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REGARDING: IDL RFP 25-701 - ADDENDUM 1 – Exclusive Use Aviation Type 1 Helicopter

- **RFP Issued: 03.25.2025**
- **Addendum 1 Issued: 04.17.2025**

Sign at the end of this document, acknowledging understanding/compliance and submit with proposal.

This ADDENDUM 1 is sent to answer questions received, and to revise Attachment 5.

- 1) **QUESTION:** Do you have a preferred aircraft solution of tank vs. bucket? Do you have a preferred way the water is delivered, would you guys rather see a tanked machine, would you rather see a bucket machine, would you rather have the ability to have both?

ANSWER: The solicitation requires both. Due to statewide fire protection responsibilities, IDL cannot state whether IDL would be ordering one solution more than other (tank vs bucket). It depends on where the fire is at and the circumstances surrounding protection responsibility, terrain, public aircraft operations, etc. That is why the requirement is for both solutions to be provided by the contractor. Please make sure that you refer to the entire RFP, the Scope of Contract Conditions as well as Attachment 5 which includes information regarding the bucket and tank equipment requirements.

- 2) **QUESTION:** Reading through attachment 5 and the requirements. Since the RFP is requiring both bucket and tank, is there a timeline requirement under contract to swap from a tank to a bucket or vice versa?

ANSWER: There is no timeframe requirement within the contract. IDL understands there are varied amounts of time required to reconfigure between tank and bucket capabilities on the aircraft. IDL wants to maintain some flexibility considering the varying operating conditions and possible extenuating circumstances that may arise during fire suppression operations. IDL respectfully requests that contractors do their due diligence to make this process as safe and efficient as possible for sake of timely fire suppression response under IDL's full suppression mission.

- 3) **QUESTION:** Do you have a tentative start date for the contract?

ANSWER: Idaho does have a fairly narrow fire season as it relates to aviation suppression needs. There is not enough information at this time to say what that start date will be for this year. Historically IDL has started the Mandatory Availability Period (MAP) for aviation contracts as early as June 3rd, and as late as around July 4th. A lot of this depends

on spring weather and other forecasted conditions. Timing of the award of this contract will also affect potential start dates for the base year of the contract.

- 4) **QUESTION:** Is there any openness to any other similar type helicopters; for instance a Bell 405? Curious what the agency's thoughts are on that. A UH-60 requires an additional crewman, which means added costs associated.

ANSWER: IDL is not aware of a Bell 405 model as mentioned by a contractor in the Pre-Proposal Conference.

The solicitation is specifically for the S70/UH60 series helicopter (Attachment 5 for specifics). IDL has protection responsibility over 9 million acres of ground statewide including responsibility for other ownerships through agreements. For 2025 (at this time), this is the only EU Helicopter that IDL is soliciting for. If asking about a Bell 205 (instead of a Bell 405 as asked in the pre-work conference) IDL requires a helicopter with higher performance standards than that of a Bell 205 (speed, payload, and altitude at minimum) that can relocate across the state efficiently. IDL does not have interest at this time in other aircraft for this solicitation.

- 5) **QUESTION:** Does this contract want the actual weight of the fire shelter in our weight and balance?

ANSWER: "Contractor will provide approved personal fire shelters (spec. 5100-606) for all Contractor personnel covered under this Contract. Fire shelters required in the aircraft must be secured and accessible to crews onboard the aircraft, not stored in cargo compartments or loosely placed in the "hat-rack".
"Fire Shelter shall be on board the helicopter at all times while under contract and included in the equipped weight (8 lbs)."

This contract requires a valid USFS Airworthiness Card. Weight and Balance is accomplished as part of the Carding process (see Attachment 5; Section 3 for further context). Contractors must comply with requirements under this Carding process. The Fire Shelter must be accounted for at a minimum, as part of the Equipped Weight.

- 6) **QUESTION:** Will the start dates of this contract change from year to year?

ANSWER: Historically helicopter contract MAPs have averaged a start date between June 3rd and July 4th. Start dates depend on annual spring weather and other forecasted conditions. For this reason, start dates may vary on an annual basis.

- 7) **QUESTION:** Would there be consideration to lower the Non-Jettisonable payload of 5,000 lbs. for just the tank since the weight of the tank is significantly higher than the bucket weight to allow more UH-60's to bid?

ANSWER: Thank you for this question. Upon reviewing the RFP and Attachment 5, please note the following information as it relates to allowable payloads for the Tank.

- 8) **QUESTION:** Will the Idaho Department of Lands (IDL), in coordination with the USFS, offer a pathway for pilot, mechanic, and aircraft carding for contractors who do not currently hold a federal contract? Given that the USFS does not card aircraft, pilots, or mechanics without an existing federal agreement, we are seeking clarification on whether IDL will facilitate this process for state-contracted vendors. For example, on federal contracts, a contractor may bid with an uncarded aircraft, and upon award, proceed through the inspection and carding process. We want to confirm that a similar approach will be acceptable under IDL contracts, meaning aircraft, pilots, mechanics do not need to be carded at the time of bidding.

ANSWER: IDL cannot guarantee a pathway for federal carding for any offeror. IDL will accept proof of current pilot/aircraft/mechanic cards or an expired card with proof of an inspection/review date, to be considered responsive (i.e. must be a card for the pilot/aircraft/mechanic being offered under this solicitation. An offeror will not be considered responsive if proof of carding is provided for anything other than what is being offered under this solicitation [other aircraft type for example]). Proof of an inspection/review date (with an expired card) is acceptable at a minimum to mitigate any issues or delays with regards to meeting contract requirements prior to the reporting date of this contract.

RFP Attachment 5:

“Interagency Airworthiness/Carding and Inspections – Pilots, Aircraft, and Mechanic personnel offered under this solicitation and contract must, prior to the Reporting Date, obtain all FS-5700 series carding documentation (example: OAS-30B (3-18) 5700-3A for pilots). Contractor must maintain current Interagency Carding and Airworthiness approval throughout the duration of this Contract.

Also ensure to reference all other areas within the RFP that discuss Interagency Inspection and Acceptance/Interagency Qualification Requirements.

- 9) **QUESTION:** Will IDL provide indoor hangar space at KCOE in the event of inclement weather, such as hail or thunderstorms?
- a. If not, will the aircraft be permitted to be positioned to nearby hangar for safe keeping until hazardous storms are no longer a threat?

ANSWER: The process that IDL follows for inclement weather repositioning is intended to be flexible to ensure the pilot and IDL can make the best decision given the uniqueness of an inclement weather scenario. At KCOE, IDL leases a hangar that may be available for use. However, IDL has multiple aircraft under contract and limited available space at the hangar, therefore IDL does not guarantee availability of the hangar to any given contractor. During an inclement weather scenario, IDL will work with the contractor to determine the best course of action. Due to the helicopter being a statewide resource and acknowledging that inclement weather could impact operations at alternate bases such as Grangeville in Central Idaho where IDL does not have designated hangar space, the contract intentionally provides flexibility.

10) **QUESTION:** Do Idaho-based contractors receive any preference in the selection process compared to out-of-state companies?

ANSWER: The state of Idaho does not have any preference laws specifically governing aviation services contracts. However, IDL applies reciprocal preferences when evaluating proposals. Please see Section 1.3.9 of the RFP for more detailed information.

11) **QUESTION:** TAS is not required for Restricted category Helicopters per the USFS MATOC contract. Is IDL planning to deviate from USFS requirements and require this equipment to be installed on the offered Restricted category UH-60's?

ANSWER: IDL like many state agencies, deviates from USFS requirements on various aviation contracts (on-board injection requirements for amphibious water scooper contracts as an example). IDL is aware that TAS is not required under the current MATOC for restricted category helicopters but that it is required for standard category/passenger transport helicopters.

TAS remains a requirement as described in this RFP.

12) **QUESTION:** Unfortunately none of our 14, UH-60 Hawks meet the 5,000lbs. 8,000/25 spec with bucket included. Will IDL reconsider this specification?

ANSWER: IDL is not willing to reconsider the performance minimum specifications regarding this requirement for this RFP (copied text below for specific reference).

Bucket: At 8,000 feet pressure altitude and 25°C with

non-jettisonable HOGE-jettisonable

An Actual payload (Bucket and Long line subtracted from HOGE-jettisonable) of 5,000 pounds, as determined by EXHIBIT 13 – INTERAGENCY HELICOPTER LOAD CALCULATION, using a standard pilot weight of 200 pounds and fuel for one hour and 30 minutes (01+30) as determined by EXHIBIT 12 – HELICOPTER SERVICES HOURLY FLIGHT RATES, FUEL CONSUMPTION, AND WEIGHT REDUCTION CHART.

CORRECTION: IDL has incorrectly specified Performance Minimums for the Tank, on Attachment 5 – General Requirements and Schedule of Items (PDF Fillable Form) and within the text of the RFP. See change below in **red-strike through** text.

Tank: At 8,000 feet pressure altitude and 25°C with

non-jettisonable HOGE-jettisonable

A HOGE-jettisonable payload ~~of 5,000 pounds~~, as determined by EXHIBIT 13 – INTERAGENCY HELICOPTER LOAD CALCULATION, form using a standard pilot weight of 200 pounds and fuel for one hour and 30 minutes (01+30) as determined by EXHIBIT 12 – HOURLY FLIGHT RATES, FUEL CONSUMPTION, AND WEIGHT REDUCTION CHART.

Note:

Please reference Attachment 5; clause 2, Contracted Helicopter Equipped Weight, where it is specified that the approved HOGE Performance requires entering allowable payloads WITHOUT tank or bucket weights. Tank and Primary Bucket weights are required to be entered on separate specific lines within Attachment 5.

****Attachment 5 – General Requirements and Schedule of Items has been revised. It has been attached as a separate fillable PDF with this Addendum notice, and has been replaced on the IDL Contracting Bid Board Website. Offeror must utilize the revised version in its proposal.****

The information sent in this addendum and does not change the Proposal Due Date of the RFP. **This solicitation closes:** May 6, 2025 @ 3:00 p.m.PT

Thank you.

CONTRACTOR: _____

By: _____

Title: _____

Date and Time: _____