

STATE OF ALASKA

Department of Public Safety
Division of Administrative Services



Aircraft Engines and Other Components

ITB 2025-1200-0059

Amendment One

August 13, 2024

This amendment is being issued to answer vendor-submitted questions, provide corrections to administrative errors, and extend the deadline for bids

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-Submitted Questions

Question 1: Can we get return core S/N's and condition of cores such as field overhauled? Major repair?
Basically, has anyone ever opened up the case for any reason?

Answer: Because the state does not know at this time which cores will be returned/exchanged, the Serial Number and condition will be provided at the time of the engine order. For evaluation purposes of this ITB,

bidders shall provide the maximum return rate possible. The actual return rate will be agreed upon per core offered based on condition.

Question 2: Please confirm the following definitions:

Factory new without core means: New engine outright sale no core to be returned

Factory new with core means: New engine on exchange sale core to be returned (same thing on the rebuilt quotes)

Answer: These definitions are confirmed.

Question 3: The description "Factory New without core". Is this requesting the cost of the engine PLUS the core charge on the assumption that no engine will be turned in for that transaction?

Answer: The state is asking for the price of a new engine without a core being exchanged for this option on the Bid Schedule.

Question 4: Inversely, the description "Factory New with Core".. Shall I assume this would be an exchange transaction.. in other words, The State of AK will be turning in an acceptable engine core for that particular transaction?

Answer: Yes, "Factory New with Core" means the state will exchange a core as part of the purchase agreement. See answers to Question 1 and 2.

Question 5: I'm a little confused on Option E and F with the Lycoming engines. Lycoming does not offer a Zero (0) time Factory overhaul. They have three options for engines.

Answer: Option E of the Lycoming engines is changed to read: "'0' Hour Overhauled/Exchanged with Core to Overhauled/Exchanged meeting serviceable timelines with Core." Section 2.01, third paragraph, first sentence is removed and replaced with: "The Lycoming engines shall be Lycoming factory new, rebuilt or overhauled/exchanged meeting serviceable timelines."

Question 6: Please confirm the three types of Lycoming engines offered.

Answer in bold:

- 1 – Factory New, which all come at Zero time – **This has never run on an airplane.**
- 2 – Factory Rebuilt, which also come with Zero Time – **Manufacture rebuilt and meets brand new engine tolerances**
- 4 (sic) – Factory Overhaul, which are time continued. On occasion these Overhauled engines might be Zero time, but that's only at Lycoming's prerogative if they happen to short on core engines. Normally, they are time continued which points to the lower end of the engine, not the top end. All the cylinders on the top end are new even on a Factory Overhaul. **This type comes out of another aircraft and parts meet serviceable timelines.**

Additional information provided by Lycoming for clarification:

Nearly all factory engines come with a baseline 2,200 TBO and if operated 40 or more hours per month the TBO is extended to 2,400 hours (reference SI 1009 for more details, attached). New and Rebuild engines both come with a base 2 year warranty, O/H is 1 year warranty. If operated <40 hours per month an additional 1 year of warranty is applied. Time is continued but it has no bearing on the components, it is time on the serial number. For an example, if you receive an engine with 3,300 hours TT, it may have a case, crank, sump or accessory housing, or carb/servo that may have more, less or brand new parts used. Those major components are typically all that are reused on factory overhauls, all others parts are new to include cylinders and mags.

The engine the customer receives will not share any components with the engine they sent in. When core engines are received, they are torn down and the components inspected, reworked as needed, and graded as a “-85” part if they meet new part tolerances, or “-70” if they meet overhaul part tolerances, then placed in the stock room.

- When an engine is built up as a new engine, it will use all brand-new, first-run parts straight from the new part box. It is a “Zero hours since new” engine.
- When a rebuilt engine is built up, it will be slated to use as many “-85” parts as possible with the exception of the “top end”—*all* engines leaving the factory get new cylinders, valvetrain, pistons, rings, etc. Should a “-85” part not be available, a new stock part will be substituted. It is a “Zero hours since new” engine.
- When an overhaul engine is built up it will be slated to use “-70” parts. If “-70” parts are unavailable, a “-85” or new-stock part will be used instead. It will continue time accrued by that serial number as a “Zero hours since major overhaul” engine.

Changes to the ITB:

Change 1: Sec 2.01 Scope of Work, Table: Lycoming Engines, Model O-360 B2B is corrected to O-320-B2B and Model IO-540-F1B5 is corrected to O-540-F1B5. Sec 2.01 Scope of Work, Table: Carburetor, Part 656469A7 is removed and Part MA-45PA is corrected to MA-4SPA.

Change 2: On the Bid Schedule, Item 18, part number 10-3678-32H is corrected to 10-3678-12. Part number 72394-70 is removed as part of this solicitation. This part number does not need to be responded to in order to be considered responsive.

Change 3: The deadline for bids is extended to 1:30pm AK time, August 19, 2024.
