

SOLICITATION ADDENDUM ONE QUESTIONS AND ANSWERS AND RFP SECTION V.C.2 UPDATE

SOLICITATION NUMBER: 123501 O5

**One (1) Exclusive Use (EU) Single Engine Air Tanker (SEAT), pilot(s), service truck/trailer
and driver**

Opening Date: December 18, 2025

Addendum Effective Date: December 5, 2025

Questions and Answers

Following are the questions submitted and answers provided for the above-mentioned solicitation. The questions and answers are to be considered as part of the solicitation. It is the responsibility of bidders to check the State Purchasing Bureau website for all addenda or amendments.

<u>Question Number</u>	<u>RFP Section Reference</u>	<u>RFP Page Number</u>	<u>Question</u>	<u>State Response</u>
1.	Section V	Page 24	Under Section V, Project Description and Scope of Work, Section C, item 1(b) requests aircraft maintenance records for the aircraft being offered. These records can run into the hundreds of pages, depending on the age of the aircraft. In previous federal and state solicitations, providing the Department of the Interior Office of Aircraft Services (OAS) Aircraft Approval Card has been acceptable. To receive this card, all maintenance records are already reviewed and validated by OAS. This is similar to the carding process used for pilots and FSVs. Would submission of the OAS Aircraft Approval Card meet this requirement?	No. OAS Aircraft Approval Cards are applicable to pilot certification and experience, and not the aircraft.
2.	Section VI	Page 24	Under Section VI, Solicitation Response, Section C, item 2(a), several pilot-related documents are requested. In most solicitations, these requirements are satisfied by providing the OAS	A current pilot approval card, issued by the U.S. Department of the Interior (DOI) Office of Aviation Services (OAS) is acceptable. RFP Section V.C.2. will be updated to remove item f. requesting a copy of a signed Pilot Operations Briefing Certificate.

			pilot card, which includes the information being requested. Is providing the OAS pilot card acceptable? Also, the solicitation references a "Pilot Operations Briefing Certificate." We are not familiar with this term and are not aware of a certificate by that name. Could you provide additional information on this requirement?										
3.	Section VI	Page 26	Under Section VI, Solicitation Response, Corporate Review, item B requests financial statements applicable to the firm, as well as a banking reference for non-publicly held companies. We would appreciate clarification on what level of detail is expected for both the financial statements and the banking reference.	Please see additional details within RFP Section VI.A.1.b. Financial Statements for what information bidders should provide. It would be up to the bidder's discretion to determine any additional information to provide beyond what's requested within the RFP for evaluation.									
4.	V. C. b	24	What specific aircraft maintenance records are you requesting?	<p>The State of Nebraska requires a complete, traceable, and up-to-date file that allows the government inspector to certify that the aircraft's current status meets both FAA regulations and the heightened safety standards of the Interagency Aviation Requirements.</p> <p>I. Airframe and Engine Life-Cycle Records (The "Permanent" Records)</p> <p>These records must be retained indefinitely and are the most critical for determining the airworthiness and value of the aircraft.</p> <table><tr><th>Record Type</th><th>Specific Detail Requested</th><th>Purpose</th></tr><tr><td>Airframe and Engine Logbooks</td><td>Complete, legible copies showing all maintenance entries and current totals.</td><td>Verifies the continuous history of the aircraft.</td></tr><tr><td>Total Time in Service (TIS)</td><td>Total hours for the airframe, engine(s), and propeller(s).</td><td>Establishes the basis for inspection intervals and life-</td></tr></table>	Record Type	Specific Detail Requested	Purpose	Airframe and Engine Logbooks	Complete, legible copies showing all maintenance entries and current totals.	Verifies the continuous history of the aircraft.	Total Time in Service (TIS)	Total hours for the airframe, engine(s), and propeller(s).	Establishes the basis for inspection intervals and life-
Record Type	Specific Detail Requested	Purpose											
Airframe and Engine Logbooks	Complete, legible copies showing all maintenance entries and current totals.	Verifies the continuous history of the aircraft.											
Total Time in Service (TIS)	Total hours for the airframe, engine(s), and propeller(s).	Establishes the basis for inspection intervals and life-											

						limited parts tracking.
				Status of Life-Limited Parts (LLPs)	Current hours/cycles/landings for all serialized LLPs (e.g., rotor blades, gearboxes, engine disks) and the time remaining until replacement.	Ensures compliance with manufacturer replacement schedules for critical components.
				Time Since Last Overhaul	Time elapsed since the last major overhaul for components requiring mandatory time-based overhauls.	Verifies the operational status of major components (e.g., propellers).
				Major Repairs and Alterations	Copies of all FAA Form 337 documentation and Supplemental Type Certificates (STCs).	Documents and proves FAA approval for all significant modifications, especially the installation of the retardant delivery system (tank).
				II. Airworthiness Directive (AD) Compliance A comprehensive, up-to-date summary of all applicable ADs must be provided.		
				Record Type	Specific Detail Requested	Purpose
				AD Compliance Status	A detailed master list of every applicable AD.	Verifies that mandatory FAA safety corrections have been performed.
				Method of Compliance	A record showing <i>how</i> each AD was complied with (e.g., part replaced, inspection performed, etc.).	Proves that the action taken meets the FAA's requirement.

				<table><tr><td>Recurring AD Next Due Date</td><td>For all ADs that require recurring action (e.g., "inspect every 100 hours"), the time and date when the next action is due.</td><td>Essential for scheduling and ensuring the aircraft remains airworthy throughout the contract period.</td></tr></table>	Recurring AD Next Due Date	For all ADs that require recurring action (e.g., "inspect every 100 hours"), the time and date when the next action is due.	Essential for scheduling and ensuring the aircraft remains airworthy throughout the contract period.												
Recurring AD Next Due Date	For all ADs that require recurring action (e.g., "inspect every 100 hours"), the time and date when the next action is due.	Essential for scheduling and ensuring the aircraft remains airworthy throughout the contract period.																	
III. Current Maintenance and Inspection Status																			
				<table><tr><td>Record Type</td><td>Specific Detail Requested</td><td>Purpose</td></tr><tr><td>Current Inspection Status</td><td>A logbook entry or summary sheet showing the date and time of the last Annual or 100-Hour Inspection (or the equivalent progressive/continuous inspection under a specific program).</td><td>Proves compliance with 14 CFR Part 91.409 and that the aircraft is signed off as airworthy.</td></tr><tr><td>FAA Part 137 Compliance</td><td>Documentation showing the aircraft is equipped and maintained in accordance with 14 CFR Part 137 (Agricultural Aircraft Operations).</td><td>Required for any aircraft dispensing materials.</td></tr><tr><td>Squawk/Defects List</td><td>A current list of all known defects or discrepancies, along with documentation showing they were either repaired or deferred in accordance with a Minimum Equipment List (MEL), if applicable.</td><td>Provides transparency on the aircraft's current condition and maintenance backlog.</td></tr><tr><td>Weight & Balance Data</td><td>Current copies of the aircraft's empty weight and center of gravity calculations, including documentation for the installed fire equipment.</td><td>Critical for safely loading retardant during operations.</td></tr></table>	Record Type	Specific Detail Requested	Purpose	Current Inspection Status	A logbook entry or summary sheet showing the date and time of the last Annual or 100-Hour Inspection (or the equivalent progressive/continuous inspection under a specific program).	Proves compliance with 14 CFR Part 91.409 and that the aircraft is signed off as airworthy.	FAA Part 137 Compliance	Documentation showing the aircraft is equipped and maintained in accordance with 14 CFR Part 137 (Agricultural Aircraft Operations).	Required for any aircraft dispensing materials.	Squawk/Defects List	A current list of all known defects or discrepancies, along with documentation showing they were either repaired or deferred in accordance with a Minimum Equipment List (MEL), if applicable.	Provides transparency on the aircraft's current condition and maintenance backlog.	Weight & Balance Data	Current copies of the aircraft's empty weight and center of gravity calculations, including documentation for the installed fire equipment.	Critical for safely loading retardant during operations.
Record Type	Specific Detail Requested	Purpose																	
Current Inspection Status	A logbook entry or summary sheet showing the date and time of the last Annual or 100-Hour Inspection (or the equivalent progressive/continuous inspection under a specific program).	Proves compliance with 14 CFR Part 91.409 and that the aircraft is signed off as airworthy.																	
FAA Part 137 Compliance	Documentation showing the aircraft is equipped and maintained in accordance with 14 CFR Part 137 (Agricultural Aircraft Operations).	Required for any aircraft dispensing materials.																	
Squawk/Defects List	A current list of all known defects or discrepancies, along with documentation showing they were either repaired or deferred in accordance with a Minimum Equipment List (MEL), if applicable.	Provides transparency on the aircraft's current condition and maintenance backlog.																	
Weight & Balance Data	Current copies of the aircraft's empty weight and center of gravity calculations, including documentation for the installed fire equipment.	Critical for safely loading retardant during operations.																	

5.	n/a	n/a	What are the average yearly hours flown on this contract?	Average flight hours per year, from 2021 to 2025 is 65.6 hours. This does not include proficiency flights.
----	-----	-----	---	--

RFP Section V.C.2. Update

Section V.C.2. of the RFP is hereby updated as follows to remove the request to provide a copy of a signed Pilot Operations Briefing Certificate:

2. Bidder should supply records for the pilot(s):
 - a. Pilot card from United State Forestry Service (USFS) or Department of Interior OAS showing compliance with all requirements specified in the National Interagency SEAT Contract:
 - b. Completed Pilot Qualifications and Approval Record Form and pilot records
 - c. Pilots shall be rated as Level 1 or Level 2 by the BLM USFS, or OAS.
 - d. FAA Pilot certificates
 - e. Current FAA pilot medical certificate
 - ~~f. Copy of a signed Pilot Operations Briefing Certificate~~

This addendum will be incorporated into the solicitation.