

STATE OF ALASKA

Department of Natural Resources
Division of Support Services



ADDENDUM ONE

INVITATION TO BID (ITB) 2023 1000 0058 AIRTANKER SERVICES

ISSUED NOVEMBER 29, 2022

This addendum is being issued to answer questions from vendors.

Important Note to Offerors: You are required to sign and return this page of the addendum document with your bid. Failure to do so may result in the rejection of your bid. Only the ITB terms and conditions referenced in this addendum are being 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 four pages.

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COMPANY SUBMITTING BID

AUTHORIZED SIGNATURE

DATE

QUESTIONS SUBMITTED BY OFFERORS AND ANSWER FROM THE STATE

Question 1: *Please clarify what your definition of “Working Range” is.*

Answer 1: the section “Working Range” can be discarded. It is a remnant of previous contract cycles and not applicable to this contract.

Question 2: *As we intend to bid Canadian registered aircraft, please confirm utilizing an applicable Transport Canada registration for each aircraft and a Transport Canada inspection date is acceptable*

Answer 2: Yes, that is acceptable.

Question 3: *Section 2.03 Defines a budget range \$12-\$15m and a ceiling \$20.0M for Submission WRT to both the Fairbanks and Palmer opportunities. Please confirm how the proponents “BID price” will be calculated for each area.*

Answer 3: Bidders may submit bids on one or both areas. Each area is a separate area, and as such the lowest Total Combined Seven Years cost for each area will be awarded a separate contract accordingly. The Availability Rate per day, for each year, entered by the bidder, will become the contract rate.

Question 4: *While operating in the State of Alaska, please confirm that the proponent crew duty limitations are as stated in Contract Administration (g). (pg 29 of 61)*

Answer 4: Correct, while the air crew is working in Alaska the crew duty limitations listed on page 29 of 61 will be followed.

Question 5: *Will the proponent be required to supply crews sufficient to provide seven day a week coverage and meet the 6 days on 1 day off or 14 days on 2 days off crew rotation contained in the USFS CWN standards while deployed (operating outside of Alaska), to maintain full daily availability payments.*

Answer 5: No, while working outside of Alaska, the proponent will need to adhere to the requirements of 6 and 1 or 14 and 2 but will still be eligible for full daily availability payments.

Question 6: *While on deployment under the USFS CWN agreement will the proponent be permitted to switch to a 6-1/14-2 CWN crew rotation, with no penalty, for prescribed days off per week.*

Answer 6: Yes, while working for a cooperator agency like the USFS, the crew will adhere to the requirements set forth by that agency in relation to crew rotation. No penalty will be imposed on the contracting company for crew days off. The full daily availability will continue.

Question 7: *In addition to the USFS CWN Pilot Qualifications, is there a willingness to discuss with the successful proponent, an alternate means of compliance to the Alaska State requirement for the pilot in command (PIC) to have two years airtanker experience and 150 hours PIC as an air tanker pilot.*

While Maintaining the CWN pilot requirements, can the above Alaska pilot requirement be met with an alternate means of compliance?

Following are two potential alternate means of Compliance:

Example - CWN AKP requirements and, 2 years as a airtanker First Officer, 500 hours on type, 2000 hours TT, 500 hours multi-engine PIC, 200 hours mountain flying, 100 hours in the last 12 months, or

CWN AKP requirements and, 3 years as a birddog pilot, 2000 hours TT, 500 hours multi-engine PIC, 200 hours mountain flying, 100 hours in the last 12 months

Background

Operations under USFS CWN agreements are permissible with AKP (airtanker pilot in command) /AKC (airtanker second in command) qualified crewing, AKI is not a mandatory requirement for operations under a USFS CWN agreement.

Answer 7: Yes, we are open to discussion on the two potential alternatives listed above.

Question 8: *Is a USFS AKI qualification required for AK State operations?*

Answer 8: No, an AKI qualification is not required for State of Alaska operations.

Question 9: *Is a USFS AKI qualification required for interagency operations?*

Answer 9: AKI qualification is not required.

Question 10: *We are unable to locate a copy of the sited document “interagency tanker guide” as cited on page 21 Section XIII (i)*

Please forward a copy of the document and cite the appropriate reference within and clarify if this is an alternate means of compliance to the USFS CWN pilot qualifications or an additional requirement.

Answer 10: Section XIII (i) contains outdated language and should instead read that “All pilots are required to meet the requirements set forth in this ITB and the USFS CWN contract regarding flight time experience and will be appropriately inspected and “carded” or placed on a cooperator letter by the....”

In addition, the language “captains must be initial attack qualified” should be discarded as it will not be a requirement for this contract.

Question 11: *Are bidders allowed to bid on only one location or will only bids with both locations be accepted?*

Answer11: Bidders must submit a bid for the area the bidder is seeking to provide Airtanker Services for (i.e., if a bidder is seeking to **only** provide services in Palmer, then the bidder would submit their bid for **only** the Palmer Area. If a bidder is seeking to provide services in Fairbanks, and Palmer, the bidder would submit a bid for the Fairbanks area, and a bid for the Palmer Area).

Question 12: *Will you please provide an estimate of the annual flight hours at each location over the last three years?*

Answer 12: Palmer averaged 120 flight hours and Fairbanks 125 flight hours over the last three years. Those flight hours are a combination of flights in Alaska, Canada and the Continental United States. It should be noted that the State of Alaska only guarantees 50 flight hours per year.

Question 13: *Section 2.03 states that bids priced at more than \$20MM per area will be considered non-responsive. Does the \$20MM figure include the minimum hours or does it apply only to the daily availability rate?*

Answer 13: The \$20 Million figure only applies to the daily availability rate of 100 days guaranteed.

Question 14: Does the \$20MM cap in Section 2.03 refer to an annual number or cumulative for the entire bid period (7 years)?

Answer 14: The \$20MM referenced in Sec. 2.03 is the max budget for each area (individually) for the cumulative total of the seven year period.

Question 15: *Section X. (a) (i) mentions two mechanics required per aircraft. Are there expectations as to how those mechanics will be deployed? (example... Will both mechanics be required to be at the base/aircraft when the aircraft is on duty?)*

Answer 15: There isn't a written expectation for the Mechanics deployment, however, one or both should be present during fire calls to confirm the aircraft is able to launch in a timely manner. They should also be present for the return to ensure that the aircraft will be ready for the next fire dispatch. Refer to section 2.10 (XIV) (d) Unavailability (i) (ii) to reference the penalty for non-compliance of takeoff requirements, etc.

Question 16: *The requirements of Section 2.10 (a) (v) require the ability to take off fully loaded and land on runways that are 5,000 feet in length. What altitude and temperature ranges apply to this requirement?*

Answer 16: The Tanker bases located in Alaska have elevations that range from 200' to 2000' with temperatures that range from 30* F to 95*F. If the vendor is asked to work for cooperator agencies in the Contiguous United States or Canada, the 5000' Alaska requirement will no longer apply, and the vendor will be using the standards as set forth by those agencies. It is established that the 5000' requirement for Alaska is the most stringent that the vendor will encounter.

END OF ADDENDUM 1