

# STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES  
DIVISION OF SUPPORT SERVICES



## EXCLUSIVE USE HELICOPTER SERVICES IN FAIRBANKS AND PALMER

ITB 2022 1000 5030

### Addendum One

Date of Issue: January 7, 2022

Addendum One serves to answer questions from vendors and make changes to the ITB.

**Important Note to Offerors:** You **MUST** sign and return this page if the addendum document with your bid. Failure to do so will result in the rejections of your bid. Only the ITB terms and conditions referenced in this addendum are changed. All other terms and conditions of the ITB remain the same. This Addendum One is hereby made part of the ITB and is a total of three pages.

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COMPANY SUBMITTING BID

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AUTHORIZED SIGNATURE

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DATE

## Questions submitted by potential offerors and answers from the State

**Question 1:** Page 47 Section 4.10 should be removed?

**Answer 1:** See Change 1 on page 3 of this addendum.

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**Question 2:** Page 15 (ix) 3) 100hr weight class requirement for pilots. OAS/Federal contract states that weight classes be divided in aircraft below 12,500 and above 12,500 gross weight. Can this be changed to match the same standard they use to qualify pilots?

**Answer 2:** I submitted ITB language change to address this with Gross weight 12,500 more or less than.

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**Question 3:** Page 14 (vi) 7) Aerial Firing is a requirement on the pilot card however page 15 (ix) 10) says it is optional?

**Answer 3:** The language states that the qualification is an operational requirement. Not optional.

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**Question 4:** Page 14(iv) should read per 135.293 check ride and 135.299 line check correct?

**Answer 4:** ITB language change to address incorrect FAA cited in ITB. No 135.299 is needed.

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**Question 5:** Page 40 (iii) under the Fairbanks area it details out Palmer area information as stated but excludes the option to use the 130 kt aircraft ie Bk117B2 could this be added to allow for the alternate type?

**Answer 5:** No.

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**Question 6:** Page 38 but should include Fairbanks's aircraft as well on page 40. If the minimum bucket on the 100kt aircraft is 324 gal full at 2843lbs and the 130kt aircraft is 240 gal full is 2127lbs per the interagency load calculation book, can those weights be used as a minimum hook weight or where does the 3150lbs and the 2500lbs come from?

**Answer 6:** These full bucket weights are the minimum hook weights.

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**Question 7:** In the last 5 years what has been the average of flight time at each base?

**Answer 7:** Palmer 5 year flight time average is 58 hrs. Fairbanks 5 year average is 86 hrs.

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## CHANGES TO THE ITB

**Change 1:** Sec. 4.10 CONTRACTOR SELECTION PROCESS is deleted in its entirety.

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**Change 2:** This portion of Sec. III. PERSONNEL REQUIREMENTS, (a) Pilot Requirements is deleted in its entirety:

- (iv) Pilots shall show evidence of satisfactorily passing an ~~FAA 135.203~~ (a) & (b) check ride in the past 12 calendar months in the category and class of aircraft being offered for this contract.

And is replaced with:

- (iv) Pilots shall show evidence of satisfactorily passing an **FAA 135.293** (a) & (b) check ride in the past 12 calendar months in the category and class of aircraft being offered for this contract.
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**Change 3:** This portion of Sec. III. PERSONNEL REQUIREMENTS, (a) Pilot Requirements is deleted in its entirety:

- (ix) ~~3) One hundred hours total time in weight class of helicopter offered. Defined as: Light—Up to an approved gross weight of 6,000 pounds; Medium—Between 6,001 and 12,500 pounds approved gross weight; Heavy—Above 12,500 pounds approved gross weight.~~

And is replaced with:

- (ix) **3) One hundred hours total time in weight class of helicopter offered. Defined as: Aircraft having a gross weight of “12,500 pounds or less” or “more than 12,500 pounds.”**

## END OF ADDENDUM ONE