Introduction
The Airports Authority is a regional agency created in 1986 by an interstate agreement between the District of Columbia and the Commonwealth of Virginia. The Airports Authority manages and operates Ronald Reagan Washington National Airport (DCA) and Washington Dulles International Airport (IAD) pursuant to a lease, currently set to expire in 2067, from the Federal Government. The Airports Authority’s mission is to operate, develop, and promote the airports in a manner that is sensitive to the needs of the Metropolitan Washington area traveling public. The Airports Authority is committed to safety and excellence and strives to improve efficiency, responsiveness, and customer orientation. The Airports Authority is independent of both the District and the Commonwealth, and issues revenue bonds to make capital improvements to DCA and IAD. The Airports Authority is self-supporting, using aircraft landing fees and revenues from concessions to fund operating expenses. The Airports Authority is not taxpayer-funded. For additional background information, offerors are encouraged to visit the Airports Authority’s web site at http://www.mwaa.com.

Background
Passengers within Airports Authority DCA and IAD facilities get cellphone signal coverage via indoor Distributed Antenna System (DAS) technology infrastructure. Currently, Airports Authority’s indoor DAS technology infrastructure is being maintained and managed by a consortium cellphone carrier group CWAS (Common Wireless Access System). The current CWAS supports approximately 22 million annual passengers at DCA and 22 million annual passengers at IAD. The general layout of the airports is available at http://www.flyreagan.com/dca/terminal-map and http://www.flydulles.com/iad/airport-terminal-map.
In order to both strengthen cellphone signal coverage, density and reception for our passengers, and obtain fair and competitive Minimum Annual Guarantee (MAG), the Airports Authority would like to explore alternative solutions to its current indoor DAS. The Airports Authority is seeking input for optimal approaches for the implementation and sustainment of a new DAS within a new partnership or contractual arrangement. Note that Public WiFi services, oDAS, small cell, and Public Safety DAS requirements are not part of this inquiry or contemplated as requirements within a new DAS.

**Request for Information**

This RFI is to gain information on current industry practices that will meet the Airports Authority requirement for implementation and sustainment of a new DAS system. Responders may provide an integrated IT and contractual approach to the requested information below.

1. **Infrastructure model**
   a. What would be the optimal infrastructure model for a new DAS? Is a consortium supported infrastructure, vendor neutral, or a single carrier model considered the best in class?
   b. What technical assessments would be appropriate in making that determination? Are there any special technical considerations for coverage areas and signal reception strength given the size of each respective airport would be recommended?

2. **Contractual model**
   a. What would be the optimal contractual infrastructure model for a new DAS? Is a consortium or a single carrier contract more conducive to a mutually beneficial technical and revenue-sharing partnership?
   b. Would a contract or other agreement sharing infrastructure, risk and revenue, or having a single contractor provide all services and offer a Minimum Annual Guarantee (MAG) for the Airports Authority be ideal?

3. **MAG**
   The Airports Authority would like to obtain a MAG that is competitive compared to DAS payments received by other airports similar in size and annual passenger served by the Airports Authority.
   a. What is the optimal DAS strategy to obtain a competitive market MAG? What would be an ideal infrastructure and contractual model to assist the Airports Authority in obtaining a competitive market MAG?
   b. The result of this inquiry may result in an RFQI or RFP for a multi-year contract to ensure the continuous operation of a DAS system (24x7) meeting all customer service and business operations requirements. What would be an optimal contract term for a contractor to recoup its infrastructure and support investment and provide a competitive market MAG; 5 years, 10 years, other?

4. **Customer Support and Operation Maintenance**
   a. What are the method approaches in managing and resolving customer incidents and issues pertaining to DAS services?
b. What is the framework approach to administer and maintain DAS infrastructures to deliver high availability, scalable capacity, seamless performance and robust security?

Responses
Responses to this RFI are to be delivered in a Microsoft Word for Office 2010 compatible format or portable document format (pdf) and must be received no later than 09 September 2016. Responses shall be limited to 10 single-spaced pages and submitted via e-mail only to Felipe.Dominguez@MWAA.com. Illustrations/graphics may be included as an attachment, however, interested parties are encouraged to use discretion and only include those materials that will provide useful information to understanding the submitted response.

No proprietary, confidential, or sensitive information should be included unless clearly mark as such in your response.