

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT			1. CONTRACT ID CODE	PAGE OF PAGES	
			J	1	15
2. AMENDMENT/MODIFICATION NO. 0002	3. EFFECTIVE DATE 31-Jan-2011	4. REQUISITION/PURCHASE REQ. NO.		5. PROJECT NO.(If applicable)	
6. ISSUED BY AFGHANISTAN DISTRICT SOUTH (AES) US ARMY CORPS OF ENGINEERS APO AE 09355	CODE W5J9LE	7. ADMINISTERED BY (If other than item 6)		CODE	
		<b>See Item 6</b>			
8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)			X	9A. AMENDMENT OF SOLICITATION NO. W5J9LE-11-R-0017	
			X	9B. DATED (SEE ITEM 11) 15-Jan-2011	
				10A. MOD. OF CONTRACT/ORDER NO.	
				10B. DATED (SEE ITEM 13)	
CODE			FACILITY CODE		
<b>11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS</b>					
<input checked="" type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer <input type="checkbox"/> is extended, <input checked="" type="checkbox"/> is not extended. Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning <u>1</u> copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.					
12. ACCOUNTING AND APPROPRIATION DATA (If required)					
<b>13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.</b>					
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.					
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).					
C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:					
D. OTHER (Specify type of modification and authority)					
E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input type="checkbox"/> is required to sign this document and return _____ copies to the issuing office.					
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)  The purpose of this amendment is as follows:  1. Questions and Answers are hereby stated in this amendment. 2. RFP No. W5J9LE-11-R-0017 is not extended. Proposal due date of 15 February 2011 remains unchanged.  SEE CONTINUATION PAGES---					
Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.					
15A. NAME AND TITLE OF SIGNER (Type or print)			16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)		
			TEL: _____ EMAIL: _____		
15B. CONTRACTOR/OFFEROR  _____ (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA  BY _____ (Signature of Contracting Officer)		16C. DATE SIGNED  31-Jan-2011	

## SECTION SF 30 BLOCK 14 CONTINUATION PAGE

**The following items are applicable to this modification:**

QUESTIONS AND ANSWERS

**QUESTIONS AND ANSWERS**

**Q1.** Will the contractor be required to provide his own separate fuel supply for the aircraft?

**A1.** The contractor will be required to provide his own fuel supply for the aircraft.

Arrangements can be made with the local fuel provider, Supreme Services, who can be contacted at the following email address for more information:

[fuels.credit@supreme-group.net](mailto:fuels.credit@supreme-group.net)

**Q2.** Will the contractor be required to provide his own quarters for personnel?

**A2.** The Government will issue four (04) Letter of Authorizations (LOAs) which authorize billeting for contractor personnel under this contract. The privileges authorized under the LOA—to include billeting-- are provided on an “as available” basis, at the discretion of the local Garrison Commander. See Amendment 0001 issued on 25 JAN 2011. All other billeting requirements above those satisfied by the LOAs will be the responsibility of the contractor.

**Q3.** Will the contractor be required to provide ramp/maintenance space at KAF?

**A3.** There is currently one (1) fixed wing ramp space available at KAF for the contract awardee. There is limited space for maintenance and is “open-air.” There is no other coordination to be made on behalf of the government. The contractor must have a rotation plan in place for any maintenance as two (2) fixed wing aircrafts cannot be on one (1) ramp.

**Q4.** In accordance with the US Air Force Fact Sheet ‘How to become a CARB carrier’ I would appreciate any assistance and guidance and specifically a copy of a Model Program for a non US air carrier.

**A4.** Commercial Air Review Board (CARB) certification is the responsibility of the offeror. The offeror’s certification, or ability to become CARB certified, will be part of the proposal evaluation process. Each offeror is encouraged to review DoD Instruction 4500.53 (dated October 20, 2008) and incorporating Change 1 (dated December 2, 2010), which addresses CARB certification and the requirements thereof.

**Q5.** Our firm is teaming with another firm who will be submitting a proposal on the RFP No. W5J9LE-11-R-0017. I see the latest update that you have a requirement for a PM, Alt PM and one Operation Managers. Can one or two of the four pilots serve in one or two of these positions?

**A5.** Satisfying the requirements of the Performance Work Statement (PWS) is the responsibility of the contractor. Each offeror should propose a staffing mix that meets the minimum requirements of the PWS. It is feasible that a single person could serve in multiple roles. However, caution should be taken with the Operation Manager position, which requires a constant physical presence inside the USACE Air Operations center whenever services are being provided under this contract. See Amendment 00001, issued 25 JAN 2011.

**Q6.** Para 3.0 Type of Contract. Is this a firm fixed price contract with equitable price adjustments?

**A6.** No. The Government anticipates awarding a firm fixed price contract with no equitable price adjustment.

**Q7.** Para 6.0 - Excusable delays. A replacement aircraft is required within 12 hours of the COR's notification. Since the replacement aircraft in most cases will be coming from the US, is 12 hours a reasonable time to require a replacement aircraft in Kandahar? What about scheduled maintenance? Is there approved downtime for scheduled and routine maintenance events?

**A7.** The contractor is expected to have sufficient resources to be able to provide consistent and uninterrupted support services in accordance with the PWS. This uninterrupted support includes periods of scheduled, unscheduled, and routine maintenance. Offerors are reminded that "Resources" is one of four sub-factors of the Technical Evaluation factor upon which award will be based.

**Q8.** Para 12.0. Contractor travel shall be included in the proposed price and no additional travel charges will be authorized. Without knowing the locations of travel within the AES AOR, how often and how many personnel, it will be difficult to provide a firm fixed price for travel. We are able to factor in personnel travel to/from for deployment and rotation schedules. However, if additional travel is required, are you able to provide the details?

**A8.** The contractor is expected to have a team of personnel mobilized to provide fixed wing support services as described in the PWS. All costs associated with satisfying this requirement should be reflected in the offeror's proposed price as distributed across the identified Contract Line Item Numbers. No additional details will be provided.

**Q9.** Par 16.0 Phase-in Period - Are you able to provide an estimated award date?

**A9.** Estimated award date: on/around 01 MAR 2011

**Q10.** Para 18.0 Contractor Insurance and Liability - Are contractors able to obtain FAA Non Premium War Risk Insurance for this contract?

**A10.** USACE will assist the awardee with applying for FAA Non Premium War Risk Insurance for this contract if such insurance is available and appropriate. However, it is the contractor's responsibility to provide and maintain insurance covering its liabilities in amounts proper and appropriate for the services being provided under this PWS and in accordance with commercially accepted standards. In particular, the contractor shall provide workers compensation insurance (Defense Base Act) insurance as the Defense Base Act (42 U.S.C. 1651, *et seq.*) See Part 1, paragraph 18 of the PWS.

**Q11.** Section B - Pricing - What about fuel reimbursement? Will an equitable adjustment be applicable if the fuel increases above estimates during the 3 year term?

**A11.** See A6.

**Q12.** Is the contractor responsible for hangar and office?

**A12.** See A3.

**Q13.** Is there a location/map on the Kandahar field that can be provided for the overnight parking space that is GF?

**A13.** A map will be provided as an attachment to the PWS.

**Q14.** Can a vendor use other than Rutherford for DBA insurance?

**A14.** The contractor shall procure Defense Base Act (DBA) insurance pursuant to the terms of the contract between the U.S. Army Corps of Engineers (USACE) and CNA Insurance unless the contractor has a DBA self-insurance program approved by the Department of Labor. The contractor shall submit proof of a valid DBA insurance policy with CNA Insurance for the Prime and all subcontractors at every tier prior to performance of the contract. Use of coverage under the USACE contract with CNA is mandatory. CNA Insurance is utilizing Rutherford International as their managing broker.

**Q15.** Is the solicitation seeking an exclusive use aircraft, or can a vendor provide an aircraft which is shared with other contracts?

**A15.** The solicitation is for fixed wing transportation support services not aircraft. Whether the contractor opts to exclusively apply resources to this contract or share resources amongst other contracts is an internal business decision. However, the contractor must maintain adequate resources to ensure the consistent and uninterrupted support under this contract, else be held in default for all non-excusable delays.

**Q16.** PWS 1.4.2 – does the government require a security agent to maintain positive control over government property which is transported. Does the government intend to hold the vendor liable for losses?

**A16.** The Government expects the contractor to maintain an accountability log with a verifiable chain of custody to track cargo and material turned over to the contractor for transport. A responsible person on the contractor's staff will be required to sign for all cargo and material turned over for transport. The Government will hold the contractor liable for any losses resulting from negligence.

**Q 17.** PWS 1.5.2 – Concerning the payload requirement of 2,000 lbs; at what altitude and temperature is this payload calculation to be made? Should summer temperatures (30C) and Kabul altitude (7000 feet) be utilized in calculation of the aircraft payload capacity?

**A17.** The solicitation is for fixed-wing transportation support services. The minimum payload capacity is being revised to reflect a minimum payload capacity of 3000 pounds to include weight of cargo plus USACE passengers. The flight routes, altitudes, etc will be selected by the contractor and approved by the Government. The contractor should use all prudent parameters in accordance with best commercial practices and approved industry standards when performing payload calculations.

**Q18.** PWS 1.6.0 – how does the government intend to calculate the “late charge” in the event of aircraft unavailability? Is there a maximum amount which will be charged, or will a full 24 hours of flight penalty be charged per day until an aircraft is available?

**A18.** For all non-excusable delays: The contractor will be assessed a late charge in the amount of CLIN 0002 hourly flight rate for each hour, or part thereof, until like-kind transportation is

ultimately provided. There is no upper bound on the late fee. The late charge is assessed until the like-kind transportation is provided.

**Q19.** PWS 1.7.2 – Can the government define English “fluency”? Will a requirement for 4/4 English skills be required?

**A19.** English fluency as it pertains to this solicitation is the ability to speak, listen, read, write, understand, and comprehend conversational English.

**Q20.** PWS 1.10.0 – Is the Program Manager and APM required to be full-time exclusive to this contract?

**A20.** The Government expects the PM/APM to be available to support this contract between the hours of 0700 and 1930 daily, local Kandahar time. The decision to dedicate a PM and APM full-time exclusively to this contract is an internal business decision of the offeror.

**Q21.** PWS 1.10.0 – Can the government indicate the time zone for the required availability times.

**A21.** See A20.

**Q22.** PWS 1.12.0 – Contractor travel – is this to indicate that the aircraft and crew base of operations may be moved anywhere in the country at the cost responsibility of the contractor? This makes impossible to establish a consistent and reliable maintenance, logistics and operational footprint. Can the government further clarify what is intended and desired by the contractor travel requirement?

**A22.** The solicitation is for fixed wing transportation support services. The contractor will be required to transport USACE AES cargo and personnel to and from various secured military installations within the AES AOR—see part 1, paragraph 2.5. The location of the aircraft and base crew is an internal business decision of the offeror. The Government is prepared to help the awardee establish a base of operations on KAF. However, the awardee is free to choose an alternate base of operations as long as that choice allows the offeror to satisfy the requirements of the PWS. The Government will only help establish a base of operations on KAF.

**Q23.** PWS 3.2: Commercial life support is not available at KAF and it is not possible to stay there without USG/ISAF life support. Will the government offer life support for the staff.

**A23.** See A2 and Amendment 0001, Part 3.

**Q24.** PWS 3.3: - access to utilities at KAF is controlled by the USG/ISAF, it is not possible to acquire commercially. Will the government offer utilities for the program.

**A24.** See Amendment 0001, Part 3.

**Q25.** PWS 3.5: - Access to commercial fuel is often not possible at ISAF controlled airports. Will the USG provide fuel to this contract?

**A25.** See A1.

**Q26.** PWS 3.6: - Will the aircraft be required to leave KAF during the day if a mission is not planned? Is the ramp space only for overnight use?

**A26.** The fixed wing parking is available to the awardee 24/7/365 although the awardee is not required to utilize the ramp space.

**Q27.** Technical Evaluation Factors: The technical evaluation factors indicate that the vendor must demonstrate the ownership of two (2) aircraft which satisfy the PWS. Is this a typo as the requirement is only for one aircraft?

**A27.** The requirement is for fixed wing transportation support services not aircraft. The number and type of aircraft is left up to the contractor. In order to provide consistent and uninterrupted support, the Government anticipates a minimum of two fixed-wing aircraft will be required.

**Q28.** Will the government provide permanent parking at KAF or just overnight parking?

**A28.** See A26.

**Q29.** How many past performance questions from current/previous customers must be included in our proposal?

**A29.** Past performance questionnaires are to be submitted as part of the Volume II—Technical Proposal, see Section L (Instructions, Conditions, and Notices to Bidders) , paragraph B3b. There is no maximum number of past performance questionnaires. However, Volume II—Technical Proposal cannot exceed 100 pages in its entirety.

**Q30.** Will the government consider an aircraft that is based with hanger out of Kabul that must fly to KAF to perform missions? Towards that point, if awarded will the government right a letter demonstrating contractor obligation to the contract to another government that own/manages that specific ramp to ensure parking and hanger space is secured for contract period in Kabul?

**A30.** See A3. Basing an aircraft out of Kabul to support this contract is an internal business decision of the offeror that must be clearly defined in the proposed concept of operations. USACE will not require or request parking/hangar space in Kabul in order to support this contract.

**Q31.** Our firm maintains a FAR Part 135 on-demand air carrier certificate. However, it is a cargo only certificate. I contacted the FAA to see if regulations under a military contract and flying abroad afford greater flexibility in this regard. The answer I received was that DoD administered contracts fall outside of the exclusive authority of the FAA and can supersede it. Is any FAR Part 135 certificate acceptable or need an airline maintain a FAR Part 135 passenger certificate for eligibility?

**A31.** Every aircraft used to provide support under this contract shall be of good quality and in safe operating condition, and shall comply with FAR Part 135 and 32 CFR Part 861.4 for the transportation of both cargo and/or passengers.

**Q32.** Is Gov't fuel available to purchase at KAF?

**A32.** See A1.

**Q33.** If the contractor is an U.S. Contractor with U.S. employees, will SOFA status be available to those personnel?

**A33.** No. Contractor personnel are covered by DFARS 252.225-7040 and Class Deviation 2007-00010.

**Q34.** If SOFA status is available, can an overview be provided as to what services/support is available?

**A34.** See A2, A33.

**Q35.** Is there space at KAF for the contractor to store spares, tools, equipment?

**A35.** See A3.

**Q36.** Will the airplane operate strictly internally within Afghanistan or will there be trips originating at KAF and going to another country?

**A36.** Currently, the requirement is to operate strictly internally within Afghanistan.

**Q37.** Is this a new effort or recompetition of an existing contract?

**A37.** Although USACE does receive fixed wing support under an existing contract, this requirement is a new effort.

**Q38.** Do you require a pressurized aircraft? We can offer either--and both are capable of 20,000 feet (and higher) with oxygen.

**A38.** Every aircraft used to provide support under this contract shall be of good quality and in safe operating condition, and shall comply with FAR Part 135 and 32 CFR Part 861.4 for the transportation of both cargo and/or passengers. The type and style of aircraft proposed is left up to the individual offeror. However, offerors are reminded this is a BEST VALUE competition, and the Government anticipates awarding a contract to the offeror who presents the best value, price and other factors considered.

**Q39.** The synopsis suggests that only one aircraft needs to be available, but to ensure unforeseeable maintenance doesn't inhibit the mission, may we offer two aircraft? Is there room on the ramp at Kandahar for two?

**A39.** The offeror can propose a two aircraft operations plan. However, there is only space on KAF for one aircraft. The contractor will be responsible for the logistical requirements of housing the second aircraft.

**Q40.** We have familiarized ourselves with all of the projected nine airfields, with the exception of Qalat. Our research shows adequate runway length in excess of 4,300 feet. Also, we also note that all of these runways are paved. Which brings us to the questions that arise from section 5-3, part 4 of the solicitation? Landing and takeoff space is listed as 3,300 feet, with the surface listed as being possibly compacted dirt. Could you please clarify this for us as soon as possible?

**A40.** The airstrip at Qalat and Tarin Kowt are both unpaved surfaces. Tarin Kowt's runway length is approximately 3,300 feet long. To ensure that the aircraft will be able to land at all USACE – AES destinations, it must be able to land and take off with the maximum pay load on the shortest, unimproved runway (Tarin Kowt).

**Q41.** Please clarify what the maximum length of the mission day and maximum flight hours per day? (Part 135 will determine maximum duty day requirements for each crew but need to know

if customer envisions a contract mission day that exceeds the duty day limits under FAR Part 135 thus requiring 2 crews).

**A41.** The Government will not exceed the limits set in FAR Part 135 for a single crew on any given mission day.

**Q42.** Para 2.4: Do the flight hours required to position the aircraft at the initial embarkation point and return the aircraft to its base, count toward the minimum 90 hours of support service each month? Para 5.2: Are the prepositioning and retro flight hours included in “support service hours?”

**A42.** Prepositioning and retro flights do not count towards the 90 hours of support service. Service support hours start when USACE personnel and/or cargo are loaded on the aircraft and the aircraft reports "wheels up", and end with the “wheels down” time. A given mission day, which may include multiple destinations (mission legs), will have multiple start/stop times. The cumulative daily service support hours for a given mission day will be the sum total of the individual mission legs. Service support hours will be recorded to the nearest 1/10th of an hour for actual hours of service provided, regardless of the local time.

**Q43.** Para 5.3: “The aircraft shall be equipped with HF” – doesn’t mention UHF, VHF. What communication capability is required? UHF (FM) for communication with ground units? SATCOM required?

**A43.** Real time communication between the aircraft and KAF is required by this contract. The USACE Air Operations Center has the ability to transmit and receive HF and UHF. HF is the preferred due to its increased range. However, the offeror is free to propose an alternate form of real-time communication. Regardless, the contractor will be required to ensure they are in compliance, and remain in compliance throughout the life of the contract, with applicable aviation communication regulations, both military and commercial, which required for the safe and proper operation of aircraft within Afghanistan.

**Q44.** Para 5.3: Scheduled maintenance is listed as “non-excusable delays.” Will the government make any provisions for routine scheduled maintenance as required by FAR Part 135 that take more than 12 hours? Will the contractor be able to schedule maintenance periods with more than 96 hours notice to the government?

**A44.** Scheduled maintenance is not an excusable delay. There should be no interruption in service due to scheduled maintenance. No provisions will be made for any service interruptions resulting from routine scheduled maintenance. The contractor must maintain adequate resources to ensure uninterrupted and consistent performance of all tasks defined within the PWS.

**Q45.** Para 10.0: Are times listed for contract manager and Operations Manager Afghanistan local?

**A45.** Yes.

**Q46.** Para 5.1.2.e: End of mission day brief shall be provided to COR in person when at “Home Station.” What is the content of the mission day brief? Who provides the mission day brief to the COR – crew, Ops Manager, Program Manager?

**A46.** Your quote of para 5.1.2.e is not accurate. See Amendment 00001 issued 25 JAN 2011.

**Q47.** If a contractor is able to obtain housing on a military installation (i.e. Kandahar), will the Contracting Officer be willing to check Gov't Furnished Meals, MWR, Billeting, Military Banking, Military Exchange and Postal Services on the LOAs for US Persons?

**A47.** See A2

**Q48.** The RFP requires an aircraft that can carry 9 Pax and/or a payload of 9000 lbs and there is also a reference to 110 lbs of cargo per pax. Please confirm that the 110lbs of cargo per pax is baggage.

**A48.** The solicitation is being revised to require an aircraft with a minimum payload of 3000 pounds, which includes the weight of cargo plus any USACE passengers. For planning purposes, the contractor can expect to load/unload an average of 110 pounds of cargo per mission leg. There may be times when more than 110 pounds of cargo per mission leg will be required to be moved. Additionally, the contractor should plan for 250 pounds per passenger. Regardless, the approximate weight, type, and amount of cargo and number of passengers—per mission leg--will be conveyed to the contractor via the Movement Request. Movement Requests shall be submitted as detailed in the PWS.

**Q49.** If the subject RFP is intended to replace an existing service, what fixed wing aircraft type is currently providing this service? Or if there is no aircraft currently providing this service, what aircraft type(s) does the contracting authority believe to be ideally suited for the requested services?

**A49.** The solicitation is for fixed wing air support transportation services. The type, style, make, model of aircraft proposed to satisfy the requirements of the PWS are a business decision of the offeror.

**Q50.** Would you please clarify whether the contractor's aircraft needs to provide a total of 2000 lbs passengers and cargo, or is it 9 passengers plus 2000 lbs cargo? 14 CFR 119.3 suggests that the 2000lbs will include 9 passengers and cargo.

**A50.** The solicitation is being revised to require an aircraft with a minimum payload of 3000 pounds, which includes the weight of cargo plus any USACE passengers. For planning purposes, the contractor can expect to load/unload an average of 110 pounds of cargo per mission leg. There may be times when more than 110 pounds of cargo per mission leg will be required to be moved. Additionally, the contractor should plan for 250 pounds per passenger. Regardless, the approximate weight, type, and amount of cargo and number of passengers—per mission leg--will be conveyed to the contractor via the Movement Request. Movement Requests shall be submitted as detailed in the PWS.

**Q51.** According to the PWS, there is a requirement for two fixed wing, twin engine aircraft. The RFP also indicates that the amount of contracted Fixed Wing Support Services will total approximately 90 hours of flying each month. As a single aircraft could easily meet the requirement for 90 hours of service, why are two aircraft required by the RFP?

**A51.** The solicitation is for fixed wing air transportation services. Whether this service is provided by one aircraft or a fleet of aircraft is an internal business decision of the offeror. The Government anticipates at least two aircraft will be required in order to provide the uninterrupted and consistent support service required. However, each offeror is free to propose any

combination of fixed wing aircraft necessary to satisfy their business model so long as that model satisfies the requirements of the PWS. Regardless, the 90 hours of support service will be a cumulative summary total of all the aircraft used to provide support services. See A42.

**Q52.** Are the aircraft to be provided for the Fixed Wing Support Services to be considered “exclusive” to the contracting authority / USACE / US Gov’t?

**A52.** See A15.

**Q53.** What is the purpose of the contractor travel outlined at RFP page 12, para 12? How many contractor personnel will be required to travel, and how frequently will this occur?

**A53.** The purpose of Part 1, paragraph 12, is to state the requirement requires contractor travel to and within southern Afghanistan.

**Q54.** What classes of cargo (according the definitions provided in the RFP) will the contractor’s aircraft be required to carry?

**A54.** See Part 2, paragraph 2.1.2 of the PWS.

**Q55.** The requirements for Prior Performance Questionnaires as it relates to Joint Ventures and partnerships are provided. Is there a requirement for separate PPQs where the business units of a single corporation combine to provide the requested services?

**A55.** Any past performance questionnaires submitted should relate the past performance of the offeror to the requirement. If the offeror is a combination of business units, then the past performance of the most relevant business unit(s) will be evaluated.

**Q56.** With a view to minimizing start-up time, will bidders be provided with the contact information necessary to (begin the paperwork to) satisfy Security Requirements (iaw para 11 RFP page 10) and obtain appropriate Badging in advance of contract award? Can bidders expect any official support from the Contracting Authority with application for the visas necessary for contract personnel to work in Afghanistan?

**A56.** The government will provide the required Letters of Authorization (LOAs) to obtain all required badges. However, it is the Contractor’s responsibility to identify and satisfy the badging and security requirements as required by each Garrison Commander at each routine and recurring destination.

**Q57.** In the description of Operations Manager on RFP page 12, para 10, reference is made to a “roster” of personnel who will provide the Operations Manager function. Is the requirement for this “roster” of personnel to Manage Operations in a single location from 0600-2400hrs daily, or must an operations staff be provided in multiple locations?

**A57.** See revised PWS issued as Amendment 00001 on 25 JAN 2011. The intent is to have the Operations Manager physically present in the USACE Air Ops Center during the mission day.

**Q58.** If there is a requirement to provide Operations Management in multiple locations, where and how many locations must the contractor provide an operations management function?

**A58.** See A5, A20, and A57.

**Q59.** In addition, there is a reference in the RFP made to a Site Manager who shall be fluent in the English Language. Would you please explain and clarify how the role of Operations and Site Manager differ? Would the Contracting Authority object to the Operations and Site Manager being the same person if / when appropriate?

**A59.** Key Personnel: Program Manager, Pilot, Operations Manager. See revised PWS issued as Amendment 00001 on 25 JAN 2011.

**Q60.** In the PWS (page 5 of Amendment 1) it lists that the aircraft must be equipped with HF. We have operated aircraft in Afghanistan for nearly 10 years and I don't recall us ever having used an HF radio. Can you confirm that an HF radio is required?

**A60.** Real time communication between the aircraft and KAF is required by this contract. The USACE Air Operations Center has the ability to transmit and receive HF and UHF. HF is the preferred due to its increased range. However, the offeror is free to propose an alternate form of real-time communication. Regardless, the contractor will be required to ensure they are in compliance, and remain in compliance throughout the life of the contract, with applicable aviation communication regulations, both military and commercial, which required for the safe and proper operation of aircraft within Afghanistan.

**Q61.** Please confirm that the contractor is guaranteed payment for a minimum of 90 flight hours per month regardless of flights hours directed by the COR or actually flown (if less than 90)?

**A61.** The contractor is guaranteed payment for the minimum of 90 service support hours each month, less any late charge penalties assessed due to failures to provide uninterrupted and consistent support as required and defined in the PWS.

**Q62.** The PWS states that the aircraft will be based (Remain Over Night [RON]) at Kandahar Air Field (KAF). If the embarkation point identified by the COR is anywhere other than KAF, is the contractor paid for the positioning/re-positioning of the aircraft from/to KAF at the designated Flight Hour (FH) rate?

**A62.** Prepositioning and retro flights do not count towards the 90 hours of support service. Service support hours start when USACE personnel and/or cargo are loaded on the aircraft and the aircraft reports "wheels up", and end with the "wheels down" time. A given mission day, which may include multiple destinations (mission legs), will have multiple start/stop times. The cumulative daily service support hours for a given mission day will be the sum total of the individual mission legs. Service support hours will be recorded to the nearest 1/10th of an hour for actual hours of service provided, regardless of the local time.

**Q63.** Will mission flights be daylight hours only?

**A63.** Service support hours will be primarily during daylight hours. However, the Government may request service support during night time hours depending on mission requirements. The contractor must be prepared to support both daytime and night-time operations.

**Q64.** For the benefit of evaluation and analysis will the government provide additional information on frequency and service anticipated (items such as primary routes and schedules, furthest distances and time flown, landing cycles, fuel burn, average mission flight hours per day etc.)? Information on the anticipated utilization of the aircraft encourages more accurate forecasting of items such as scheduled maintenance, parts support, fuel requirements etc., which in turn results in more accurate cost assessments—potentially reducing pricing presented to the government.

**A64.** The contractor will be guaranteed a minimum of 90 service support hours each month. The extent and detail of the anticipated utilization is contained in the Performance Work Statement. The cost calculations and proposed pricing are left up to the individual offerors. However, based on historical average, the contractor can expect an average of 5 to 6 service support hours in a given mission day.

**Q65.** *“Every aircraft used to provide support under this contract shall be of good quality and in safe operating condition, and shall comply with the Federal Aviation Regulation Part 135 (Operating Requirements) and 32 CFR Part 861.4 (DoD Air Transportation Quality and Safety Requirements):”* This statement is in conflict with other sections of the RFP such as Section 7.3 which state the contractor/operator can be under *“equivalent foreign Civil Aviation Authority (CAA) regulatory authority.”* Must the aircraft provided in support of this contract comply with FAR Part 135 or can the aircraft comply with foreign CAA equivalent?

**A65.** The contractor must operate under applicable Federal Aviation Regulation or equivalent Civil Aviation Authority (CAA).

**Q66.** Does the aircraft need to have a *minimum* payload capacity of 2000 lbs or *maximum* as stated? Is the cargo capacity as stated based on no passengers aboard or should determination of appropriate aircraft be made based on cargo requirements *and* 9 passengers?

**A66.** The solicitation is being revised to require an aircraft with a minimum payload of 3000 pounds, which includes the weight of cargo plus any USACE passengers. For planning purposes, the contractor can expect to load/unload an average of 110 pounds of cargo per mission leg. There may be times when more than 110 pounds of cargo per mission leg will be required to be moved. Additionally, the contractor should plan for 250 pounds per passenger. Regardless, the approximate weight, type, and amount of cargo and number of passengers—per mission leg--will be conveyed to the contractor via the Movement Request. Movement Requests shall be submitted as detailed in the PWS.

**Q67.** Current operations in Afghanistan usually require contracted aircraft to be equipped with UHF, VHF and FM two-way radios with a wider frequency range of 30-400MHz to allow for communication with US Military ground units. Is the over-the-horizon high frequency (HF) radio the only required communications capability or should aircraft have the added capability to communicate with US Military forces on frequencies within the range of 30-400MHz?

**A67.** Real time communication between the aircraft and KAF is required by this contract. The USACE Air Operations Center has the ability to transmit and receive HF and UHF. HF is the preferred due to its increased range. However, the offeror is free to propose an alternate form of real-time communication. Regardless, the contractor will be required to ensure they are in compliance, and remain in compliance throughout the life of the contract, with applicable aviation communication regulations, both military and commercial, which required for the safe and proper operation of aircraft within Afghanistan.

**Q68.** The operation proposed requires uninterrupted services 365 days a year. Scheduled and unscheduled maintenance are listed currently as “non-excusable delays” and for all non-excusable delays, the contractor must provide “like-kind replacement flight services within 12 hours of the COR’s notification.” In order to maintain a 100% Operational Readiness Rate (ORR), more than one aircraft is required. In addition, if a replacement aircraft is required within 12 hours of notification, it must be available in country as it is not feasible to obtain the required flight permissions, file a flight plan and fly the aircraft to the required location within the 12 hours allocated if the aircraft is outside of Afghanistan. The need to provide two aircraft in support of one operational aircraft may significantly increase the cost to the government. **Will the government consider allowing maintenance “down-time” in the contract as other DoD aviation service contracts within Afghanistan provide for? Alternatively, will the government consider allowing for replacement aircraft within 10 days of aircraft being Non Mission Capable (NMC) before penalties are assessed?**

**A68.** No. The requirement is for the consistent and uninterrupted fixed wing support service. The number and type of aircraft required to meet this requirement is left up to each offeror to propose.

**Q69.** *“After 12 hours, the Contractor will be assessed a late charge in the amount of the CLIN 0002 hourly flight rate for each hour, or part thereof, until like-kind transportation is ultimately provided.”* The proposed penalty assessed if the like-kind transportation is not provided within 12 hours is excessive compared to other DoD aviation contracts in the AO. **Will the government consider changing to a Pro Rata penalty based on CLIN 0001?**

**A69.** No. The penalty rate is controlled by each offeror’s price offered on CLIN 0002.

**Q70.** What are the expected Classes of Materials to be transported under this requirement?

**A70.** See A54.

**Q71.** Aviation fuel is made available to contractors provided services under other DoD aviation contracts in theater. Purchase is made possible through a DESC issued Department of Defense Activity Address Code (DODAAC) and is commonly a reimbursable item by CLIN. If the contractor is responsible for acquiring fuel independently and at commercial rates, the cost to the government for the proposed contract would be significantly higher than if the contractor can purchase fuel at government cost and be reimbursed. **Will the Government consider**

**authorizing issue of aviation fuel to the contractor via a DODAAC on a reimbursable basis?**

**A71.** See A1.

**Q72.** If the government wishes the aircraft to RON at KAF, will aircraft crew be issued “loaded” LOAs in addition to the Operations Manager, Program Manager and their alternates?

**A72.** See A2.

**Q73.** There are different ways that flight hours (FH) are defined. Commonly we see FH are determined from “block out to block in” time to nearest 1/10 of an hour expressed in local time. Is the FH determined by “block out to block in” as identified above or some other formula?

**A73.** Prepositioning and retro flights do not count towards the 90 hours of support service. Service support hours start when USACE personnel and/or cargo are loaded on the aircraft and the aircraft reports "wheels up", and end with the “wheels down” time. A given mission day, which may include multiple destinations (mission legs), will have multiple start/stop times. The cumulative daily service support hours for a given mission day will be the sum total of the individual mission legs. Service support hours will be recorded to the nearest 1/10th of an hour for actual hours of service provided, regardless of the local time.

**Q74.** Section L.I states that offerors shall use the past performance questionnaire as identified in the solicitation to be completed by current or past customers. Is the offeror limited in the number of questionnaires submitted?

**A74.** See A29.

**Q75.** The SF 33 currently states the proposal is due February 15, 2011. Will the Government consider extending proposal due dates so that contractors can deliver a more comprehensive technical proposal?

**A75.** No extension of the proposal due date is contemplated at this time.

**Q76.** Section L.3.ii.1 currently states regarding proposal submissions “If it was transmitted through an electronic commerce method authorized by the solicitation, it was received at the initial point of entry to the Government infrastructure not later than 5:00 p.m. one working day prior to the date specified for receipt of proposals” **Will the Government confirm that email proposal submissions must be received no later than 5:00 p.m. February 14, 2011? Also, will the Government confirm the time zone for submission (CST, EST, etc.).**

**A76.** The Government confirms that email proposal submissions must be received in accordance with Section L—Instructions, Conditions, and Notices to Bidders.

**SUMMARY OF CHANGES**

(End of Summary of Changes)