

# STATE OF ALASKA

Department of Public Safety  
Division of Administrative Services



## R44 Helicopter Training

ITB# 2024-1200-0091

Amendment # 1

September 14, 2023

**This amendment is being issued to update the language to the ITB, provide updated Attachment 1 – Bid Schedule, and answer questions received.**

**Important Note to Offerors:** You must sign and return this page of the amendment 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 amendment are being changed. All other terms and conditions of the ITB remain the same.

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COMPANY SUBMITTING BID

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AUTHORIZED SIGNATURE

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DATE

## **Changes to the ITB:**

**Change 1:** When submitting a bid vendors shall use **Attachment 1 – Bid Schedule - Updated**

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**Change 2:** Update the language in Section 2.10 Scope of Work and Specifications, bullet point #1 under “Minimal standards and specific curriculum”. “Flight training shall be conducted in the Robinson R44 and R44 flight simulator.”

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## **Vendor Questions:**

**Question 1:** What prior pilot certificates or experience would students that enroll in the commercial pilot course have prior to entry? Would the intent be that after completing the private pilot program the students would then enroll directly into the commercial program, or would they more likely return back to Alaska, fly within the unit to gain some experience, and then return at a future date for their commercial training? I ask because to be eligible for a commercial helicopter pilot certificate, a pilot must have 150 total hours of flight experience, 50 hours in a helicopter and 35 hours of pilot in command time. Upon completing private pilot training, most average students will have around 70 hours of total time and 5 to 10 hours of pilot in command time from their solo flight, so if the intent were for the Alaska DPS students to enroll directly into commercial after private, there would need to be around 80 hours total of training and “time-building” included in the program which would affect the commercial program hour estimate. Most students we work with will do private and then do their instrument helicopter rating in between private and commercial which bridges the total time gap. Hopefully that all makes sense.

*Answer:* Each pilot will have the own experiences levels. Here are a couple of examples. Some may have some time but not a certificate. Some may have private pilot single engine certificate and experience. Others may have commercial airplane single engine land and private single engine sea or commercial Instrument single engine land with instrument airplane and a private single engine sea airplane certificates. We will have a person who has a student pilot with 40 hours in a R22. In addition, we have two pilots possibly for the instructor students which will have in excess of 2000 hours helicopter.

With any of the programs, the students would more likely return back to Alaska, fly within the unit to gain some experience, and then possibly return at a future date for their commercial training.

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### **Question 2:**

If a student is unable to reach proficiency within the allotted hours in the approved training contract, or if they were not able to progress and actually successfully complete the training, what would the planned recourse be? Would the state allow for additional hours of training to meet proficiency requirements, or would the student be removed from training at that point?

*Answer:* Changes to the bid schedule should correct any concern but to further clarify, the DPS Project Manager who assigned the training would evaluate the viability of the pilot to either continue on an hourly basis for proficiency or remove the pilot from the training based on progress status and in consultation with the vendor.

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