FEMA
Response Directorate: Air Transportation Services
Sources Sought Notice: 70FB7026I00000004

INTRODUCTION

THIS IS A SOURCES SOUGHT NOTICE (SSN) ONLY.

This Sources Sought Notice (SSN) is issued solely for information and market research planning purposes; it does not constitute a solicitation or a promise to issue a solicitation. Furthermore, those who respond to this SSN should not anticipate feedback with regards to its submission; other than acknowledgment of receipt – ONLY IF a request for an acknowledgement is requested by the submitter. This SSN does not commit the government to contract for any supply or service. The Federal Emergency Management Agency (FEMA) is not seeking proposals at this time. Responders are advised that the U.S. Government will not pay any costs incurred in response to this SSN. All costs associated with responding to this SSN will be solely at the interested party's expense. Not responding to this SSN does not preclude participation in any future solicitation.

The information provided in this SSN 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.

Any information that the vendor considers proprietary should be clearly marked as such.

1. Background*:*

a. *Summary:* The Response Directorate within FEMA coordinates and provides the core Federal disaster response capability needed to save lives, reduce suffering, and protect property in communities throughout the Nation that have been overwhelmed by the impact of a major disaster or emergency, regardless of cause. The Response Directorate must ensure that federal emergency response systems and capabilities are properly poised to lean forward to support States and communities overwhelmed by disasters and emergencies. Requirements include support to declared or undeclared emergencies and disaster response operations where the location of performance will vary depending on operational needs. The source shall be able to provide turn-key air transportation support and services to support at all locations (departure, intermediate, and arrival airfields) specified to include ground/sea and waterway transport, if required, for personnel, equipment, cargo and vehicles from organization home station to departure airfields or designated location and at destination airfields to the disaster with the ability to retain transport and drivers for extended periods or until released by FEMA throughout the Continental United States, to include Alaska and Hawaii, the Virgin Islands, Guam, American Samoa, and the Commonwealth of Puerto Rico and the Northern Mariana Islands.

b. *Current State:* FEMA has a contract in place with sufficient personnel, equipment and materials to enable at least 10 hours per day utilization of each aircraft required. The contractor immediately provides documentation and justification of how the 10 hour per day utilization rate will be achieved, as requested.

During an emergency, the contract provides air transportation services on a 24-hour, 7 day per week basis, with a 5-hour response time to the designated team or task force point of departure with the responding aircraft and crew ready for onward flights. This response time starts at time of Request for Proposal issuance by the Government. Thecontract responds within the specified timeframe on a 24-hour/7 day per week basis.

c. ***Requirement:*** FEMA may need to transport responders, personnel, cargo, equipment and vehicles to affected areas. FEMA may also need to transport Critical Transportation Need (CTN) individuals. CTNs are evacuees who don't have a means to evacuate on their own. The current planning assumption requires evacuating up to 20,000 CTN evacuees from an area of impact to a safe harbor location either within the state of impact or another state or U.S. location. To meet this need, FEMA requires a source of air transportation services for various types of charter jet aircraft and Unmanned Aircraft Systems (UAS). A source of this type will enable FEMA to proactively support the emergency response needs associated with natural, technological and man-made disasters in a timely manner.

While services are in use, the contractor shall retain appropriate number of key personnel who have the necessary knowledge, skills, ability, and experience to effectively manage the contract and task order requirements.

FEMA seeks a contractor that can provide all necessary material handling equipment (MHE) to load and unload aircraft and qualified personnel to operate equipment compatible with furnished aircraft. This will include all cargo preparation and manifesting of personnel, equipment, vehicles, and baggage for air movement, and all necessary services to prepare and certify hazardous material for air movement. Onloading and offloading of aircraft. The contractor would be responsible for the safe on-loading and off-loading of the aircraft in accordance with applicable Federal Aviation Regulations and individual aircraft specifications. A member of the contractor's crew would be responsible for weight and balance of government traffic and shall make a visual check of cabin load and, if required, indicate approval of loading by signing the station compartment breakdown. Additionally, the contractor would provide air terminal weight and balance forms and any other required technical data to assist in safely loading the aircraft. The contractor would ensure all equipment at destination is positioned and ready to begin offloading no more than 2 hours prior to the established landing time.

FEMA seeks a contractor that can provide logistics airlift services utilizing Unmanned

Aircraft Systems (UAS) to transport cargo, supplies, and equipment to designated locations as specified by the government. Operations will be conducted in compliance with all applicable federal, state, and local regulations, including FAA requirements. The contractor is responsible for the safe, timely, and efficient delivery of materials, including loading, unloading, ground support, and all wraparound services as needed. Services to include mission planning, flight operations, maintenance, and reporting. All UAS used must be capable of carrying specified payloads as stated in a given requirement and operating in the environmental conditions required by the mission, including mountainous terrain and elevations up to 1,000 feet above sea level. The contractor should ensure adequate insurance coverage and maintain all necessary certifications for personnel and equipment.

Additionally, FEMA seeks a contractor that can provide all personnel, training, supervision, equipment, materials, facilities, supplies and services necessary to perform passenger and/or cargo airlift services in support of the tasks and deliverables, unless otherwise specified as government-furnished materials or services. Available aircraft must be certified by the FAA and current commercial standards applicable to commercial aircraft charter. Aircrew will meet all applicable standards to include aircrew physical standards; FAA licensing; and appropriate training, currency/qualifications, and flying experience in the aircraft supplied and flown. Included with the aircraft would be all the necessary material handling equipment with operators for all air or ground transportationand the preparation of cargo for movement to include hazardous material preparation/certification and customs services, if required.

d. *Aircraft Types and Capabilities*: FEMA needs air charter services with the operationally certified jet aircraft described below, with the additional ability to provide other aircraft (fixed wing, rotary wing, or UAS) if required. Upon issuance of a task order, the aircraft requested by FEMA must be activated and positioned where directed by the Government, with maximum fuel aboard consistent with aircraft performance limitations and mission requirements, as quickly as possible but in no event more than 48 hours after the contractor receives the task order. In the event of a no-notice event all aircraft listed below must be ready to fly within 3-hour response time.

1. **Small Cabin Jet Class:** Light jets with pressurized cabins Capacity: Holds 5 - 8 passengers; Average speed and range: Average cruising speed of 400-560 mph with average nonstop range of 1,500 miles Other Capabilities (as required): Ability to provide air-to-ground telephone service.

2. **Medium Cabin Jet Class**: Aircraft used for longer-range flights with additional space and fuel capacity than Small Cabin Jets. Capacity: Holds 7 - 10 passengers; Average speed and range: Average cruising speed of 490 - 590 mph with average nonstop range of 2,100 - 3,600 miles Other Capabilities (as required): Ability to provide air-to-ground telephone and data service.

3. **Large Cabin Jet Class:** Aircraft that can cover long distances and do not require a major airport runway Capacity: Holds 15 - 17 passengers, Average speed and range: Average cruising speed of 500 - 560 mph with average nonstop range of 4,000 miles Other Capabilities (as required): Ability to provide air-to-ground telephone and data service.

4. **Intermediate Jet Class**: Large aircraft that can cover long distances and require a major airport runway Capacity: Holds 30 - 150 passengers with corresponding cargo capability Average speed and range: Average cruising speed of 450 - 560 mph with average nonstop range of 1,000 – 3,000 miles Other Capabilities (as required): Ability to provide air to ground telephone and data service.

5. **Large/Jumbo Passenger/Cargo**: Aircraft that can cover long distances and require a major airport runway Capacity: Holds in excess of 150 passengers and associated cargo and/or vehicles (to include Outsized Cargo); Average speed and range: Average cruising speed of 480 - 570 mph with average nonstop range of 3,000 – 8,000 miles Other Capabilities (as required): Ability to provide air to ground telephone and data service.

6. **Turboprop Passenger/Cargo**: Aircraft that can land on unimproved services or small, regional, or major airports with short to long range capability Capacity: Holds 4 - 92 passengers and associated cargo and/or vehicles (in larger aircraft); Average speed and range: Average cruising speed of 125 - 400 mph with average nonstop range of 400 – 4,500 miles.

7. **Helicopter:** Aircraft that can land on unimproved services or small, regional, or major airports with short-to-long-range capability Capacity: Holds 2 - 25 passengers and associated cargo; Average speed and range: Average cruising speed of 70 - 200 mph with average nonstop range of 50 - 700 miles.

8. **Heavy-lift UAS**: A fixed wing or rotary wing unmanned aircraft designed for cargo transport in remote or difficult terrain with real-time tracking and advanced safety systems. Capacity: Minimum payload of 200 pounds and 1000 feet elevation. Average speed and range: Average cruising speed of 40 – 60 mph depending on payload, weather, and terrain.

Note: Aircraft capability requirements in all of the above categories allow for a wide range of aircraft platform options. Specific aircraft requirements will be based on level of effort required for assigned task and mission set requirements, inclusive of not to exceed contract cost.

2. Purpose of this SSN:

a. To determine industry capabilities for providing air transportation services to FEMA.
b. To determine industry capability to provide turn-key air transportation support 24 hours a day, 7 days a week, and with a 5-hour response time to the designated team or task force point of departure with the responding aircraft and crew ready for onward

flight throughout the Continental United States, to include Alaska and Hawaii; the Virgin Islands; Guam, American Samoa; the Commonwealth of Puerto Rico; the Northern Mariana Islands, and all other U.S. territories and possessions.

c. To determine vendor capability as owners and/or brokers of these air transportation services.

3. *Sources Sought Notice (SSN) Questions:*

a. **Company Information:**

i. Please state if your company is an owner, broker, vendor, or any combination thereof, for aircraft?

ii. Does your company maintain its own inventory of aircraft? If yes, what types do you maintain?

- What are the locations of your aircraft?
- What is the quantity and type of aircraft by location?

iii. Do you have the capability to provide aircraft with the minimum specifications and with the turnaround time as required by FEMA?

iv. What accompanying resources does your company employ as part of your air transportations services?

- Do you have access to additional flight crews if requested, and what is the turnaround time?
- Do you have access to offloading equipment?
- Are there any resources not mentioned above that you feel would benefit FEMA's requirement?

v. Please describe your organization's ability to provide Unmanned Aircraft Systems (UAS), including available platforms, certifications, and relevant operational experience.

b. **Cost Information**

i. Do you have commercially available pricing for the various types of services, to include owner, vendor, or broker?

ii. Do you have commercially available pricing for the various types of aircraft utilized?

iii. Is there available pricing breakdown for the cost of each passenger or flight?

iv. Do you have commercially available pricing for the additional resources your company utilizes?

c. **Miscellaneous Information**

i. Is there any additional information not specifically requested in this questionnaire that is particular to your services or inventory?

ii. Does your company comply with all FAA and environmental regulations?

4. SSN Response Format:

In order to better assist in the review of submittals to this SSN, respondents are encouraged to prepare a capabilities statement that closely adheres to the following format:

The document format shall be either Microsoft Word (doc or .docx), or Adobe Acrobat (.pdf) formats. Responses shall be prepared using 12 pt. font, 1-inch margins, and 8.5" by 11" paper and shall not exceed ten (10) pages in length, including images, data displays, charts, graphs, and tables.

Respondents are encouraged to ensure that their submittals are complete and address all items outlined within this SSN. Respondents may provide additional promotional literature in addition to their response as long as the literature conforms to the response format. Submissions inresponse to this SSN shall not exceed 10 pages.

Response Deadline and Point of Contact Information:

FEMA will only give consideration to submissions in response to this notice that are in the form of Microsoft Word and/or PDF (searchable format) documents attached to emails received no later than 07/29/2026 at 12:00PM EST:
Contracting Officer Kimberly Coakley: Kimberly.Coakley@fema.dhs.gov
Interested parties are requested to submit a statement of capability outlining past work that is related to this requirement. The statement of capability shall also include the information listed below:

1) Company Name/Division, mailing address, e-mail address, telephone, FAX numbers, and website address (if available).
2) Single point-of-contact name, title, telephone, and email address.
3) Unique Entity ID (UEI) number, CAGE Code, Tax Identification Number (TIN), and company structure (Corporation, LLC, partnership, joint venture, etc.). Please note that companies must be registered in the System for Award Management (SAM) to be considered potential sources(https://www.sam.gov/portal/public/SAM/).
4) A statement addressing whether the company has an accounting system that has been determined adequate by DCAA or another cognizant audit agency for purposes of performing work on a federal government cost type contract.
5) A statement addressing whether the company has a property management system that has been determined acceptable for use on a federal government contract.

6) Applicable NAICS code under which the company customarily does business.
7) Business size for NAICS Codes 481211 and socio-economic status, if qualified as one or more of the following:
   a) 8(a) firm (must be certified by SBA)
   b) Small Disadvantaged Business (must be certified by SBA)
   c) Woman-Owned Small Business
   d) HUBZone firm (must be certified by SBA)
   e) Service-Disabled Veteran-Owned Small Business (must be listed in the VetBiz Vendor Information pages)
8) If a teaming arrangement is contemplated, discuss potential team members.
9) A description of the firm's ability to perform the work and any other information you believe to be important and germane for the purposes of this SSN.

The responses received will assist FEMA with identifying the number and nature of the entities that consider themselves feasible technical solution providers, as well as any teaming arrangements that may evolve as a result of this requirement.

Each respondent, by submitting a response, agrees that any cost incurred by it in responding to this request, or in support of activities associated with this SSN, shall be the sole responsibility ofrespondent. FEMA shall incur no obligations or liabilities whatsoever, to anyone, for any costs or expenses incurred by the respondent in responding to this SSN. Responses to this SSN will not be returned.

5. Industry Discussions

Some respondents may be asked to provide additional information regarding the matters addressed in this SSN. Such requests will be provided approximately 4 weeks following the deadline to respond to this SSN. Those respondents will be contacted directly if there is a need forfurther information.

6. Questions

Respondents may submit questions regarding this SSN to the contact(s) listed below. Please send any questions you may have to the Contracting Officer, Kimberly Coakley: Kimberly.Coakley@fema.dhs.gov. Each question shall provide the section and page number of the particular item being referred to in this SSN.