

STATE OF ALASKA

Department of Public Safety
Division of Administrative Services



RURAL PISTON & TURBINE HELICOPTER MAINTENANCE

ITB 2025-1200-0020

Amendment One

June 6, 2024

This amendment is being issued to answer vendor questions and provide changes to the solicitation.

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

AUTHORIZED SIGNATURE

DATE

Vendor Questions:

Question 1: Page 11, 4th paragraph, "...contractors normal shop rate, with 4 hours minimum." Is this per day that our mechanics are remote?

Answer: This refers to any projects that have a less-than 4-hour project timeframe but require travel. This does not apply to travel that will inherently be longer than 4 hours due to the location of the mechanic and the aircraft. See Change 1 for additional travel reimbursement language.

Question 2: Please clarify the priority language in the solicitation.

Answer: In general, the Contractor shall schedule service in accordance with ITB paragraph SEC. 2.01. (d) on page 10. The state recognizes the Contractors are busy with other clients and the state typically set up appointments with the Contractors. The Aircraft Section's Aircraft Maintenance Inspectors or Project Manager will work with the Contractor on a case-by-case basis with an agreed timeline.

Question 3: Airbus parts and even data are not available without S/N and registration and permission from the owner and having a trained mechanic on staff. No Airbus parts are available locally.

Answer: The state is currently working with Airbus to ensure that Contractors working on the state aircraft are able to order parts on the state's behalf at the state's maintenance provider. In the meantime, the Aircraft Section's Stocks and Parts Specialist and other state personnel will be able to purchase the parts needed and have them shipped directly to the Contractor. The state confirmed this with Airbus, as well as confirming that Airbus will only request ACSNs for Aircraft on Ground (AOG) orders.

Question 4: Is it required that our mechanics have been through the Airbus and Safran schooling prior to bid?

Answer: No; however, prior to any work by a mechanic please read SOW Sec. 2.01. (c) page 10 second paragraph. These two classes or the Robinson R44 Maintenance Course identified in SOW Sec. 2.01. (c) will be required prior to work on the appropriate airframe.

Question 5: What is required for us to own for tooling and spares? Are we required to own the tooling and spares prior to bid?

Answer: The successful bidder will own the basic tools and basic common expendable/consumable spares at the time of contract award. Other tools will be required at the time of inspection to perform the work in a timely manner. Review the maintenance manuals and the tasks associated with the maintenance of the airframes. Please see SOW Sec. 2.01. (c) and (d) 3. and Sec. 2.03.

Question 6: What is the intent for annuals and heavy maintenance. Will the state fly the helicopters to us or are we performing that work in the remote locations?

Answer: The state wants to have the aircraft maintained at the most appropriate facility. For normal maintenance tasks and not AOG or items making the aircraft unairworthy, the state will fly our aircraft to the vendor's hangar or the vendor can do the work in our hangar if approved by the state.

Question 7: What if we find we need an exhaust during a 100 hour? Are we inspecting and leaving a discrepancy list, then returning with the part? The 4 hours per day isn't enough to sit around when we will have other things to do.

Answer: This would be evaluated at the time of the actual event. The 4 hours is not per day; that is a minimum guarantee of hours in the event the travel and the repair only takes 1.5 hours for example, the state would pay 4 hours minimum. Anything over 4 hours is charge normally.

Question 8: What happens if we are working on a repair in Juneau, and the helicopter in King Salmon breaks down. Are we expected to have enough mechanics on call to meet both obligations?

Answer: The state will evaluate the most critical need and notify the Contractor of the priority.

Question 9: Is the state willing to bring the helicopters to us for the heavy and preventative maintenance in the winter?

Answer: If you are asking if the helicopter is in a different location from the vendor, if the aircraft is airworthy, it is the state's normal maintenance procedure to bring the helicopter to the vendor.

Question 10: So any work done at a location other than the vendor's base location or the aircraft's base location would be considered "field"?

Answer: This reference for field repairs would be from the Contractor's location to other locations the repair needs to be completed.

Changes to the ITB:

Change 1: Add the following to Section 2.01 Scope of Work, (d) Scheduling Service:

The state will reimburse the contractor's actual travel expenses per the following criteria or as policy updates:

1. Airfare is limited to coach fare.
 2. Lodging will be reimbursed at actual cost. Per AAM 60.250, if a Contractor stays at lodging other than a hotel, they are prorated at \$30 a day.
 3. Reimbursement for meals will not exceed \$45.00 on the first and last day of travel and \$60.00 per day in between.
 4. Rental vehicles are limited to standard size, make and model, as opposed to premium options.
 5. Receipts must be provided with every invoice for all travel expenses.
 6. Vehicle mileage reimbursement will be based on the current calendar year rates based upon State of Alaska, DOA,
 1. Finance website: http://doa.alaska.gov/dof/travel/resource/POV_Rate_Table.pdf
 7. All travel costs must be shown as separate line items on each invoice.
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