

**STATE OF ALASKA ITB 2025-1200-0012
AMENDMENT NUMBER ONE**

RETURN THIS AMENDMENT TO THE ISSUING OFFICE AT:



Department of Public Safety
Division of Administrative Services
Address 5700 E Tudor Road
Anchorage, AK 99507

THIS IS NOT AN ORDER

DATE AMENDMENT ISSUED: May 22, 2024

KING AIR MAINTENANCE

ITB OPENING DATE AND TIME: May 30, 2024 at 1:30pm Alaska Time (see Change 4 noted below)

Questions submitted by interested vendors

Question 1: Sec 1.04 contains the following requirement: "Must have all maintenance personnel working on State aircraft Federal Aviation Administration (FAA) certified and be fully qualified Airframe and Power Plant (A&P) mechanics meeting the requirement of 14 CFR Part 65, Subpart D." Does this mean that a successful bidder is unable to utilize non-certificated maintenance personnel who work under the supervision of fully qualified A&P mechanics? As a Part 145 Repair Station, all work performed by Western is returned to service under our repair station certificate, so we would ask this statement be deleted entirely or offered as an alternative experience requirement to the first bullet point in this section.

Answer: Under a Repair Station Certificate and return to service, the personnel working on the aircraft need to be qualified under the repair station manual/repair station policies and must still have A&P/IAs on staff. **See Change 3 noted below.**

Question 2: Section 2.02 - There is no such designation of an "authorized Pratt and Whitney PT6A-60A series engine mechanic." Did you mean a mechanic who has received factory-approved Training from an approved maintenance school, such as Flight Safety?

Answer: This language is removed from Sec 2.02, paragraph 3 and replaced with, "All required engine work must be supervised by a factory trained or other equivalent type training course mechanic that is onsite and readily available for consultation by mechanics working on state aircraft, this is a method that they can use to reduce their cost and not have trained mechanics on site." Training records may be required by the state to prove qualification. **See Change 3 noted below.**

Question 3: Sec 2.02 Scope of Work contains the following requirement: "DPS requires a Beechcraft by Textron Aviation King Air 300 series approved repair facility that can provide these scheduled maintenance jobs on the State's timetable." Would it be possible to remove this requirement from the ITB? We believe that the requirement elsewhere in Sec 2.02 that Maintenance Facilities shall be "FAA approved for work on the Beechcraft King Air 300 series and shall possess FAA certificates for this type of work" will be sufficient for the State of Alaska's purposes and broaden the pool of eligible bidders.

Answer: "DPS requires a Beechcraft by Textron Aviation King Air 300 series approved repair facility that can provide these scheduled maintenance jobs on the State's timetable" is removed from Section 2.02 Scope of Work.

Question 4: Can you please clarify the intent behind the following statement in Section 2.02: "MedAire parts and components, as applicable, and/or services will be administered and provided directly to the Owner by MedAire."

Answer: This is an on-board proprietary kit. This needs to be packaged and sent to MedAire for them to certify. Once completed, they will send it back to be placed back on the aircraft.

Question 5: We have different markups [for parts] depending on how each item is sourced and what relationships we have with the manufacturer. Will the markup we submit in the bid be enforced when work is being performed, or will we be required to turn over confidential information that would include our purchased cost at any point in the performance period?

Answer: Information on a contractor's agreement with a parts manufacturer or distributor will not be requested during the life of the contract. The state only requires billings to show the part cost plus the percentage markup per part to ensure best value

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for the state. The state understands that different parts may have different markups, but markups differing from what is presented on the bid schedule must be agreed to prior to the part being purchased.

Changes to the solicitation

Change 1: Recognize the administrative error on Attachment One: Bid Schedule. “Table D. Total Annual Cost” is replaced with “Table C. Total Annual Cost”. The pre-populated \$500 is a result of a built-in formula that will adjust once the percentage markup is added.

Change 2: Add Section 2.27 Liquidated Damages to the solicitation: “The state will include liquidated damages in this contract to assure its timely completion. The amount of actual damages will be difficult to determine. For the purposes of this contract the state has set the rate of liquidated damages at \$2,015.37 per day. This amount is based on the following: The aircraft is projected to operate over 410 hours per calendar year. $410 \text{ hours} / 365 \text{ days} = 1.12 \text{ hours}$ the aircraft is operated per calendar day. The DPS operating cost / billing rate is \$1,799.44 per hour, and $\$1,799.44 \times 1.12 = \text{\$2,015.37 per day}$. This equation may update quarterly by DPS Finance based on fuel data.

If the contractor fails to complete the work as agreed upon, the state will begin to collect liquidated damages starting two working days after the last mutually agreed upon deadline and will continue to collect them until the work is completed satisfactorily and accepted by the state. The state will notify the contractor in writing of the start date for liquidated damages prior to collection starting.”

Change 3: Remove and replace the bulleted list in Sec 1.04 Prior Experience with:

- Meet the qualifications of Federal Acquisition Regulations (FAR) Part 43.7, Part 65, Subpart D&E, and/or Part 145 (as applicable) with appropriate ratings for the work required as specified in Title 14 of the Code of Federal Regulations (CFR), Subchapter H, Subpart B, paragraph 145.59.
- Must have completed work on five aircraft similar to the King Air 300 series within the previous 24 months
- Must have all maintenance personnel that are directly in charge of work being performed on state aircraft Federal Aviation Administration (FAA) certified and be fully qualified Airframe and Power Plant (A&P) mechanics meeting the requirement of 14 CFR Part 65, Subpart D or they must be fully qualified Repairman under an FAA Part 145 Repair Station to maintain the King Air 300 series aircraft. Directly in charge of means a fully qualified mechanic and or Repairman is physically present and available at the aircraft anytime work is being performed and at no time shall one qualified mechanic be directly in charge of more than two apprentice or mechanic assistants.
- Non-certified repair stations shall employ a full-time FAA Inspector Authorized (IA) meeting the requirements of FAR 43.7

Change 4: The deadline for bids is extended to Thursday, May 30, 2024 at 1:30pm Alaska Time.

Change 5: Add Section 2.28 Approved Contractors to the solicitation:

Proposed Time Periods and List of Approved Contractors

The list of approved contractors will be valid from the next contract term’s start date after a bid is accepted until the end of the current term or any renewals exercised at the sole discretion of the state.

Bid Acceptance

To be approved as a Contractor, the vendor must meet all the requirements stated in this ITB and must complete and sign all appropriate forms. Lack of proof of prior experience or any forms submitted without signature may deem the bid non-responsive. Acceptance of the bid will be determined by the review of the following completed forms prior to the start date of the new term:

1. Bid Schedule
2. ITB Cover Submittal Form
3. Proof of prior experience (if requested)

In order for your bid to be considered responsive, this amendment, in addition to your original bid, must be received by the Procurement Officer prior to the time set for the bid opening.

NAME OF COMPANY

SIGNATURE

DATE