

STATE OF ALASKA

Department of Public Safety
Aircraft Section



Fairbanks Avionics

ITB #2026-1200-0068

Amendment #1

September 26, 2025

This amendment is being issued due to the DPS Aircraft Section having received questions regarding the solicitation; responses have been provided, resulting in a seven-day extension of the bid, a revised bid schedule, and an amendment to the method of award.

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: We do not currently have the Beechcraft King Air 350i or the Airbus H125 on our capabilities list. All other aircraft are listed and approved. Would you like us to include a statement in our bid clarifying our capabilities list?

Answer: Vendors shall indicate their capabilities on the updated Bid Schedule A.

Question 2: On page 7, the bottom paragraph states: “Avionics repairs and services shall be accomplished by a FAA certified Avionics Repairman or an FAA certificated Airframe and Powerplant Mechanic as appropriate to the work performed.”

As a Part 145 certificated repair station, our technicians sign under the Repair Station certificate. We often have non-certificated technicians working under the direct supervision of a certificated lead. Do we need to notify the State each time non-certificated technicians work on an aircraft, or is it sufficient to state that our technicians will perform the work under supervision of certificated leads as required?

Answer: It's fairly common to have non-AP's working under a Part 145 Repair Station. That is one of the privileges of a Repair Station where the work and the Return to Service are performed under the Repair Station Certificate. Under supervision for non-certificated or non-repairman shall be defined as the supervising technician is physically present.

Changes to the ITB:

Change 1: The Bid Schedule table in Section 1 Subsection 1.09 ITB Schedule is hereby replaced in its entirety with the following table:

ACTIVITY	TIME	DATE
Issue Date / ITB Released		September 12, 2025
Deadline for Receipt of Bids / Bid Due Date	1:30pm ASKST	October 13, 2025
Bid Evaluations Complete		October 13, 2025
Notice of Intent to Award		October 21, 2025
Contract Issued		October 30, 2025

Change 2: Section 4, Subsection 4.10 Method of Award is hereby replaced in its entirety with: All respondents to this Invitation to Bid (ITB) will be awarded a contract, provided they meet all specifications, terms, and conditions outlined in the ITB, and are determined to be responsive and responsible bidders. Additionally, bidders must indicate the capability to perform work on at least one aircraft listed in Section 2, Subsection 2.01 – Scope of Work on the updated Bid Schedule A to be considered responsive.

Change 3: The ITB Bid Schedule is hereby replaced in its entirety with ITB 2026-1200-0068 Bid Schedule A.