

**STATE OF ALASKA ITB NUMBER 160000050
AMENDMENT NUMBER ONE (1)**

RETURN THIS AMENDMENT TO THE ISSUING OFFICE AT:



Department of Natural Resources
Support Services Division
Procurement Section
550 W. 7th Avenue, Suite 1230
Anchorage, Alaska 99501

THIS IS NOT AN ORDER

DATE AMENDMENT ISSUED: February 23, 2016

ITB TITLE: Aviation Fuel Dispensing Services for Forestry in Palmer, Alaska

ITB CLOSING DATE AND TIME: 2:00 p.m. on March 3, 2016.

ITB PUBLIC BID OPENING DATE AND TIME: 2:00 p.m. on March 4, 2016.

The following answers questions asked during and after the February 18, 2016 pre-bid conference:

1. **Question:** Page 15, Prompt Payment for State Purchases, states the discount will be taken on the full invoice amount. The fuel is billed at cost. Does this mean we'll be selling our fuel at 5% below cost or will this affect only the flowage (delivery charge)?

Response: For this contract the discount will be taken off of the total invoiced for the Delivery Charge and not the cost of fuel.

2. **Question:** On the Extensions on page 19, with the lack of snow do you see the potential for the contractor having to start early?

Response: Not at this time.

3. **Question:** On page 35 it talks about two ground reels (Refueler Chassis, Assembly and Appurtenances, number 4a). In the past it's been two different clamps on the end of a cable but uses a single ground reel. Is this a change from previous contracts?

Response: The refueler chassis reel/clamp is the ground from the truck to the aircraft. The other reel/clamp is on the nozzle end.

4. **Question:** On page 36 it says "All refuelers must be equipped with an amber rotating system." Will an amber strobe light be acceptable?

Response: Yes an amber strobe is acceptable.

5. **Question:** Requirement for notice to be provided when the inventory becomes less than 10,000 gallons (page 23, Contractor-Furnished Aviation Fuel), but the requirement for the minimum truck capacities on page 24 (Required Equipment) are 2,000 gallons for the Jet A and 750 gallons for the AvGas.

STATE OF ALASKA ITB NUMBER 160000050

AMENDMENT NUMBER ONE (1)

You're already starting off with less than 10,000 gallons, so would you be expected to provide notice of a shortage every day?

Response: This refers to the off-site fuel storage facility the contractor has access to and not the truck capacities.

6. **Question:** Reconciliation of estimated quantities, on page 23 (Estimated Quantities) it references 20,000 gallons of Jet A and the estimate is based on the average between 2013 and 2015 but on page 55, Historical Use, the gallons average out more than 20,000 gallons even if 2013 was zero. Which averages should we use?

Response: These are estimates and averages to give the bidder an idea of historical usage and are provided for informational purposes only. Because this is a "fire related" activity, these numbers will vary from year to year. It is the bidder's responsibility to determine how or if they will use the information in preparing their bid.

7. **Question:** Regarding the Prist injection (fuel system icing inhibitor, page 38, Fuel Additives), is the Prist injection system required or can we use a canned dispensed Prist system if required, because it is quite expensive to put on a truck?

Response: A canned dispensed Prist system is acceptable.

8. **Question:** Ticketing for metering required on page 53, Measurement and Payment of Fuel, there is a requirement for the stamped metering at the time of dispensing of the fuel, does the ticket have to be mechanically imprinting or is hand signing acceptable? Is a beginning and ending meter on an invoice only written down acceptable or does it has to actually be imprinted on the ticket?

Response: Hand-signing the beginning and ending meter is acceptable on the invoice.

9. **Question:** How will the on fuel storage work? Is there a certain area allocated for the on-fuel and our access to it? Where would we store the trucks and equipment on site and what would our personnel access be to that?

Response: Our intention is that the contractor have fuel storage capability or access to fuel storage in the local area. Forestry does not have any fuel storage facility at the Palmer Airport site. The Forestry hangar area does have parking available for the fuel trucks and a limited area for equipment storage. This would include access to the hangar for the fueler.

10. **Question:** What are the current contract costs?

Response: Current Delivery Charges are \$6.85 per gallon for the first 15,000 gallons and \$3.66 per gallon for any additional gallons.

11. **Question:** Can you provide actual usage for the last five years?

Response: Actual fuel usage between 2010 and 2015 are as follows:

2010: 28,811 total; 25,499 for Jet A and 3,312 for AvGas;
2011: 17,726 total; 11,351 for Jet A and 6,375 for AvGas;
2012: 12,836 total; 10,268 for Jet A and 2,568 for AvGas;
2013: 75,045 total; estimated 56,283 for Jet A and 18,762 for AvGas (see #2 below);

**STATE OF ALASKA ITB NUMBER 160000050
AMENDMENT NUMBER ONE (1)**

2014: 75,829 total; 63,429 for Jet A and 12,400 for AvGas; and
2015: 127,637 total; 118,809 for Jet A and 8,828 for AvGas.

1. Average Usage (# of gallons / 6 years) = $337,884 / 6 = 56,314$ total; $285,639 / 6 = 47,606.5$ for Jet A; and $52,245 / 6 = 8,707.5$ for AvGas.
2. Quantity per type of fuel not available for 2013, only total gallons. Breakdown estimated at 75% Jet A and 25% AvGas for 2013.

In order for your bid to be considered responsive this amendment, in addition to your original bid and any required supporting documentation, must be received by the DNR Procurement Office prior to the ITB Closing date and time.

NAME OF COMPANY

SIGNATURE

DATE

//SIGNED COPY ON FILE//

Jim Sonnier

Procurement Specialist III

PHONE: (907) 269-8687

TDD: (907) 269-8411

FAX: (907) 269-8909

EMAIL: dnr.ssd.procurement@alaska.gov

FOR STATE USE ONLY - THIS AMENDMENT COVERS PF #179704
--