

**STATE OF ALASKA ITB NUMBER 10 180000012**  
**AMENDMENT NUMBER 2**



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

**THIS IS NOT AN ORDER**

**DATE AMENDMENT ISSUED: September 25, 2017**

**ITB TITLE: Air Tanker Services for the Division of Forestry**

**ITB CLOSING DATE AND TIME: 2:00 p.m. on October 5, 2017 (No Change)**

**ITB PUBLIC BID OPENING DATE AND TIME: 2:15 p.m. on October 5, 2017 (No Change)**

This amendment addresses questions asked by a potential bidder on September 22, 2017. This amendment is for informational purposes only and need not be returned to the State.

1. **Question:** Invitation to Bid section page 3 of 3 – Terms and Conditions: Line item 003 on this page terms and conditions for “provisions” which we cannot find referenced in any other part of the document. Can you please clarify?

**Response:** There is no missing “Provisions” document. Our software won’t let us rename document titles so the Table of Contents is the actual “provisions” document.

2. **Question:** Page 8 – 3(a) – Sealed Bids: Is the submission of an electronic copy by itself sufficient? Or do we need to submit both electronic and sealed bids?

**Response:** Yes, submission of an electronic bid by itself is acceptable in accordance with paragraph 3, Submitting Bids, beginning on page 8 of the ITB.

3. **Question:** Page 11 Section B(12) – No subcontractors allowed: We have considered using some contracted pilots in addition to our employee pilots, will the use of contracted pilots violate the requirement?

**Response:** Yes it would violate this provision.

4. **Question:** Page 9(4) – Tax exemption: Will these tax exemptions apply to our company in any way?

**Response:** This provision exempts the State of Alaska from paying federal, state, or local taxes except as stated within this paragraph. It does not exempt the contractor from paying applicable taxes. Any taxes the contractor must or may be required to pay must be included in their Availability Rate per day bid price.

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5. **Question:** Page 16(2) – Professional licenses required by Alaska statute: Please provide a list of relevant professional licenses we need to hold to be in compliance with the ITB. (other than Alaska business license)

**Response:** We don't believe there are any others required for technical performance of the work but bidders should contact the State of Alaska Division of Occupational Licensing for a definitive answer on licenses that may be required from a business perspective. The technical performance licenses required at each location (Fairbanks and Palmer) are FAA or Air Transport Canada pilot license for both pilots; FAA Airframe and Power plant license for both mechanics; and FAA Inspection Authorization for one mechanic.

6. **Question:** Page 17(7) – All services will be performed in the United States: We understand that our services may be required in Canada to support your Northwest Compact mutual aid agreement with Canada. Do we require the waiver you describe in this paragraph?

**Response:** As stated in Amendment 1 to this ITB issued on September 6, 2017 and both provided to registered bidders and posted to the State of Alaska Online Public Notice website and IRIS Vendor Self Service portal, this paragraph is not applicable to this ITB, so no waiver will be required from the bidder.

7. **Question:** Page 28(B)(1) – Additional tankers available on call: Does this imply that the state expects the vendor to provide aircraft in addition to those being bid in the ITB?

**Response:** No, it is not mandatory that the bidder provide additional on-call tankers if they do not have them in their inventory or if their additional aircraft are unavailable at the time of callout. If the contractor cannot provide additional aircraft if needed by the State, the Division of Forestry reserves the right to procure the needed assets off-contract at their sole discretion.

8. **Question:** Page 36(b) – Two mechanics: The offered aircraft have previously maintained a 98%+ availability rate utilizing one on-duty mechanic. The offeror believes that two on-duty mechanics are excessive for the offered aircraft. Would the DOF accept a bid for the ITB with one on-duty mechanic?

**Response:** No. As stated in the ITB, two mechanics are required; both must have an FAA A&P license; and one must have an FAA IA rating.

9. **Question:** Page 42(1)(a) – Transport Canada licensed pilots: We are not a Canadian operator, do our pilots need the Airline Transport Pilot Certificate?

**Response:** US operators are not required to have Transport Canada license. For US operators both the Captain and First Officer must have FAA Airline Transport Pilot license and the Captain must be Initial Attack carded by the USFS or OAS.

10. **Question:** Page 43(3)(a) – Licensed airframe and powerplant mechanics: We are operating under a part 145 certified repair station. We believe this provides compliance with this requirement. Do we need to supply a mechanic with specific inspection authorization?

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**Response:** Yes. As stated in the ITB, both mechanics must have an FAA A&P license and one mechanic must have an FAA IA rating. If operating under a FAA Part 145 Repair Station a copy of the company 145 operations manual must be submitted with the bid or within 3 business days written request from the State. The manual must allow for maintenance more than 50 nautical miles away from the base of operations and indicate the remote process for return to service of an aircraft and who has that authority.

11. **Question:** Page 57(IV)(3) – Copy of Certifications: Please list the “required certifications” as indicated in this requirement. We believe you are asking for the retardant tank STC and the Aircraft Airworthiness Certificate. Is this correct?

**Response:** The required certifications are FAA Air Carrier certificate; FAA STC for installation and operation of retardant tank; FAA Part 137 certificate; FAA Standard Airworthiness certificate for the offered aircraft; FAA approved SMS program; FAA approved Fatigue Analysis Maintenance program; FAA NAFTA Specialty Air Service letters of registration for forest fire management per FAA AC 00-60B; current approval letter from Interagency Airtanker Board for Airtanker Retardant Operations on federal land covering submitted aircraft, tank, and controller; and written documentation from either USFS or OAS that submitted aircraft is eligible for “carding” inspection for use on federal land. Bidders should be aware that if not approved and carded as a “Cooperator” the submitted aircraft will not be acceptable under a contract resulting from this ITB. As stated in paragraph H, Certifications, on page 34 of the ITB, if not submitted with their bid copies of certifications will be required within 3 business days upon written request from the state.

12. **Question:** General question about Response Format: Does the DOF have a preferred format for the ITB response?

**Response:** Bidder must submit the Bid Schedule(s) for the Lot(s) they are bidding and other documentation required by the ITB. Refer to the Bidder’s Checklist on page 57 of the ITB for more information. There is no preferred format for the ITB response however all documents must be received by DNR Procurement prior to the current Deadline for Responses. Late or incomplete bids will be rejected as being non-responsive.

13. There are no further changes to the ITB at this time. Please contact the DNR Procurement Section via email at [dnr.ssd.procurement@alaska.gov](mailto:dnr.ssd.procurement@alaska.gov) with any questions. This amendment is for informational purposes only and need not be returned to the State.

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