REQUEST FOR INFORMATION
U.S. Customs and Border Protection
Air and Marine Operations
National Aviation Maintenance and Logistics Support

THIS IS A REQUEST FOR INFORMATION (RFI) ONLY. This is an RFI released pursuant to FAR 15.101(c). This RFI is issued solely for information, planning purposes and market research only; it does not constitute a Request for Proposal (RFP) or a promise to issue an RFP or Broad Area Announcement (BAA). This RFI does not commit the Government to contract for any supply or service. U.S. Customs and Border Protection (CBP) is not at this time seeking proposals. Responders are advised that the U.S. Government will not pay any cost incurred in response to this RFI. All costs associated with responding to this RFI will be solely at the interested party's expense. Not responding to this RFI does not preclude participation in any future RFP or BAA. The information provided in this RFI is subject to change and is not binding on the Government. All submissions become the property of the Federal Government and will not be returned.

BACKGROUND

U.S. Customs and Border Protection (CBP), Air and Marine Operations (AMO) is performing market research to determine available sources for maintenance, sustainment, logistics, and related support services for the AMO manned aircraft fleet.

AMO utilizes a diverse fleet of fixed-wing and rotary-wing aircraft to accomplish its core competencies of interdiction, investigation, domain awareness, contingency operations and national taskings. To keep this aviation fleet operational, AMO requires continuous aviation maintenance and logistics support services at its various operating sites.

The current AMO fleet consists of the following platforms for this requirement:

Fixed Wing	Original Equipment Manufacturer
B200	Beechcraft
B350 (MEA)	Beechcraft
C12	Beechcraft
C206	Cessna
DHC-8 (Dash-8)	De Havilland
PC 12	Pilatus
~~P-3 Orion~~	~~Lockheed Martin~~
C-130J*	Lockheed Martin
Rotary	**Original Equipment Manufacturer**
AS350B	Airbus Helicopters
H125	Airbus Helicopters
UH60	Lockheed Martin (formerly Sikorsky)
HH60	Lockheed Martin (formerly Sikorsky)

*CBP anticipates introducing the C-130J into the fleet during the life of the contract.

The AMO aviation assets, consisting of **200 aircraft**[1], include a variety of non-certificated (military) and certificated fixed and rotary wing, single and multi-engine aircraft. Some aircraft are modified and equipped with state-of-the-art, highly sophisticated sensor equipment, i.e., Radar and Electro-Optical/Infrared Detecting Systems designed to facilitate smuggling detection, interdiction, tracking, and apprehension. These aircraft are supported at **36 locations** in the Western hemisphere classified as Aviation Operational Sites (AOS) and alternate sites.

The AMO aircraft are assigned, on a permanent and temporary basis, to AOSs strategically located at military air bases, civilian air facilities and alternate sites in the United States and foreign locations.

The quantity of aircraft and locations of maintenance sites may increase or decrease during the life of the contract depending upon world events and border protection priorities. AMO executes **85,000 flying hours** of operational, support, training, functional check, and maintenance test flights are flown each year. The number of flying hours will vary by aircraft, location, and mission requirement and may dramatically increase or decrease or surge in response to border protection priorities.

The contractor personnel may be required to fly on Government aircraft for relocation, to conduct in-flight checks (test flights) and to conduct trouble shooting that cannot be accomplished on the ground. Contractor personnel may also frequently be required to perform official travel to temporary duty sites within and outside the United States.

Sample FY Flight Hour Allocation

Region	Branch	Unit	Asset type	QTY	FY FLT HRS	Qty.	Total FH	Region A/C	Region FH
Northern Border Region (NBR)	Bellingham	Bellingham (WBE)	AS350	2	1000	9	4,050	31	12,000
			MEA	2	900				
			C206	1	300				
		Great Falls (GFL)	AS350	1	750				
			C206	1	350				
		Spokane (SPW)	AS350	2	750				
	Great Lakes	Great Lakes (DTM)	AS350	3	1600	9	3,350		
			MEA	2	900				
			UH60	3	550				
			C206	1	300				
	National Capitol Region	Manassas (NCR)	AS350	2	1100	13	4,600		
			UH60	3	480				
		Buffalo Air Unit (BUN)	AS350	1	500				
			C206	1	300				
		Maine Air Unit (MAU)	AS350	1	390				
		New York Air Unit (NYU)	AS350	2	530				
		Plattsburgh Air Unit (EPL)	AS350	1	500				
			PC12	1	500				
			C206	1	300				
Southeast Region (SER)	Jacksonville	Jacksonville (EJA)	AS350	2	800	8	3,460	31	12,640
			MEA	6	2660				
			C206	0	0				
	Miami	Miami (EMI)	AS350	2	800	9	3,400		
			MEA	4	2000				
			UH60	3	600				
	New Orleans	New Orleans (ENO)	AS350	3	1200	6	2,700		
			MEA	3	1500				
	Puerto Rico	Puerto Rico (EPR)	AS350	2	1000	8	3,080		
			UH60	2	480				
			MEA	4	1600				
			C206	0	0				
	El Paso	El Paso (ELP)	AS350	6	2900	14	7,130		
			UH60	3	930				
			PC12	1	400				
		Demming (DMN)	AS350	1	1160				

[1] This total aircraft number may increase or decrease depending upon operational needs. The types of aircraft may also change based on the government's requirements. At the time of this RFI, the list of aircraft types and total numbers reflect the current environment.

Southwest Region (SWR)		Alpine/Marfa (MAR)	AS350	3	1740			86	43,885
	Laredo	Laredo (LRT)	AS350	8	4400	9	4,700		
		San Antonio (WST)	AS350	1	300				
	McAllen	McAllen (MCA)	AS350	10	5700	15	7,220		
			UH60	2	620				
			C206	3	900				
	San Diego	San Diego (WSD)	AS350	0	0	17	9,080		
			MEA	4	3310				
			UH60	2	1020				
			C206	2	600				
		Brown Field (SDC)	AS350	5	2900				
		Riverside (WRS)	MEA	2	650				
			C206	1	300				
		Sacramento (SAC)	AS350	1	300				
	Tucson	Tucson (WTU)	AS350	8	5445	17	7,745		
			UH60	6	1400				
			C206	3	900				
	Uvalde	Uvalde (ULV)	AS350	5	3650	7	4,050		
		Del Rio (DLR)	AS350	2	400				
	Yuma	Yuma (YUM)	AS350	7	3960	7	3,960		
NASO Branches	Corpus Christie	Corpus Christie (NCC)	MEA	2	1200	2	1,200	33	10,000
	NATC Oklahoma City	NATC (NAC)	AS350	7	2100	11	3,000		
			C206	4	900				
	Grand Forks	Grand Forks (GFN)	AS350	1	600	2	1,200		
			C206	1	600				
	San Angelo	San Angelo (WSA)	PC12	1	300	3	1,000		
			C206	2	700				
	Sierra Vista	Sierra Vista (SVA)	AS350	1	0	3	600		
			C206	2	600				
	Houston	Houston (EHO)	Dash 8	9	2500	12	3,000		
			B200	3	500				
			***Total Fleet**	**181**	**78,525**			**181**	**78,525**

*The 181 represents the current operational fleet total.

REGULATORY ENVIRONMENT

CBP aircraft are operated as Public Use Aircraft as defined by Title 14 of the Code of Federal Regulations (14 CFR). CBP is not subject to Federal Aviation Administration (FAA) oversight; however, FAA regulations and policies are adhered to whenever applicable, i.e. compliance with general operating rules applicable to all aircraft operating in the National Airspace System. Therefore, CBP requires professional certification and maintainers to comply with Original Equipment Manufacturer (OEM) recommended maintenance processes and procedures.

The contractor shall maintain all government aircraft in accordance with 14 CFR and Department of Defense (DOD) regulations, as applicable. For aircraft that have Federal Aviation Administration (FAA) type certification, the aircraft are operated and the contractor shall maintain in accordance with 14 CFR Parts 91 and 125, as applicable. DOD-sourced aircraft are also operated under 14 CFR Part 91, but are maintained in accordance with applicable technical manuals and data.

CONTRACT CAPABILITIES

CBP is seeking to determine industry's capabilities in submitting competitive proposals for technical support services as it relates to this RFI.

The government is considering issuing two Requests for Proposals (RFP) as follows for this effort as follows:

RFP #1: This will be a standalone contract with one (1) awardee. Contract performance will take place at government owned facilities as detailed above. The anticipated requirements for this contract include:

Routine Organizational Level Maintenance (O-level): The foundational tier of equipment upkeep, performed directly on-site by the equipment's assigned operators or operating unit. Its primary mission is to keep assets mission-capable and quickly return them to service using standard hand tools and basic diagnostics. O-level work is typically performed in the field, on a factory floor, or at the equipment site. It serves as the first line of defense in facility or asset management.

Example: Basic, routine maintenance performed on-site by the operating unit (e.g., pre-flight checks, simple part swaps).

Unscheduled Maintenance: Unforeseen events that may arise during the contract performance such as a damaged rotor blade, bird strikes, etc. The same maintenance practices would apply as noted in O-level definition.

Logistics and Supply Chain Support: Strategies for managing parts availability, supply chain risk, and inventory control across platforms.

Surge Efforts: Maintenance is required on an as-need basis to support surge operations such as but not limited to the following: Super Bowl, hurricane recovery efforts, United Nations General Assembly, and special government mission assignments that may occur CONUS and OCONUS locations.

Materials/Supplies: The awardee will be expected to purchase materials, supplies, and tools for all aircraft activities. This contract line-item will include a not-to-exceed total amount established by the government.

Travel: Contractor travel is anticipated for this contract. This contract line item will include a not-to-exceed total amount established by the government.

RFP #2: The second contract will be set up as a multiple award IDIQ consisting of three (3) tracks. Each track will have no more than three (3) vendors. Note the anticipated tracks and/or awardee counts are subject to change. Performance will take place at either the Contractor or government owned facilities depending on the task order.

Track 1 – Modifications

Minor Modifications

- Sensor or Communications System Upgrades
- Fabrication, Installation, and Integration Service
- Avionics Upgrades
- Fabrication for External Alterations
- Painting Capabilities
- Engineering

Major Modifications

- Large new system installation
- External structural alterations
- Engineering

Track 2 - **Intermediate (I-Level):** More advanced repairs performed by dedicated field teams or regional back shops using specialized tools.

Track 3 - **Depot-Level (D-Level):** The highest level of repair; the ultimate fallback when repairs exceed both O-level and I-level capacities.

The government is seeking industry feedback regarding this two-contract approach along with recommendations regarding the contract type(s). The government is looking to improve cost predictability and efficiency, budget discipline, and contractor accountability while reducing overspending and identifying viable performance incentives.

Interested respondents will also include a summary description that details the technical capabilities of their company to fulfil the requirement(s). Responses should also include the following:

1. **Technical Feasibility:** Ability to provide integrated sustainment support for the entire AMO aircraft fleet with potential growth in platform type and quantities.

2. **Risk Identification:** Anticipated challenges and risk mitigation strategies for combined platform sustainment.

3. **Locations**: Regarding the IDIQ approach, provide your location(s), size of each facility, and whether your airfield can support all the listed model types including the C130J.

Corporate Information
Vendors responding to this RFI should provide:

(a) Name and address of the firm;
(b) Size of the business.

Administrative/Format/Response Information
This notice is for informational and market research purposes only. This synopsis does not commit the Government to contract for any supply or service.

The following NAICS codes are being considered:

488190 - Other Support Activities for Air Transportation for the routine maintenance contract.
336411 - Aircraft Manufacturing for the multiple award IDIQ.

Note the NAICS code may change based upon the receipt of responses from this RFI or by further review from the Government.

Respondents are advised that CBP will not pay for any information or administrative cost incurred in response to this request for information synopsis.

1. Acknowledgment of receipt of responses will not be made, nor will respondents be notified of the Government's evaluation of the information received. However, should such a

requirement materialize, no basis for claims against the Government shall arise as a result of a response to this RFI or the Government's use of such information as either part of an evaluation process or in developing specifications for any subsequent requirement.

2. Vendor responses are limited to a maximum of 10 pages.

3. All pages shall be appropriately numbered and identified by the complete company name, date, and referenced RFI number listed in the header and page numbers in the footer (e.g. 6 of 6). Page size shall be no greater than 8 1/2" x 11." The top, bottom, left and right margins shall be a minimum of one inch each. Font size shall be no smaller than 12-point. Arial or Times New Roman fonts are required. Characters shall be set at no less than normal spacing and 100% scale. Tables and illustrations may use a reduced font size not less than 8-point and may be landscape. Line spacing shall be set at no less than single space. Each paragraph shall be separated by at least one blank line. Page numbers, company logos, and headers and footers may be within the page margins ONLY, and are not bound by the 12-point font requirement.

4. All responses shall be submitted electronically. Responses should be identified with **RFI-CBP-National2026** in the e-mail subject line**.** Electronic responses are to be e-mailed in Microsoft Word either password protected or encrypted e-mail. A password shall be emailed separately. Telephone or mailed responses will not be accepted.

5. **Question Period Concluded**: Vendor questions and comments related to this RFI are due no later than Monday, June, 22, 2026 by 1300 hrs or 1:00 PM local Washington, DC time and should be sent via email to Contracting Officer, Caitlin Jenkins at caitlin.m.jenkins@cbp.dhs.gov .

Final responses must be received no later than Monday, June 29,2026 by 1300 hrs or 1:00 PM local Washington, DC time. Final responses should be sent via email to caitlin.m.jenkins@cbp.dhs.gov.