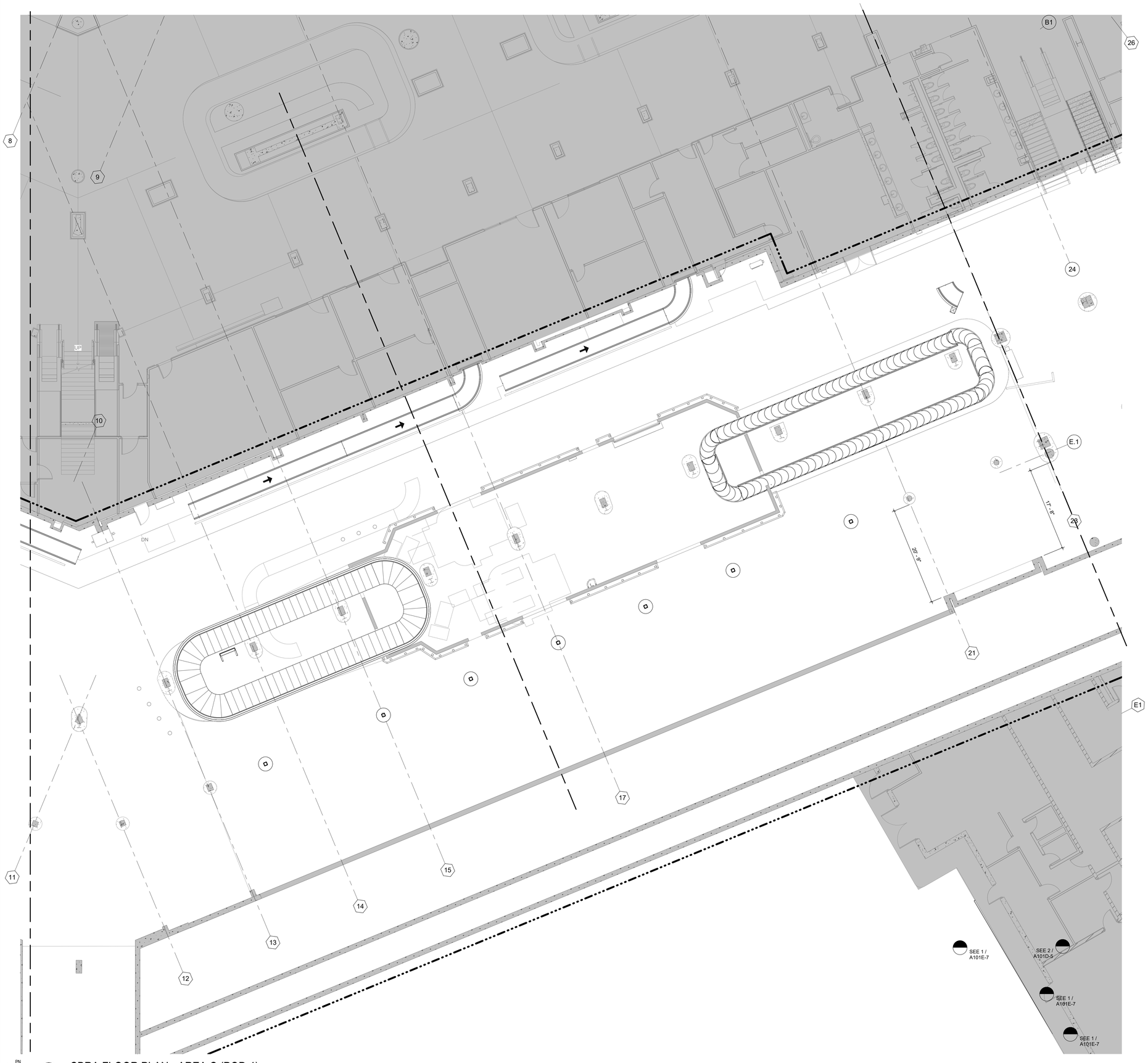


SHEET TITLE:
CBRA FLOOR PLAN - AREA B (POD 5)

SHEET NUMBER:
A101B-3

DRAWN BY:	REVIEWED BY:
Author	Approver
DATE:	PROJECT NUMBER:
01/06/26	######.##

7/24/2026 2:12:42 PM



FLOOR PLAN GENERAL NOTES

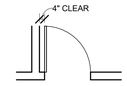
A. KEYNOTES DENOTE NEW CONSTRUCTION UNLESS NOTED OTHERWISE.

B. CONTROL DIMENSIONS ARE AS FOLLOWS:

a. CENTERLINE OF GRID AT COLUMNS
b. FACE OF MASONRY AT CMU WALLS
c. FACE OF FINISH AT EXTERIOR SIDE OF EXTERIOR WALLS
d. CENTERLINE OF STUD AT INTERIOR PARTITIONS
e. CENTERLINE OF INTERIOR CONCRETE WALLS
f. OPENINGS:
- IN STUD FRAMED WALLS AND PARTITIONS: CENTERLINE OF WINDOWS AND DOORS FROM WALLS AND GRID LINES.
- IN MASONRY WALLS AND PARTITIONS: WITHIN MASONRY OPENING.
- CENTERLINE OF MULLIONS IN STOREFRONT AND CURTAIN WALL SYSTEMS.

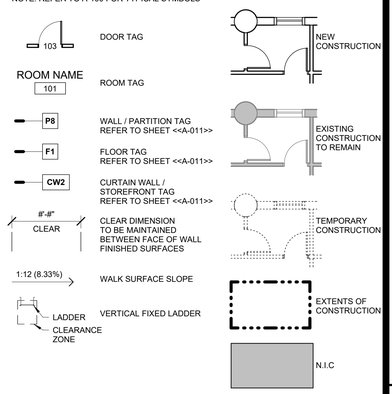
A. INTERIOR PARTITIONS AND INSULATION (INCLUDING PLUMBING CHASES) EXTEND TO UNDERSIDE OF DECK UNLESS NOTED OTHERWISE.

B. AT DOOR OPENINGS NOT LOCATED BY DIMENSIONS, OFFSET WITH 4" CLEAR BETWEEN EDGE OF DOOR AND FACE OF PERPENDICULAR WALL.



FLOOR PLAN LEGEND

NOTE: REFER TO A-100 FOR TYPICAL SYMBOLS



Keynote Legend	
Key Value	Keynote Text

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

BNP ASSOCIATES, INC.

MARTIN WHITE GRIFFIS STRUCTURAL ENGINEERS, INC.
Arizona Offices of John A. Martin, Inc.

MONRAD ENGINEERING INC.
CONSULTING ELECTRICAL ENGINEERS

TUCSON AIRPORT AUTHORITY
TUS CBIS MODERNIZATION
7250 S. TUCSON BLVD.
TUCSON, AZ 85756

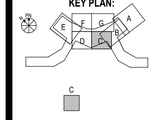
REVISIONS

No.	Description	Date

PHASE

© COPYRIGHT 2026 DWL ARCHITECTS + PLANNERS INC

KEY PLAN:



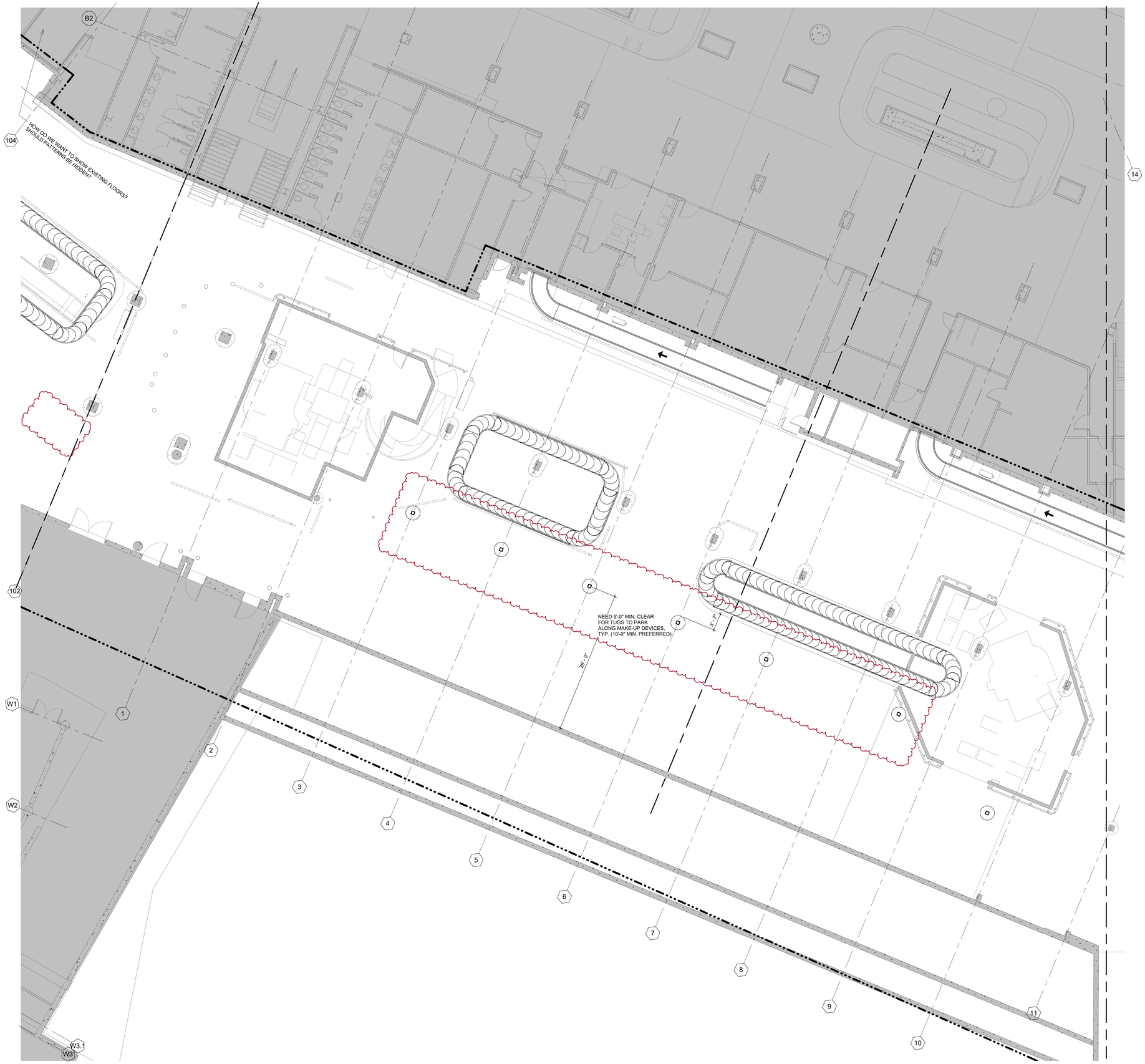
SHEET TITLE:
CBRA FLOOR PLAN - AREA C (POD 4)

SHEET NUMBER:
A101C-4

DRAWN BY:	REVIEWED BY:
Author	Approver
DATE:	PROJECT NUMBER:
01/06/26	######.##

2 CBRA FLOOR PLAN - AREA C (POD 4)
SCALE: 1/8" = 1'-0"

7/24/2026 2:12:46 PM



2 CBRA FLOOR PLAN - AREA D (P5-POD 3)

SCALE: 1/8" = 1'-0"

FLOOR PLAN GENERAL NOTES

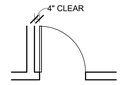
A. KEYNOTES DENOTE NEW CONSTRUCTION UNLESS NOTED OTHERWISE.

B. CONTROL DIMENSIONS ARE AS FOLLOWS:

a. CENTERLINE OF GRID AT COLUMNS
b. FACE OF MASONRY AT CMU WALLS
c. FACE OF FINISH AT EXTERIOR SIDE OF EXTERIOR WALLS
d. CENTERLINE OF STUD AT INTERIOR PARTITIONS
e. CENTERLINE OF INTERIOR CONCRETE WALLS
f. OPENINGS:
- IN STUD FRAMED WALLS AND PARTITIONS: CENTERLINE OF WINDOWS AND DOORS FROM WALLS AND GRID LINES.
- IN MASONRY WALLS AND PARTITIONS: WITHIN MASONRY OPENING.
- CENTERLINE OF MULLIONS IN STOREFRONT AND CURTAIN WALL SYSTEMS.

A. INTERIOR PARTITIONS AND INSULATION (INCLUDING PLUMBING CHASES) EXTEND TO UNDERSIDE OF DECK UNLESS NOTED OTHERWISE.

B. AT DOOR OPENINGS NOT LOCATED BY DIMENSIONS, OFFSET WITH 4" CLEAR BETWEEN EDGE OF DOOR AND FACE OF PERPENDICULAR WALL.



FLOOR PLAN LEGEND

NOTE: REFER TO A-100 FOR TYPICAL SYMBOLS



DOOR TAG

ROOM NAME
101

ROOM TAG

P8

WALL / PARTITION TAG
REFER TO SHEET <<A-011>>

F1

FLOOR TAG
REFER TO SHEET <<A-011>>

CW2

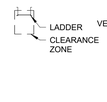
CURTAIN WALL / STOREFRONT TAG
REFER TO SHEET <<A-011>>



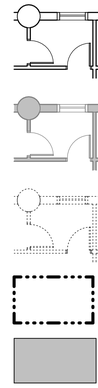
CLEAR DIMENSION TO BE MAINTAINED BETWEEN FACE OF WALL FINISHED SURFACES



WALK SURFACE SLOPE



VERTICAL FIXED LADDER



NEW CONSTRUCTION

EXISTING CONSTRUCTION TO REMAIN

TEMPORARY CONSTRUCTION

EXTENTS OF CONSTRUCTION

N.I.C

Keynote Legend	
Key Value	Keynote Text

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

BNP ASSOCIATES, INC.

MARTIN WHITE GRIFFIS STRUCTURAL ENGINEERS, INC.
Arizona Offices of John A. Martin, Inc.

MONRAD ENGINEERING INC.
CONSULTING ELECTRICAL ENGINEERS

TUCSON AIRPORT AUTHORITY

TUS CBIS MODERNIZATION

7250 S. TUCSON BLVD.
TUCSON, AZ 85756

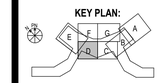
REVISIONS

No.	Description	Date
1	REV 1	04/01/2024

PHASE

© COPYRIGHT 2026 DWL ARCHITECTS + PLANNERS INC

KEY PLAN:

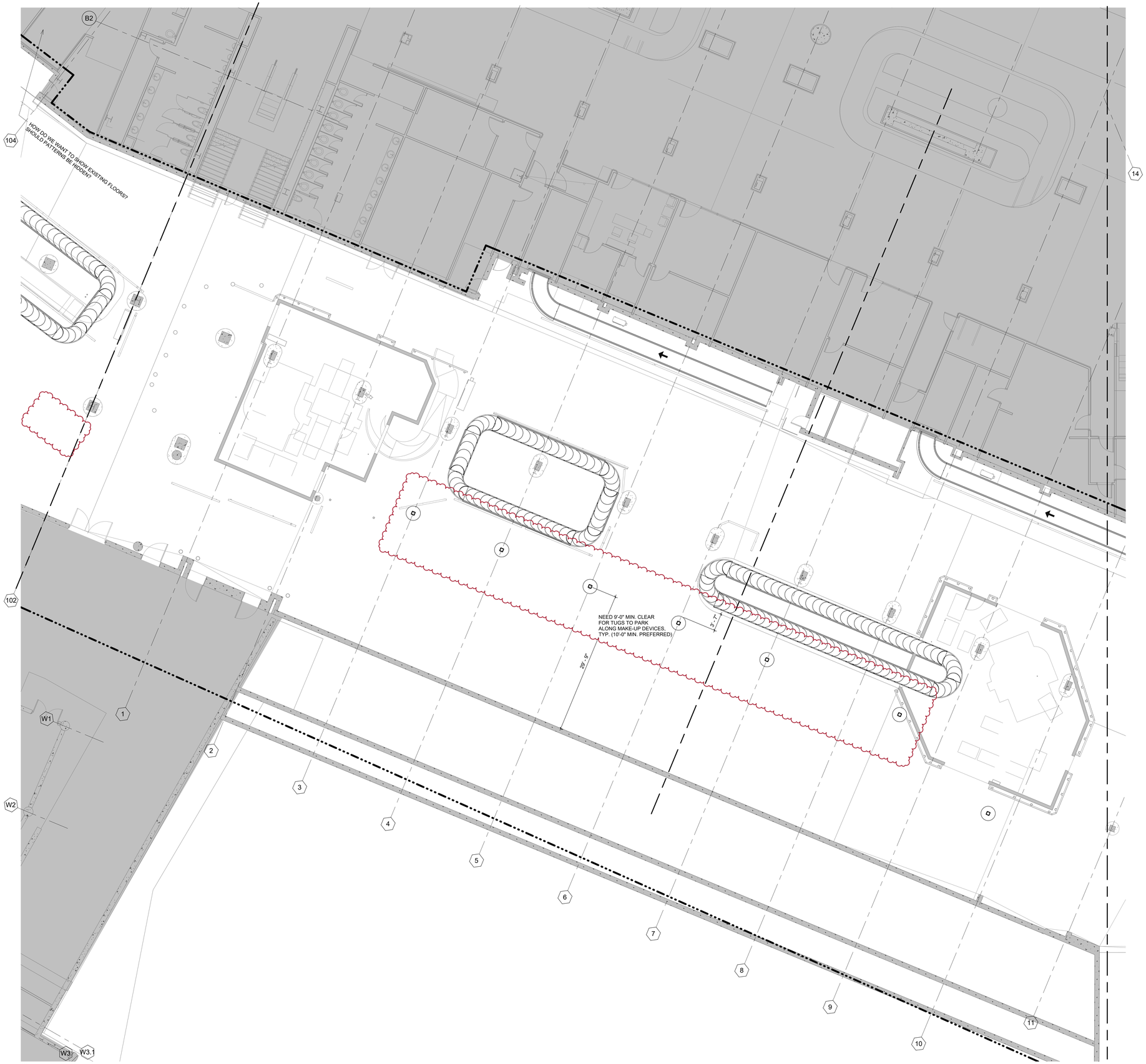


SHEET TITLE:
CBRA FLOOR PLAN - AREA D (POD 3)

SHEET NUMBER:
A101D-5

DRAWN BY:	REVIEWED BY:
Author	Approver
DATE:	PROJECT NUMBER:
01/06/26	######.##

7/24/2026 2:12:49 PM



2 CBRA FLOOR PLAN - AREA D (P6-POD 2)

SCALE: 1/8" = 1'-0"

FLOOR PLAN GENERAL NOTES

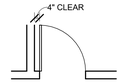
A. KEYNOTES DENOTE NEW CONSTRUCTION UNLESS NOTED OTHERWISE.

B. CONTROL DIMENSIONS ARE AS FOLLOWS:

a. CENTERLINE OF GRID AT COLUMNS
b. FACE OF MASONRY AT CMU WALLS
c. FACE OF FINISH AT EXTERIOR SIDE OF EXTERIOR WALLS
d. CENTERLINE OF STUD AT INTERIOR PARTITIONS
e. CENTERLINE OF INTERIOR CONCRETE WALLS
f. OPENINGS:
- IN STUD FRAMED WALLS AND PARTITIONS: CENTERLINE OF WINDOWS AND DOORS FROM WALLS AND GRID LINES.
- IN MASONRY WALLS AND PARTITIONS: WITHIN MASONRY OPENING.
- CENTERLINE OF MULLIONS IN STOREFRONT AND CURTAIN WALL SYSTEMS.

A. INTERIOR PARTITIONS AND INSULATION (INCLUDING PLUMBING CHASES) EXTEND TO UNDERSIDE OF DECK UNLESS NOTED OTHERWISE.

B. AT DOOR OPENINGS NOT LOCATED BY DIMENSIONS, OFFSET WITH 4" CLEAR BETWEEN EDGE OF DOOR AND FACE OF PERPENDICULAR WALL.



FLOOR PLAN LEGEND

NOTE: REFER TO A-100 FOR TYPICAL SYMBOLS



DOOR TAG

ROOM NAME
101

ROOM TAG

P8

WALL / PARTITION TAG
REFER TO SHEET <<A-011>>

F1

FLOOR TAG
REFER TO SHEET <<A-011>>

CW2

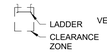
CURTAIN WALL / STOREFRONT TAG
REFER TO SHEET <<A-011>>



CLEAR DIMENSION
TO BE MAINTAINED
BETWEEN FACE OF WALL
FINISHED SURFACES



WALK SURFACE SLOPE



VERTICAL FIXED LADDER



NEW CONSTRUCTION



EXISTING CONSTRUCTION TO REMAIN



TEMPORARY CONSTRUCTION



EXTENTS OF CONSTRUCTION



N.I.C

Keynote Legend	
Key Value	Keynote Text

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

BNP ASSOCIATES, INC.

MARTIN WHITE GRIFFIS STRUCTURAL ENGINEERS, INC.
Arizona Offices of John A. Martin, Inc.

MONRAD ENGINEERING INC.
CONSULTING ELECTRICAL ENGINEERS

TUCSON AIRPORT AUTHORITY
TUS CBIS MODERNIZATION
7250 S. TUCSON BLVD.
TUCSON, AZ 85756

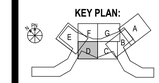
REVISIONS

No.	Description	Date
1	REV 1	04/01/2024

PHASE

© COPYRIGHT 2026 DWL ARCHITECTS + PLANNERS INC

KEY PLAN:

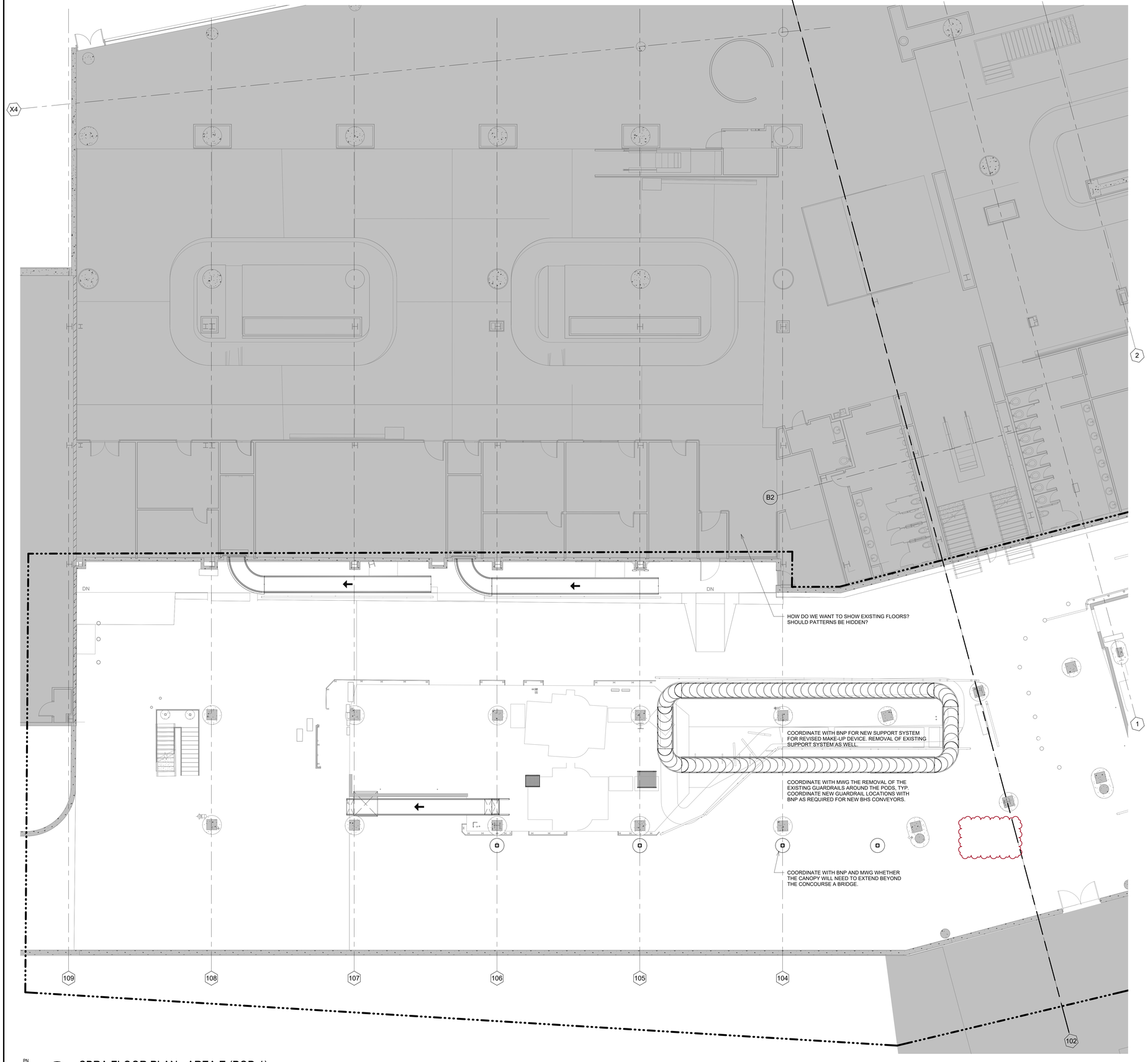


SHEET TITLE:
CBRA FLOOR PLAN - AREA D (POD 2)

SHEET NUMBER:
A101D-6

DRAWN BY:	REVIEWED BY:
Author	Approver
DATE:	PROJECT NUMBER:
01/06/26	######.##

7/24/2026 2:12:53 PM



PN

N

1 CBRA FLOOR PLAN - AREA E (POD 1)

SCALE: 1/8" = 1'-0"

VIEW ROTATED ORTHOGONALLY FOR CLARITY

FLOOR PLAN GENERAL NOTES

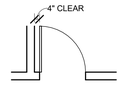
A. KEYNOTES DENOTE NEW CONSTRUCTION UNLESS NOTED OTHERWISE.

B. CONTROL DIMENSIONS ARE AS FOLLOWS:

a. CENTERLINE OF GRID AT COLUMNS
b. FACE OF MASONRY AT CMU WALLS
c. FACE OF FINISH AT EXTERIOR SIDE OF EXTERIOR WALLS
d. CENTERLINE OF STUD AT INTERIOR PARTITIONS
e. CENTERLINE OF INTERIOR CONCRETE WALLS
f. OPENINGS:
- IN STUD FRAMED WALLS AND PARTITIONS: CENTERLINE OF WINDOWS AND DOORS FROM WALLS AND GRID LINES.
- IN MASONRY WALLS AND PARTITIONS: WITHIN MASONRY OPENING.
- CENTERLINE OF MULLIONS IN STOREFRONT AND CURTAIN WALL SYSTEMS.

A. INTERIOR PARTITIONS AND INSULATION (INCLUDING PLUMBING CHASES) EXTEND TO UNDERSIDE OF DECK UNLESS NOTED OTHERWISE.

B. AT DOOR OPENINGS NOT LOCATED BY DIMENSIONS, OFFSET WITH 4" CLEAR BETWEEN EDGE OF DOOR AND FACE OF PERPENDICULAR WALL.



FLOOR PLAN LEGEND

NOTE: REFER TO A-100 FOR TYPICAL SYMBOLS



DOOR TAG



ROOM TAG



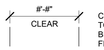
WALL / PARTITION TAG
REFER TO SHEET <<A-011>>



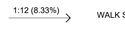
FLOOR TAG
REFER TO SHEET <<A-011>>



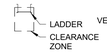
CURTAIN WALL / STOREFRONT TAG
REFER TO SHEET <<A-011>>



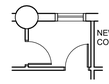
CLEAR DIMENSION TO BE MAINTAINED BETWEEN FACE OF WALL FINISHED SURFACES



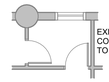
WALK SURFACE SLOPE



VERTICAL FIXED LADDER



NEW CONSTRUCTION



EXISTING CONSTRUCTION TO REMAIN



TEMPORARY CONSTRUCTION



EXTENTS OF CONSTRUCTION



N.I.C

Keynote Legend	
Key Value	Keynote Text

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

BNP ASSOCIATES, INC.

MARTIN WHITE GRIFFIS STRUCTURAL ENGINEERS, INC.
Arizona Offices of John A. Martin, Inc.

MONRAD ENGINEERING INC.
CONSULTING ELECTRICAL ENGINEERS

TUCSON AIRPORT AUTHORITY
TUS CBIS MODERNIZATION
7250 S. TUCSON BLVD.
TUCSON, AZ 85756

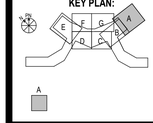
REVISIONS

No.	Description	Date
1	REV 1	04/01/2024

PHASE

© COPYRIGHT 2026 DWL ARCHITECTS + PLANNERS INC.

KEY PLAN:

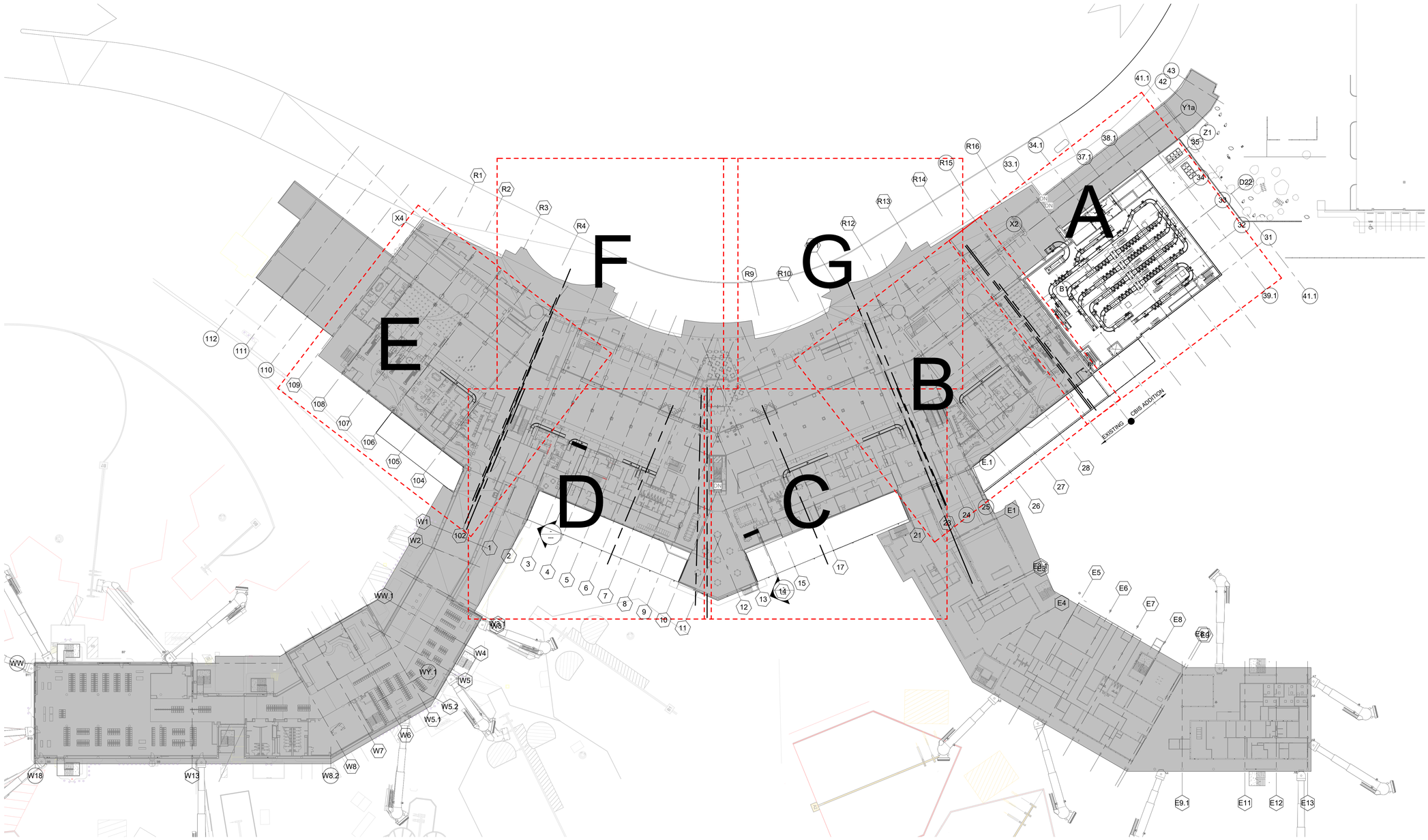


SHEET TITLE:
CBRA FLOOR PLAN - AREA E (POD 1)

SHEET NUMBER:
A101E-7

DRAWN BY:	REVIEWED BY:
Author	Approver
DATE:	PROJECT NUMBER:
01/06/26	######.##

7/24/2026 2:12:56 PM



N PN

A1 TICKETING AREA PLAN - OVERALL

SCALE: 1" = 40'-0"

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

BNP ASSOCIATES, INC.
MARTIN WHITE GRIFFIS STRUCTURAL ENGINEERS, INC.
Arizona Offices of John A. Martin, Inc.
MONRAD ENGINEERING INC.
CONSULTING ELECTRICAL ENGINEERS

TUCSON AIRPORT AUTHORITY
TUS CBIS MODERNIZATION
7250 S. TUCSON BLVD.
TUCSON, AZ 85756

REVISIONS

No.	Description	Date

PHASE

© COPYRIGHT 2026 DWL ARCHITECTS + PLANNERS INC

KEY PLAN:

A B C D E F G

SHEET TITLE:
OVERALL TICKETING FLOOR PLAN

SHEET NUMBER:
A102

DRAWN BY:	REVIEWED BY:
Author	Approver
DATE:	PROJECT NUMBER:
01/06/26	######.##

7/24/2026 2:14:17 PM

FLOOR PLAN GENERAL NOTES

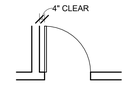
A. KEYNOTES DENOTE NEW CONSTRUCTION UNLESS NOTED OTHERWISE.

B. CONTROL DIMENSIONS ARE AS FOLLOWS:

a. CENTERLINE OF GRID AT COLUMNS
b. FACE OF MASONRY AT CMU WALLS
c. FACE OF FINISH AT EXTERIOR SIDE OF EXTERIOR WALLS
d. CENTERLINE OF STUD AT INTERIOR PARTITIONS
e. CENTERLINE OF INTERIOR CONCRETE WALLS
f. OPENINGS:
- IN STUD FRAMED WALLS AND PARTITIONS: CENTERLINE OF WINDOWS AND DOORS FROM WALLS AND GRID LINES.
- IN MASONRY WALLS AND PARTITIONS: WITHIN MASONRY OPENING.
- CENTERLINE OF MULLIONS IN STOREFRONT AND CURTAIN WALL SYSTEMS.

A. INTERIOR PARTITIONS AND INSULATION (INCLUDING PLUMBING CHASES) EXTEND TO UNDERSIDE OF DECK UNLESS NOTED OTHERWISE.

B. AT DOOR OPENINGS NOT LOCATED BY DIMENSIONS, OFFSET WITH 4" CLEAR BETWEEN EDGE OF DOOR AND FACE OF PERPENDICULAR WALL.



FLOOR PLAN LEGEND

NOTE: REFER TO A-100 FOR TYPICAL SYMBOLS

103 — DOOR TAG

ROOM NAME / 101 — ROOM TAG

P8 — WALL / PARTITION TAG REFER TO SHEET <<A-011>>

F1 — FLOOR TAG REFER TO SHEET <<A-011>>

CW2 — CURTAIN WALL / STOREFRONT TAG REFER TO SHEET <<A-011>>

8"-8" CLEAR — CLEAR DIMENSION TO BE MAINTAINED BETWEEN FACE OF WALL FINISHED SURFACES

1:12 (8.33%) — WALK SURFACE SLOPE

LADDER / CLEARANCE ZONE — VERTICAL FIXED LADDER

NEW CONSTRUCTION

EXISTING CONSTRUCTION TO REMAIN

TEMPORARY CONSTRUCTION

EXTENTS OF CONSTRUCTION

N.I.C

Keynote Legend	
Key Value	Keynote Text

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

BNP ASSOCIATES, INC.
MARTIN WHITE GRIFFIS STRUCTURAL ENGINEERS, INC.
Arizona Offices of John A. Martin, Inc.
MONRAD ENGINEERING INC.
CONSULTING ELECTRICAL ENGINEERS

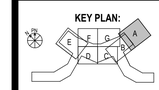
TUCSON AIRPORT AUTHORITY
TUS CBIS MODERNIZATION
7250 S. TUCSON BLVD.
TUCSON, AZ 85756

REVISIONS		
No.	Description	Date
1	REV 1	04/01/2024

PHASE

© COPYRIGHT 2026 DWL ARCHITECTS + PLANNERS INC

KEY PLAN:



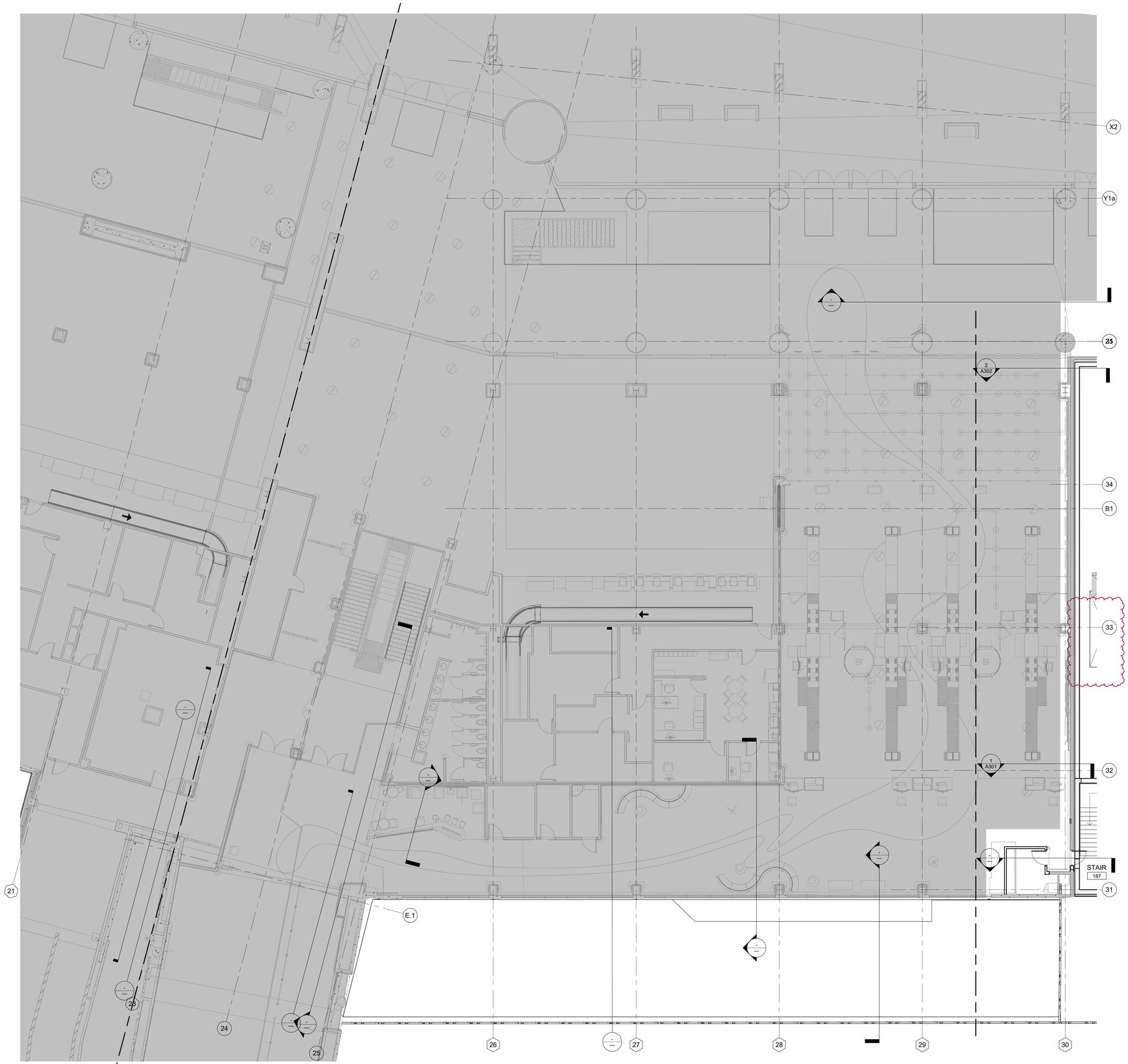
SHEET TITLE:
TICKETING FLOOR PLAN - AREA A

SHEET NUMBER:
A102A-1

DRAWN BY:	REVIEWED BY:
Author	Approver
DATE:	PROJECT NUMBER:
01/06/26	######.##

7/24/2026 2:14:23 PM

1 TICKETING FLOOR PLAN - AREA A (CBIS)
SCALE: 1/8" = 1'-0"
VIEW ROTATED ORTHOGONALLY FOR CLARITY



N

1 TICKETING FLOOR PLAN - AREA B (ENABLING WORK)

SCALE: 1/8" = 1'-0"

VIEW ROTATED ORTHOGONALLY FOR CLARITY

FLOOR PLAN GENERAL NOTES

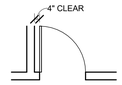
A. KEYNOTES DENOTE NEW CONSTRUCTION UNLESS NOTED OTHERWISE.

B. CONTROL DIMENSIONS ARE AS FOLLOWS:

a. CENTERLINE OF GRID AT COLUMNS
b. FACE OF MASONRY AT CMU WALLS
c. FACE OF FINISH AT EXTERIOR SIDE OF EXTERIOR WALLS
d. CENTERLINE OF STUD AT INTERIOR PARTITIONS
e. CENTERLINE OF INTERIOR CONCRETE WALLS
f. OPENINGS:
- IN STUD FRAMED WALLS AND PARTITIONS: CENTERLINE OF WINDOWS AND DOORS FROM WALLS AND GRID LINES.
- IN MASONRY WALLS AND PARTITIONS: WITHIN MASONRY OPENING.
- CENTERLINE OF MULLIONS IN STOREFRONT AND CURTAIN WALL SYSTEMS.

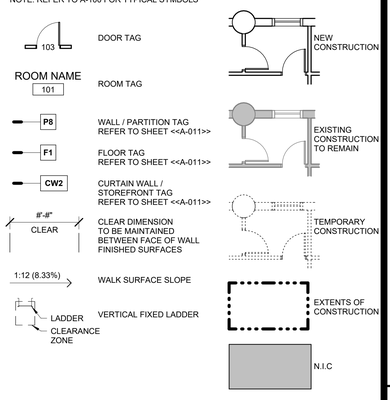
A. INTERIOR PARTITIONS AND INSULATION (INCLUDING PLUMBING CHASES) EXTEND TO UNDERSIDE OF DECK UNLESS NOTED OTHERWISE.

B. AT DOOR OPENINGS NOT LOCATED BY DIMENSIONS, OFFSET WITH 4" CLEAR BETWEEN EDGE OF DOOR AND FACE OF PERPENDICULAR WALL.



FLOOR PLAN LEGEND

NOTE: REFER TO A-100 FOR TYPICAL SYMBOLS



Keynote Legend	
Key Value	Keynote Text

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

BNP ASSOCIATES, INC.
MARTIN WHITE GRIFFIS STRUCTURAL ENGINEERS, INC.
Arizona Offices of John A. Martin, Inc.
MONRAD ENGINEERING INC.
CONSULTING ELECTRICAL ENGINEERS

TUCSON AIRPORT AUTHORITY

TUS CBIS MODERNIZATION

7250 S. TUCSON BLVD.
TUCSON, AZ 85756

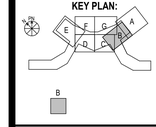
REVISIONS

No.	Description	Date

PHASE

© COPYRIGHT 2026 DWL ARCHITECTS + PLANNERS INC

KEY PLAN:

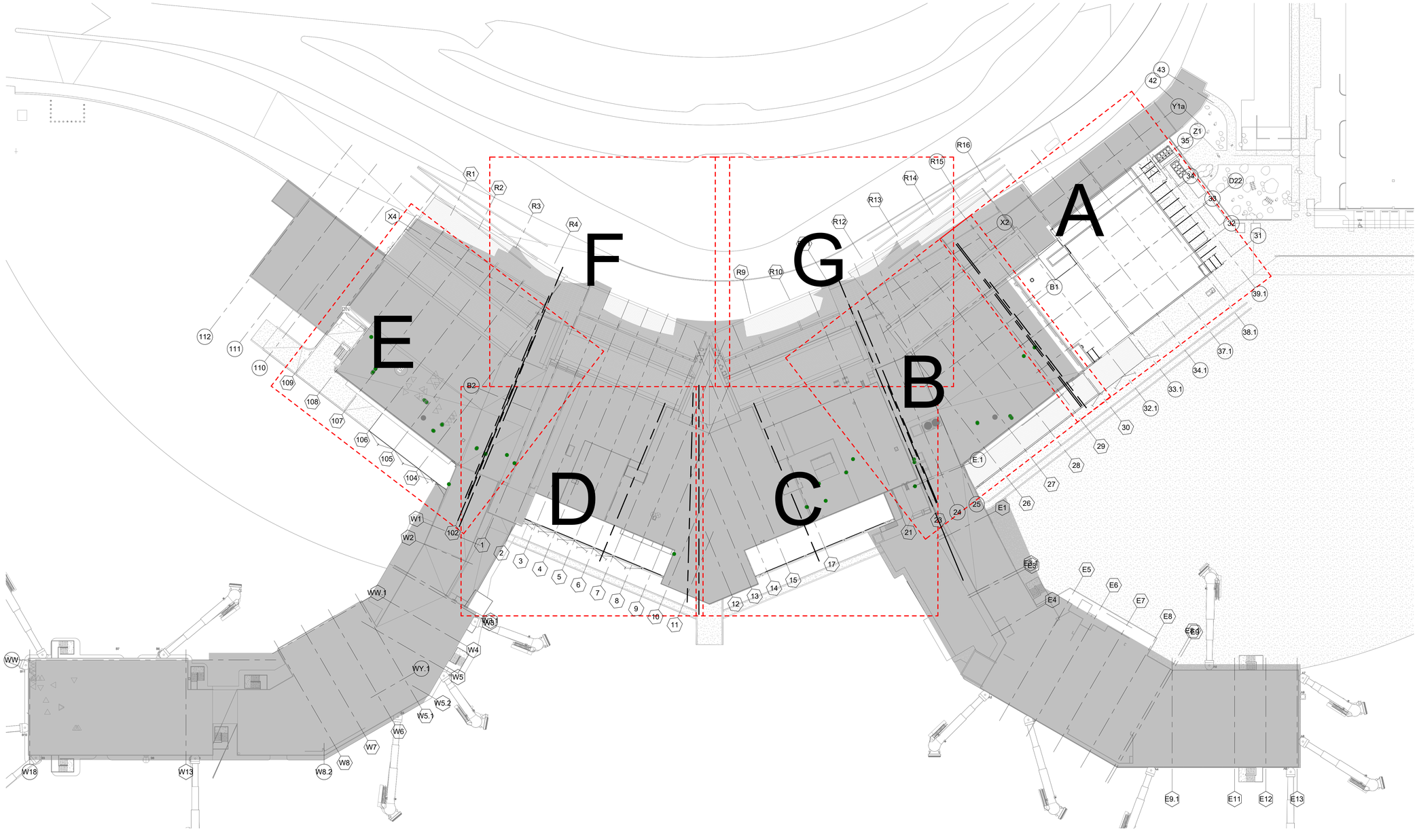


SHEET TITLE
TICKETING FLOOR PLAN - AREA B

SHEET NUMBER:
A102B-2

DRAWN BY:	REVIEWED BY:
Author	Approver
DATE:	PROJECT NUMBER:
01/06/26	######.##

7/24/2026 2:14:41 PM



PN

1 ROOF PLAN - OVERALL

SCALE: 1" = 40'-0"

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

BNP ASSOCIATES, INC.
MARTIN WHITE GRIFFIS STRUCTURAL ENGINEERS, INC.
Arizona Offices of John A. Martin, Inc.
MONRAD ENGINEERING INC.
CONSULTING ELECTRICAL ENGINEERS

TUCSON AIRPORT AUTHORITY
TUS CBIS MODERNIZATION
7250 S. TUCSON BLVD.
TUCSON, AZ 85756

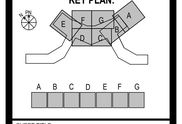
REVISIONS

No.	Description	Date

PHASE

© COPYRIGHT 2026 DWL ARCHITECTS + PLANNERS INC.

KEY PLAN:

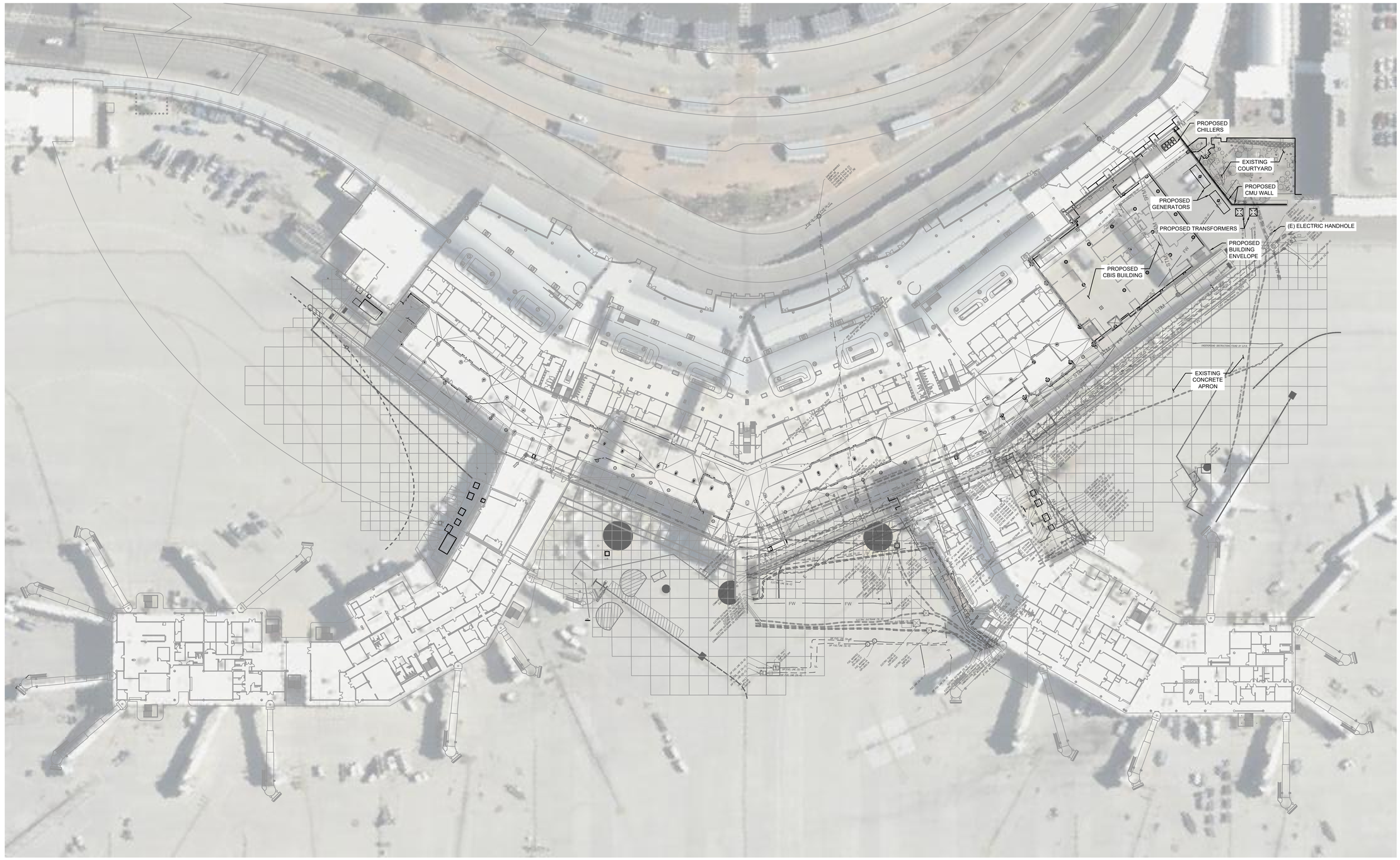


SHEET TITLE:
OVERALL ROOF PLAN

SHEET NUMBER:
A103

DRAWN BY:	REVIEWED BY:
Author	Approver
DATE:	PROJECT NUMBER:
01/06/26	######.##

7/24/2026 2:15:06 PM



PN

1 CBRA - OVERALL FLOOR PLAN

SCALE: 1" = 40'-0"

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

BNP ASSOCIATES, INC.

MARTIN WHITE GRIFFIS STRUCTURAL ENGINEERS, INC.
Arizona Offices of John A. Martin, Inc.

MONRAD ENGINEERING INC.
CONSULTING ELECTRICAL ENGINEERS

TUCSON AIRPORT AUTHORITY
TUS CBIS MODERNIZATION
7250 S. TUCSON BLVD.
TUCSON, AZ 85756

REVISIONS

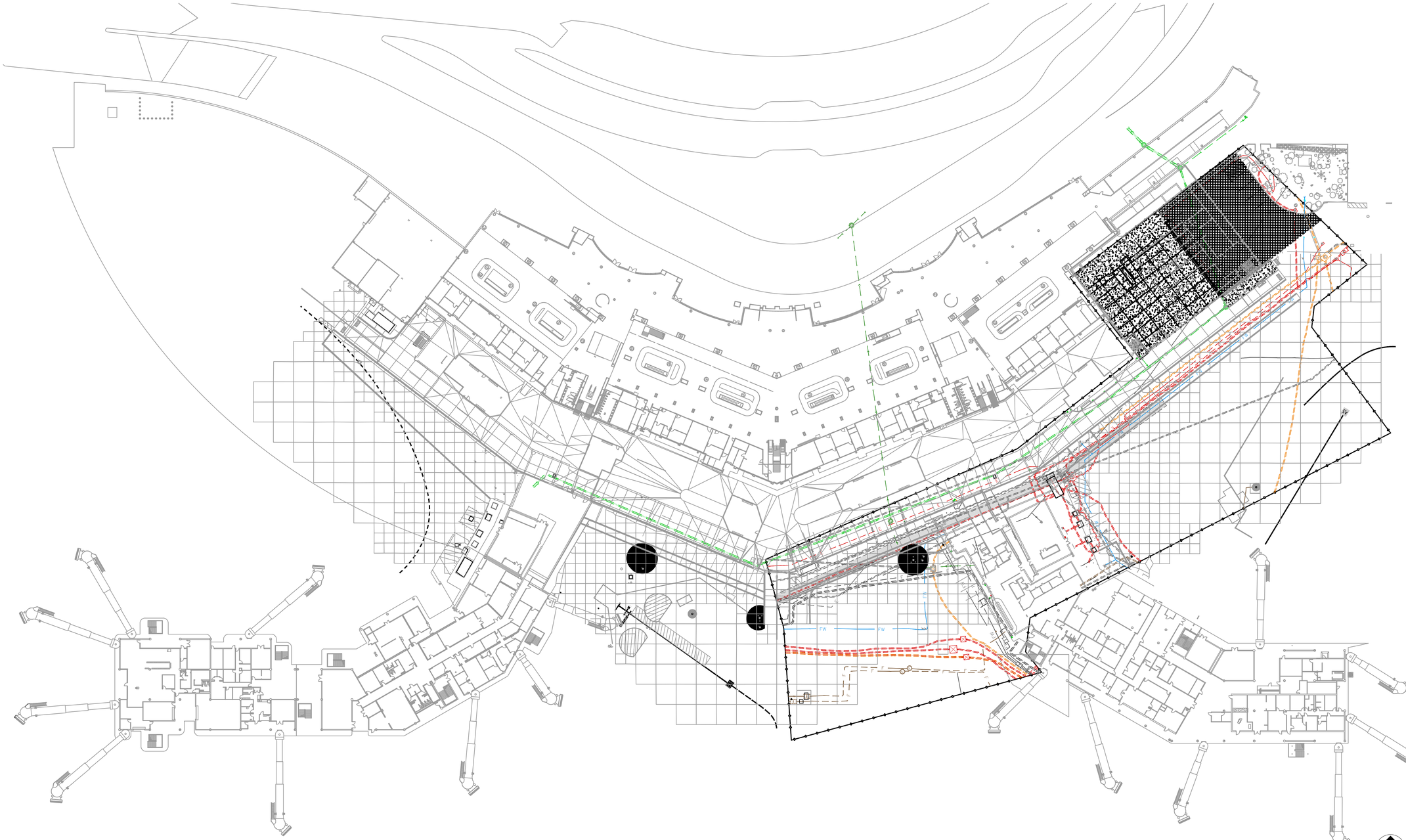
No.	Description	Date

KEY PLAN:

SHEET TITLE:
OVERALL SITE PLAN

SHEET NUMBER:
C100

DRAWN BY:	REVIEWED BY:
KP	Approver
DATE:	PROJECT NUMBER:
07/27/26	######.##



1 CBRA - OVERALL FLOOR PLAN
SCALE: 1" = 40'-0"

GRAPHIC SCALE
50' 0' 50' 100'
1" = 50'

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

BNP ASSOCIATES, INC.
MARTIN WHITE GRIFFIS STRUCTURAL ENGINEERS, L.L.C.
Arizona Offices of John A. Martin, Inc.
MONRAD ENGINEERING INC.
CONSULTING ELECTRICAL ENGINEERS

TUCSON AIRPORT AUTHORITY
TUS CBIS MODERNIZATION
7250 S. TUCSON BLVD.
TUCSON, AZ 85756

REVISIONS

No.	Description	Date

KEY PLAN:

SHEET TITLE:
OVERALL
DEMOLITION PLAN

SHEET NUMBER:
CD200

DRAWN BY:	REVIEWED BY:
KP	Approver
DATE:	PROJECT NUMBER:
07/27/26	######.##

REMOVE RETAINING WALL

REMOVE ASPHALT FULL DEPTH

REMOVE CONCRETE FULL DEPTH

SLOW

SLOW

GRAPHIC SCALE

50' 0' 50' 100'

1" = 50'

1 CBRA LEVEL FLOOR PLAN - AREA A (CBIS)

SCALE: 1/8" = 1'-0" VIEW ROTATED ORTHOGONALLY FOR CLARITY

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

BNP ASSOCIATES, INC.

MARTIN WHITE GRIFFIS STRUCTURAL ENGINEERS, L.L.C.
Arizona Offices of John A. Martin, Inc.

MONRAD ENGINEERING INC.
CONSULTING ELECTRICAL ENGINEERS

TUCSON AIRPORT AUTHORITY

TUS CBIS MODERNIZATION

7250 S. TUCSON BLVD.
TUCSON, AZ 85756

REVISIONS

No.	Description	Date

KEY PLAN:

SHEET TITLE:
DEMOLITION PLAN A

SHEET NUMBER:
CD200A

DRAWN BY:	REVIEWED BY:
KP	Approver
DATE:	PROJECT NUMBER:
07/27/26	######.##



2 CBRA LEVEL FLOOR PLAN - AREA B (POD 2)

SCALE: 1/8" = 1'-0" VIEW ROTATED ORTHOGONALLY FOR CLARITY

GRAPHIC SCALE

50' 0' 50' 100'

1" = 50'

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

BNP ASSOCIATES, INC.

MARTIN WHITE GRIFFIS STRUCTURAL ENGINEERS, L.L.C.
Arizona Offices of John A. Martin, Inc.

MONRAD ENGINEERING INC.
CONSULTING ELECTRICAL ENGINEERS

TUCSON AIRPORT AUTHORITY

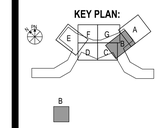
TUS CBIS MODERNIZATION

7250 S. TUCSON BLVD.
TUCSON, AZ 85756

REVISIONS

No.	Description	Date

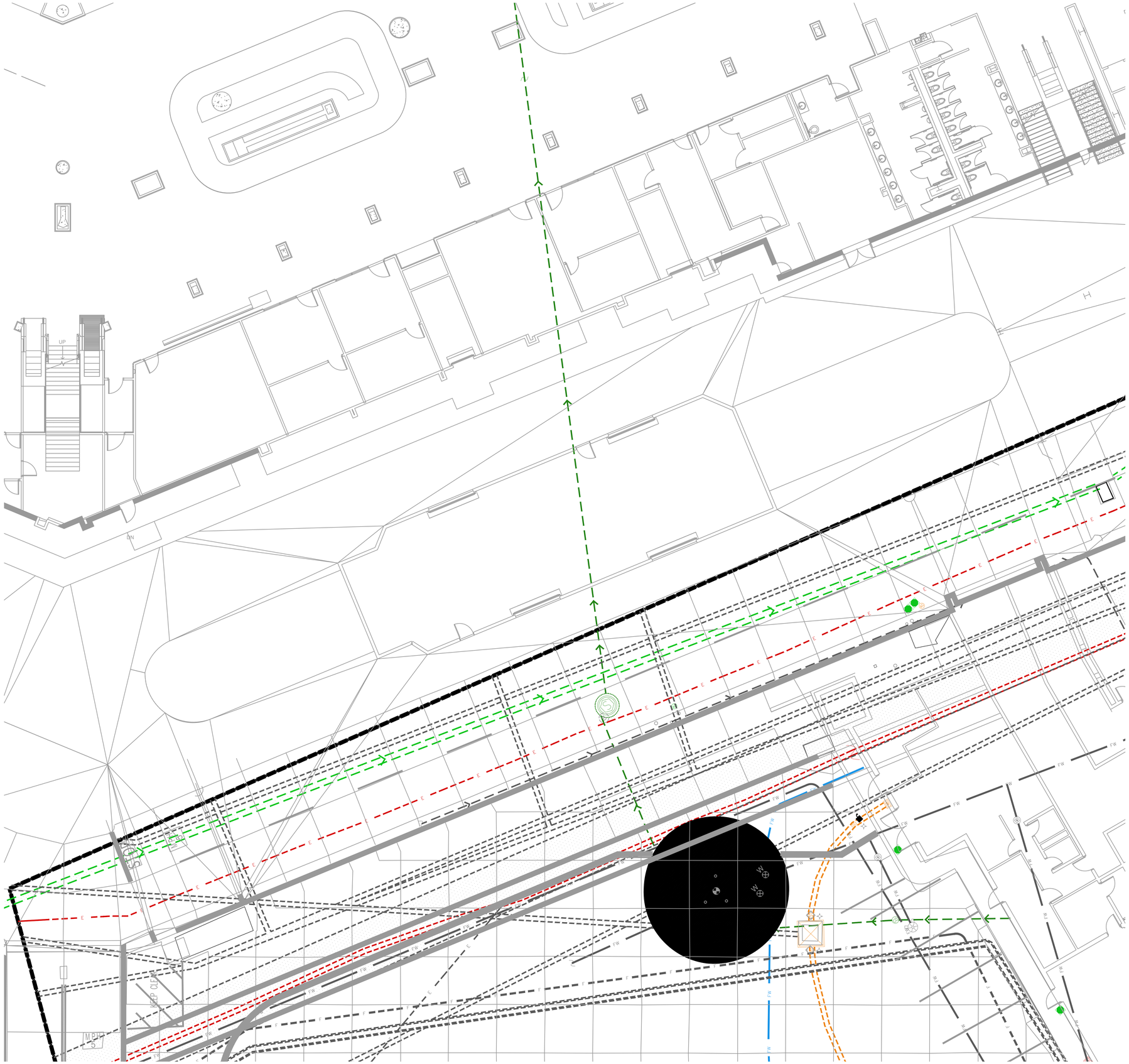
KEY PLAN:



SHEET TITLE:
DEMOLITION PLAN
B

SHEET NUMBER:
CD200B

DRAWN BY:	REVIEWED BY:
KP	Approver
DATE:	PROJECT NUMBER:
07/27/26	######.##



3 CBRA LEVEL FLOOR PLAN - AREA C (POD 4)

SCALE: 1/8" = 1'-0"

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

BNP ASSOCIATES, INC.
MARTIN WHITE GRIFFIS STRUCTURAL ENGINEERS, L.L.C.
Arizona Offices of John A. Martin, Inc.
MONRAD ENGINEERING INC.
CONSULTING ELECTRICAL ENGINEERS

TUCSON AIRPORT AUTHORITY
TUS CBIS MODERNIZATION
7250 S. TUCSON BLVD.
TUCSON, AZ 85756

REVISIONS

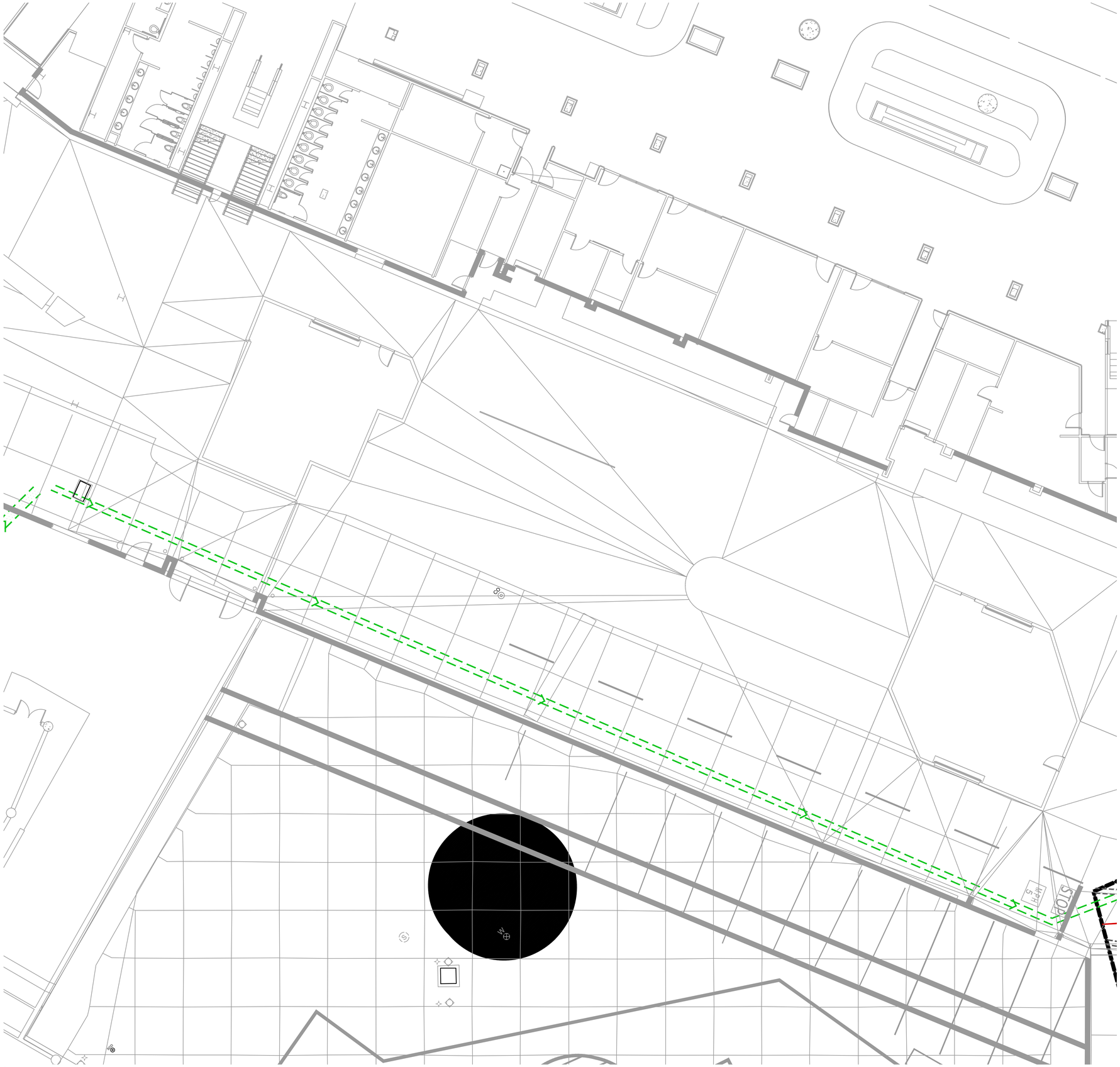
No.	Description	Date

KEY PLAN:

SHEET TITLE:
DEMOLITION PLAN
C

SHEET NUMBER:
CD200C

DRAWN BY:	REVIEWED BY:
KP	Approver
DATE:	PROJECT NUMBER:
07/27/26	######.##



4 CBRA LEVEL FLOOR PLAN - AREA D (POD 2)

SCALE: 1/8" = 1'-0"

GRAPHIC SCALE

50' 0' 50' 100'

1" = 50'

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

BNP ASSOCIATES, INC.

MARTIN WHITE GRIFFIS STRUCTURAL ENGINEERS, L.L.C.
Arizona Offices of John A. Martin, Inc.

MONRAD ENGINEERING INC.
CONSULTING ELECTRICAL ENGINEERS

TUCSON AIRPORT AUTHORITY

TUS CBIS MODERNIZATION

7250 S. TUCSON BLVD.
TUCSON, AZ 85756

REVISIONS

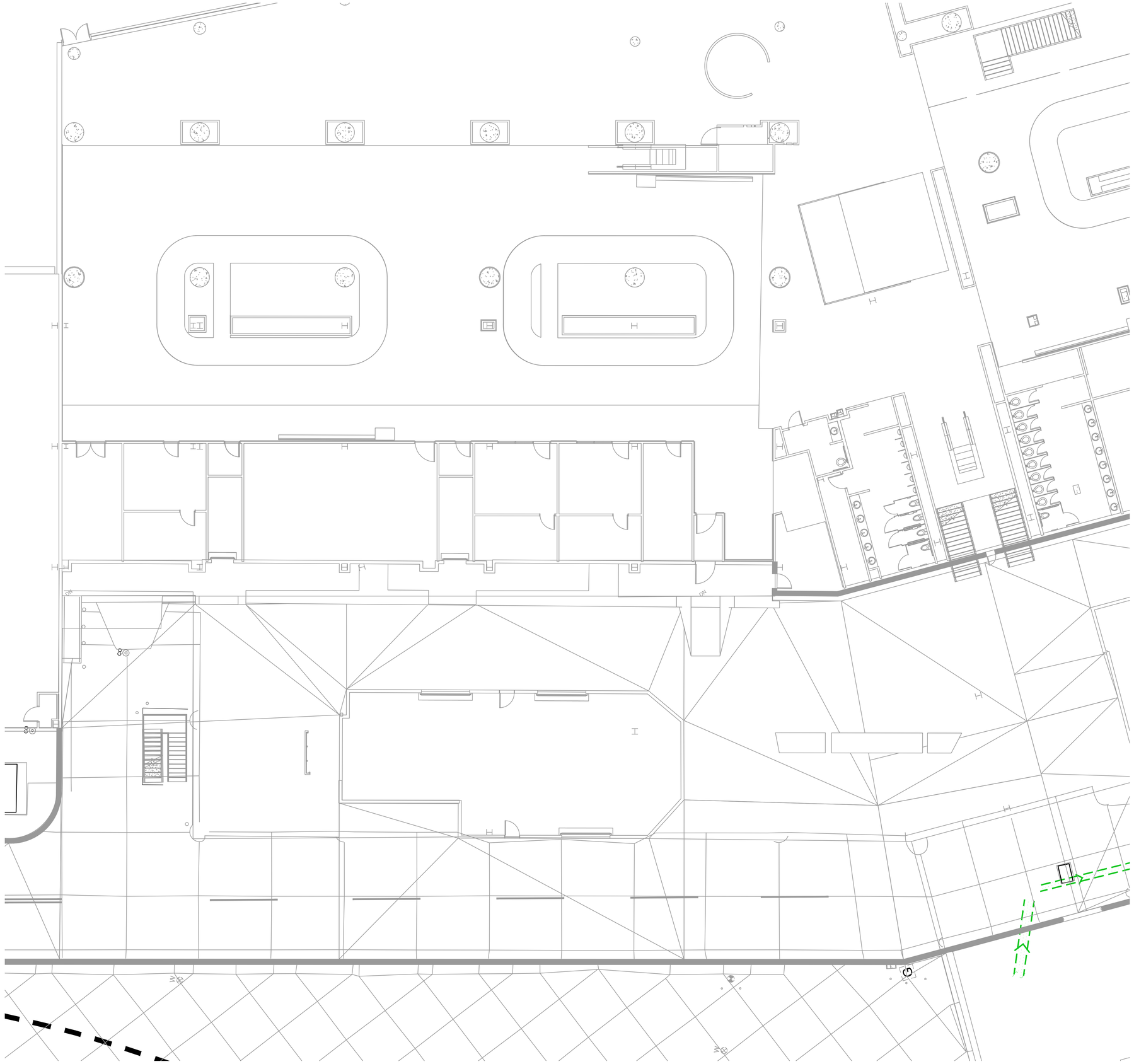
No.	Description	Date

KEY PLAN:

SHEET TITLE:
DEMOLITION PLAN
D

SHEET NUMBER:
CD200D

DRAWN BY:	REVIEWED BY:
KP	Approver
DATE:	PROJECT NUMBER:
07/27/26	###### ##



PN N

5 CBRA LEVEL FLOOR PLAN - AREA E (POD 1)

SCALE: 1/8" = 1'-0" VIEW ROTATED ORTHOGONALLY FOR CLARITY

N

GRAPHIC SCALE

50' 0' 50' 100'

1" = 50'

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

BNP ASSOCIATES, INC.
MARTIN WHITE GRIFFIS STRUCTURAL ENGINEERS, L.L.C.
Arizona Offices of John A. Martin, Inc.
MONRAD ENGINEERING INC.
CONSULTING ELECTRICAL ENGINEERS

TUCSON AIRPORT AUTHORITY

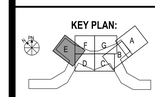
TUS CBIS MODERNIZATION

7250 S. TUCSON BLVD.
TUCSON, AZ 85756

REVISIONS

No.	Description	Date

KEY PLAN:



E

SHEET TITLE:
DEMOLITION PLAN
E

SHEET NUMBER:
CD200E

DRAWN BY:	REVIEWED BY:
KP	Approver
DATE:	PROJECT NUMBER:
07/27/26	######.##

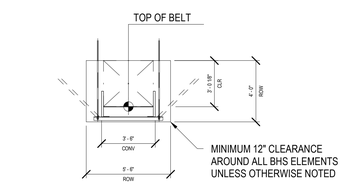
CONVEYOR LEGEND - PLAN VIEW

- 30° POWER TURN (OPTIONAL DRIVE LOCATIONS SHOWN)
- 45° POWER TURN (OPTIONAL DRIVE LOCATIONS SHOWN)
- 60° POWER TURN (OPTIONAL DRIVE LOCATIONS SHOWN)
- 90° POWER TURN (OPTIONAL DRIVE LOCATIONS SHOWN)
- INCLINE CONVEYOR
- DECLINE CONVEYOR
- END ROLLER
- QUEUE CONVEYOR
- 45° MERGE CONVEYOR
- REVERSE MERGE CONVEYOR
- AUTOMATIC TAG READER
- AUTOMATIC TAG READER W/ BAG MEASURING ARRAY
- VERTICAL SORT UNIT
- VERTICAL MERGE UNIT
- HIGH SPEED PADDLE DIVERTER
- FIRE/SECURITY DOOR
- CTX 9800 EDS DEVICE
- INCLINE PLATE DEVICE
- FLAT PLATE DEVICE

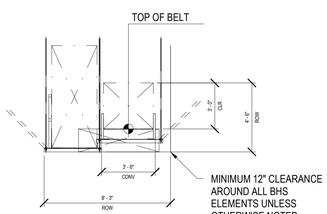
CONVEYOR LEGEND - SECTION VIEW

- 30° POWER TURN (OPTIONAL DRIVE LOCATIONS SHOWN)
- 45° POWER TURN (OPTIONAL DRIVE LOCATIONS SHOWN)
- 60° POWER TURN (OPTIONAL DRIVE LOCATIONS SHOWN)
- 90° POWER TURN (OPTIONAL DRIVE LOCATIONS SHOWN)
- INCLINE CONVEYOR
- DECLINE CONVEYOR
- END ROLLER
- QUEUE CONVEYOR
- 45° MERGE CONVEYOR
- REVERSE MERGE CONVEYOR
- AUTOMATIC TAG READER
- AUTOMATIC TAG READER W/ BAG MEASURING ARRAY
- VERTICAL SORT UNIT
- VERTICAL MERGE UNIT
- HIGH SPEED PADDLE DIVERTER
- FIRE/SECURITY DOOR
- CTX 9800 EDS DEVICE
- INCLINE PLATE DEVICE
- FLAT PLATE DEVICE

TYPICAL CONVEYOR ROW



STANDARD CONVEYOR



STANDARD CONVEYOR WITH CATWALK

GENERAL SYMBOL LEGEND

- TUG AND CART TRAFFIC FLOW DIRECTION
- BHS FLOW DIRECTION
- TOP OF BELT ELEVATION UNLESS NOTED
- XXY-ZZ — ITEM NUMBER, NEW OR REWORKED EQUIPMENT
- XXY-ZZ — ITEM NUMBER, CONTROL EQUIPMENT
- NEW BHS EQUIPMENT
- EXISTING BHS EQUIPMENT
- DEMOLISHED BHS EQUIPMENT
- FUTURE BHS EQUIPMENT
- BREAK OVER CONVEYOR (10' RADIUS - TYPICAL)
- CONVEYOR CROSS SECTION
- INCLINE PLATE DEVICE
- FLAT PLATE DEVICE
- STAIR

DRAWING NUMBER CONVENTION

B000AL

- VIEW RANGE
- SECTOR
- LEVEL OR SEQUENCE
- DRAWING SERIES
- DISCIPLINE DESIGNATOR / PHASE

BHS DRAWING SERIES

000	GENERAL	A-D	AREAS A-D
100	OVERALL PLANS	L	LOWER
200	PARTIAL PLANS	U	UPPER
300	ELEVATIONS		
400	SECTIONS		
500	DETAIL PLANS		
600	PHASING PLANS		
700	CONTROLS DETAILS		
800	TYPICAL DETAILS		

IDENTIFICATION NOMENCLATURE

NEW OR REWORKED CONVEYOR ID

XXY-ZZ

- SEQUENTIAL NUMBER OF COMPONENTS IN TRAIN
- SEQUENTIAL NUMBER OF SUBSYSTEMS OF THIS TYPE
- SUBSYSTEM DESCRIPTION IDENTIFIER

SUBSYSTEM DESCRIPTION IDENTIFIERS

AL - ALARM LINE
CL - CLEAR LINE
ML - MAINLINE
MU - MAKE-UP
MF - MAKE-UP FEED
OOG - OUT OF GAUGE
OS - OVERSIZE
OSR - OSR LINE
RL - RE-INSERT LINE
SS - SECURITY SCREENING
SF - SECURITY FEED
SL - SORT LINE
TC - TICKET COUNTER
XO - CROSSOVER

ABBREVIATIONS

ABBREVIATIONS	DESCRIPTION
AFF	ABOVE FINISHED FLOOR
ALT	ALTERNATE
ARCH	PROJECT ARCHITECT
ATR	AUTOMATIC TAG READER
BF	BETWEEN FRAME
BHS	BAGGAGE HANDLING SYSTEM
BHSC	BAGGAGE HANDLING SYSTEM CONTRACTOR
BLDG	BUILDING
BMA	BAGGAGE MEASUREMENT ARRAY
CBIS	CHECKED BAGGAGE INSPECTION SYSTEM
CBRA	CHECKED BAGGAGE RESOLUTION AREA
CCTV	CLOSED CIRCUIT TELEVISION
CI	CONTROL INTERFACE
CL	CENTERLINE
CLR	CLEAR
CONT	CONTINUOUS
CONV	CONVEYOR
DWG	DRAWING
EL	ELEVATION
ENGR	ENGINEER OF RECORD
EQUIP	EQUIPTMENT
ETD	EXPLOSIVE TRACE DETECTION
FD	FIRE DOOR
FF	FINISHED DOOR
FLR	FLOOR
FPM	FEET PER MINUTE
FSD	FIRE-SECURITY DOOR
HSPD	HIGH SPEED PADDLE DIVERTER
HVAC	HEATING VENTILATION AND AIR CONDITIONING
ID	IDENTIFICATION
LVL	LEVEL
MAINT	MAINTANENCE
MAX	MAXIMUM
MCP	MOTOR CONTROL PANEL
MDS	MAINTENANCE DIAGNOSTIC SYSTEM
ME	MANUAL ENCODING
MEP	MECHANICAL ELECTRICAL PLUMBING
MEZZ	MEZZAINE
NO	NUMBER
NT	NOT TO SCALE
O&M	OPERATIONS AND MAINTENANCE
OC	ON CENTER
OOG	OUT OF GAUGE
OPNG	OPENING
OSR	ON SCREEN RESOLUTION
OTK	OPERATIONAL TEST KIT
PVS	PRIMARY VIEWING STATION
REF	REFERENCE
REQD	REQUIRED
RFID	RADIO FREQUENCY IDENTIFICATION
ROW	RIGHT OF WAY
SS	STAINLESS STEEL
SVS	SECONDARY VIEWING STATION
TCU	THREAT CONTAINMENT UNIT
TEMP	TEMPORARY
TOB	TOP OF BELT
TSA	TRANSPORTATION SECURITY OFFICER
TSO	TYPICAL
TYP	VERIFY IN FIELD
VIF	VERTICAL MERGE UNIT
	VERTICAL SORT UNIT

GENERAL BHS NOTES

THE FOLLOWING REQUIREMENTS, TOGETHER WITH THE PROJECT SPECIFICATIONS AND BHS DRAWINGS SHALL APPLY.

1. CHECK AND FIELD VERIFY ALL BHS RELATED DIMENSIONS ON THE JOB SITE BEFORE PROCEEDING WITH WORK AND BE RESPONSIBLE FOR THEIR ACCURACY. IF DISCREPANCIES ARE FOUND BETWEEN THE BHS DRAWINGS, SPECIFICATIONS AND FIELD CONDITIONS, REPORT THEM TO THE OWNER.
2. FINISHED FLOOR ELEVATIONS PRO
   REFERENCE ARCHITECTURAL DRAWINGS FOR ALL FLOOR ELEVATIONS AND BUILDING INFORMATION.
3. ALL FINISHED FLOOR DIMENSIONS ARE TAKEN FROM THE HIGH POINT OF THE FINISHED FLOOR.
4. NO DIMENSIONS SHALL BE SCALED. DRAWING DIMENSIONS SHOWN SHALL BE USED.
5. BHS CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING BHS RIGHT-OF-WAY ISSUES AND REPORTING THEM TO THE OWNER.
6. BHS CONTRACTOR TO COORDINATE WITH OTHER TRADES TO MAINTAIN BAGGAGE SYSTEM RIGHTS-OF-WAY.
7. ALL DIMENSIONS ARE FROM GRID TO OUTER EXTENT OF CONVEYOR SIDEGUARD, UNLESS NOTED.
8. FOR ADDITIONAL BHS RIGHT-OF-WAY CLEARANCES, CROSS SECTIONS, AND ATTACHMENT DETAILS REFERENCE THE B800 SERIES DRAWINGS.
9. ALL OTHER TRADES SHALL MAINTAIN 2'-10" CLEAR RIGHT-OF-WAY (UNLESS NOTED) FROM TOP OF BELT TO NEAREST OBSTRUCTION. HANGING ANY EQUIPMENT COMPONENTS (E.G. MECHANICAL, ELECTRICAL, PLUMBING, HVAC). FROM THE CONVEYOR, CATWALK OR ASSOCIATED SUPPORTS IS NOT ACCEPTABLE.
10. MODIFY EXISTING CONVEYOR DRIVE ASSEMBLIES, AS REQUIRED, TO ACCOMMODATE SPECIFIED BHS ALTERATIONS (E.G. RECONFIGURE DRIVE FROM LEFT HAND TO RIGHT HAND OR VICE VERSA).
11. ALL BHS RIGHTS-OF-WAY SHALL TAKE PRECEDENCE OVER ALL OTHER BUILDING SERVICES (E.G. MECHANICAL, DUCT WORK AND PIPES, CONDUIT, FIRE PROTECTION, PLUMBING).
12. SUPPLY SAFETY DEVICES PER CONTRACT SPECIFICATIONS.

COLOR FILTER LEGEND

- ORIGINATING LINE
- SECURITY LINE
- OSR LINE
- ALARM LINE
- OOG LINE
- CLEAR LINE
- RE-INSERT LINE
- SORTATION LINE
- CROSS-OVER LINE
- MAKE-UP FEED LINE
- OVERSIZE LINE
- EXISTING LINE
- FUTURE LINE

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

BNP ASSOCIATES, INC.
1999 Broadway Suite 3500
Denver, CO 80202
(720) 374-4930
www.bnpassociates.com

TUCSON AIRPORT AUTHORITY
TUS CBIS MODERNIZATION
7250 S. TUCSON BLVD, TUCSON, AZ 85756

REVISIONS

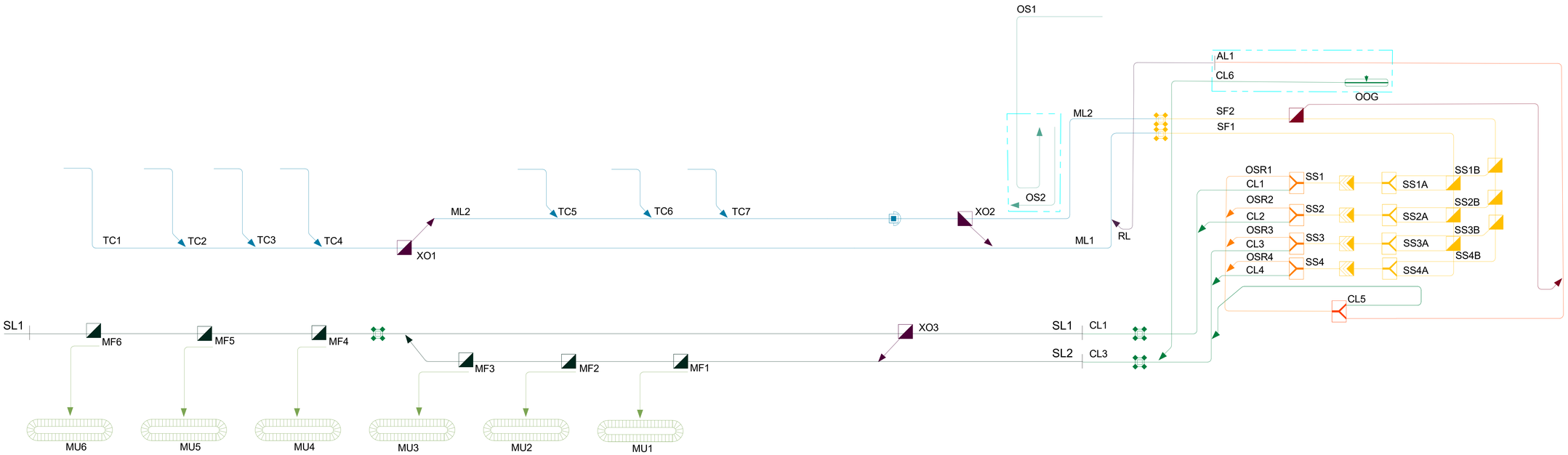
No.	Description	Date
1	RFQ	7/27/2026

SHEET TITLE:
LEGENDS, SYMBOLS, AND ABBREVIATIONS

SHEET NUMBER:
RFQ000

DRAWN BY:	REVIEWED BY:
TM, CT	PS
DATE:	PROJECT NUMBER:
7/27/2026	1001

7/27/2026 11:49:49 AM



COLOR LEGEND

- CLEAR BAG
- CROSS OVER
- EDS LEVEL 1
- EDS LEVEL 2
- EDS LEVEL 3
- MAKE-UP
- ORIGINATING
- OUT OF GAUGE

SYMBOL LEGEND

- AUTOMATIC TAG READER LASER (360°)
- CAROUSEL
- STANDARD 3 SCREENING MACHINE
- HIGH SPEED DIVERTER
- VERTICAL SORTER/MERGE
- CONVEYOR LINE
- FLOW DIRECTION
- PROPERTY CHANGE
- BAGGAGE MEASUREMENT ARRAY
- LOAD BELT

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

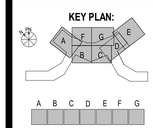
BNP ASSOCIATES, INC.
1999 Broadway Suite 3500
Denver, CO 80202
(720) 374-4930
www.bnpassociates.com

TUCSON AIRPORT AUTHORITY
TUS CBIS MODERNIZATION
7250 S. TUCSON BLVD, TUCSON, AZ 85756

REVISIONS

No.	Description	Date
1	RFQ	7/27/2026

KEY PLAN:

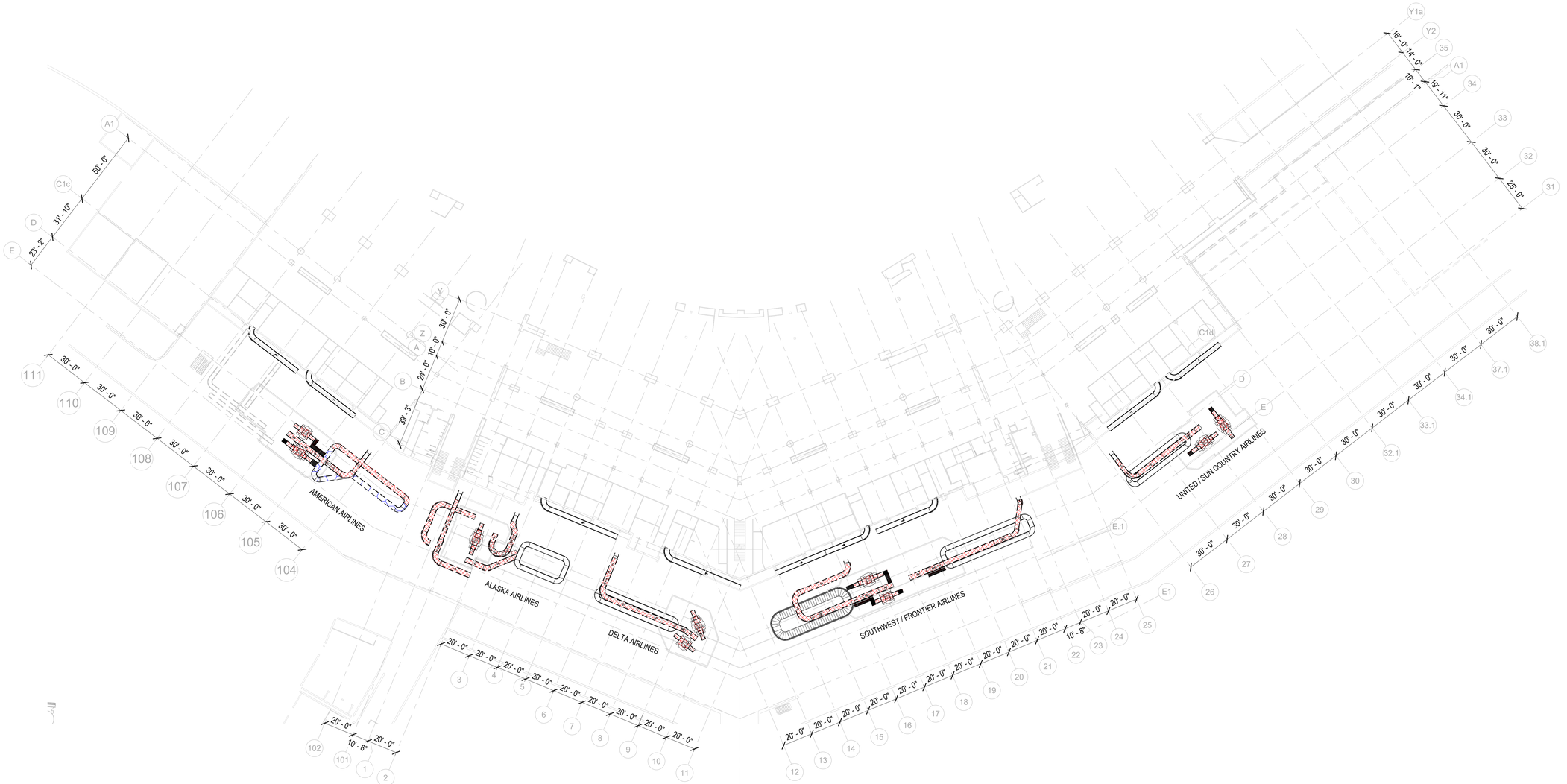


SHEET TITLE:
SINGLE LINE DIAGRAM

SHEET NUMBER:
RFQ001

DRAWN BY:	REVIEWED BY:
TM, CT	Approver
DATE:	PROJECT NUMBER:
7/27/2026	1001

7/27/2026 11:49:50 AM



1 DEMOLITION - TSA PODS LEVEL - OVERALL VIEW - RFQ
1" = 30'-0"

DEMOLISHED EQUIPMENT
MODIFIED EQUIPMENT
EXISTING EQUIPMENT

7/27/2026 11:49:53 AM

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

BNP ASSOCIATES, INC.
1999 Broadway Suite 3500
Denver, CO 80202
(720) 374-4930
www.bnpassociates.com

TUCSON AIRPORT AUTHORITY
TUS CBIS MODERNIZATION
7250 S. TUCSON BLVD, TUCSON, AZ 85756

REVISIONS

No.	Description	Date
1	RFQ	7/27/2026

KEY PLAN:

SHEET TITLE:
DEMOLITION - CBRA LEVEL - OVERALL VIEW

SHEET NUMBER:
RFQD101

DRAWN BY:	REVIEWED BY:
TM, CT	PS
DATE:	PROJECT NUMBER:
7/27/2026	1001



1 INSTALLATION - CBRA LEVEL - OVERALL - RFQ
1" = 30'-0"

7/27/2026 11:50:00 AM

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

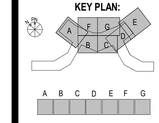
BNP ASSOCIATES, INC.
1999 Broadway Suite 3500
Denver, CO 80202
(720) 374-4930
www.bnpassociates.com

TUCSON AIRPORT AUTHORITY
TUS CBIS MODERNIZATION
7250 S. TUCSON BLVD, TUCSON, AZ 85756

REVISIONS

No.	Description	Date
1	RFQ	7/27/2026

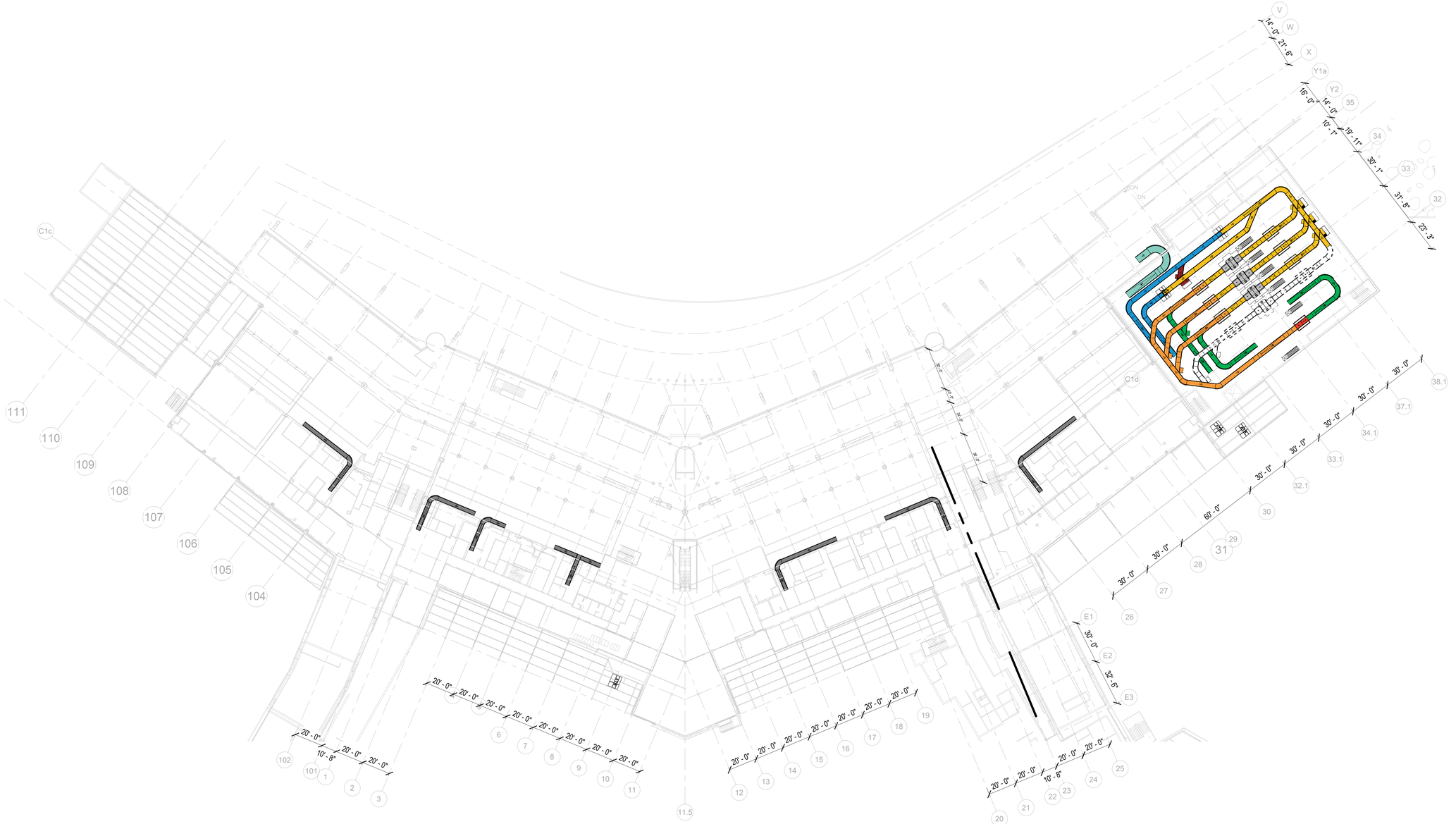
KEY PLAN:



SHEET TITLE:
INSTALLATION - CBRA LEVEL - OVERALL VIEW

SHEET NUMBER:
RFQ101

DRAWN BY:	REVIEWED BY:
TM, CT	PS
DATE:	PROJECT NUMBER:
7/27/2026	1001



1 INSTALLATION - TICKETING LEVEL - OVERALL VIEW - RFQ
1" = 30'-0"

7/27/2026 11:50:04 AM

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

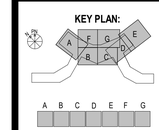
BNP ASSOCIATES, INC.
1999 Broadway Suite 3500
Denver, CO 80202
(720) 374-4930
www.bnpassociates.com

TUCSON AIRPORT AUTHORITY
TUS CBIS MODERNIZATION
7250 S. TUCSON BLVD, TUCSON, AZ 85756

REVISIONS

No.	Description	Date
1	RFQ	7/27/2026

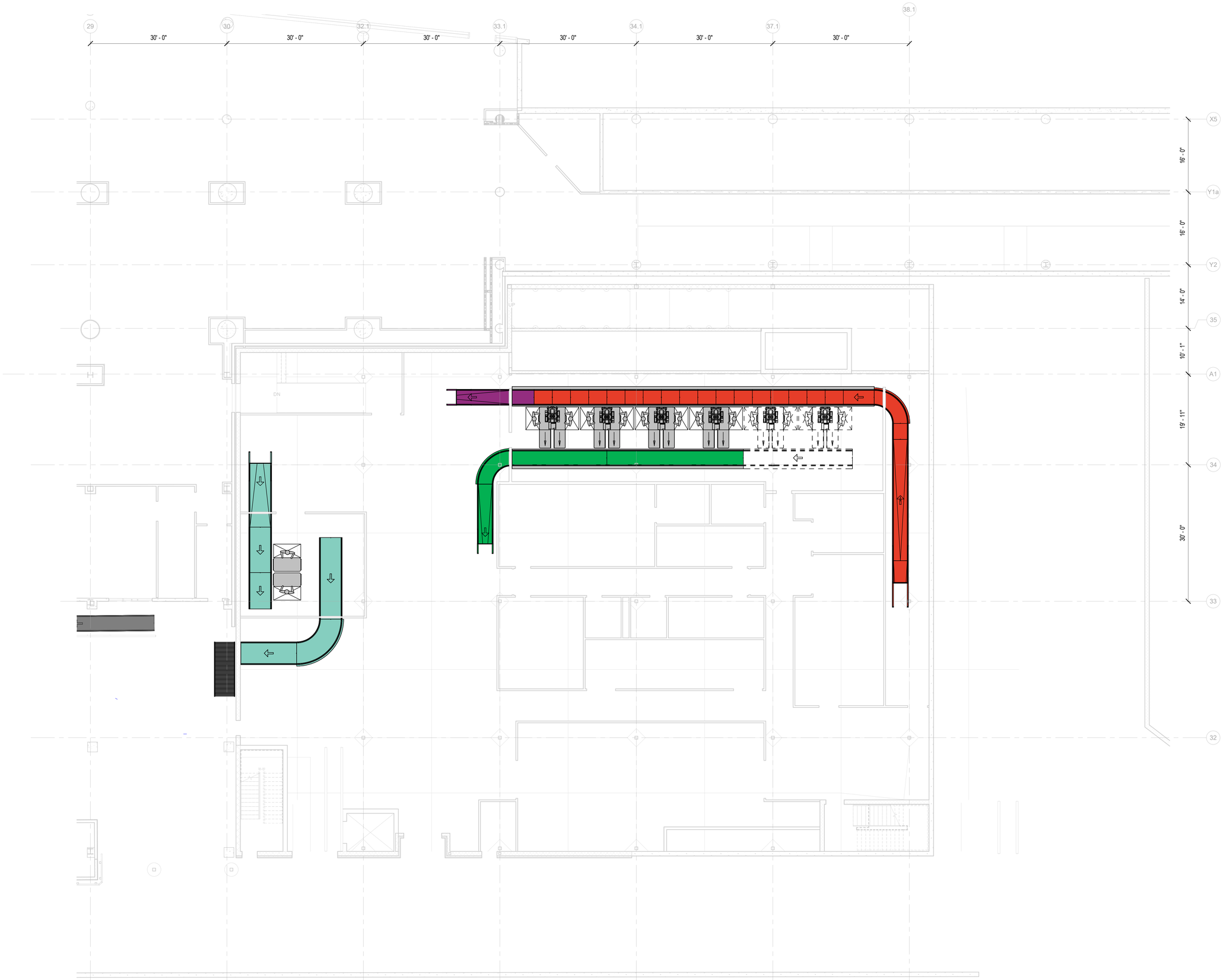
KEY PLAN:



SHEET TITLE:
INSTALLATION - TICKETING LEVEL - OVERALL VIEW

SHEET NUMBER:
RFQ102

DRAWN BY:	REVIEWED BY:
TM, CT	PS
DATE:	PROJECT NUMBER:
7/27/2026	1001



1 INSTALLATION - CBRA LEVEL - AREA E LOWER - RFQ
1/8" = 1'-0"

7/27/2026 11:50:06 AM

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

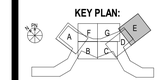
BNP ASSOCIATES, INC.
1999 Broadway Suite 3500
Denver, CO 80202
(720) 374-4930
www.bnpassociates.com

TUCSON AIRPORT AUTHORITY
TUS CBIS MODERNIZATION
7250 S. TUCSON BLVD, TUCSON, AZ 85756

REVISIONS

No.	Description	Date
1	RFQ	7/27/2026

KEY PLAN:

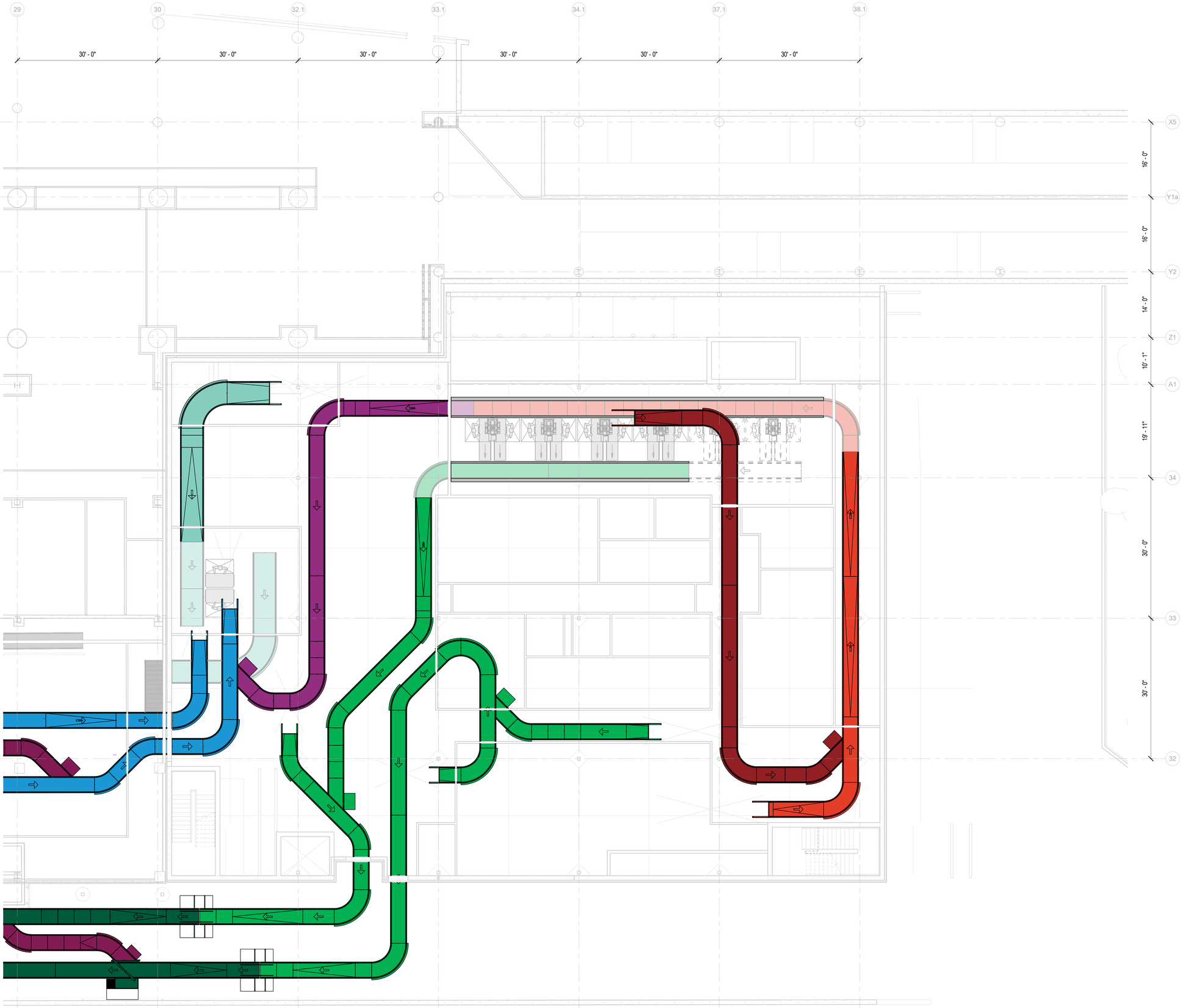


E

SHEET TITLE:
INSTALLATION - CBRA LEVEL - AREA E - LOWER

SHEET NUMBER:
RFQ201EL

DRAWN BY:	REVIEWED BY:
TM, CT	PS
DATE:	PROJECT NUMBER:
7/27/2026	1001



1 INSTALLATION - CBRA LEVEL - AREA E UPPER - RFQ
1/8" = 1'-0"

7/27/2026 11:50:08 AM

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

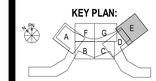
BNP ASSOCIATES, INC.
1999 Broadway Suite 3500
Denver, CO 80202
(720) 374-4930
www.bnpassociates.com

TUCSON AIRPORT AUTHORITY
TUS CBIS MODERNIZATION
7250 S. TUCSON BLVD, TUCSON, AZ 85756

REVISIONS

No.	Description	Date
1	RFQ	7/27/2026

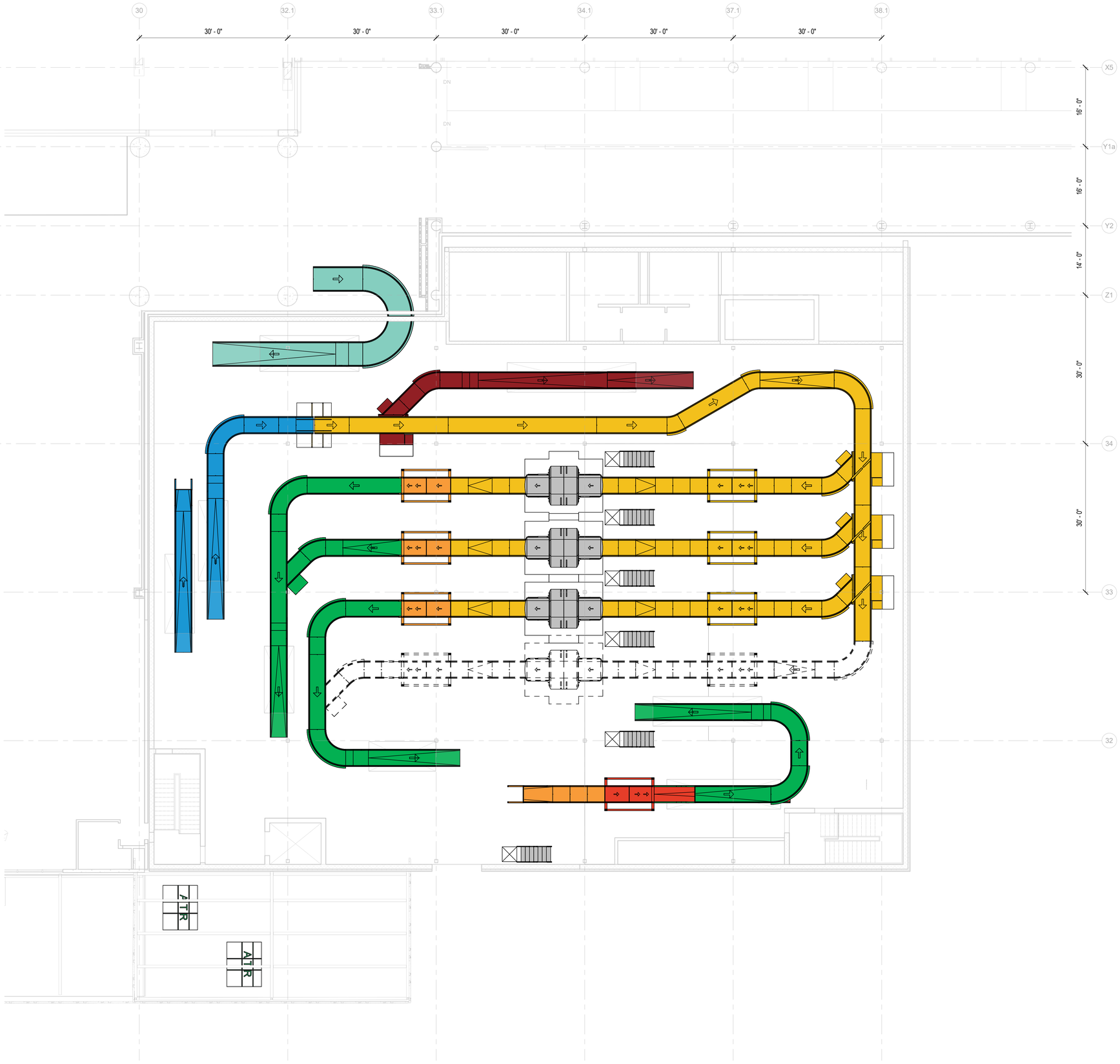
KEY PLAN:



SHEET TITLE:
INSTALLATION - CBRA LEVEL - AREA E - UPPER

SHEET NUMBER:
RFQ201EU

DRAWN BY:	REVIEWED BY:
TM, CT	PS
DATE:	PROJECT NUMBER:
7/27/2026	1001



1 INSTALLATION - TICKETING LEVEL - AREA E - LOWER - RFQ
1/8" = 1'-0"

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

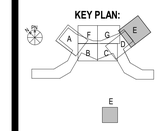
BNP ASSOCIATES, INC.
1999 Broadway Suite 3500
Denver, CO 80202
(720) 374-4930
www.bnpassociates.com

TUCSON AIRPORT AUTHORITY
TUS CBIS MODERNIZATION
7250 S. TUCSON BLVD, TUCSON, AZ 85756

REVISIONS

No.	Description	Date
1	RFQ	7/27/2026

KEY PLAN:

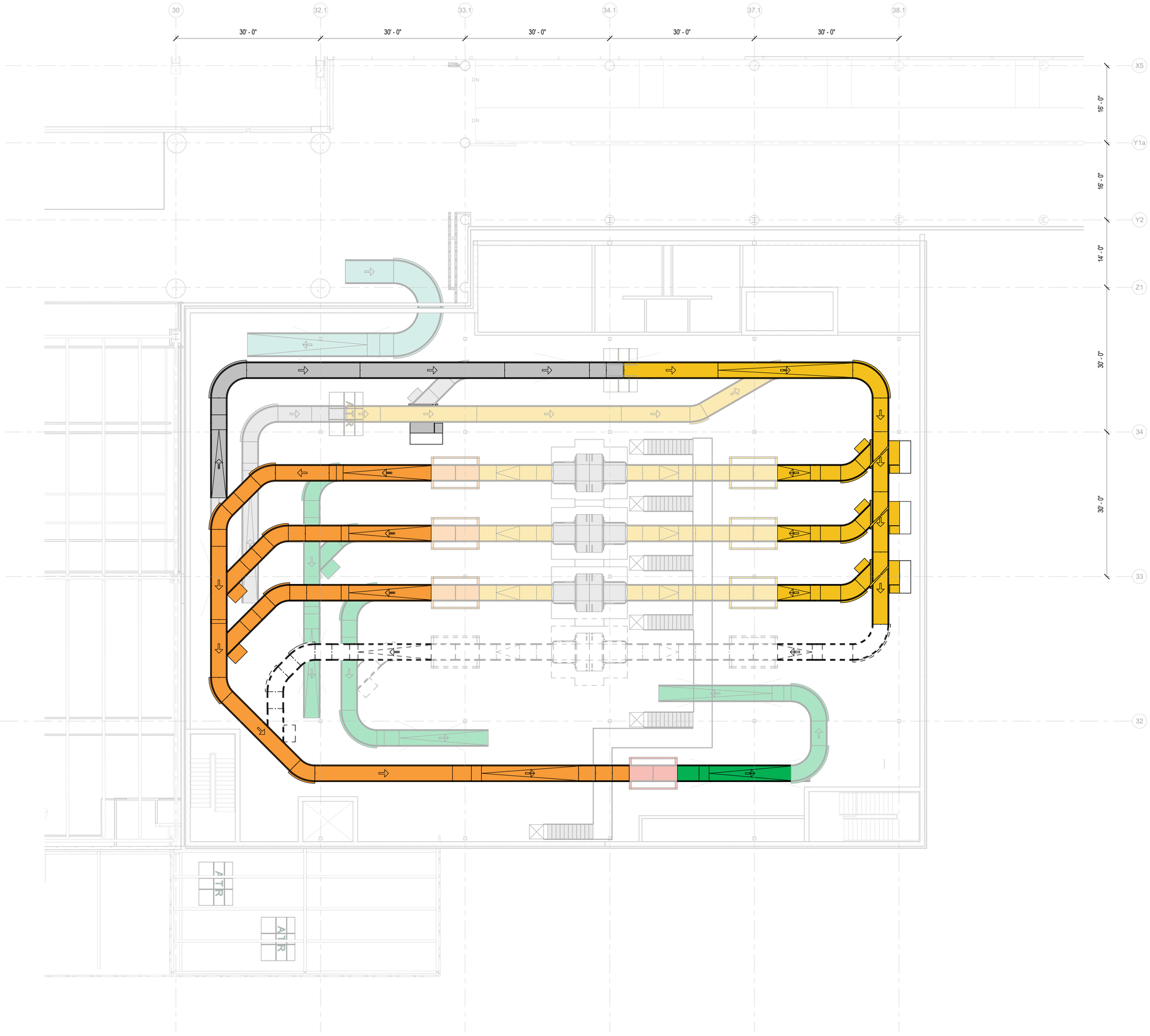


SHEET TITLE:
INSTALLATION - TICKETING LEVEL - AREA E - LOWER

SHEET NUMBER:
RFQ202EL

DRAWN BY:	REVIEWED BY:
TM, CT	PS
DATE:	PROJECT NUMBER:
7/27/2026	1001

7/27/2026 11:50:10 AM



1 INSTALLATION - TICKETING LEVEL - AREA E - UPPER - RFQ
1/8" = 1'-0"

RS&H
4582 S. Ulster St., Suite 1100
Denver, CO 80237
303-409-9700
www.rsandh.com

DWL ARCHITECTS+
2333 North Central Avenue
Phoenix, Arizona 85004
602.264.9731
dwlarchitects.com

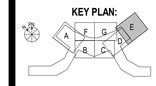
BNP ASSOCIATES, INC.
1999 Broadway Suite 3500
Denver, CO 80202
(720) 374-4930
www.bnpassociates.com

TUCSON AIRPORT AUTHORITY
TUS CBIS MODERNIZATION
7250 S. TUCSON BLVD, TUCSON, AZ 85756

REVISIONS

No.	Description	Date
1	RFQ	7/27/2026

KEY PLAN:



E

SHEET TITLE:
INSTALLATION - TICKETING LEVEL - AREA E - UPPER

SHEET NUMBER:
RFQ202EU

DRAWN BY:	REVIEWED BY:
TM, CT	PS
DATE:	PROJECT NUMBER:
7/27/2026	1001

7/27/2026 11:50:12 AM

1 ARCHITECTURAL

1.1 PROJECT OVERVIEW

The Tucson Airport Authority (TAA) is undertaking the Checked Baggage Inspection System (CBIS) Modernization Project at Tucson International Airport (TUS) to replace the existing checked baggage screening system with a modern, higher-throughput facility capable of meeting current Transportation Security Administration (TSA) requirements and accommodating present and forecast passenger demand. The Project will support the continued growth of the Airport's terminal and expansion program, preserve flexibility for the future development of a Federal Inspection Station (FIS), improve baggage-screening efficiency, and provide a system that is reliable, maintainable, affordable, and consistent with the Airport's sustainability objectives.

1.1.1 BUILDING ADDITION OVERVIEW

The Project is anticipated to include the construction of an approximately 16,900-square-foot building addition connected to the existing terminal. The addition may be up to three stories, with the Checked Baggage Resolution Area (CBRA) functions anticipated on the first floor, the primary CBIS screening functions on the second floor, and space reserved for a potential future FIS area on the third floor. Supporting spaces are expected to include TSA and operational offices, a breakroom, restrooms, equipment rooms, circulation areas, and other building support functions necessary for a complete and operational facility.

1.1.2 BUILDING RENOVATION OVERVIEW

The modernized CBIS will include a new baggage conveyor system connecting the existing airline ticketing counters within the terminal to the new CBIS facility and, following screening, to the terminal's baggage make-up devices. Portions of the conveyor system connecting the CBIS facility to the baggage make-up areas may be located beneath the existing terminal and along the exterior of the terminal and protected by a series of canopies attached to the existing building. Existing TSA Explosive Detection System (EDS) equipment, associated conveyors, and supporting infrastructure within the terminal will be removed, replaced, or modified as necessary. New higher-throughput EDS equipment and associated baggage-handling components will be installed within the proposed CBIS facility.

The Project is expected to remove or modify the existing TSA pods that house current CBIS functions, an existing storage corridor, and approximately six contracted-employee vehicle parking spaces. Displaced employee parking is anticipated to be accommodated within existing Airport employee parking areas. The Project will be located primarily within previously developed portions of the terminal, apron, roadway, and adjacent planted areas and is not anticipated to introduce new impervious surface to the Airport.

1.1.3 STAKEHOLDER COORDINATION

Construction activities will require careful coordination with TAA, TSA, airlines, tenants, utility providers, and other Airport stakeholders. The Project must be planned, phased, and constructed in a manner that maintains Airport, terminal, airline, baggage-handling, and security operations throughout construction. Of particular importance, the work is to be completed without adversely affecting the continued operation of adjacent aircraft gates. Temporary baggage-handling systems, utility connections, security measures, passenger or employee circulation modifications, or other enabling work may be required to support the transition from the existing system to the new CBIS.

1.1.4 CONSTRUCTION

An existing construction staging area approximately one-half mile southeast of the Project site is anticipated to be available for contractor use. The staging area consists of two heavily disturbed lots separated by a roadway and has previously been used by the Airport for construction staging. Vegetated areas adjacent to the staging lots shall be protected and excluded from laydown activities. Airside access is available through an existing gate south of the staging area, accessed through the parking lot of an adjacent commercial property. The Construction Manager at Risk (CMAR) will be responsible for verifying access requirements, allowable routes, security protocols, staging capacity, and any limitations affecting the use of these areas.

TAA anticipates beginning construction in summer 2028, with an estimated construction duration of approximately two years. The schedule will be refined as the design progresses and will be coordinated with TSA review and funding milestones, Airport operations, enabling work, equipment procurement, utility improvements, system testing, commissioning, and the phased transition to the new baggage-screening system.

2 CIVIL

2.1 BUILDING ADDITION OVERVIEW

Removal and relocation of existing site utilities

2.2 BUILDING RENOVATION OVERVIEW

Removal and relocation of existing site utilities

3 STRUCTURAL

3.1 GENERAL

The new 36,000 SF checked baggage processing facility will be a two-story building housing CBRA functions on the lower level and CBIS on the second floor. The building concept being developed will accommodate a future third floor for FIS. The new building will be kept structurally independent from the existing terminal building with an isolation joint between abutting surfaces. The construction materials consist of masonry walls with steel framed floor and roof systems.

3.2 STRUCTURAL SYSTEMS

3.2.1 FOUNDATIONS

The geotechnical report for the building site has not yet been completed. It is anticipated the foundations will consist of drilled concrete shafts which is the foundation system utilized for the existing terminal building. It is possible that reinforced continuous spread wall footings and isolated spread column footings bearing on engineered fill may be found as a viable option. Foundation design and subgrade preparation will be in accordance with the geotechnical report (not yet completed). At grade floor slab will be 6" thick nominally reinforced concrete slab-on-grade.

3.2.2 SECOND FLOOR FRAMING

The second-floor framing will consist of a composite steel framed floor system with W beams spaced at 10 feet maximum on center bearing on wide flange steel girders or masonry bearing walls. The floor deck will consist of 3" concrete topping over 3" x 20-gauge composite steel floor deck. The bay supporting the baggage scanners will have reduced beam spacing of 7'-6" on center to control deck slab stresses.

3.2.3 ROOF FRAMING

The roof framing (future FIS floor) will consist of the same framing system as the second floor framing.

3.2.4 EXTERIOR AND LOAD BEARING WALLS

Structural walls will be constructed of reinforced 12" at the building perimeter. 8" CMU will be used interior stair/elevator cores. The masonry walls will provide both load bearing and lateral load resistance.

3.2.5 LATERAL FORCE RESISTING SYSTEM

The lateral force resisting system will consist of rigid concrete diaphragms and reinforced masonry shear walls. Lateral forces collected in the shear walls will be distributed to the ground through passive soil resistance and friction.

3.2.6 SPECIAL DESIGN CONSIDERATIONS

Foundations, bearing walls, and lateral load resisting elements will be designed to accommodate a future 3rd floor housing FIS.

3.3 Structural Design Criteria

3.3.1 Governing Codes and Classifications

International Building Code (2024)

Occupancy Category III (IBC 1604.5)

Basic Wind Speed	110 mph (ult.)
Wind Exposure	C
Risk Category	III
Wind Importance Factor =	1
Site Class	CD (pending geotech report)
Seismic Importance Factor =	1.25
Seismic Design Category =	B
Intermediate reinforced masonry shear wall for seismic resistance	Rw = 3.5
Short Period Spectral Acceleration	Ss = 0.28g
One Second Period Spectral Acceleration	S1 = 0.077g

3.3.2 Referenced Standards

ASCE 7-22 - for live load and lateral load determination

ACI 318-19 - for structural concrete design

AISC 360-22 - for structural steel design

TMS 402/602-22 – for masonry design

3.3.3 Live Loads

CBRA (1st Floor):	150 psf
CBIS (2nd Floor):	100 psf
Bays supporting Baggage Scanners	150 psf
Roof (Future FIS Floor)	100 psf
Stairs/ Elevator Lobby:	100 psf

3.4 Materials of Construction

3.4.1 Concrete

Foundations/Stem walls:	4000 psi
Slab-on-grade / Fill on Metal Deck:	4000 psi
Type II Cement:	ASTM C-150
Aggregates:	C-33
Reinforcing Steel:	ASTM A615, Grade 60

3.4.2 Masonry

Compressive Strength	F'm=2000 psi
Block Units	F'm=2000 psi, ASTMC90
Mortar	ASTM C270, 1,800 psi

Grout	ASTM C476, 2,000 psi

3.4.3 STRUCTURAL STEEL

Wide Flanges:	ASTM A992 - Grade 50
Steel Plate:	ASTM A572 – Grade 50
Channels and Angles:	ASTM A36
Tubes:	ASTM A500 Grade B
Pipes:	ASTM A53 Grade B
Bolts:	ASTM A-325SC; A490SC, where noted
Weld Electrodes:	ASTM E70XX
Metal Deck:	ASTM A653-A, galvanized
Anchor Bolts:	ASTM F1554 Grade 50

4 BAGGAGE HANDLING SYSTEM

The design incorporates three (3) CTX-9800 EDS machines for inline screening, with provisions for a fourth EDS unit in the future to accommodate increased baggage demand and redundancy needs. The new CBIS and CBRA will be located in a newly constructed CBIS at the East end of the existing terminal.

The existing seven ticket counter lines (TC1, TC2, TC3, TC4, TC5, TC6, TC7) will be reconfigured to feed bags to two main lines (ML1, ML2), which will transport bags to the newly constructed CBIS building. After Tracking is acquired via the two security-feed ATRs, the two lines become stacked security feed (SF1 and SF2) lines that can distribute bags to any of the three EDS machines via vertical merges. Out-of-gauge (OOG) bags detected via a BMA on the ML2 line are diverted to ML1 via the XO2 crossover. After being detected by a second BMA combined with the SF1 ATR, OOG bags are diverted onto the OOG1 line for transport to the CBRA for manual screening. In-gauge bags are diverted onto any of the stacked security shunt (SS) lines, which merge before transport to the EDS for screening. After screening, vertical sorters divert bags without clear decisions to OSR lines (OSR1, OSR2, OSR3) and cleared bags to clear lines (CL1, CL2, CL3).

The three OSR lines merge into a single OSR connector line (OSR1) prior to the Level 2 decision point, which diverts cleared bags to the clear line and non-cleared bags onto the alarm line (AL). The OOG1 line merges onto the alarm line (AL1) downstream of the EDS machines, which continues to the CBRA. The CBRA features eight baggage inspection stations (BIS) with space allocation for 4 additional stations. Clear bags exit CBRA via a single clear line. Automatic Re-insert capability is provided at the end of the CBRA via RL1 to be input before tracking begins on the mainline.

The two clear lines leaving the CBIS feed bags onto two sortation lines where tracking is reacquired via two sortation ATRs. The newly constructed SL1 and SL2 lines will be hung from a canopy structure in the exiting bag alley. The sortation lines will deliver bags to one of the six (6) exiting make-up devices (MU1, MU2, MU3, MU4, MU5, MU6) via the newly constructed make-up feeds(MF1, MF2, MF3, MF4, MF5, MF6). The XO3 crossover provides a route for bags on the SL2 line destined for make-ups on SL1 (MU1, MU2, and MU3) and redundancy for any faults or maintenance activities on the SL2 line. The SL1 line terminates in a merge onto the SL2 line. An updated ATR on the SL2 line downstream of the SL1 merge will pick up the majority of lost-in-tracking bags on their way to the remaining three destinations (MU4, MU5, MU6). The SL2 line will terminate in a run-out belt for any bags that failed to divert to their assigned destination.

Key features that will be required are as follows: Distributed I/O, Ethernet IP protocol (DLRs), high-efficiency motors, advanced reporting capabilities, BSM integration capabilities, and PGDS V9 compliance. The project will also require the recontrol of the existing equipment to remain (Ticketing Lines, Make-ups, Claim Feeds, and Claim devices). All new and re-controlled BHS equipment shall be incorporated into a single MDS/MIS.

5 MECHANICAL

5.1 CENTRAL PLANT – CHILLED WATER SYSTEM

The new CBIS/CBRA facility will utilize a central chilled water system to cool the new CBIS and CBRA to provide system redundancy and operational reliability. The system will be designed to:

- Maintain full cooling capacity during single equipment failure scenarios.
- Allow continuous operation during maintenance.

5.1.1 Hydronic System Components

- Two (2) air-cooled chillers, each sized for 100% of the peak load (~300 tons based on initial load calculations)
- Chillers will utilize low-GWP refrigerant (R-454B) to align with current regulatory trends.
- Chillers will be variable capacity (VFD-driven compressors) for part-load efficiency.
- Chilled water design temperatures:
    - Supply: 44°F
    - Return: 54°F

Located in the Level 1 mechanical room:

- Multiple chilled water pumps arranged for N+1 redundancy.
- Primary variable flow configuration is anticipated to:
    - Reduce system complexity.
    - Improve part-load energy efficiency.
    - Enhance redundancy through pump staging.
- Buffer tank to stabilize system volume and improve chiller cycling.
- Air separator and expansion tank for system air management and pressure control.

5.2 Air Distribution Systems

Level 1 – CBRA

- Served by a central chilled water air handling unit (AHU) located in the mechanical room.
- Air distribution via VAV terminal units with hot water reheat for localized control of each zone.
- Outside air introduced via a dedicated OA duct routed from a sidewall louver on the exterior of the new building.

Level 2 – CBIS

- Served by multiple suspended chilled water AHUs strategically located to:
    - Minimize duct runs.
    - Increase cooling redundancy.
    - Accommodate architectural and structural constraints.
    - Alleviate the need for a dedicated mechanical room on Level 2.
- Ventilation air will be provided by a dedicated DOAS rooftop unit (RTU) and ducted to each suspended chilled water unit.

5.2.1 Dedicated Outdoor Air System (DOAS)

A central DOAS RTU will provide ventilation air to Level 2.

Key Functions:

- Treat all outside air for:
    - Temperature control
    - Dehumidification (critical for monsoon conditions)
- Deliver neutral to slightly cool, dry air to maintain humidity control across the facility
- Reduce latent load on suspended AHUs

Humidity Control Strategy:

- DOAS will be designed to meet peak latent load conditions
- Space-level humidity maintained at ≤ 60% RH
- Level 1 AHU will provide conditioning of outside air as required for Level 1 spaces.

5.3 Heating Water System

Heating will be provided via a central heating water system.

System Components:

- Natural gas-fired boilers.
- Designed for approximately 500 MBH total heating load

- Multiple boilers will be provided for:
    - Redundancy (N+1)
    - Improved turndown and efficiency

Distribution:

- Heating water will serve:
    - AHU heating coils
    - VAV reheat coils
    - Domestic hot water heat exchanger

Temperature Strategy:

A lower temperature hot water system (e.g., 140°F/120°F) is anticipated to:

- Improve energy efficiency
- Align with condensing boiler performance

(Final temperature will be confirmed during detailed design.)

5.4 Ventilation and Exhaust

- Ventilation will meet ASHRAE 62.1 requirements
- Two (2) general exhaust fans will serve:
    - Restrooms
    - Janitorial and support spaces
    - Relief air as required
- No dedicated hazardous exhaust systems are currently anticipated

5.5 Controls (BAS)

The facility will include a Direct Digital Control (DDC) system with:

- BACnet compatibility for integration with airport systems
- Full control of:
    - Chillers and pumps
    - Boilers
    - AHUs and DOAS
    - VAV terminals
- Capabilities for:
    - Scheduling
    - Alarm monitoring
    - Energy tracking
    - Remote operation

6 Plumbing System Design

6.1 Domestic Water System

- A domestic water booster pump system will be provided to maintain system pressure if incoming supply pressure is too low.
- A Reduced Pressure Zone (RPZ) backflow preventer will be installed at the water service entrance into the facility.

6.2 Domestic Hot Water (DHW)

- DHW will be generated via a plate-and-frame heat exchanger connected to the heating water system.
    - If a stand alone system is desired, a dedicated natural gas water heater can be used for domestic hot water production in lieu of the heat exchanger.
- System will include:
    - Storage tank
    - Recirculation loop

- Intended use:
  - Handwashing and general domestic use only
- Target supply temperature:
  - 120°F (tempered as required)

6.3 Sanitary and Vent Systems

- Primary system will be gravity sanitary drainage
- Discharge to site utility infrastructure
- A sanitary lift station may be incorporated if required by site constraints, though it will be avoided if feasible
- Venting per IPC requirements

6.4 Storm Drainage

- Roof drainage will consist of:
  - Interior roof drains that connect to existing storm drainage mains
  - Overflow roof drains per code
- System will be designed to accommodate intense monsoon rainfall conditions typical of Tucson
- Existing roof and overflow drains will need to be relocated and reconnected to storm drainage where new CBIS/CBRA connects to existing structure.

6.5 Natural Gas System

- Natural gas service will be extended to the building
- A new gas meter will be provided.
- Gas system will serve:
  - Boilers
- System will be sized for future expansion capacity

6.6 Mechanical & Plumbing – Existing Baggage Alley Modifications

- Demolition of Existing Elements
  - Existing chilled/heating water piping currently installed within soffit running the length of the terminal shall be removed after the CBIS/CBRA is fully operational.
  - Existing chilled/heating water taps off the chilled/heating water mains serve equipment throughout the terminal Each set of taps must be removed to extend these branch lines to new chilled/heating water mains located under the new tug alley canopy.
  - If a lift pump is used for sanitary sewer discharge for the CBIS/CBRA, a sanitary connection near the new CBIS/CBRA can be used, assuming it has available capacity to support the CBIS/CBRA plumbing fixtures. If gravity sanitary sewer discharge is used, it will likely need to route to the center of the original terminal, requiring trenching from the new CBIS/CBRA to this location.
- New Chilled/Heating Water Lines
  - Install new chilled/heating water lines from the existing central utilities plant and route under the new tug alley canopy for the length of the terminal.
  - Back feed all chilled/heating water taps previously demolished and prepared for reconnection.

7 ELECTRICAL SYSTEM DESIGN

7.1 POWER

- Based upon initial conceptual BHS/EDS loads and CBIS facility HVAC, lighting, power, and utilization equipment loads, a new 4000-amp 277/480V-3P-4W electrical service is forecast and will be located in the first-floor level of the CBIS building. Said service will have a TEP metering section and be fed from a new 2500A KVA TEP 277/480V-3P-4W padmount transformer protected by a TEP PME 15KV fusible switch, connected to the existing 600A rated 15KV TEP Irvington feeder present in the underground TEP vault just southeast of the new CBIS site. Refer to civil and electrical plans and diagrams for additional information.
- NFPA Article 700 Life Safety emergency power and NFPA Article 702 optional standby emergency power will be provided to support code required emergency lighting loads as well as 100% support of optional standby loads throughout the rest of the facility and the complete BHS/EDS system to match existing Concourse A East Main, Concourse B West Main, and the Central Plant electrical distribution system architecture for operational continuity during utility power failures.
- Two diesel fueled standby generators with Level 2 noise attenuation enclosures and integral paralleling systems will feed an interior 4000A generator distribution switchboard that serves the separate life safety isolation bypass automatic transfer switch and the optional standby isolation bypass automatic transfer switch per NEC. The generators will be co-located with the TEP transformer and PME switching the secured exterior equipment yard east of the CBIS facility.
- New power devices, IDF loads, and branch circuitry shall be provided based on the floor plans and PGDS v8.
- Power connections for CBIS and EDS equipment will be provided based on the BHS equipment plans and the tabular equipment data provided.
- EDS equipment shall be supported by 120KW UPS unit for ride-through during utility power disruption per EDS equipment manufacturer's requirements and PGDS v8.
- Existing TSA EDS pods and associated BHS in the bag alley shall be maintained with full functionality until the new EDS and BHS equipment is commissioned. It is understood that the existing pods and associated conduit racks will be taken out of service one by one in an east to west fashion as the new system is brought into service.
- All existing overhead conduit racks serving the five EDS TSA pods and certain existing racks from the East Main and West Main electrical equipment rooms that serve terminal loads conflict with new BHS lines and will require reconstruction in new locations clear of BHS conflicts and new chilled water piping systems prior to being removed. New galvanized rigid steel conduit racks will likely need to be splayed wide into single layers in most locations due to required BHS clearances from overhead conflicts. New power cable tray is not believed to be a viable solution, given NEC requirements for a minimum of 12" clear from top of cable tray to structure above. A 4" deep cable tray and supports would extend a minimum of 16" down from structure above and impinge upon required BHS clear spaces.
- All outages and cutovers associated with conduit rack modifications will be limited to overnight hours after the last flight arrival and prior to CBP staffing for early morning departures, likely resulting in no more than (3) productive hours of electrical construction per evening. Refer to drawings and photodocumentary materials of all disciplines, including telecommunications/low voltage systems, for additional information.
- To facilitate continuity of TSA EDS pod operations, new permanent bag alley BHS system control panel power feeders routed below the new BHS weather-shield canopy from the CBIS service may be utilized in a temporary fashion to maintain power services to the pods. These feeders may be swapped over for permanent BHS service in a leap-frog fashion as the pod demolition proceeds.

- Based on the preliminary new BHS and CBIS electrical loads as documented at this time, it is uncertain if the proposed 4000-amp CBIS service entrance has the necessary capacity for the future FIS facility. 2500 KVA is the maximum TEP transformer rating, and 4000 amps is the largest single service entrance rating allowed by TEP. As electrical system demand loads are confirmed during the design progression, CBIS electrical service capacity assessments will continue.

7.2 Interior Lighting

- Provide new CBIS LED lighting, sensors, and wallbox dimming based on the new facility floor plans, PGDS v8, and IECC 2024 code requirements.
- Bag alley lighting shall be modified and/or replaced where affected by new BHS system placements and demolition of existing soffits. New LED lighting shall be provided to illuminate the areas under the new canopy shielding the new BHS clear lines.
- Interior CBIS and bag alley LED lighting shall be provided to achieve the Illuminating Engineering Society recommended light levels, PGDS v8 levels (pp 14.6.5), and comply with local energy code requirements.
- Code-required egress emergency lighting fixtures shall have standby generator support via the life safety transfer switch and life safety circuit breaker panel. Emergency fixtures must illuminate the space to no less than 1 fc average, minimum of 0.1 fc, and stay within a 40:1 max:min ratio.
- Interior lighting shall be provided with dimming controls, occupancy/vacancy sensing, and daylighting controls as needed to meet local energy code requirements.
- Interior fixtures shall be provided at 3500K with a CRI of 80 or greater.
- Exterior fixtures shall be 3000K maximum for compliance with the City of Tucson Outdoor Lighting Code.

7.3 Lightning Protection

- The new CBIS facility shall be provided with an NFPA 780 compliant lightning protection system, including bonding to the existing terminal lightning protection downlead grounding electrodes.
- Surge protective devices shall be specified in a layered fashion throughout the CBIS electrical distribution systems for protection of sensitive electronic equipment.

8 Fire Protection

A domestic water booster pump system will be provided to maintain system pressure if incoming supply pressure is too low.

9 Technology and Security

9.1 Information Technology (IT) – CBIS/CBRA Building

9.1.1 Premise Distribution

- New cable trays and conduits will be provided to extend the backbone cable from the existing Terminal MDFs 12 and 18 through existing and new communications cable trays and conduits to the new CBRA/CBIS MDF.
- Cable trays, conduits, surface-mounted raceways, and other cable pathway requirements, including j-hooks and sleeves for building interiors, shall be specified.
- One (1) 2-inch conduit shall be provided from the existing Terminal MDFs 12 and 18 to the new CBIS MDF. Two (2) 48-strand single-mode fiber optic cables will be provided to extend the existing TAA networks.

9.1.2 Voice/Data Campus and Backbone Cables

- **Connectivity for voice/data, fire alarm, access control, and video surveillance services shall be provided** by fiber-optic backbone cabling installed in new cable trays and new and existing conduits. Termination hardware to support incoming and outgoing data networks and telephony shall be provided in the communications design. All cabling shall be designed in accordance with the TAA Cabling Standard V 1.0 (October 2023). Pathways for fiber optic and copper backbone cables and termination hardware will be specified to support connections within the CBRA/CBIA building. The fire

alarm control panel (FACP) located in the CBRA/CBIA building shall be connected back to Terminal 846 via fiber optic cables as part of the data cabling design.

9.1.3 LAN EQUIPMENT ROOM

- TAA Local Area Network (LAN) Equipment Room will house lockable equipment cabinets for LAN equipment to serve communications equipment in the CBRA/CBIS building. Each rack will have supplied critical and essential power as appropriate and specified in section X.X, Electrical. This room is designed to support the termination of backbone and horizontal cables (copper and fiber) for TAA and TSA equipment. The design shall also include provisions for cable management, cable runways, and wall-mounted backboards in the room. Termination hardware, an uninterruptible power supply (UPS) with backup batteries, and additional space allocated for future expansion will be included in the design. Power circuits will be provided by electrical (Division 26) to power the communications equipment and other critical systems located in the equipment room.

9.1.4 TELECOMMUNICATIONS GROUNDING AND BONDING

- Grounding requirements for telecommunications equipment, including equipment cabinets, enclosures, cable runways, etc., shall be provided. Requirements include a secondary bonding busbars, and grounding at cable tray and metallic conduit locations. Requirements for both the Electrical Contractor and the Telecommunications Contractor shall be provided in the written specifications and drawings. The grounding scheme requirements shall follow Building Industry Consulting Service International (BICSI) standards.
- Grounding requirements for telecommunications equipment, including equipment cabinets, enclosures, cable runways, etc., shall be provided. Requirements include a secondary bonding busbars, and grounding at cable tray and metallic conduit locations. Requirements for both the Electrical Contractor and the Telecommunications Contractor shall be provided in the written specifications and drawings. The grounding scheme requirements shall follow Building Industry Consulting Service International (BICSI) standards.

9.1.5 HORIZONTAL CABLING

- The design for horizontal cabling from the CBRA/CBIS will include category 6A unshielded twisted pair (UTP) cabling to RJ-45 jacks (white for voice, blue for data, orange for Wi-Fi) and a faceplate with proper labeling in accordance with the TAA Cabling Standard V 1.0 (October 2023). Otherwise, the design shall follow Building Industry Consulting Service International (BICSI) and American National Standards Institute/Telecommunications Industry Association (ANSI/TIA) standards. All horizontal Cat6A cable shall be plenum-rated.

9.1.6 VOICE OVER INTERNET PROTOCOL (VOIP) SYSTEM

- The design shall make provisions to expand the airport's existing Voice Over Internet Protocol (VoIP) telephone system. Data outlets with white Category 6A RJ-45 jacks and cable shall be provided for Owner-provided handsets. The design shall provide all data outlets and horizontal cables (Cat6A) for telephone handsets as coordinated with the TSA and TAA during the design. Cabling for the phones shall be terminated on patch panels within lockable equipment cabinets located in the TSA and TAA Equipment Rooms.

9.1.7 TSA MUX

- A new MUX will be installed in the new CBIS MDF, and redundant single-mode fiber optic cables will be installed between each CTX machine and the new MUX. Viewing stations in the OSR and BISs in the CBRA will be connected to the MUX network to ensure that images from the CTX machines are available to screeners. The design shall provide two (2) RJ45 Cat6A connections terminated at a wall or floor box for each viewing station, BIS, and ETD.
- As part of the access control system (ACS) and video surveillance systems (VMS), dedicated fixed cameras shall be provided to view the entry and exit sides of each CTX machine and BIS. Perimeter doors accessing the CBRA/CBIS shall be controlled via the ACS (card access) and shall be monitored via the VMS. Refer to section X.X for additional information regarding access control and video surveillance in the CBRA/CBIS.

9.1.8 FLIGHT INFORMATION DISPLAY SYSTEM (FIDS)

- The design shall make provisions to expand the airport's existing Flight Information Display System (FIDS). Data outlets with two (2) blue Category 6A RJ-45 jacks and cables shall be in shall be collocated with a duplex electrical receptacle behind each display. Displays and micro-PCs shall be Owner-furnished and contractor-installed. Locations for FIDS displays shall be determined in coordination with TAA and TSA during design.

9.1.9 EMERGENCY RESPONDER RADIO COMMUNICATIONS SYSTEM (ERRCS)

- The project shall make provisions for the installation of an Emergency Responder Radio Communications System in accordance with NFPA codes, if required. Provisions include pathways for the installation of cable and wall space for the installation of a bi-directional amplifier (BDA), power supplies, and batteries. As part of the base bid and upon completion of construction, the Contractor shall conduct radio frequency (RF) scans to determine signal strength within the building. These scans will be used by the Contractor to design the system in accordance with NFPA codes. Coverage requirements include 95% coverage of the building with the minimum signal levels required by the prevailing code, 100% Coverage shall include stairwells, elevators, fire pump rooms, and the Fire Command Center. The project shall provide an allowance for the costs associated with the system design and equipment installation

9.1.10 DISTRIBUTED ANTENNA SYSTEM (DAS) FOR CELLULAR COMMUNICATIONS

- The project shall make provisions to expand the airport's existing Distributed Antenna System (DAS) for cellular communications. **Additional information is needed from the current DAS vendor to determine system requirements (antenna locations, power, and space requirements for vendor-provided equipment).** Provisions shall include 1" conduits homerun to each antenna location as determined by the DAS vendor. The design shall also provide wall and/or equipment rack space for installation of vendor-provided equipment (indoor radio units, power supplies, and battery backup).

9.1.11 RADIO ANTENNAS

- Provisions for mounting antennas shall be provided on the roof with an empty conduit to the comm room. Space shall be provided for mounting land mobile radio antennas and antennas for satellite TV providers. Specific requirements will be defined during the design phase.

9.1.12 WIRELESS FIDELITY (WI-FI SYSTEM

- The design shall include provisions for TAA & TSA wireless access points (WAPs) to provide Wi-Fi coverage throughout the building. Data outlets with two (2) orange Category 6A RJ-45 jacks and cables shall be installed above the suspended ceilings or adjacent to the cable tray where no ceiling is present. Cables shall be terminated on patch panels within lockable equipment cabinets located in the TSA and TAA Equipment Rooms. Plenum-rated cables shall be routed in 1" conduit to the nearest cable tray or installed in conduit where required by code. Antenna locations shall be determined by the TAA IT.

9.2 SECURITY SYSTEMS– CBIS/CBRA BUILDING

- The design shall provide new access control and video surveillance hardware to monitor and control access to the Security Identification Display Area (SIDA), Aircraft Operations Area (AOA), and other secure areas in the new CBRA/CBIS building. The security systems will be an extension of the Airport's existing Genetec access control and video surveillance systems. System components specified will be the same manufacturer and model as the existing systems installed and maintained at Tucson International Airport (TUS) by firms contracted by Tucson Airport Authority (TAA). These components include control panels, card readers, electronic locks, and video surveillance cameras. The security systems will be managed, monitored, and controlled by TAA.
- New 48-strand single fiber optic cables for connection to the airport network(s) shall be routed from the CBIS MDF to Terminal MDFs 12 and 18. The design shall include new equipment so that once the new cable is terminated and tested, the connected systems can be fully commissioned.

9.2.1 ACCESS CONTROL SYSTEM

- The existing access control system (ACS) software is called Synergis™ (manufactured by Genetec). The field-installed panels are IP addressable Lenel controllers and will be installed to comply with the design

criteria. Wavelynx card readers with integrated keypads will be used at entry points to restrict access when crossing from public areas to secure areas or the AOA. Card readers shall also be installed on equipment room doors and other areas as determined during design.

- Locking arrangements for the access-controlled doors will be designed to meet the life safety code and TSA requirements. Doors separating the SIDA from public areas or the AOA will be equipped with electronic locking hardware, and time-delay locking will be provided where allowed by code. These doors will be provided with card readers on both sides to allow authorized users to enter or exit the controlled area.

9.2.2 NETWORKED VIDEO MANAGEMENT SYSTEM

- The existing Genetec networked video management system (NVMS) will be expanded to provide video surveillance as necessary to comply with the design criteria and TSA security requirements. Fixed single-sensor and multi-sensor cameras providing panoramic views will be installed to provide coverage of the building's exterior and interior areas. Entry and exit to the CRAB/CBIS, SIDA or AOA will be monitored by high-resolution fixed cameras. Additional PTZ cameras may be used as a secondary means of surveillance where requested by Airport Security or TSA. All-new cameras shall be configured to automatically queue up video to the ACS workstations during an alarm event. All new cameras shall be recorded for a minimum of 30 days. **The video shall be stored on the airport's existing NVMS in the Terminal**. The need for additional video recording shall be determined during design.