



**DEPARTMENT OF PROCUREMENT SERVICES
NON-COMPETITIVE REVIEW BOARD (NCRB) APPLICATION**

Complete this cover form and the **Non-Competitive Procurement Application Worksheet** in detail. Refer to the page entitled "Instructions for Non-Competitive Procurement Application" for completing this application in accordance with its policy regarding NCRB. Complete "other" subject area if additional information is needed. Subject areas must be fully completed and responses merely referencing attachments will not be accepted and will be immediately rejected.

Department	Originator Name	Telephone	Date	Signature of Application Author
Aviation	Ginger Evans	773-686-8060	4/24/2017	<i>Ginger S Evans</i>
Contract Liaison	Email Contract Liaison	Telephone		
Michelle Yokoyama	michelle.yokoyama@cityo fchicago.org	773-894-3046	4-26-17 MB	

List Name of NCRB Attendees/Department

Jonathan Leach
Michelle Yokoyama

Request NCRB review be conducted for the product(s) and/or service(s) described herein.

Company: Israel Airport Authority

Contact Person: Arie Shacham **Phone:** 972-3-9750060 **Email:** ashacham@iaa.gov.il

Project Description: conduct security assessment of O'Hare and Midway security plans and provide recommendations to enhance them. Address security needs for future capital development at O'Hare for new domestic and international terminal.

This is a request for:

- | | |
|---|---|
| <input checked="" type="checkbox"/> New Contract | <input type="checkbox"/> Amendment / Modification |
| Contract Type | Type of Modification |
| <input type="checkbox"/> Blanket Agreement Term: <u>60</u> (# of mo) | <input type="checkbox"/> Time Extension <input type="checkbox"/> Vendor Limit Increase <input type="checkbox"/> Scope Change |
| <input type="checkbox"/> Standard Agreement | Contract Number: _____ |
| | Specification Number: _____ |
| | Modification Number: _____ |

<p>Department Request Approval</p> <p><i>Ginger S Evans</i> 4-26-17 DEPARTMENT HEAD OR DESIGNEE DATE</p> <p>Ginger S Evans PRINT NAME</p>	<p>Recommended Approval</p> <p><i>Rich Butler</i> 6-16-17 BOARD CHAIRPERSON DATE</p> <p>Rich Butler PRINT NAME</p>
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(FOR NCRB USE ONLY)

Recommend Approval/Date: 6-16-17

Return to Department/Date: _____

Rejected/Date: _____

6/16/17
Stahl

Approved **Rejected**

[Signature] 6-16-17
CHIEF PROCUREMENT OFFICER DATE



DEPARTMENT OF PROCUREMENT SERVICES
NON-COMPETITIVE REVIEW BOARD (NCRB) APPLICATION
JUSTIFICATION FOR NON-COMPETITIVE PROCUREMENT WORKSHEET

All applicable information on this worksheet must be addressed using each question found on the "Instructions for Non-Competitive Procurement Application" in this application.

Justification for Non-Competitive Procurement Worksheet

PROCUREMENT HISTORY

1. Describe the requirement and how it evolved from initial planning to its present status.

Safety and security is a primary goal of the Chicago Department of Aviation and a challenge we face every day. Moreover, in the past year, as airports around the world have experienced security threats at landside pre-security targets, it is important that we conduct an assessment of current security protocols and plan for future capital development.

2. Is this a first time requirement or a continuation of previous procurement from the same source? If so, explain the procurement history.

First time requirement.

3. Explain attempts made to competitively bid the requirement (attach copy of sources contacted.)

No attempts have been made. To the best of our knowledge, no other entity can provide CDA with the same high level of peer to peer review regarding security measures. While some private entities may be able to provide specific consulting for individual components to our security protocols, IAA is a peer airport authority that considers all security risks, technologies, best practices and mitigation measures. As a result, no other known entity has similar experience with airport specific security protocols and threat assessment, including implementing such protocols at multiple high-risk airports.

4. Describe in detail all research done to find other sources; list other cities, companies in the industry, professional organizations contacted. List periodicals and other publications used as references.

CDA has done extensive peer review on the topic of Airport Security Consulting and found that industry-wide IAA is the leader and has the most relevant experience providing the services CDA seeks to obtain. Several other airports including Los Angeles, Denver, Singapore and the China Airport Authority have used the services of IAA.

5. Explain future procurement objectives. Is this a one-time request or will future requests be made for doing business with the same source?

Whether this is a one time request will depend on our ongoing security needs.

6. Explain whether or not future competitive bidding is possible. If not, explain in detail.

Due to the critical life safety purpose of this procurement the CDA believes that future competitive bidding of these comprehensive peer-to-peer services is impossible. However, as we implement new technology and practices as part of our Terminal Area Plan we will require our designers and contractors to partner with specialized security consultants for those individual technologies.



DEPARTMENT OF PROCUREMENT SERVICES
NON-COMPETITIVE REVIEW BOARD (NCRB) APPLICATION
JUSTIFICATION FOR NON-COMPETITIVE PROCUREMENT WORKSHEET

ESTIMATED COST

1. What is the estimated cost for this requirement or for each contract, if multiple awards are contemplated? What is the funding source?

Estimated \$245,000 for Part 1 of the assignment and an estimate of approximately \$550,00 for Part 2. Funding will come from CDA budget. After Part 1 is completed, a Final estimate for Part 2 will be submitted and if approved, CDA and IAA will move forward with Part 2 of the project as outlined in the attached Scope of Services.

2. What is the estimated cost by fiscal year?

\$245,000 for FY2017. Timeline and budget for any additional work (Part 2) will be determined at a later date as outlined in the attached Scope of Services. Any additional services shall be pre-approved by the Commissioner, Chief Procurement Officer and the Department of Law.

3. Explain the basis for estimating the cost and what assumptions were made and/or data used (i.e., budgeted amount, previous contract price, current catalog or cost proposal from firms solicited, engineering or in-house estimates, etc.)

IAA is only source available for this level of security services. The estimated cost for the services is based upon a price proposal from them that covers the work specified in the Scope of Services. Based upon amounts CDA pays for other consulting services as well as the amount LAX paid for a similar but less extensive engagement of IAA several years ago. CDA believes the cost is reasonable for the services being provided.

4. Explain whether the proposed Contractor or the City has a substantial dollar investment in original design, tooling or other factors which would be duplicated at City expense if another source was considered. Describe cost savings or other measurable benefits to the City which may be achieved.

Not applicable.

5. Explain what negotiation of price has occurred or will occur. Detail why the estimated cost is deemed reasonable.

The budget for Part 1 of the assignment will cover the services provided for IAA team members to come to Chicago for 4 visits totaling about 20 working days. CDA believes this is reasonable based on amounts CDA has paid for other consulting services provided by the leading professionals in other areas as well as the price LAX paid several years ago for a similar but less extensive engagement (see attached Peer Review Summary). The timeline and budget for any additional services shall be determined at a later date in accordance with the procedure outlined in the attached Scope of Services. Such additional services shall be pre-approved by the Commissioner, Chief Procurement Officer and the Department of Law.



DEPARTMENT OF PROCUREMENT SERVICES
NON-COMPETITIVE REVIEW BOARD (NCRB) APPLICATION
JUSTIFICATION FOR NON-COMPETITIVE PROCUREMENT WORKSHEET

SCHEDULE REQUIREMENTS

1. Explain how the schedule was developed and at what point the specific dates were known.

We will work with IAA to determine the best dates for the IAA team's visits to Chicago. Part 1 will be completed before determining the specific time frame and duration of Part 2.

2. Is lack of drawings and/or specifications a constraining factor to competitive bidding? If so, why is the proposed Contractor the only person or firm able to perform under these circumstances? Why are the drawings and specifications lacking? What is the lead time required to get drawings and specifications suitable for competition? If lack of drawings and specifications is not a constraining factor to competitive bidding, explain why only one person or firm can meet the required schedule.

Not applicable.

3. Outline the required schedule by delivery or completion dates and explain the reasons why the schedule is critical.

As stated above, in the past year airports around the world have experienced security threats at landside-pres-security targets. CDA is motivated to move quickly in retaining the services of IAA in order to mitigate risk to its passengers and the Airport community.

4. Describe in detail what impact delays for competitive bidding would have on City operations, programs, costs and budgeted funds.

N/A. This is not a candidate for a competitive bid. IAA is the only vendor that can perform these services.



DEPARTMENT OF PROCUREMENT SERVICES
NON-COMPETITIVE REVIEW BOARD (NCRB) APPLICATION
JUSTIFICATION FOR NON-COMPETITIVE PROCUREMENT WORKSHEET

EXCLUSIVE OR UNIQUE CAPABILITY

1. If contemplating hiring a person or firm as a Professional Service Consultant, explain in detail what professional skills, expertise, qualifications, and/or other factors make this person or firm exclusively or uniquely qualified for the project. Attach a copy of the cost proposal, scope of services, and Temporary Consulting Services Form.

IAA is the acknowledged world leader in establishing and maintaining comprehensive airport security threat detection systems and protocols. As an airport authority, IAA owns and operates 7 airports, including Ben Gurion Airport (which is recognized as one of the world's most secure airports.) Based on CDA's research, we are not aware of any other known entity that has similar experience with comprehensive airport specific security protocols and threat assessment, including implementing such protocols at multiple high-risk airports. To be certain, CDA has consulted with its airline partners as well as other airports and has determined that no other entity has a similar level of experience in the areas of work covered by the Scope of Services. Several major airports including Los Angeles, Denver, Port of Portland, Singapore and the China Airports Authority have used the services of IAA. What's more, IAA is a Statutory Corporation owned by the State of Israel and established by an act of the Israeli Parliament in 1977. Unlike private companies that engage in security consulting, IAA is a governmental entity and Airport Authority itself which faces similar challenges to CDA on a daily basis.

2. Does the proposed firm have personnel considered unquestionably predominant in the particular field?

Yes. IAA is the acknowledged world leader in the area of Airport Security.

3. What prior experiences of a highly specialized nature does the person or firm exclusively possess that is vital to the job, project or program?

The Israel Airport Authority runs the Ben Gurion International Airport which is recognized for its security innovations, protocols and procedures. Further, they have consulted with other large hub airports in the US and brought in to consult after airport security attacks such as those in Brussels and Istanbul.

4. What technical facilities or test equipment does the person or firm exclusively possess of a highly specialized nature which is vital to the job?

N/A.

5. What other capabilities and/or capacity does the proposed firm possess which is necessary for the specific job, project or program which makes them the only source who can perform the work within the required time schedule without unreasonable costs to the city?

The risk assessment process and deliverables will be done according to the Israeli security risk assessment methodology, which analyzes the potential attacker point of view, as applicable to the environment and characteristics of the Chicago airports.

6. If procuring products or equipment, describe the intended use and explain any exclusive or unique capabilities, features, and/or functions the items have which no other brands or models, possess. Is compatibility with existing equipment critical from an operational standpoint? If so, provide detailed explanation?

N/A

7. Is competition precluded because of the existence of patent rights, copyrights, trade secrets, technical data, or other proprietary data (attach documentation verifying such)?

N/A

8. If procuring replacement parts and/or maintenance services, explain whether or not replacement parts and/or services can be obtained from any other sources? If not, is the proposed firm the only authorized or exclusive dealer/distributor and/or service center? If so, attach a letter from manufacturer on company letterhead.

N/A

MBE/WBE COMPLIANCE PLAN

The CDA requests that this contract have no stated goals due to the nature of the services and the fact that only IAA personnel have the unique expertise required to perform the duties outlined in the attached Scope of Services.



DEPARTMENT OF PROCUREMENT SERVICES
NON-COMPETITIVE REVIEW BOARD (NCRB) APPLICATION
JUSTIFICATION FOR NON-COMPETITIVE PROCUREMENT WORKSHEET

OTHER

1. Explain other related considerations and attach all applicable supporting documents, i.e., an approved "ITGB Form" or "Request For Individual Hire Form".



**DEPARTMENT OF PROCUREMENT SERVICES
NON-COMPETITIVE REVIEW BOARD (NCRB) APPLICATION
INSTRUCTIONS FOR NON-COMPETITIVE PROCUREMENT APPLICATION**

INSTRUCTIONS FOR PREPARATION OF NON-COMPETITIVE PROCUREMENT APPLICATION

If a City Department has determined that the purchase of supplies, equipment, work and/or services cannot be done on a competitive basis, a justification must be prepared on this "Justification for Non-Competitive Procurement Application" in which procurement is requested on a or non-competitive basis in accordance with 65 ILCS 5/8-10-4 of the Illinois Compiled Statutes. Using this instruction sheet, all applicable information must be addressed on the worksheet. The information provided must be complete and in sufficient detail to allow for a decision to be made by the Non-Competitive Procurement Review Board. For Amendments, Modifications, describe in detail the change in terms of dollars, time period, scope of services, etc., its relationship to the original contract and the specific reasons for the change. Indicate both the original and the adjusted contract amount and/or expiration date with this change.

Attach a DPS Checklist and any other required documentation; the Board will not consider justification with incomplete information documentation or omissions.

PROCUREMENT HISTORY

1. Describe the requirement and how it evolved from initial planning to its present status.
2. Is this a first time requirement or a continuation of previous procurement from the same source? If so, explain the procurement history.
3. Explain attempts made to competitively bid the requirement (attach copy of sources contacted).
4. Describe in detail all research done to find other sources; list other cities, companies in the industry, professional organizations contacted. List periodicals and other publications used as references.
5. Explain future procurement objectives. Is this a one-time request or will future requests be made for doing business with the same source?
6. Explain whether or not future competitive bidding is possible. If not, explain in detail.

ESTIMATED COST

1. What is the estimated cost for this requirement or for each contract, if multiple awards are contemplated? What is the funding source?
2. What is the estimated cost by fiscal year?
3. Explain the basis for estimating the cost and what assumptions were made and/or data used (i.e., budgeted amount, previous contract price, current catalog or cost proposal from firms solicited, engineering or in-house estimate, etc.)
4. Explain whether the proposed Contractor or the City has a substantial dollar investment in original design, tooling or other factors which would be duplicated at City expense if another source was considered. Describe cost savings or other measurable benefits to the City which may be achieved.
5. Explain what negotiation of price has occurred or will occur. Detail why the estimated cost is deemed reasonable.

SCHEDULE REQUIREMENTS

1. Explain how the schedule was developed and at what point the specific dates were known.
2. Is lack of drawings and/or specifications a constraining factor to competitive bidding? If so, why is the proposed Contractor the only person or firm able to perform under these circumstances? Why are the drawings and specifications lacking? What is the lead time required to get drawings and specifications suitable for competition? If lack of drawings and specifications is not a constraining factor to competitive bidding, explain why only one person or firm can meet the required schedule.
3. Outline the required schedule by delivery or completion dates and explain the reasons why the schedule is critical.
4. Describe in detail what impact delays for competitive bidding would have on City operations, programs, costs and budgeted funds.

EXCLUSIVE OR UNIQUE CAPABILITY

1. If contemplating hiring a person or firm as a Professional Service Consultant, explain in detail what professional skills, expertise, qualifications, and/or other factors make this person or firm exclusively or uniquely qualified for the project. Attach a copy of the cost proposal, scope of services, and Temporary Consulting Services Form.
2. Does the proposed firm have personnel considered unquestionably predominant in the particular field?
3. What prior experiences of a highly specialized nature does the person or firm exclusively possess that is vital to the job, project or program?
4. What technical facilities or test equipment does the person or firm exclusively possess of a highly specialized nature which is vital to the job?
5. What other capabilities and/or capacity does the proposed firm possess which is necessary for the specific job, project or program which makes them the only source who can perform the work within the required time schedule without unreasonable costs to the City?
6. If procuring products or equipment, describe the intended use and explain any exclusive or unique capabilities, features and/or functions the items have which no other brands or models, possess. Is compatibility with existing equipment critical from an operational standpoint? If so, provide detailed explanation?
7. Is competition precluded because of the existence of patent rights, copyrights, trade secrets, technical data, or other proprietary data (attach documentation verifying such)?
8. If procuring replacement parts and/or maintenance services, explain whether or not replacement parts and/or services can be obtained from any other sources? If not, is the proposed firm the only authorized or exclusive dealer/distributor and/or service center? If so, attach letter from manufacturer on company letterhead.

MBE/WBE COMPLIANCE PLAN

* All submissions must contain detailed information about how the proposed firm will comply with the requirements of the City's Minority and Women Owned Business program. All submissions must include a completed C-1 and D-1 form, which is available on the Procurement Services page on the City's Intranet site. The City Department must submit a Compliance Plan, including details about direct and indirect compliance.

OTHER

1. Explain other related considerations and attach all applicable supporting documents, i.e., an approved "ITGB Form" or "Request For Individual Hire Form".

REVIEW AND APPROVAL

This application must be signed by both Originator of the request and signed by the Department Head. After review and final disposition from the Board, this application will be signed by the Board Chairman. After review and final disposition from the Board, this form will be presented to the Chief Procurement Officer recommending approval.

Project Checklist

Attach required forms for each procurement type and detailed scope of services and/or specifications and forward original documents to the Chief Procurement Officer; City Hall, Room 806.

Date: 3/1/2017		For blanket agreements, original or lead department must consult with other potential departments who may want to participate on the blanket agreement. If grant funded, attach copy of the approved grant application and other terms and conditions of the funding source. Note: 1) Funding: Attach information if multiple funding lines; 2) Individual Contract Services: Include approval form signed by Department Head and OBM; 3) ITGB: IT project valued at \$100,000.00 or more, attach approval transmittal sheet.																					
Department Name: Aviation		*Contract Liaison Signature 																					
Requisition No: 157421	Specification No: 404055	*By signing this form, I attest that all information provided is true and accurate.																					
PO No:	Modification No:	Project Title: Airport Security Consulting Services																					
Contract Liaison: Michelle Yokoyama		Project Description: Airport Security Consulting Services																					
Telephone: 773 894-3046		Funding:																					
Email: Michelle.Yokoyama@cityofchicago.org Project / Program Manager:		<input type="checkbox"/> Corporate <input type="checkbox"/> Bond <input checked="" type="checkbox"/> Enterprise <input type="checkbox"/> Grant <input type="checkbox"/> Other																					
Ginger S. Evans		<input type="checkbox"/> IDOT/Transit <input type="checkbox"/> IDOT/Highway <input type="checkbox"/> FHWA <input type="checkbox"/> FTA <input type="checkbox"/> FAA																					
Telephone: 773 686-8060		<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>LINE</th> <th>FY</th> <th>FUND</th> <th>DEPT</th> <th>ORGN</th> <th>APPR</th> <th>ACTV</th> <th>PROJECT</th> <th>RPTG</th> <th>ESTDOLLAR AMOUNT</th> </tr> </thead> <tbody> <tr> <td></td> <td>17</td> <td>740</td> <td>85</td> <td>4005</td> <td>0140</td> <td>0140</td> <td></td> <td></td> <td>\$795,000</td> </tr> </tbody> </table>		LINE	FY	FUND	DEPT	ORGN	APPR	ACTV	PROJECT	RPTG	ESTDOLLAR AMOUNT		17	740	85	4005	0140	0140			\$795,000
LINE	FY	FUND	DEPT	ORGN	APPR	ACTV	PROJECT	RPTG	ESTDOLLAR AMOUNT														
	17	740	85	4005	0140	0140			\$795,000														
Email: Ginger.Evans@cityofchicago.org		Check One: <input checked="" type="checkbox"/> New Contract Request																					
*Project / Program Manager Signature 		Purchase Order Type: <input checked="" type="checkbox"/> Blanket/Purchase Order (DUR) <input type="checkbox"/> Master Consultant Agreement (Task Order) <input type="checkbox"/> Standard/One-Time Purchase																					
*Commissioner/Authorized Designee Signature 		Special Approvals Required: <input type="checkbox"/> Emergency <input checked="" type="checkbox"/> Non-Competitive Review Board (NCRB) <input type="checkbox"/> Request for Individual Contract Services <input type="checkbox"/> Information Technology Governance Board (ITGB)																					
Purchase Order Information:		Procurement Method: <input type="checkbox"/> Bid <input type="checkbox"/> RFP <input type="checkbox"/> RFQ <input type="checkbox"/> RFI <input type="checkbox"/> Small Order																					
Contract Term (No. of Months): 60	Extension Options (Rate of Recurrence): 0	Contract Type: <input type="checkbox"/> Architect Engineering <input type="checkbox"/> Commodity <input type="checkbox"/> Construction <input type="checkbox"/> JOC <input type="checkbox"/> SBI <input checked="" type="checkbox"/> Professional Services <input type="checkbox"/> Revenue Generating <input type="checkbox"/> Vehicle & Heavy Equipment <input type="checkbox"/> Work Service <input type="checkbox"/> Joint Procurement <input type="checkbox"/> Reference Contract																					
Estimated Spend/Value: \$ 795,000.00	Grant Commitment / Expiration Date:	Modification/Amendment Type: <input type="checkbox"/> Time Extension <input type="checkbox"/> Scope Change/Price Increase /Additional Line Item(s) <input type="checkbox"/> Vendor Limit Increase <input type="checkbox"/> Requisition Encumbrance Adjustment <input type="checkbox"/> Other (specify):																					
Pre-Bid/Submittal Conference: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Mandatory <input type="checkbox"/> Site Visit	Modification or Amendment	Vendor Info:																					
Modification Information: PO Start Date: _____ PO End Date: _____ Amount (Increase/Reduction): _____	MBE/WBE/DBE Analysis: (Attach MBE/WBE/DBE Goal Setting Memo) <input type="checkbox"/> Full Compliance <input type="checkbox"/> Contract Specific Goals <input checked="" type="checkbox"/> No Stated Goals <input type="checkbox"/> Waiver Request	Name: _____ Contact: _____ Address: _____ E-mail: _____ Phone: _____																					
Risk Management / EDS Insurance Requirements (included) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No EDS Certification of Filling (included) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																							



CHICAGO DEPARTMENT OF AVIATION
CITY OF CHICAGO

To: Jamie L. Rhee
Chief Procurement Officer

Attention: Elizabeth Granados-Perez
Deputy Procurement Officer

From: Ginger S. Evans 5/22/17
Ginger S. Evans
Commissioner

SUBJECT: Request for new Non-Competitive Bid Contract with The Israel
Airport Authority (IAA) for Airport Security Consulting Services

Chicago O'Hare International Airport (ORD) and Chicago Midway International Airport (MDW) are two of the busiest airports in the world, and it is of the utmost importance that their airport security plans reflect state of the art security practices and thinking. In the past year, airports around the world have experienced increased security threats at landside pre-security targets. Major incidents have occurred in Brussels, Istanbul and Fort Lauderdale. In order to pursue a proactive approach to identify and address emerging threats, CDA is hereby requesting a new non-competitive bid contract with IAA for the services described herein and outlined in greater detail in the attached Scope of Services.

The Department of Aviation wishes to engage a peer airport authority with an outstanding record as a security advisor to conduct an assessment of existing airport security plans and identify best practices to enhance the effectiveness of security procedures, staffing and facilities, equipment and technology, and also provide policy recommendations and observations. As a government entity, IAA will be able to provide those services.

The Israel Airport Authority (IAA) is the acknowledged world leader in establishing and maintaining comprehensive airport security threat detection systems and protocols. IAA owns and operates 7 airports, including Ben Gurion Airport (which is recognized as one of the world's most secure airports.) CDA promptly and extensively researched the propriety of sole source procurement and also researched

potential alternate consultants. Research was conducted with potential third party, for-profit companies that engage in security consulting services. Much of that research turned up entities that specialize in one particular area of security consulting (i.e. bag screening technology, checkpoint technology biometrics, facial recognition, etc.). None offered full, peer-to-peer comprehensive services. Specifically, based on CDA's research, we are not aware of any other known entity that has similar experience with airport specific security protocols and threat assessment, including implementing such protocols at multiple high-risk airports. To be certain, the CDA has consulted with its airline partners as well as other airports and has determined that no other entity has a similar level of experience in the work covered by the Scope of Services. Several major airports including Los Angeles, Denver, Port of Portland, Singapore and the China Airports Authority have used the services of IAA. After the tragic events in Brussels and Istanbul, IAA was engaged to investigate the root causes of the incidents and recommend changes to address.

Furthermore, IAA is a Statutory Corporation owned by the State of Israel and established by an act of the Israeli Parliament in 1977. Unlike private companies that engage in security consulting, IAA is a governmental entity and Airport Authority itself which faces similar challenges to CDA on a daily basis. As such, IAA engages in the implementation of safety best practices in addition to acting as a safety and security consultant to other entities. As a peer airport authority that faces similar circumstances every day no other entity can provide CDA with the same high level of peer-to-peer review regarding security measures.

This effort will not impinge, review or propose to alter the role of Chicago Police Department or Chicago Fire Department. Rather it will be focused on what CDA needs to do to support them, from the facilities, process and support staff standpoint. The review will not entail use of Sensitive Security Information under federal guidelines. It will include providing an overview of international security standards and global best practices, including but not limited to the International Civil Aviation Organization (ICAO) security standards. The second part of the assignment will be to address security needs as part of the planning for future capital improvement development at O'Hare in order to incorporate innovative security facilities, blast protection, protocols, equipment and technologies into the planning process in order to meet security operational needs.

The CDA's estimated total cost for this project is \$795,000. This is based upon the proposal for Part 1 of the Scope of Services from IAA for \$245,000 and another estimated \$550,000 for Part 2 of the Scope of Services based on the amounts paid to IAA for similar services at other major international Airports.

For Part 1 of the Project, an estimated \$245,000 includes 4 visits to O'Hare and Midway made by IAA's three member team totaling about 20 working days in Chicago. Reimbursement for travel will be made in accordance with the City's travel guidelines. Payments will be made by the City in three installments as follows:

- Upon contract award CDA will pay IAA \$50,000.00 to fund initial consulting fees and costs.
- A second payment of \$100,000.00 will be made after three of the four onsite visits have been completed and monthly meetings corresponding to the time frame for the completed services have taken place.
- A final payment of \$95,000.00 will be made upon CDA's acceptance of IAA's final report.

After the conclusion of Part 1 of its engagement, IAA will provide a detailed proposal and staffing plan for Part 2 of this scope of services to CDA. The proposed budget and staffing plan shall be submitted to CDA within 4 months of the submission of IAA's final report for Part 1. The CDA has budgeted \$550,000.00 for this portion of the services, however, IAA's proposal and staffing plan including budget for Part 2 shall be pre-approved by the Commissioner, the Chief Procurement Officer and the Department of Law prior to the commencement of Part 2 of the work.

The CDA has attached the following items in support of this request:

- Completed DPS checklist;
- Justification for Non-Competitive Procurement Form;
- Letter from IAA detailing the reasons why they are the exclusive provider of these services;
- Scope of Services;
- Cost Proposal;
- CDA employees attending NCRB meeting;
- Insurance Certificate from IAA;
- CDA request to waive EDS requirements and attached letter from IAA describing its status as a governmental agency;
- CDA's no stated goals request memorandum;
- Peer review summary including details about IAA's engagement at other airports.

If you have any questions or need additional information regarding this request please contact Michelle Yokoyama at (773) 894-3046.

Thank you for your assistance in this matter.

Attachments: Scope of Services; Justification for Non-Competitive Procurement

Duration: 5 year new contract.

Estimated Total Cost: \$795,000.00

Funding:

MDW: 30379 0610 085 4345 0140 0140

ORD: 30336 0740 085 4005 0140 0140



CHICAGO DEPARTMENT OF AVIATION
CITY OF CHICAGO

To: Jamie L. Rhee
Chief Procurement Officer

Attention: Elizabeth Granados-Perez
Deputy Procurement Officer

From: Ginger S. Evans
Ginger S. Evans
Commissioner

ge 4/25/17

SUBJECT: NCRB Participants in Support of CDA's Request to Engage Israel
Airport Authority (IAA) for Airport Security Consulting Services

The Chicago Department of Aviation (CDA) has submitted a request to appear before the NCRB regarding the above-referenced matter. The CDA personnel who will be attending the NCRB meeting in support of the CDA's engagement of IAA for Airport Security Consulting Services are as follows:

Jonathan Leach, Chief Operating Officer
Michelle Yokoyama, Attorney

If you have any questions or need additional information regarding this request please contact Michelle Yokoyama at (773) 894-3046.

Thank you for your assistance in this matter.



Tuesday, February 28, 2017

Susan L. Kurland
Deputy Commissioner -- Air Service Development
Chicago Department of Aviation
Susan.kurland@cityofchicago.org

Israeli Airport Authority Proposal

Dear Susan,

The Israel Airports Authorities wishes to submit to The City of Chicago through the Chicago Department of Aviation (CDA) its Proposal for Security Consulting Services as was discussed between the parties as optional services. The Israel Airport Authority (IAA), is willing and able to provide comprehensive security consulting services. (hereinafter:: "The Project").

The project is divided into two sections. The first assignment is conducting an assessment of the current security practices, protocols and technologies at ORD and MDW and provides best practices and policy recommendations. This section will include the followings:

- a) Prepare a comprehensive risk assessment using local and national information
- b) Assess security practices, protocols and technologies currently in place at ORD and MDW
- c) Security breach survey: identify vulnerabilities and risk mitigation
- d) Review information sharing protocols and procedures
- e) Key terminal processes requiring security. Review current building design and public access areas -- consider infrastructure and airport design features to mitigate threats such as:
 - o Perimeter security
 - o Approach roadways
 - o Staff training
 - o Crisis and incident response procedures
 - o Curbside
 - o Lobby entrances
 - o Passenger screening
 - o Baggage screening/tracking
 - o Access control
 - o Employee and vendor screening
 - o Terminal wide emergency response
 - o Unattended bags
 - o Tracking of suspect individuals
 - o Retail goods and food supplies



- f) Finalizing and submitting a comprehensive report for all the mentioned above.

General terms for the first Assignment:

- a) Unless extended by CDA and agreed by both sides, IAA will complete its initial assessment for part 1 within five (5) months and provide CDA with a detailed draft written report followed by a meeting with CDA to review the findings.
- b) CDA will have 3 weeks for review and provide the IAA with comments with respect to the said draft. Within 4 weeks after getting CDA comments, the IAA will finalize and furnish its report to be submitted to CDA.
- c) During the term of the first Assignment, IAA Team (Three IAA security specialists) will visit Chicago Airport for the aggregate duration up to 4 times (20 working days), to Meet and discuss with CDA (Commissioner and her designees) the final document in order to maintain progress. Some of the discussions may be via video conference call.

The proposal:

The Lump-Sum fee for the first assignment is USD \$ 245,000, and it includes all travel, accommodation & per diem expenses of the team (up to 4 visits).

Kind Regards,


Gadi Refaeli, Head Of Business Development
Commerce & Business Development
Israel Airports Authority

Copies: Mr. Jacob Ganot, IAA Director General
Mr. Yoram Shapira, Deputy Director General for Commerce.
Adv. Arie Shacham, IAA General Counsel

Duration: 5 year new contract.

Estimated Total Cost: \$795,000.00

Funding: MDW: 30379 0610 085 4345 0140 0140

ORD: 30336 0740 085 4005 0140 0140

SCOPE OF SERVICES

I. Background and General Scope of Services

Chicago O'Hare International Airport (ORD) is the fourth busiest airport in the world and a dual hub for United Airlines and American Airlines, and Chicago Midway International Airport (MDW) is a large hub airport according to FAA criteria and the largest hub of Southwest Airlines. It is of critical importance that the ORD and MDW airport security plans reflect state of the art security practices and technology. In the past year airports around the world have experienced increased security threats in landside pre-security areas of the airport. Major incidents have occurred in Brussels, Istanbul and Fort Lauderdale. In addition, the prevalence of drones is expected to create potential risks to aviation and additional technology and procedures will be required to eliminate this risk.

The City of Chicago (City) through the Chicago Department of Aviation (CDA) is engaging the services of the Israel Airport Authority (IAA), the acknowledged world leader in establishing and maintaining comprehensive airport security threat detection systems and protocols, to provide comprehensive security consulting services (Project).

The Project will be divided into two parts. A general description of the services to be provided by IAA under the Project is as follows:

Part 1.

Conduct an assessment of existing airport security plans and technology at ORD and MDW, and identify best practices to enhance the effectiveness of security procedures, staffing and facilities, equipment and technology, and also provide policy recommendations and observations. This effort will not impinge, review or propose to alter the role of Chicago Police Department, Chicago Fire Department or any federal agencies. Rather it will be focused on what CDA needs to do to support these security officials, from facilities, process and support staff

1 Scope of Services prepared by:

Michelle Yokoyama Barry

standpoint. The review will not entail use of Sensitive Security Information under federal guidelines. It will include providing an overview of international security standards and global best practices, including but not limited to the International Civil Aviation Organization (ICAO) security standards.

Part 2.

Address and advise the CDA on security needs as part of the planning for future capital improvement development at O'Hare to incorporate the latest and innovative security facilities, protocols, equipment and technologies into the planning process. IAA will make available its forecast for technology improvements that will improve threat detection and throughput so that new facilities will be based on likely next generation equipment, which may affect the space program and configuration for new facilities at O'Hare and Midway.

The Project requires IAA to be flexible, innovative and to assess the current environment and make changes to its project plan depending on the specific circumstances and security needs that become apparent during the course of its engagement. The priority of tasks within the Project, may change from time to time. CDA reserves the right, in its sole discretion, to include or exclude specific tasks from the Project. IAA will be required to work with CDA staff members and representatives from other agencies, such as federal, state and local as well as other City departments. IAA will be required to commit the services of the same qualified project manager, unless the Commissioner approves a replacement, for the duration of the contract to ensure continuity and efficient completion.

II. DETAILED SCOPE OF SERVICES

Under the terms of this engagement, IAA is required to further the best interests of CDA by furnishing its best professional skills, advice, experience and judgment with respect to the services required under the Project. IAA shall provide comprehensive leadership, services and staffing. Minimum requirements for the Project are set forth herein. IAA, in its best judgment,

2 | Scope of Services prepared by:

Michelle Yokoyama Barry

may perform additional related security consulting tasks as necessary in order to achieve the objectives of the Project.

PART 1.

Assessment of current security practices, protocols and technologies at ORD and MDW and provide best practices and policy recommendations. IAA shall perform Services as described below. The Services include but are not limited to the following:

- Prepare a comprehensive risk assessment using local, national and international information
- Assess security practices, protocols and technologies currently in place at ORD and MDW
- Security breach survey: identify vulnerabilities and risk mitigation
- Assess security technology currently in place at ORD and MDW
- Review information sharing protocols and procedures
- Key terminal processes requiring security. Review current building design and public access areas – consider infrastructure and airport design features to mitigate threats
 - Curbside
 - Lobby entrances
 - Passenger screening
 - Baggage screening/tracking
 - Access control
 - Employee and vendor screening

3 | Scope of Services prepared by:

Michelle Yokoyama Barry

- Terminal wide emergency response
- Immigration controls (as allowable)
- Unattended bags
- Tracking of suspect individuals
- Retail goods and food supplies
- Airport wide review
- Perimeter security
- Approach roadways
- Current surveillance procedures and technology
- Staff training
- Crisis and incident response procedures

Staffing

IAA has provided a detailed staffing plan to CDA. The team will be headed by Nahum Liss, IAA Assistant Director, Head of the Operational Support Department, Security Division; Dr. Doron Itchakov, IAA Head of the Security Commercial Department; Engineer Alon Brown, Security technologies expert with vast Israel and international experience.

Deliverables and duration on Part 1

Unless extended by CDA, IAA will complete its initial assessment within five (5) months and provide CDA with a detailed draft written report and meet with CDA to review the findings. CDA will have 3 weeks for review and comment and after delivery of these comments to IAA; IAA will finalize its report within four weeks.

4 | Scope of Services prepared by:

Michelle Yokoyama Barry

During the term of Part 1, IAA will meet with CDA (Commissioner and her designees) on a regular basis but no less than monthly or at such other frequency as required to ensure continued progress. Some meetings may be via video conference call.

Budget

Estimated \$245,000 includes 4 visits to O'Hare and Midway made by IAA's three member team totaling about 20 working days in Chicago.

Reimbursement for travel will be made in accordance with the City's travel guidelines. Payments will be made by the City in three installments as follows:

- Upon contract award CDA will pay IAA \$50,000.00 to fund initial consulting fees and costs.
- A second payment of \$100,000.00 will be made after three of the four onsite visits have been completed and monthly meetings corresponding to the time frame for the completed services have taken place.
- A final payment of \$95,000.00 will be made upon CDA's acceptance of IAA's final report.

PART 2

Address and advise the CDA on security needs as part of the planning for future capital improvement development at O'Hare and Midway to incorporate the latest security facilities, protocols, equipment and technologies into the planning process.

This includes preparing a Security / Technology Master Plan and Requirements Document for a New International & Domestic Terminal at ORD. The objectives include:

5 Scope of Services prepared by:

Michelle Yokoyama Barry

- Safe and secure terminal design and operations
- Intuitive passenger flow
- Passenger flows that support effective use of security technology
- Serve diverse passenger base; multi lingual, families, persons with disabilities, seniors
- Provide central physical and information processing for all of ORD
- Flexible and adaptable

IAA shall advise CDA on security needs in the areas described below. These include but are not limited to:

- Security breach survey: identify vulnerabilities & risk mitigation
- Security plan for new terminal and airport wide security systems
- Key terminal processes requiring security
 - Curbside
 - Lobby entrance
 - Passenger screening
 - Baggage screening/tracking
 - Access control
 - Employee screening
 - Terminal wide emergency response
 - Immigration controls
 - Unattended bags
 - Tracking of suspect individuals
 - Retail goods and food supplies
- Identify most effective and innovative security technologies
- Integration plan for security technologies
- Business continuity plan/ Disaster recovery plans for security
- Evaluate existing passenger checkpoints for optimum configuration and number in future terminal(s)
- Define Command & Control center systems and configuration

6 | Scope of Services prepared by:

Michelle Yokoyama Barry

- Define interfaces: Terminal management processes and systems
 - Passenger analytics
 - Lighting and energy controls
 - Elevator/ escalator controls and monitoring
 - APM controls and monitoring
 - Maintenance information
 - Master clock
 - CUSS/ CUPPs Common use self-service/ Common use passenger processing
- Define interfaces: Passenger services
 - Flight and gate information
 - Services information
- Define interfaces: Communication systems
 - PA
 - Phone
 - Cellular Repeaters
 - Radio: Bi-Directional Antennas
 - Networks
 - Fiber Layout
 - Wi-Fi
- Define Functional devices
 - CCTV
 - Biometric readers
 - Public Address
 - Entertainment and local information displays
 - Beacons
 - Scanners

Proposal and Staffing

7 | Scope of Services prepared by:

Michelle Yokoyama Barry

After the conclusion of Part 1 of its engagement, IAA will provide a detailed proposal and staffing plan for Part 2 of this scope of services to CDA. The proposed budget and staffing plan shall be submitted to CDA within 4 months of the submission of IAA's final report for Part 1. The CDA has budgeted \$550,000.00 for this portion of the services, however, IAA's proposal and staffing plan including budget for Part 2 ("Part 2 Proposal") shall be pre-approved by the Commissioner, the Chief Procurement Officer and the Department of Law prior to the commencement of Part 2 of the work.

Deliverables and duration for Part 2

Unless extended by CDA, IAA will complete Part 2 of its security plan, provide CDA with a detailed written report and meet with CDA to review the findings in accordance with the time frame set forth in its approved Part 2 Proposal.

During the term of Part 2, IAA will meet with CDA (Commissioner and her designees) on a regular basis but no less than monthly or at such other frequency as required to maintain progress and to inform IAA of new developments in CDA planning. Some meetings may be via video conference call.

8 | Scope of Services prepared by:

Michelle Yokoyama Barry



22 February 2017
Number 190.....
a-02-11



To: Jamie L. Rhee - Chief Procurement Officer

Subject: Request for Airport Security Consulting Services Contract at O'Hare and Midway International Airports

Ben Gurion International Airport became a prime target for Terror activity for the last 45 years. Since the brutal attack on civilian people at Ben Gurion Airport in 1972, the Israel Airports Authority (IAA) with the support of the Government of Israel, took a decision that terrorists groups will never be able to succeed to launch such attack on one of the Israel airports. As a result of the foregoing, the Airports Authority set up new security division. Our Security Division is worldwide known as an expert in "Airports Security" . Ben Gurion International Airport is rated for many years in the highest marks by any survey with respect of airport security. During 2016 the IAA organized 2 days conference on Airports security. Members from 60 airports attended this conference. The IAA received numerous requests from airports in Asia, Europe and North America to assist and consult on Airport Security. The IAA set up training courses , tailor made for various airports and due to all of the above, the IAA considers itself as leading and exclusive organization in the Airports security field.

Sincerely,


Arie Shacham, Attorney At Law
General Counsel
Israel Airports Authority

Copies:

Mr Jakob Ganot - IAA Director General
Ginger S. Evans, MS, P.E. Commissioner, Chicago Department of Aviation
Mr. Yoram Shapira - Deputy Director General for Commerce

Exhibit 1: Insurance Certificate of Coverage

Named Insured: ISRAEL AIRPORTS AUTHORITY
 Address: BEN GURION INTERNATIONAL AIRPORT
(Number and Street)
BEN GURION INTERNATIONAL AIRPORT ISRAEL 7015001
(City) (State) (ZIP)

Specification #: _____
 RFP: _____
 Project #: _____
 Contract #: _____

Description of Operation/Location AIRPORT

The insurance policies and endorsements indicated below have been issued to the designated named Insured with the policy limits as set forth herein covering the operation described within the contract involving the named insured and the City of Chicago. The Certificate Issuer agrees that in the event of cancellation, non-renewal or material change involving the indicated policies, the issuer will provide at least sixty (60) days prior written notice of such change to the City of Chicago at the address shown on this Certificate. This certificate is issued to the City of Chicago in consideration of the contract entered into with the named insured, and it is mutually understood that the City of Chicago relies on this certificate as a basis for continuing such agreement with the named insured:

Type of Insurance	Insurer Name	Policy Number	Expiration Date	Limits of Liability All Limits in Thousands
General Liability <input checked="" type="checkbox"/> Claims made <input type="checkbox"/> Occurrence <input checked="" type="checkbox"/> Premise-Operations <input checked="" type="checkbox"/> Explosion/Collapse Underground <input type="checkbox"/> Products/Completed-Operations <input type="checkbox"/> Blanket Contractual <input type="checkbox"/> Broad Form Property Damage <input type="checkbox"/> Independent Contractors <input checked="" type="checkbox"/> Personal Injury <input type="checkbox"/> Pollution	WILLIS	080111278	APR 15 APRIL 30 th 2018	CSL Per Occurrence \$ <u>125,000,000</u> General Aggregate \$ <u>1,250,000,000</u> Products/Completed Operations Aggregate \$ _____
Automobile Liability				CSL Per Occurrence \$ <u>part of general liability</u>
<input type="checkbox"/> Excess Liability <input type="checkbox"/> Umbrella Liability	WILLIS	080111278	APR 15	Each Occurrence \$ <u>25,000</u>
Workers Compensation and Employer's Liability				Statutory/Illinois Employers Liability \$ <u>5,000,000</u>
Builders Risk/Course of Construction				Amount of Contract
Professional Liability	SELF INSURED			\$ <u>100,000</u>
Owner Contractors Protective				\$ _____
Other				\$ _____

- Each insurance policy required by this agreement, excepting policies for worker's compensation and professional liability, will read: A The City of Chicago is an additional insured as respects operations and activities of, or on behalf of the named insured, performed under contract with or permit from the City of Chicago.
- The General, Automobile and Excess/Umbrella Liability Policies described provide for severability of interest (cross liability) applicable to the named insured and the City.
- Workers Compensation and Property Insurers shall waive all rights of subrogation against the City of Chicago.
- The receipt of this certificate by the City does not constitute agreement by the City that the insurance requirements in the contract have been fully met, or that the insurance policies indicated by this certificate are in compliance with all contract requirements.

Name and Address of Certificate Holder and Recipient of Notice

Certificate Holder/Additional Insured
 City of Chicago
 Procurement Department
 121 N. LaSalle St., #806
 Chicago, IL 60602

Signature of Authorized Rep. _____
 Agency/Company: _____
 Address _____
 Telephone _____

For City use only

Name of City Department requesting certificate: (Using Dept.) _____
 Address: _____ ZIP Code: _____ Attention: _____



22 February 2017
Number
a-06-02

To: Jamie L. Rhee - Chief Procurement Officer

Subject: **Request for no stated Goals for Airport Security Consulting Services
Contract at O'Hare and Midway International Airports**

Due to the highly specialized nature of the airport security consulting services outlined in our proposal to the Chicago Department of Aviation, we are unable to achieve any MBE/WBE participation on the above-referenced matter. Israel Airport Authority personnel have been exclusively engaged to provide these services due to their unique experience and abilities, and, as a result, there will be no participation on the contract by any sub-consultants or suppliers. For this reason, we request that the contract have no stated Goals.

Thank you for your assistance.

Sincerely,

Arie Shacham, Attorney At Law
General Counsel
Israel Airports Authority

Copies:

Mr Jakob Ganot - IAA Director General

Mr. Yoram Shapira - Deputy Director General for Commerce



CHICAGO DEPARTMENT OF AVIATION
CITY OF CHICAGO

To: Jamie L. Rhee
Chief Procurement Officer

Attention: Elizabeth Granados-Perez
Deputy Procurement Officer

From: *Ginger S. Evans* Sep 16 5:17
Ginger S. Evans
Commissioner

SUBJECT: Request for No Stated Goals for Contract with the Israel Airport
Authority (IAA) for Airport Security Consulting Services

The Chicago Department of Aviation (CDA) respectfully requests that the above-referenced contract have no stated goals due to the specialized nature of the services and the unique knowledge and expertise that can only be provided by IAA personnel.

The Israel Airport Authority (IAA) is the acknowledged world leader in establishing and maintaining comprehensive airport security threat detection systems and protocols. IAA owns and operates 7 airports, including Ben Gurion Airport (which is recognized as one of the world's most secure airports.) CDA promptly and extensively researched the propriety of this non-competitive procurement and also researched potential alternate consultants. Research was conducted with potential third party, for-profit companies that engage in security consulting services. Much of that research turned up entities that specialize in one particular area of security consulting (i.e. bag screening technology, checkpoint technology biometrics, facial recognition, etc.). None offered full, peer-to-peer comprehensive services. Specifically, based on CDA's research, we are not aware of any other known entity that has similar experience with airport specific security protocols and threat assessment, including implementing such protocols at multiple high-risk airports. To be certain, the CDA has consulted with its airline partners as well as other airports and has determined that no other entity has a similar level of experience in the work covered by the Scope of Services. Several major airports including Los Angeles, Denver, Port of Portland, Singapore and the China Airports Authority have used the

services of IAA. After the tragic events in Brussels and Istanbul, IAA was engaged to investigate the root causes of the incidents and recommend changes to address.

IAA is a Statutory Corporation owned by the State of Israel and established by an act of the Israeli Parliament in 1977. Unlike private companies that engage in security consulting, IAA is a governmental entity and Airport Authority itself which faces similar challenges to CDA on a daily basis. As such, IAA engages in the implementation of safety best practices in addition to acting as a safety and security consultant to other entities.

As a peer airport authority that faces similar circumstances every day no other entity can provide CDA with the same high level of peer-to-peer review regarding security measures. Because the scope of services for this project is limited to high-level security consulting services that can only be provided by IAA staff, and there will not be any opportunities to use any sub-consultants or suppliers on the contract. Therefore, the CDA is requesting that the contract have no stated goals.

If you have any questions or need additional information regarding this request please contact Michelle Yokoyama at (773) 894-3046.

Thank you for your assistance in this matter.

No Stated Goal Request

Vendor: Israel Airports Authority (IAA)
Project Description: Airport Security Consulting Services
Specification #: TBD
Type of Solicitation: Sole Source

Background

The Chicago Department of Aviation (CDA) submitted a request to the Sole Source Review Board on May 19, 2017, a justification to procure services with the Israel Airports Authority for Airport Consulting Services. This was a first time request to procure services with the Israel Airports Authority (IAA) and future procurements will depend on DOA's ongoing security needs.

The IAA is the acknowledged world leader in establishing and maintaining comprehensive airport security threat detection systems and protocols. As an airport authority, the IAA owns and operates seven (7) airports, including Ben Gurion Airport, which is the recognized as one of the world's most secure airports.

The IAA will be conducting an assessment of the current security practices, protocols, and technologies at O'Hare and Midway airports and will provide best practices and policy recommendations. The IAA will also address and advise CDA on security needs as part of the planning for future capital improvement development at O'Hare to incorporate the latest and innovative security facilities, protocols, equipment and technologies into the planning process.

Compliance Efforts

According to the documentation submitted by the IAA, direct subcontracting opportunities are not feasible. The IAA will be hired to provide comprehensive leadership, services and staffing by furnishing its best professional skills, advice, experience and judgment in threat detection systems. All of the work is being provided and performed by skilled personnel that are trained by the IAA in conducting threat assessments. The IAA does not subcontract out any of its services and does not certify companies to perform similar services. Adding the step to subcontract any work would not make them exclusive to performing threat detections and therefore not making this service proprietary in nature.

Recommendation

The CDA submitted a concurrence letter for a no goal contract. The service to be performed by the IAA does not lend itself to any direct subcontracting opportunities based on the skillset needed to perform the specific type of services. The addition of a third party would jeopardize the integrity of the project and lend itself to an increased risk of security as the IAA plans to recommend best practices and policy recommendations to the CDA. The cohesiveness of the project must be managed and monitored by the IAA while using its own resources. Therefore, based on services to be performed, a no goal contract is recommended.

Approve:
 Disapprove:



Monica Jimenez
Deputy Procurement Officer

6/13/17

Date

Approve:
 Disapprove:



Richard Butler
1st Deputy Procurement Officer

JUN 13 2017

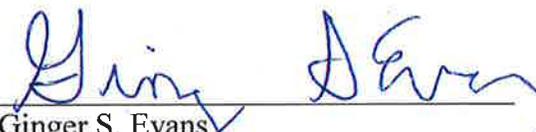
Date



CHICAGO DEPARTMENT OF AVIATION
CITY OF CHICAGO

To: Jamie L. Rhee
Chief Procurement Officer

Attention: Elizabeth Granados-Perez
Deputy Procurement Officer

From: 
Ginger S. Evans
Commissioner *g 3/1/17*

SUBJECT: EDS Waiver Request for Contract with the Israel Airport Authority
(IAA) for Airport Security Consulting Services

The Chicago Department of Aviation (CDA) is in receipt of a letter from IAA documenting its status as a Statutory Corporation owned by the State of Israel and established by an act of the Israeli Parliament in 1977. On behalf of the Chicago Department of Aviation, please accept this request that IAA be deemed exempt from the EDS requirement on the basis that it is a governmental agency.

If you have any questions or need additional information regarding this request please contact Michelle Yokoyama at (773) 894-3046.

Thank you for your assistance in this matter.

Attached: Letter from IAA dated February 22, 2017



22 February 2017
Number
a-02-12

To: Jamie L. Rhee - Chief Procurement Officer

Subject: ISRAEL Airports Authority

I hereby confirm that the Israel Airports Authority was established on 1977 by an act of Parliament, named "Israel Airports Authority" Act- 1977 (hereinafter: the IAA). The said law was published in the Parliament Law publications 859 March 30th 1977. As such the IAA is considered as Statutory Corporation owned by the State of Israel. The IAA is qualified to perform any and all legal duties and it subject to the State comptroller.

Sincerely,

Arie Shacham, Attorney At Law
General Counsel
Israel Airports Authority

Copies:
Mr. Jakob Ganot - IAA Director General

Peer Review Summary

Brussels

WORLD NEWS

Belgium takes tips from Israel to step up Brussels airport security



A Belgian riot police officer stands guard outside the partially reopened departure hall of Zaventem international airport near Brussels, Belgium, May 2, 2014.

Home | News | Politics | Business | Health | Science | Environment | Education | Arts & Culture | Sports | Entertainment | Belgium inspired by Israel's airport security

Belgium inspired by Israel's airport security

Belgium launches new security measures at Brussels Airport, taking inspiration from the Ben-Gurion Airport

By David E. Sanger | Ben-Ami | 2014-05-04 11:00



Ben-Gurion Airport (Eilat 90)

Belgium has launched new security measures at Brussels Airport after [the suicide bombings](#)



Los Angeles World Airport

LAX
Los Angeles World Airports

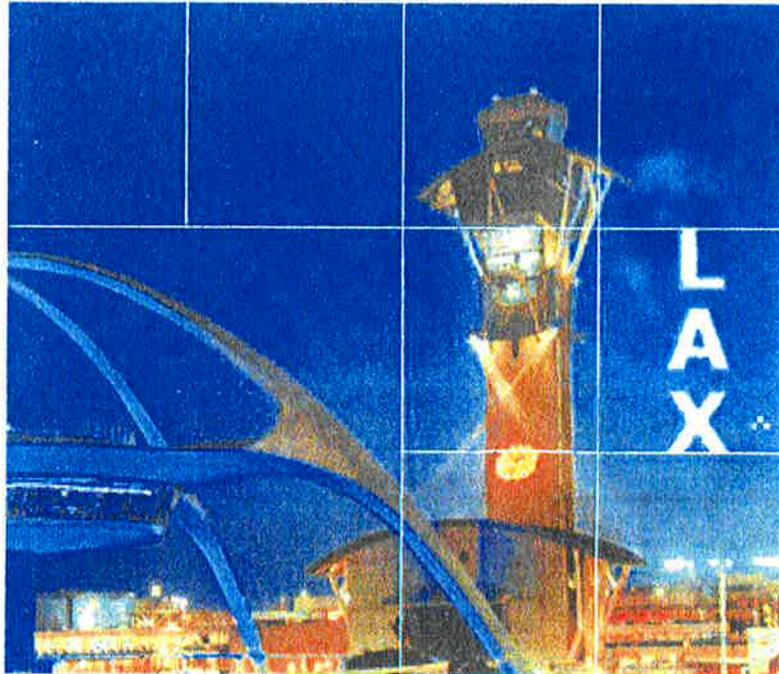
Security Survey - Final Summary

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October 2006

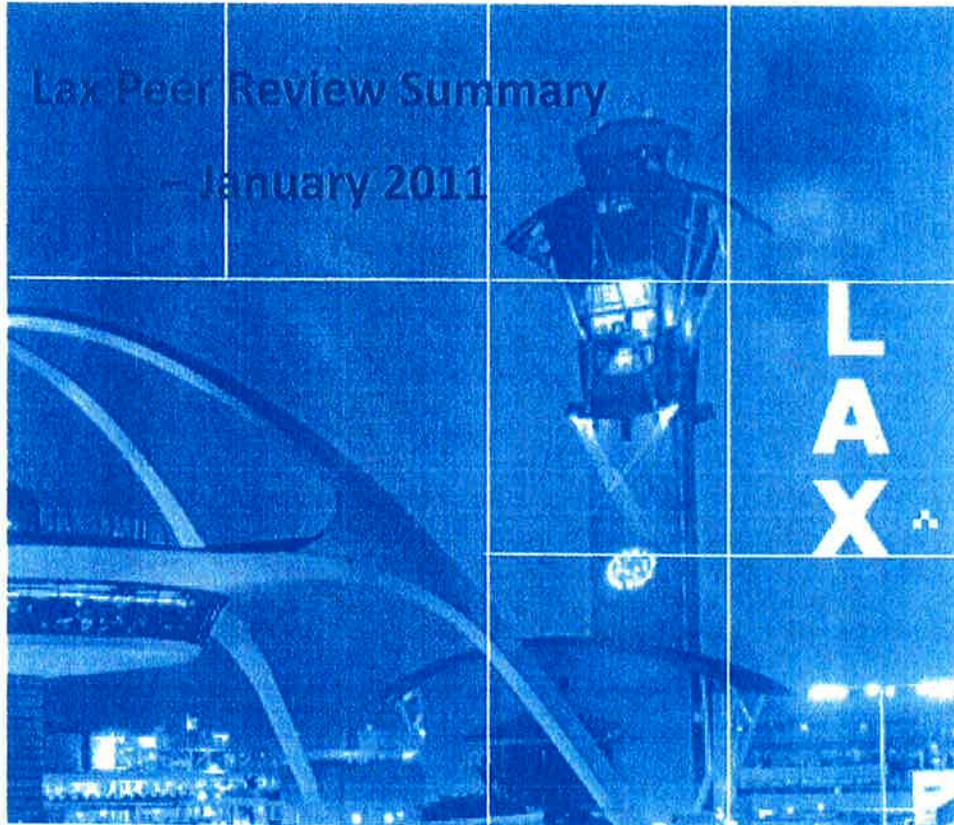
נמל התעופה הבינלאומי בן גוריון - חטיבת הבטחון
Ben Gurion International Airport - Security Division

רשות שדות התעופה בישראל
ISRAEL AIRPORTS AUTHORITY

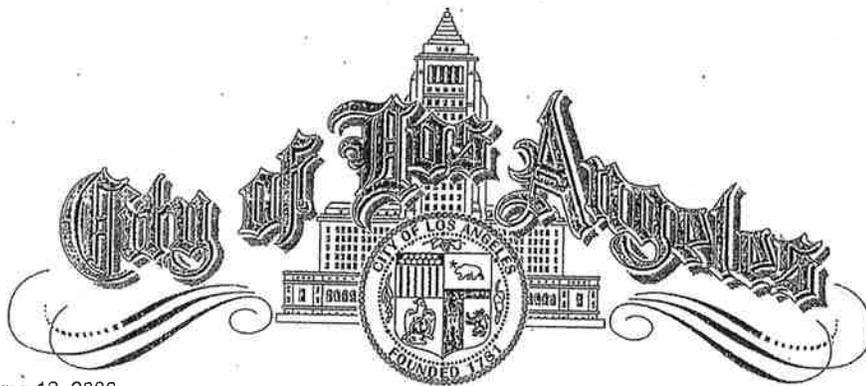


Peer Review- Summary

November 2008



נמל התעופה הבינלאומי בן-גוריון - חטיבת הביטחון
Ben Gurion International Airport - Security Division



June 13, 2008

Ben-Gurion International Airport
Mr. Zeev Sarig
Managing Director
P.O.Box 137,
Ben-Gurion Airport 70100

Dear Mr. Zeev Sarig:

This letter acknowledges Ben-Gurion International Airport's (BGIA) agreement to provide a peer review analysis of the Los Angeles International Airport (LAX) Security Plans. In so doing, BGIA will identify best practices that can enhance the efficacy of the procedures, staffing, facilities, equipment and technology that support Los Angeles World Airports' (LAWA) security. BGIA with reference to the vulnerability study provided to LAX in 2007 will analyze the following:

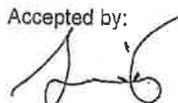
- LAX security plans, including current and proposed security measures; evaluate the individual components and day-to-day security measures at the airport;
- Policy and practice recommendations and observations

LAWA will reimburse expenses to be incurred by BGIA's peer review staff including airfare, hotel and other reasonable out-of-pocket expenses for the peer review. LAWA will also pay a \$1,000 per day honorarium in compensation for the analysis provided by team members. Any planned compensation in excess of \$150,000 (U.S. Dollars) must be approved by the Los Angeles World Airports Board of Airport Commissioners.

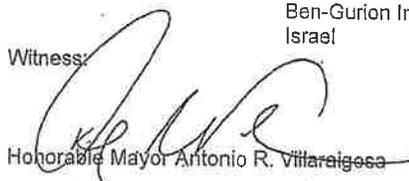
Sincerely,


Gina Marie Lindsey
Executive Director
Los Angeles World Airports

Accepted by:


Mr. Zeev Sarig
Managing Director
Ben-Gurion International Airport
Israel

Witness:


Honorable Mayor Antonio R. Villaraigosa

*Los Angeles
World Airports*

August 11, 2010

Mr. Shmuel Kendel
Managing Director
P.O. Box 137
Ben-Gurion Airport 70100

Dear Mr. Kendel:

I am writing to once again request the assistance of your staff to review the security program at LAX.

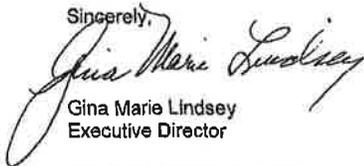
Two years ago, Mr. Nahum Liss, Head of Planning Control & Projects Department for your airport, led a group of Ben Gurion's most experienced security professionals in conducting a peer review on LAX security. This review was extremely helpful to me and my staff. We would very much appreciate your help in conducting a follow-up analysis at your staff's earliest convenience.

We would offer to reimburse all expenses to be incurred by Ben-Gurion International Airport's peer review staff including airfare, hotel and other reasonable out-of-pocket expenses for the peer review. LAWA will also pay a \$1,000 per day honorarium in compensation for the analysis provided by team members. We hope the total costs can stay below \$150,000 in order to keep our contracting process as simple and straightforward as possible.

If possible, we would propose October 4-7, 2010 as the peer review analysis dates.

Thank you very much for your consideration.

Sincerely,



Gina Marie Lindsey
Executive Director

Cc: Chief George Centeno
Samson Mengistu

LAX
LA/Ontario
Van Nuys
City of Los Angeles

Antonio R. Villaralga
Mayor

**Board of Airport
Commissioners**

Alan I. Rothenberg
President

Valeria C. Velasco
Vice President

Joseph A. Aredas
Michael A. Lewason
Sam Nazarian
Fernando M. Torres-Gil
Walter Zilkin

Gina Marie Lindsey
Executive Director

← Back to Original Article

Israeli Experts Advise on LAX

October 20, 2006 | Jennifer Oldham | Times Staff Writer

Israeli security experts provided local aviation officials with recommendations Thursday for further fortifying Los Angeles International Airport against terrorist attacks.

A trio of security officials from the authority that operates Ben-Gurion airport, near Tel Aviv, gave a preliminary assessment of vulnerabilities at LAX to local experts after a 3 1/2 -day tour, during which they examined terminals, the airfield and the perimeter.

Officials said details of the report would not be made public for security reasons.

"They had a half-dozen suggestions; some of them are very low tech, some of them are very high tech," said Airport Commission President Alan Rothenberg. Ben-Gurion International Airport serves as many passengers annually as the Tom Bradley International Terminal at LAX, he said.

Some suggestions would be easy for the city's airport agency to implement itself, he added, but others would require assistance from the Federal Aviation Administration and the federal Department of Homeland Security.

The visit represents the latest effort by city officials to upgrade security at LAX, which is considered the state's No. 1 terrorist target and has been singled out by the Al Qaeda network. The city's airport agency picked up the tab for the three officials to come to Los Angeles.

City Councilman Jack Weiss invited the delegation to Los Angeles after attending a homeland security summit in Israel earlier this year.

Nahum Liss, head of the security planning division at Ben-Gurion airport, and Hadas Leviaton and Alon Brown, security experts in the authority, toured LAX with police and fire officials, and received a briefing from the Transportation Security Administration, which manages screeners at security checkpoints. Local team members will present a formal report to the city after the security experts return to Israel, officials said.

"It's unprecedented to see a team from Israel and a team from the United States sitting down together and sharing knowledge," said Ehud Danoch, the consul general of Israel in Los Angeles.

Israeli airport security is recognized throughout the world as the gold standard, known for employing fortification and behavioral recognition tactics to keep terrorists off balance.

"These people are very open about the fact that they're always reevaluating their own systems," Weiss said.

They "are trained to truly think like terrorists, and the fact that we have the best minds available helping LAX officials do that will make us more safe."

jennifer.oldham@latimes.com

LOS ANGELES AIRPORT

“Improvements in LAX security reported by Israeli consultants”

“ The security experts from Tel Aviv airport toured the L.A. facility last week and found substantial progress toward preventing terrorist attacks since 2006.”

By Dan Weikel
November 8, 2008

"Our mission to Israel pledged to bring back the most effective homeland security strategies from the top experts in the world - and we are following through on that promise today," Mayor Villaraigosa added. "Thanks to the hard work and cooperation of Israel's best minds, the people of Los Angeles can rest easier with the knowledge that our airport is more secure and the gateway to our City is safer than ever before."

The visiting experts include Nahum Liss, Director of the Planning Department in Ben-Gurion's airport security authority, and Hadas Leviatan and Alon Brown, security experts in the authority.

While visiting Israel earlier this year, Councilmember Weiss, Mayor Antonio Villaraigosa, and LAWA Chief Executive Officer Gina Marie Lindsey signed a consulting agreement with security experts from the Israeli Airports Authority. Drawing on their expertise at Ben-Gurion airport which is considered the safest in the world, the experts have been evaluating security measures at Los Angeles International Airport. Friday they will wrap up a week long visit that has found progress has been made in security measures, and the collaboration for improvements will continue. This cooperation began in 2006 when, following his tour of Ben Gurion, Councilmember Weiss and the Israeli consulate coordinated the first visit by the experts to tour LAX.

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200 N. Spring St. ♦ Los Angeles ♦ CA 90012

FOR IMMEDIATE RELEASE
November 7, 2008

Contact: Lisa Hansen (213) 473-7005
Nate Kaplan - Rosendahl (213) 473-7011
Courtney Chesla Torres - Hahn (213) 473-7015

WEISS, ROSENDAHL, HAHN & AIRPORT OFFICIALS THANK ISRAELI AIRPORT SECURITY EXPERTS

LOS ANGELES – Los Angeles City Councilmembers Jack Weiss, Bill Rosendahl, and Janice Hahn and Los Angeles World Airports CEO Gina Marie Lindsey today extended their thanks to three Israeli airport security experts who are working with LAX officials to use new technology, airport design, and other measures to enhance security for the travelling public. The experts today will wrap up a weeklong visit to collaborate with LAX officials on security planning and strategies.

"When the Mayor, LAPD, LAX officials, and I visited Israel, the Israeli government opened their doors to share the innovative technology and impressive security procedures at Ben-Gurion, and the first ever consulting agreement between the two international airport authorities was signed" said Weiss. "I am proud to be a part of this collaboration and look forward to continuing the exchange of information and expertise."

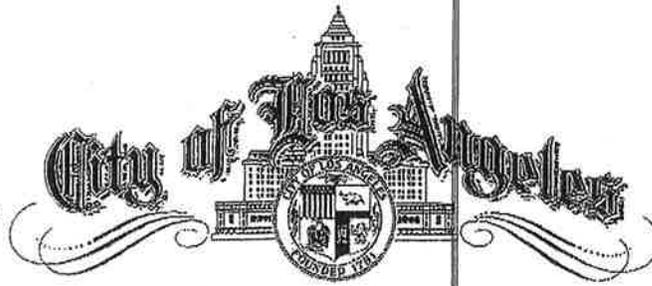
"I'm thrilled that our LAX security team has this opportunity to talk about our airport security initiatives with the Israeli delegation, and demonstrate our growing capabilities. The Ben-Gurion Airport security personnel bring valuable knowledge and experience, and I look forward to putting into practice what we learn from this agreement," said Rosendahl whose district includes the airport.

"When I traveled to Israel in January, it became clear that we could learn so much from them regarding security-both at our port as well as our airport. There is no doubt that they have the most secure ports and airports in the world," said Councilwoman Janice Hahn, chair of the City Council's Trade, Commerce and Tourism Committee. "I appreciate the input of the airport officials here with us today and I am confident that working together, we can ensure that LAX is the safest airport in the nation."

"Israel is determined to expand its collaboration on Homeland Security matters with our strategic partner, the United States. The cooperation in California, and especially Los Angeles, is a proven model built on success. The visit of Israeli security experts today at LAX is part of the ongoing collaboration as demonstrated by the Mayor's and Councilmember Weiss' visit to Israel over the summer," said Israeli Consul General Jacob Dayan.

(more)

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JACK WEISS
Councilmember, Fifth District

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Fax: (310) 288-0365

June 12, 2006

Hon. Ehud Danoch, Consul General
Consulate General of Israel
6380 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90048

Re: Request for LAX Security Audit

Dear Ehud:

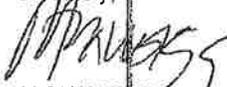
As Chair of the Public Safety Committee of the Los Angeles City Council I share a strong interest in ensuring that security at Los Angeles International Airport ("LAX") is as robust as possible. As your nation is painfully aware, LAX has been a terrorist target in recent years, and is often cited as the most attractive target in the United States outside of Washington, D.C. and New York.

I traveled on a recent mission to Israel to explore best practices and the Israeli experience in the areas of homeland security and critical infrastructure protection. Of particular interest was the visit to Ben Gurion International Airport and the expertise demonstrated there in securing a high-profile, at-risk aviation facility.

I accordingly would like to invite a team of Israeli aviation security experts to visit Los Angeles and conduct a security audit of LAX. The President of the Board of Airport Commissioners Alan Rothenberg, and Executive Director Lydia Kennard of Los Angeles World Airports join me in welcoming this expert security audit. In particular, our hope is that your selected experts could advise us on the current state of security at LAX and how we can improve security measures at this most critical facility.

Please contact my office at your earliest convenience to discuss the arranging of such a visit. Thank you for your consideration and ongoing friendship.

Sincerely,



JACK WEISS



Chair: Public Safety + Vice Chair: Planning & Land Use Management + Member: Information Technology & General Services

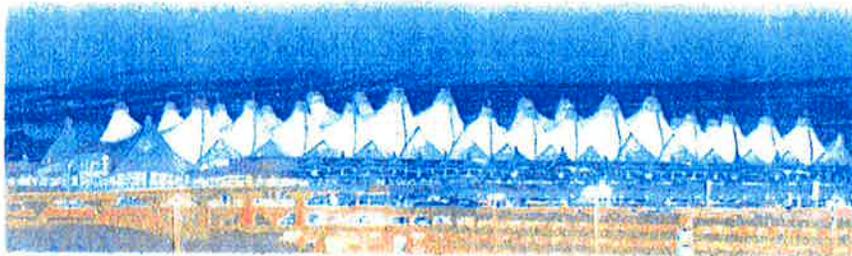


Denver International Airport



Security Survey

October 2007



**DENVER INTERNATIONAL
AIRPORT**

— Confidential —

[\[Archive Home\]](#)[\[Date Prev\]](#)[\[Date Next\]](#)[\[Index\]](#)



"Israeli airport officials examine DIA's overall security procedures"

Title:

Friday, October 12, 2007

Israeli airport officials examine DIA's overall security procedures

Experts at spotting terrorists asked to help assure safety

By Chris Walsh

The Denver (CO) Rocky Mountain News



A security officer at Denver International Airport makes a random car search at the entrance to the short-term parking lot of the East Terminal in December 2003. Israeli airport officials have been at DIA this week examining its overall security plan.

Israeli airport officials are reviewing DIA's security policies and procedures, taking a look at everything from airfields to perimeter fences.

Denver International Airport and local leaders invited the officials - who work at Ben-Gurion Airport in suburban Tel Aviv, Israel's largest - to make suggestions and comments about DIA's overall security plan.

The group was here for several days this week.

DIA spokesman Chuck Cannon said the officials have already issued a preliminary report, although the findings won't be released to the public. He did not know how extensive the final version will be.

Israel, a terrorism hot spot for decades, is known as having some of the most extensive and effective security measures in the world.

The country's airports are "the acknowledged leader in the world" when it comes to security, Mayor John Hickenlooper said in a statement. "We are grateful that (the officials) agreed to travel to DIA to share their perspective and expertise."

He spurred the effort after meeting Israeli Consul General Ehud Danoch.

It's not necessarily an unusual move.

Numerous airports in the United States have brought in Israeli companies and officials to examine their security plans, observers said.

"There has not been a successful attack on an airport in Israel in many, many years," said Howard Safir, chairman and chief executive officer of the New York-based security firm SafirRosetti. "They have some pretty good methods and a very good system of spotting terrorists using behavioral and visual systems."

The move comes while DIA conducts a comprehensive review of its operations as it looks to handle rapid growth and prepare for more passengers in the future. It has issued more than \$1 billion in bonds to fund expansion projects through 2013, including the addition and reconfiguration of security lanes.

Mike Boyd, an airline consultant based in Evergreen, said it's smart to bring in the Israeli team as the airport assesses its security needs.

"To bring someone from outside I think shows forward thinking," Boyd said. "What it says is we want to make sure our airport is safe, we want to verify that for ourselves." It might annoy the TSA, but if more airports could do this we'd be in good shape.

Officials from DIA and the city said they could not provide cost estimates related to the review.

While most observers agree that Israel's airport security is among the world's best, it's a much more difficult model to emulate in the United States.

"What they have is very effective, but (Israel's main airline) only has a couple dozen planes," Safir said. "It's hard to translate that into thousands of planes and airports in the United States."

Current CAA news channel:

Airport News

- Prev by Date: "[TSA staff filling airport security jobs](#)"
- Next by Date: "[India probes airport entry attempt by 4 men in army uniform](#)"
- Index(es):
 - [Main](#)

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March 23, 2007

הזמנה לביצוע סקר פערים
ע"י ראש עיריית דנבר קולורדו

The Honorable Ehud Danouch
Consul General of Israel
6380 Wilshire Blvd., Suite 1700
Los Angeles, CA 90048

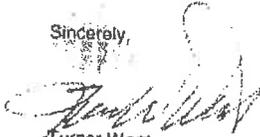
Dear Consul General Danouch:

I wanted to let you know that I was sorry that I missed you on your last visit to Denver, but that we are very interested in pursuing the idea you discussed with Mayor Hickenlooper regarding the opportunity for Denver International Airport officials to meet with and learn from security experts at Ben Gurion Airport.

To that end, we would like to invite the Ben Gurion Airport officials to visit Denver International Airport at their earliest convenience. We will cover the costs of their expenses, including their airfare and hotel. Please coordinate the details of this visit with Mary Buckley, DIA's Director of Government Affairs. She can be reached directly at (303) 342-2277 or via e-mail at mary.buckley@diadenver.net.

Again, we greatly appreciate the opportunity you have presented to us to learn from some of the world's greatest security experts. I look forward to seeing you on your next visit and to working with the officials who can join us in Denver.

Sincerely,



John Hickenlooper
Turner West
Manager of Aviation

CC: Mayor John Hickenlooper
Mary Buckley

Denver International Airport

"They have some pretty good methods and a very good system of spotting terrorists using behavioral and visual systems"

"Ben- Gurion airport are the acknowledged leader in the world when it comes to security,"

Mayor John Hickenlooper said in a statement.

"We are grateful that the officials agreed to travel to DIA share their expertise and perspective".

By Chris Walsh, Rocky Mountain News
October 12, 2007

Twohig, Colleen

From: Yokoyama, Michelle
Sent: Friday, June 16, 2017 1:06 PM
To: Twohig, Colleen
Subject: Israel Airport Authority (IAA) NCRB Package

Good afternoon Colleen,

Although CDA submitted a request to waive the EDS requirement along with a letter from IAA describing its status as a statutory corporation and therefore exempt from the EDS requirements, we have obtained an EDS from IAA as a courtesy to the City. The certificate of filing for that EDS is being submitted along with the other Non-Competitive Review Board materials.

Kind regards,

Michelle Yokoyama
Attorney
Chicago Department of Aviation
10510 W. Zemke Road
Chicago, Illinois 60666
Tel 773.894.3046

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CERTIFICATE OF FILING FOR
CITY OF CHICAGO ECONOMIC DISCLOSURE STATEMENT

EDS Number: 111712

Date of This Filing:06/14/2017 12:31 AM

Certificate Printed on: 06/16/2017

Original Filing Date:06/06/2017 09:48 AM

Disclosing Party: Israel Airports Authority

Title:General Counsel

Filed by: Mr. Arie Shacham

Matter: consulting for security services

Applicant: Israel Airports Authority

Specification #:

Contract #:

The Economic Disclosure Statement referenced above has been electronically filed with the City. Please provide a copy of this Certificate of Filing to your city contact with other required documents pertaining to the Matter. For additional guidance as to when to provide this Certificate and other required documents, please follow instructions provided to you about the Matter or consult with your City contact.

A copy of the EDS may be viewed and printed by visiting <http://webapps1.cityofchicago.org/EDSWeb> and entering the EDS number into the EDS Search. Prior to contract award, the filing is accessible online only to the disclosing party and the City, but is still subject to the Illinois Freedom of Information Act. The filing is visible online to the public after contract award.