

STATE OF ALASKA

Department of Natural Resources
Division of Support Services



INVITATION TO BID (ITB) 2025-1000-0178 EXCLUSIVE USE HELICOPTER FOR FOREST INVENTORY

ADDENDUM 1

ISSUED JANUARY 3, 2025

This addendum is being issued to answer questions from vendors to the ITB.

Important Note to Offerors: You are **NOT** required to sign and return this page of the addendum 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 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.

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COMPANY SUBMITTING BID

AUTHORIZED SIGNATURE

DATE

QUESTIONS SUBMITTED BY OFFERORS AND ANSWER FROM THE STATE

Question 1: *On the Extension- Is that a mutual decision, would we have an option?*

Answer 1: The guaranteed 76-day exclusive use period outlined in this contract represents the minimum amount of time required to complete field work under ideal field & staffing conditions. However, due to the unpredictable nature of weather in Alaska and the complexities of field operations, it is standard for additional time to be required to complete the project. While the State will provide at least 48 hours' notice of any extensions, contractors should anticipate and plan for the likelihood of extensions. Historically, extensions of approximately 21 days have been typical in previous field seasons, pushing into early September.

Please review (iv) Exclusive Use Period and Option for Extension Use Period, second paragraph on page 40 of RFP, which states in part, "Extension periods will not exceed 70 calendar days (10 weeks) and shall be extended at the State's option on a seven-day block basis per the terms, conditions, specifications and prices contained in this contract ..."

Question 2: *Does the helicopter need to be an A-star?*

Answer 2: The helicopter must be a Type 3 helicopter (see Sec. 1.04 Prior Experience on page 5 of RFP), and must meet the minimum general requirements outlined in Sec. 2.01 Scope of Work, (a) Requirements (page 9 of RFP):

- (i) Seating capacity: 6; pilot plus 5 passenger seats;
- (ii) Cruise Speed: 110 Nautical miles per hour at sea level;
- (iii) Useful load (external/jettisonable): @ 3000 msl, @ 70 F with 1 ½ hours of fuel on board, internal, 1100 lbs.;
- (iv) Fuel Range: 300 nautical miles @ sea level, and;
- (v) Turbine Powered: Minimum 500 shaft horsepower.
- (vi) Transportation of personnel, equipment and supplies to and from Unimproved landing zones in remote areas supporting a forest inventory project (Primary Mission);
- (vii) Transportation of cargo, both internal and external;
- (viii) Search and rescue missions;
- (ix) Fire patrol, reconnaissance, or detection flights;
- (x) Aerial attack on wildfires with external water bucket.

Examples of Type 3 helicopters are:

- Bell 407
- Airbus H125 (AS350 B3e)
- Airbus H125 (AS350 B3)
- Airbus H125 (AS350 B2)
- Bell 206L-4 Long Ranger
- MD 600N
- AW119

Question 3: *Where will our crew stay if awarded the job?*

Answer 3: Please review Sec. 2.01 Scope of Work, (a) Requirements, fifth paragraph on page 10 of the RFP, which states in part, “The State will provide meals, lodging and transportation for the pilot and mechanic while operating at any location other than the designated base ...”

It states in (gg) Specific Conditions for the Forest Inventory Project, Specific conditions for Designated Base Area, (v) Subsistence and Quarters, Field Season 2025 (St. Mary’s, Alaska) on page 40 of RFP, “The Contractor is responsible for the housing and subsistence of the helicopter crewmembers while working from the designated base. When the helicopter and crew are away from the designated base, lodging and per diem will be arranged for and provided by the State, equal to that furnished to State employees.

If, at the option of the State, the State does not provide meals and/or lodging for the crew when away from the designated base, the State will pay an allowance for each night that each authorized crewmember is required to remain away from the designated base. The allowance permitted shall consist of actual costs for lodging and an allowance for Meal and Incidental Expenses (M&IE) commensurate with the rate applicable to State employees for the geographic area in which assigned and documented on the flight record form.”

Due to the remote nature of the project, work accommodations vary based on the crew's location and the facilities and resources available in the community. When available, flight crews are typically accommodated in lodges or Airbnb-style settings, with meals provided or a per diem for food expenses. In many rural or fly-in-only locations, however, flight crews may need to stay with project personnel in dry cabins or spike camps due to no alternate options.

Question 4: *Does Forestry provide transportation of relief crews to/from designated bases and other areas?*

Answer 4: The vendor is responsible for transportation and costs associated with moving the flight crew to and from the home base. When operating away from the home base, the Division of Forestry (DOF) will cover the costs of travel from the home base to the work location. If direct travel from the home base to secondary locations is not logistically feasible, DOF will collaborate with the vendor to determine the best approach. In many instances, utilizing project aircraft proves to be the most practical solution.

Question 5: *Pg 38 (viii) Payment says 75 days but numerous other areas state 76.*

Answer 5: The discrepancy between 75 days and 76 days is a typographical error. The correct duration is 76 days, as stated in the majority of the document.

Question 6: *Page 40 (iv) Exclusive Use Period and Option for Extension Period states “The helicopter and pilot must be for the exclusive use of the State for the purpose set forth by the resultant contract for the period commencing approximately 7:00 AM. June 04, 2025, through approximately 6:00 PM August 18, 2025.” Page 41 Section 2.03 Contract Type states “The State will guarantee a minimum of 76 calendar days from approximately June 01, through approximately August 15 every year, the State cannot guarantee services or dollar amount over 76 calendar days.” What are the actual dates for the 2025 field season?*

Answer 6: Currently, the dates are not fully finalized. The expected start date is the first week of June, with the season anticipated to conclude in the first or second week of September. Over the last few field season, the project has averaged around 90 days.

Question 7: *Page 39 (gg) (ii) Designated Base of Operations states, “As the 2025 field season progresses, the helicopter will be moved to secondary bases/areas as needed. It will be expected to move operations 2-3 times during the length of the contract each year.” What are the proposed secondary bases for the 2025 field season?*

Answer 7: Current planning projects operations will be based out of the communities of St. Mary’s, McGrath, and Lake Minchumina. The project will also operate from a remote runway that formerly supported the mining community of Flat. However, this plan is subject to change based on evolving project needs, logistics, and resource availability, and scheduling.

Question 8: *What are the proposed designated bases for subsequent years?*

Answer 8: Designated bases of operations for subsequent years are determined and agreed to during the winter months preceding each field season, following an evaluation of accomplishments and outcomes from the prior field season. Generally, the project aims to visit all forested lands in Interior Alaska. Operations began in Fairbanks in 2015 and have progressed clockwise across the state over the past decade, leading to the current operations in the Lower Yukon region. Future years project continued movement across the Lower Yukon region, expanding north and east of the Yukon Delta.

Question 9: *Page 22, item (xviii) reads “The aircraft shall be equipped with a forward-facing Recognition Pulse Light System similar to Devore Aviation Corporation's Under Fuselage Light Kit No 212-00004-1 or Dart kit equivalent.” There are no forward-facing Recognition Pulse Light Systems or kits available which are independent of the landing lights for AS350B or Bell 407 aircraft. If no STC exists for the required pulse light for the offered aircraft what does DOF propose as a solution or substitution?*

Answer 9: The State understands your concern regarding the availability of forward-facing Recognition Pulse Light Systems for AS350B or Bell 407 aircraft. There are, in fact, two separate pulse light kits that are STC-approved and available on the market. Vendors are encouraged to use these approved systems to meet the contract requirements.

Question 10: *In previous years, how often was this contract extended? If the contract was extended, how long was the extension?*

Answer 10: In the last two iterations of this contract, all additional available years were extended. This contract may be extended for up to four additional periods, totaling five field seasons.

Question 11: *Can you please confirm 200lb pilot weight for the Load Calculation? SEC. 2.01 SCOPE OF WORK (a) REQUIREMENTS does not specify a crew/pilot weight.*

Answer 11: The 200-pound pilot weight is used for the load calculation to ensure the helicopter can meet the minimum requirement for useful load. The load calculation includes a column for pilot weight and fuel loading. We use a standard pilot weight of 200 pounds and account for 1.5 hours of fuel to ensure all vendors are operating with the same weight parameters.

END OF ADDENDUM 1