AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE
2. AMENDMENT/MODIFICATION NO.
AMENDMENT NO. 04
3. EFFECTIVE DATE
Oct 5, 2012
4. REQUISITION/PURCHASE REQ. NO.
5. PROJECT NO. (If applicable)

6. ISSUED BY
U.S. FOREST SERVICE - CONTRACTING
NATIONAL INTERAGENCY FIRE CENTER
3833 S. DEVELOPMENT AVE.,
BOISE, ID 83705-5354
7. ADMINISTERED BY

8. NAME AND ADDRESS OF CONTRACTOR
(No., street, county, State and ZIP Code)
U.S. FOREST SERVICE - CONTRACTING
NATIONAL INTERAGENCY FIRE CENTER
3833 S. DEVELOPMENT AVE.,
BOISE, ID 83705-5354

9A. AMENDMENT OF SOLICITATION NO.
AG-024B-S-11-9009
9B. DATED (SEE ITEM 11)
11/30/2011
10A. MODIFICATION OF CONTRACT/ORDER NO.
10B. DATED (SEE ITEM 13)

CODE
FACILITY CODE

11. THIS ITEM APPLIES ONLY TO AMENDMENTS OF SOLICITATIONS

☐ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers ☐ is extended. ☐ is not extended.

Offers 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 __ 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 ACKNOWLEDGEMENT 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)

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS.
IT MODIFIES THE CONTRACT/ORDER NUMBER AS DESCRIBED IN ITEM 14.

CHECK ONE

☐ A. THIS CHANGE ORDER IS 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 ☐ is not, ☐ 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 to make the following changes to solicitation AG-024B-S-11-9009


2. Page B-1 – Update service start date to 2013 and cancellation ceiling calendar year periods.

(continued on page 2)

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)
Matthew D. Olson, Contracting Officer
16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)

15B. CONTRACTOR/OFFEROR
15C. DATE SIGNED
16B. UNITED STATES OF AMERICA
16C. DATE SIGNED

(Signature of person authorized to sign) (Signature of Contracting Officer)
3. Page B-1 – (Paragraph 3) – Updated to read: “Offerors may submit offers for any or all of the line items located in the Schedule of Items for which they wish to be considered. The Schedule of Items allows offerors to bid aircraft for the first year of the contract and the Sub-Clin Items are for offering additional airtankers for years two (2) through (5) of awarded contract(s). Additional airtankers may be ordered at the Government’s option. All prices for this solicitation are to be priced out by the offeror(s) for each continuing year.”

4. Page B-2 – (Top paragraph) – Updated to read: “After award, the offerors will work to have their offered aircraft ready to perform for the 2013 fire season. When the Mandatory Availability Period (MAP) period begins, any awarded Line Item aircraft and subsequent sub CLINs not ready to perform shall be subject to Termination. MAP opening dates will change based on calendar year date designation from year to year. The MAP will commence “on or about” the designated date contained in the contract Schedule of Items plus or minus 5 days. Changes to the beginning and ending date of the MAP period shall be made and communicated to the contractors by the Contracting Officer (CO) on or before February 20th of the performance year.”

5. Page B-3 – Update MAP start dates for Line Items 1, 2, and 3 to start in 2013.

6. Page B-11 (Section B-2 (a)) – Updated to read: “Payload conversion is made at an average of 9 pounds per gallon of fluid. Exact payload for each individual aircraft will be computed from documented weight and balance data. The target volume is 3000 to 5000 gallons of dispensable payload. Aircraft with dispensing capacity in the target volume shall be considered superior to aircraft with dispensing capacity outside of the target volume and shall be considered first when determining award of Line Items. Aircraft with less than 3000-gallon dispensing capacity will be considered only if there is a limited number of aircraft offered in the target volume. Aircraft with greater than 5,000-gallon dispensing capacity are not considered necessary or more desirable than aircraft in the target volume, given the primary mission (initial attack). The minimum acceptable dispensable payload for this solicitation is 2400 gallons. “Dispensable payload” for purposes of meeting the minimum acceptable capacity is measured at sea level with zero wind and ISA plus 30 F conditions and a ground roll of 6,000 feet or less. (See Interagency Airtanker Board [IAB] Procedures 2006, Section III(B); the procedures are found at http://www.fs.fed.us/fire/contracting/airtankers/iab.htm ).”

7. Page B-11 (Section B-2 (b)) – Updated the final sentence of this section to read: “Aircraft proposed shall be capable of 300 knots (KTAS) or greater with maximum payload at Flight Level 180 as demonstrated by performance charts.”

8. Page B-12 – (Section B-4 (b) (2)) – Update the section to read: “The airtanker shall be expected to carry its maximum retardant dispensing payload unless conditions, as determined by the Airtanker Pilot (AKP) require a download.”

9. Page C-1 – (Section C-1 (a)) – Update the second half of the paragraph to read: “Primary use of airtankers under this contract will be for initial attack (IA) of wildfires, as contrasted with large fire support (LFS). These airtankers are expected to carry 3000 to 5000 gallons of retardant to fires in the beginning stages of fire initiation for anticipated missions of one hour or less. These immediate response actions occur in the first burning periods and are intended to support personnel either on scene or enroute to the incident in containing the fire when it is least costly to do so. During the MAP the airtanker shall be made available for the exclusive use of the government.”

10. Page C-1 – (Section C-1 (b)) – Updated the section to read: “Airtankers will be assigned
annually an Administrative Base for contract management oversight and dispatched nationwide based on predicted and existing fire activity.”

11. Page C-3 – (Section C-4 (a) bottom paragraph) – Final sentence was updated to read: “When, in the sole judgment of the CO, the program does not comply the Government shall initiate termination of the contract as provided in the “Contract Terms and Conditions.”

12. Page F-1 – (Section F-3 (a)(1)) Paragraph was updated to read: “The Contractor will be given a minimum of 180-days after the award of any sub CLINS before any services are required unless a shorter number of days is agreed upon. Based upon a condensed timeline, the contractor may be allowed a delay of up to 30 days for the start of the MAP for the base line items in 2013. These 30 days can be garnered (accrued) and distributed back at the end of the MAP or over the remaining 5 year base period.”

13. Page F-1 – (Section F-3 (a)(3)) Sentence was updated to read: “Failure to provide the offered aircraft at the start of the MAP shall result in a Termination.”

14. Page J-1 – (Exhibits): Exhibit 8 was renamed Load Schedule Chart.

15. Page J-3 – (Exhibit 2 (a) (2) & (3) Both sections were changed from “…FAA Approved complete baseline (original certificated usage, civil or military) airframe evaluation…” to “…FAA Approved complete airframe baseline (original certificated usage, civil or military) evaluation…”

16. Page J-4 – (Exhibit 2 (d) (1) First sentence was updated to add "(the whole airframe and tank installation)" after aircraft.

17. Page J-25 – (Exhibit 8) Exhibit title was changed to Load Schedule Chart.

18. Page J-26 – (Exhibit 8) Exhibit 8 updated to include list of Airtanker Bases (2010).

19. Page J-42 – (Exhibit 13) Exhibit 13 updated to include most recent versions of the wage determinations.

20. Page L-2 – (Section L-6 (a) (2)) language added as follows: “All proposal material must be submitted in English. Part-I Technical proposal shall not exceed 500 pages. Technical proposals exceeding the 500-page limit will be rejected and not considered for award. Part-II Business Proposal – Pricing for each line item must be independent of the other line items and not contingent upon receipt of multiple awards.”

21. Page L-2 – (Section L-6 (a) (5) (iii)) - language added as follows “(Not to exceed 500 pages)”

22. Page L-4 - (Section L-6 (b) (2) (i) (C)) Updated paragraph as follows: “Provide information for each offered aircraft detailing its design and efficiencies to suppress wildland fires in initial attack situations. At a minimum, proposals must include information needed to evaluate offered aircraft on cruise speed at 12,000 feet MSL, rate-of-climb, and fuel consumption from Government data. Provide a Load Schedule Chart for operation out of each airtanker base listed in Exhibit 8 to demonstrate known or expected dispensing payload capability. Any additional aircraft added shall also be required to provide this information.”

23. Page L-4 - (Section L-6 (b) (2) (i) (D)) Updated paragraph as follows: “Describe the tank(s) design (include modifications/improvements with as much detail as is available at the time of proposal submission), dispensable capacity, with a minimum dispensing capacity of 2400
gallons*, operational functions, reliability, coverage levels, and status as to whether or not the airtanker and tank is Interagency Airtanker Board (IAB) approved. If the tank does not meet any IAB criteria, explain how it will meet the criteria 45 days before the mandatory start work date and submit a letter of intent to perform grid testing with a proposed date to the Forest Service San Dimas Technology and Development Center. Include in this proposal a copy of this letter and copies of FAA project applications, certification plans, and a Work Breakdown Structure (WBS) with milestones and estimated completion dates that clearly illustrates IAB approval 45 days prior to the MAP start date. A weight and balance shall be submitted for the aircraft in the offered airtanker configuration.

* at sea level with zero wind and ISA plus 30 F. (See IAB Procedures 2006.) Dispensing capacity may be less than 2,400 gallons at different elevations and in different conditions, provided that tank dispenses 2,400 gallons at sea level with zero wind and ISA plus 30 F.”

24. Page M-1 (Section M-2) – Add the following language to the first paragraph: “All evaluation factors and sub-factors will be evaluated on how well they meet the solicitation specifications and stated mission.”

25. Page M-1 (Section M-2 (a) (1) (iii)) Section was updated to read: “Offered aircraft will be evaluated based upon their ability to operate effectively and efficiently out of the existing airtanker bases (see Exhibit 8), to fulfill the Government’s initial attack mission, and to otherwise meet the solicitation specifications. The Technical Evaluation Board (TEB) will use submitted Exhibit 8s to determine whether offered aircraft are capable of operating from more than 50 percent of the bases listed in Exhibit 8 with a minimum of 1800 gallons of retardant. Offered aircraft that cannot meet this requirement will be deemed unacceptable. Exhibit 8 will not be used to evaluate proposals except to make this 50 percent determination.

In addition to the above, the TEB will evaluate Equipment (Aircraft) based on cruise speed, rate-of-climb, and fuel consumption from Government data. In order to be found acceptable, the aircraft must be turbine powered and have a cruise speed greater or equal to 300 knots (KTAS) at 18,000 feet MSL with minimum acceptable dispensable payload. This is a pass/fail test. Cruise speed also will be qualitatively evaluated based upon the proposed aircraft’s cruise speed at 12,000 feet MSL.”

26. Page M-2 – (Section M-2 (a)(1)(iv)) – Section was updated to read: “Due to the initial-attack nature of services to be provided, the target tank capacity is 3,000-5,000 gallons of dispensable retardant.* Tanks that fall within this range are best suited to the Government’s mission and will receive higher ratings on this sub-criterion than tanks that fall outside the target range. Tanks with a dispensing capacity below 2400 gallons will be found unacceptable. Tanks with a dispensing capacity of more than 5,000 gallons will not necessarily be rated higher than those within the target range, but they will be considered.

Aircraft with less than 3000-gallon dispensing capacity will be considered only if there is a limited number of aircraft offered in the target volume and only if they meet all of evaluation criteria.
All tanks must meet IAB approved (must have an IAB full or interim approval 45 days prior to MAP) standards to be considered for award.

* at sea level with zero wind and ISA plus 30 F. (See IAB Procedures 2006.)

27. Page M-3 – (Section M-2 (b)(1)) – Section was updated to read: “Price will be evaluated by using a combination of the number of days awarded times the proposed availability rate plus an estimated number of flights hours (250) times the proposed flight rate to determine the total overall price per line item for evaluation purposes only. Price is not expected to be the controlling factor in the evaluation. However, should technical competence between offerors be relatively equal, then price could become controlling. In addition to total overall price, the Government may consider other price aspects, including price per gallon of retardant delivered; however, total overall price will be the most important price consideration.”

28. Page M-3 – (Section M-2 (b)) – Add paragraph (3) which states: “The prices of optional aircraft proposed, if any, will not be evaluated.”

29. Page M-4 – Section M-4 (c) Section was updated to read: “The Government reserves the right to award fewer than 7 of the available line items (including no line items) and, if it does award fewer than 7 line items, to award the number and combination of line items that will provide the best overall value to the Government.”

30. References to 2012 line items were removed from the solicitation.

31. Proposals must meet any and all updated requirements in the solicitation, as amended. The submittal of Load Schedule Charts (Exhibit 8) for all listed airtanker bases is required. The submittal of revised proposals is not mandatory, however, if a previously submitted proposal does not meet the requirements of the amended solicitation, it will be deemed unacceptable.

All changes are incorporated into a conformed updated copy of the solicitation with this amendment.