

STATE OF ALASKA

Department of Public Safety
Division of Administrative Services



AIRCRAFT MAINTENANCE DATABASE

ITB 2025-1200-0212

Amendment Three

Issued January 27, 2025

This amendment is being issued to extend the deadline and make 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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Procurement Specialist 5

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COMPANY SUBMITTING BID

AUTHORIZED SIGNATURE

DATE

Changes to the ITB:

Change 1: Extend the deadline for bids to 1:30 PM, February 7, 2025.

Change 2: Section 2.01, paragraph two, remove listed Caravan SNs and replace with: 2080182, 2080352, 2080607

Change 3: Section 2.01, The Contractor Must, Bullet Point 2, remove and replace with “Provide initial training in-person within 30 days of contract award, to be scheduled between project managers and the successful bidder.” Bidders **must** use the “Bid Schedule A3 Update” spreadsheet to provide their responses, to include travel for the initial in-person training. All actual travel costs **must** be reviewed and approved by the state prior to expenditure and billing to the contract.

Change 4: Section 2.01, The Contractor Must, add Bullet Point 3 stating, “Provide in-person training as requested by the state throughout the life of the contract. All actual travel costs **must** be reviewed and approved by the state prior to expenditure and billing to the contract.”

Change 5: Section 2.01, The System Must, add the following Bullet Points:

- Allow logbook entries to include cycle and landing counts
 - Allow for flight times to be entered
 - Allow for operational capabilities
 - Allow entry of aircraft discrepancies / squawks
 - Allow for management of time-controlled components
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Change 6: Section 4.01, remove second Bullet Point and replace with: “Must be recognized by major industry leaders such as Airbus, Beechcraft, Cessna, Robinson, Super Cub PA-18, and Textron and must be able to provide engine health monitoring on Lycoming, Pratt & Whitney, Safran, and Teledyne Continental engines”