

STATE OF ALASKA

Department of Natural Resources
Division of Support Services



INVITATION TO BID (ITB) 2024-1000-0044 AIRCRAFT SERVICES FOR WILDLAND FIRE SUPPORT

ADDENDUM 1

ISSUED JANUARY 16, 2024

This addendum is being issued to answer questions from vendors.

Important Note to Offerors: You are not required to sign and return this page of the addendum document with 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 is hereby made part of the ITB and is a total of five pages.

ITB Closing Date:

The Deadline for Receipt of Bids date has not changed. *Deadline for receipt of bids 2pm AKST, February 1, 2024.*

QUESTIONS SUBMITTED BY OFFERORS AND ANSWER FROM THE STATE

Question 1: *For Clarification on how hours and minimum hours will be paid. In this example what would be the amount paid*

a. AC has been on contract 14 days @ 3 hour minimum (42 hours)

b. AC flew 8 hours per day for 5 days and 0 for 9.

This equates to 40 hours in the first 5 days and 0 hours for the remaining 9 days. Would the aircraft be paid

1. 42 hours total (40 hours flown and 2 hours for the remainder of the 3 hour minimum for 14 days making up the total 14 day minimum of 42 hours.)

2. 42 hours for flight time plus 27 hours for minimums on the remaining 9 days.

Answer 1: The vendor will be paid the greater of actual hours flown OR guaranteed hours. In the scenario described above, the would be paid for 42 hours as the 42 hours of guarantee is greater than the actual hours flown of 40.

Question 2: *Airport use costs. In the past I believe the state paid all airport use costs. Is this a change and if so why? It is impossible for us as operators to factor in possible airport fees, landing and takeoff fees, security fees etc. It only makes sense for the state to reimburse these costs to level the playing field between all operators, especially as these costs will be incurred at the benefit of the state at the states direction. This type of system also opens the state up to employee corruption and protests or suits by operators who feel taken advantage of. Possibly I am misreading this clause?*

Answer 2: A majority, if not all, of the State's rotor wing usage is based out of a forestry Heli base. In the interest of simplifying billing and delayed cost reimbursement, the State is requesting that vendors anticipate, estimate and plan to include any potential airport use costs into the hourly flight rate or daily guarantee that they submit on the bid schedule.

Question 3: *In "pilot duty limitations", it states that pilots "may" be given 2-24 hour rest periods within any 14 consecutive days at the discretion of the ODF. Please elaborate. USFS requires two days off every 14. Does the state require this if a pilot does not exceed 36 - 42 in 6 Days, Making this 48 hour break discretionary by the operator? Or is this clause saying that you can, at your discretion, force an operator to take 2 days off during a 14 day period if it is deemed to be in your best interest?*

Answer 3: The state of Alaska has no requirement that pilots be given days off in a specific time. However, our interagency cooperators do have that requirement. Therefore, if the State of Alaska deems that it needs to keep the aircraft/pilot available for interagency use, the State MAY at its discretion give the pilot two days of rest to reset the 2 in 14 federal requirements.

The vendor would be paid the daily guarantee for the aircraft in that situation.

However, the more likely scenario is that if the vendor could not provide a relief pilot during that two day window the state would release the vendor from contract and hire a different vendor or rehire the existing vendor after the two days of rest had been completed.

Question 4: *Under Avionics requirements, 2) EPIRB. Is the EPIRB (Emergency Position Indicating Radio Beacon) required for all contracted aircraft or only those accepting extended overwater assignments?*

Answer 4: The State of Alaska does request that all our Aircraft and Vendor Aircraft care or have available a EPIRB type system. The State uses the Garmin Inreach but there are many different units out and available.

Question 5: *Under Audio Control system helicopter. You are asking for U-61 jacks. Most helicopters use the U-164 jacks as standard equipment. All other contracts that we have are operating the U-174*

plugs. Is this an intentional change or an oversight? would adapters be acceptable should this be your actual requirement.

Answer 5: The state of Alaska uses Stereo Style Jacks for our helmets and headsets, so we prefer that a Stereo style jack be installed as most newer Aircraft come with. If your aircraft has a mono stay Jack then adapter is just fine. Just need our helicopter and Aircraft mangers headsets work with your aircraft. We are fine with adapters or anything you must do to get it to work. Aircraft will not work intel the Aircraft mangers headset or helmet works. So, if your stuff works then our stuff should work. Only less you are providing us an older style Aircraft.

Question 6: *Sec 5.21 Federally Imposed Tariffs Bullet point 4. "States ability to make changes" states that the state has the ability to make changes to the contract price at their will. If this is the case can you define Exactly under what circumstances and under what oversight could this happen?*

Answer 6: All my years here I have never seen this section acted on and I would most likely have to ask procurement about this and what it would take for it to be acted on. My understanding is that if we asked you the vendor to fly someplace that you would be taxed or charged extra to operate at that said area, You the operator can request in writing that you could have your daily price increased to cover the expenses of that said area. But the tax and extra charges would have to be at least \$250.00.

Question 7: *Under "Communications" 5 (b) for "All Aircraft". There appears to be a requirement for the operator to supply headsets for pilot and observer? Pilots in most cases are required to wear helmets as are any passengers and the state or other organization (OAS, USFS) has historically supplied these. Is this requirement correct? We are not responsible for helmets are we?*

Answer 7: The State of Alaska doesn't have a requirement for helmet use unless the flight is conducted under 500' agl. The intention of this section is not to require vendors to provide a flight helmet but a standard aviation headset compatible with the avionic of the aircraft if an observation flight is being conducted. You the vendor are not required to provide a flight helmet to meet this section.

Question 8: *Under "Payment Provisions" (g) airport use costs.. Historically any landing fees, tie down fees etc. would be something that is reimbursed with receipts. This is not an item that operators could have any control over and therefore should be paid for by the client. Example would be that two separate dispatches occur for two separate operators with equal pricing... one is dispatched to McGrath and one to as an example Merrill Field, Palmer, or Fairbanks. One operator has to live with daily fees and the other does not. Understanding of course that in most locations there is a state helibase or other options, this is probably not a huge deal but it seems that it should be set up to be fair across the board to begin with.*

Answer 8: A majority if not all of the State's rotor wing usage is based out of a forestry helibase. In the interest of simplifying billing and delayed cost reimbursement the State is requesting that vendors anticipate, estimate and plan to include any potential airport use costs into the hourly flight rate or daily guarantee that they submit on the bid schedule.

Question 9: *Are Restricted/ITAR category aircraft (CH-47D) for Part 133 operations able to bid?*

Answer 9: Yes

Question 10: *Tundra pads – Required for Type 1 heavy aircraft? (2.14 – 5C2)*

Answer 10: No

Question 11: *Is there a daily and flight hour guarantee?*

Answer 11: Vendor will set a minimum daily guarantee in hours, that will be paid as the greater of actual hours flown or the number of days times the daily guarantee from hire to release. Bid schedule is on page 59. Page 24-25 explains the process.

Question 12: *Must the aircraft be positioned in Alaska full time?*

Answer 12: No. If the aircraft was located in Alaska and an order for a Type 1 helicopter was generated, the closest, most available helicopter would be ordered.

Question 13: *Availability of office and/or hangar space for Type 1 aircraft?*

Answer 13: There is a possibility of hangar and office space at the major airports.

Question 14: *Are there any penalties for maintenance down days (AOG)? (2.14 – 12)*

Answer 14: Anytime the aircraft is out of service during the hire period, no payment will be made. No additional penalties will be assessed.

Question 15: *EPIRB – Do underwater acoustic beacons suffice? (2.14 – 6(2))*

Answer 15: Yes

Question 16: 100hr maintenance requirements – Our aircraft are maintained under an FAA Continuous Airworthy Maintenance Program (CAMP), and not by standard 100hr maintenance intervals. Will this suffice? (2.14 – 7B)

Answer 16: Yes

Question 17: *Flight Meter – Our aircraft are equipped with a squat switch hobbs meter (weight on wheels). Will this suffice in place of the collective and oil pressure hobbs meter? (2.14 – 12a1; 2.14 – 5C)*

Answer 17: Yes

Question 18: *Crew and aircraft qualifications – Are the aircraft inspections and pilot requirements like the USFS, and/or does that satisfy the qualifications? If it does, does that include the new MATOC requirements?*

Answer 18: We accept carding from the OASA and the USFS. The State of Alaska Division of Forestry & Fire Protection is not involved in the MATOC program.

Question 19: *Under “Communications” 5 (b) for “All Aircraft”. There appears to be a requirement for the operator to supply headsets for pilot and observer? Pilots in most cases are required to wear helmets as are any passengers and the state or other organization (OAS, USFS) has historically supplied these. Is this requirement correct? We are not responsible for helmets are we?*

Answer 19: . Headsets are required for Fixed Wing hires only. The Division supplies flight helmets or hard hats to the passengers.

Question 20: *Under “Payment Provisions” (g) airport use costs.. Historically any landing fees, tie down fees etc. would be something that is reimbursed with receipts. This is not an item that operators could have any control over and therefore should be paid for by the client. Example would be that two separate dispatches occur for two separate operators with equal pricing... one is dispatched to McGrath and one to as an example Merrill Field, Palmer, or Fairbanks. One operator has to live with daily fees and the other does not. Understanding of course that in most locations there is a state helibase or other options, this is probably not a huge deal but it seems that it should be set up to be fair across the board to begin with.*

Answer 20: All of the contractors costs must be factored into the offered aircraft cost. This provision is to preclude extra billings and invoices to expedite and enhance accurate payment.

END OF ADDENDUM 1