Solicitation 20270PR260001476 Questions and Responses

Question or Comment Number	Question/Comment	USCG Response
1	Period of performance: The solicitation price schedule (Section II) identifies a six-month base period, two 12-month option periods, and one six-month option period, while PWS Section 7.1 states one one-year base period and two one-year option periods. Please confirm the intended base and option period structure.	The base period will be 6 months, with two (2) one-year options and a third option of six (6) months. The PWS will be updated to reflect this information.
2	Labor category mapping: PWS Sections 4.1 and 4.2 describe Aircraft Mechanic I and Aircraft Mechanic II. Wage Determination 2015-5687 Rev 29 lists Aircraft Mechanic I, II, and III, and FAR 52.222-42 in the solicitation identifies equivalent rates for Aircraft Mechanic III (WG-12) and Aircraft Mechanic II (WG-11). Please confirm the Service Contract Labor Standards occupational mapping for the PWS Aircraft Mechanic I and Aircraft Mechanic II positions.	The Aircraft Mechanic I position in the PWS is mapped to Service Contract Labor Standards (SCLS) category Aircraft Mechanic II (WG-11). The Aircraft Mechanic II position in the PWS is mapped to SCLS category Aircraft Mechanic III (WG-12).
3	Staffing basis: The solicitation requires a staffing chart with proposed wage-year-equivalent employees, but the PWS does not state a Government-estimated workload or FTE count. Can the Government share the number and mix of personnel it currently considers necessary to perform the PWS, or releasable information on current incumbent staffing levels?	Proposed staffing is the responsibility of the offeror and input provided by the government is informational only. The offeror is required to carefully review the PWS and propose staffing to accomplish all tasks in the PWS. The contractor staff will augment active duty effort and help maintain continuity during periods of surge efforts and personnel constraints, such as Permanent Change of Station (PCS) season and Arctic surge operations. The government believes this effort can be effectively staffed with a single Project Manager, two (2) Aircraft Mechanic I positions, and two (2) Aircraft Mechanic II positions, however, this is for information purposes only.
4	Fleet timing: PWS Section 1.1 describes growth from six to nine H-60s by summer 2026. Please confirm whether all nine aircraft are expected to be assigned and supported by this requirement at contract start and throughout the base period.	Offerors should propose to the current fleet of six (6) H-60s. As new aircraft arrive, offerors will be provided an opportunity for equitable adjustment, should work levels or staffing need to be adjusted. The earliest expectation that Air Station Kodiak may be receiving additional aircraft is Summer 2027.
5	Work schedule: Please describe the current shift structure and the anticipated frequency of weekend or night work for contractor personnel under PWS Section 7.5.	Contractor staffing is requested for Monday - Friday, 8 hours per day, excluding federal holidays. A second CLIN will be included in the contract for any other direct charges (ODCs) such as a requirement for overtime, surge assignments, travel, and certain trainings that may be required. This CLIN is expected to be rarely used.
6	QASP: Please provide, or describe the standards contained in, the Quality Assurance Surveillance Plan and Acceptable Quality Levels referenced in PWS Section 4.4.	The QASP will be provided to the successful offeror at the kick-off meeting.
7	Phase-in timing: Please identify the anticipated contract start date and clarify how the kick-off/phase-in meeting required at least 30 days before the period of performance start (PWS Section 5.1) will be scheduled if award occurs fewer than 30 days before the start date.	The successful offeror will be provided a full 30-day phase-in period. The contract start date will be on the 1st of the month. This may result in a phase-in period of more than 30 days.
8	Incumbent status: Is the work described in this PWS currently being performed under an existing contract, or is this a new requirement? If an incumbent contract exists, please identify the contract number and, to the extent releasable, the current contractor staffing level performing this scope.	This is a new requirement for onsite services at USCG Air Station Kodiak.
9	Site visit information: For offerors unable to attend the 22 July 2026 site visit, will the Government publish site-visit minutes, photographs, or a summary of questions and answers raised during the visit via amendment?	The charts, attendance list, and all questions received and responded will be posted to SAM via a solicitation amendment.
10	Section II (Schedule) states that the contract consists of a 6-month base period, two 1-year options, and one 6-month option. However, PWS Section 7.1 states the contract includes "one (1) one-year base period, and if exercised, two (2) one-year option periods". Could the Government please clarify the exact structure and duration of the base period and subsequent option periods?	The base period will be 6 months, with two (2) one-year options and a third option of six (6) months. The PWS will be updated to reflect this information.
11	PWS Section 1.1 states that Air Station Kodiak currently supports six (6) MH-60 Jayhawk helicopters with a planned expansion to nine (9) aircraft. For proposal and pricing purposes, should offerors base their quotations on supporting the current fleet of six (6) helicopters or the planned fleet of nine (9) helicopters?	Offerors should propose to the current fleet of six (6) H-60s. As new aircraft arrive, offerors will be provided an opportunity for equitable adjustment, should work levels or staffing need to be adjusted.
12	The solicitation states that quotes must remain valid for 30 days. Given the complexities of onboarding and securing Common Access Cards (CACs), If award is anticipated beyond the 30-day quote validity period, will the Government request extensions from offerors?	The government expects to make an award within 30 days after quotes are due.
13	FAR Clause 52.222-42 lists an Aircraft Mechanic III (WG 12) labor category. However, PWS Section 4 only provides tasking for Aircraft Mechanic I and Aircraft Mechanic II. Is an Aircraft Mechanic III labor category required for this contract, and if so, what are their designated tasks?	The Aircraft Mechanic I position in the PWS is mapped to Service Contract Labor Standards (SCLS) category Aircraft Mechanic II (WG-11). The Aircraft Mechanic II position in the PWS is mapped to SCLS category Aircraft Mechanic III (WG-12).

14	Does the Government have a specific historical staffing level or a minimum number of Wage-Year Equivalent (WYE) employees required to support the anticipated increase in aircraft maintenance workload to ensure equitable evaluation of the Firm-Fixed-Price volumes?	This is a new requirement for onsite services at USCG Air Station Kodiak. No historical staffing is available. Proposed staffing is the responsibility of the offeror and input provided by the government is informational only. The offeror is required to carefully review the PWS and propose staffing to accomplish all tasks in the PWS. The government believes this effort can be effectively staffed with a single Project Manager, two (2) Aircraft Mechanic I positions, and two (2) Aircraft Mechanic II positions, however, this is for information purposes only.
15	PWS Section 3.1.2 requires the onsite Project Manager to have a minimum of 10 years of Program or Project Management experience. Does this experience need to be specifically within U.S. Government or military aviation maintenance operations, or is comparable commercial aviation project management experience acceptable? Additionally, is the Project Manager required to already be located in Alaska, or may the selected individual relocate and report onsite at USCG Air Station Kodiak prior to contract performance?	Project Manager does not need exclusive military aviation or US government experience, however that is preferred. Relocation and reporting prior to contract performance is acceptable.
16	PWS Section 7.5 states that work hours may fall outside the standard 8-hour day, but specifies employees shall work no more than 40 hours per week unless overtime premiums are agreed to in advance. Should offerors include estimated overtime within their Firm-Fixed-Price proposal, or should pricing assume only the standard work schedule?	Contractor staffing is requested for Monday - Friday, 8 hours per day, excluding federal holidays. A second CLIN will be included in the contract for any other direct charges (ODCs) such as a requirement for overtime, surge assignments, travel, and certain trainings that may be required. This CLIN is expected to be rarely used.
17	Can the Government provide historical flight and maintenance data for the MH-60 Jayhawk fleet at Air Station Kodiak (e.g., annual flight hours, maintenance workload, and scheduled versus unscheduled maintenance) to assist offerors in developing realistic staffing and pricing assumptions?	AIRSTA Kodiak has a complement of 5 to 6 MH-60Ts that fly 600 to 650 hours per year per airframe and 45K maintenance labor hours dedicated to intermediate maintenance. Contractors will be primarily assisting with scheduled maintenance.
18	PWS Section 7.3 states that the Government will reimburse allowable travel costs. Please clarify whether travel reimbursement will be based on the applicable Federal Travel Regulation (FTR)/General Services Administration (GSA) or Joint Travel Regulations (JTR) per diem rates, or on actual allowable expenses. Additionally, if contractor personnel are mobilized from outside Alaska, should airfare, lodging, meals, and incidental expenses be included in the Firm-Fixed-Price proposal or invoiced separately as reimbursable travel costs?	A second CLIN will be included in the contract for any other direct charges (ODCs), such as a requirement for overtime, surge assignments, travel, and certain trainings that may be required. This CLIN is expected to be rarely used. Travel shall be in accordance with the Federal Travel Regulations (FTR).
19	PWS Section 6.1.1 states that if a tool is lost and not located within two business days, the Contractor must reimburse the Government for the replacement cost. Will the Government provide an inventory list and an audited valuation of the tool kits issued to the contractor upon award?	All tools are managed each shift by AIRSTA personnel and an inventory list will be available for contractor review. The contractor will be financially liable for replacement cost of any lost, damaged, or destroyed government tools if the loss is the result of contractor negligence malicious intent, or theft. Negligence is defined as "a failure to exercise the standard of reasonable care that a prudent person would use under similar circumstances to protect the property." Malicious intent is defined as "Willful misconduct or intentional acts resulting the loss damage or destruction of property." Theft is defined as "Unlawful taking or removal of government property by contractor employees, subcontractors, or agents."
20	PWS Section 7.7 states that the Government may implement unplanned unit shutdowns of up to 20 hours per year during which contractor personnel are not permitted onsite. During these Government-directed shutdown periods, will the Contractor continue to receive the full monthly Firm-Fixed-Price payment, or will an adjustment be made to the contract price?	This will be contingent on the purpose of the unplanned unit shutdown. At this time it is impossible to answer this question with any degree of certainty.
21	PWS Section 3.1.1 permits a break in services for vacancy replacements not to exceed 15 calendar days, but later states that daily rate deductions will begin on the 31st calendar day after a position is vacated. Could the Government please clarify whether deductions begin on day 16 or day 31?	The government will be requesting consideration for any positions not filled after 31 days of vacancy.
22	PWS Section 3.1 states that a Common Access Card (CAC) is required prior to the commencement of services. What is the expected processing lead time for the Coast Guard to issue CACs post-award to ensure the contractor can meet the required staffing at the commencement of performance?	It takes 45-60 days for contractors to get entered into the DEERS system and having a CAC issued. The government will immediately begin communicating with the successful offeror to obtain the necessary information to start this process.
23	The PWS states that contractor personnel may be required to perform work at other Government-designated locations. Please identify the anticipated locations, frequency of travel, and whether travel costs should be included in the Firm-Fixed-Price proposal.	The only location for work will be at Hangar 3 at Air Station Kodiak. A second CLIN will be included in the contract for any other direct charges (ODCs), such as a requirement for overtime, surge assignments, travel, and certain trainings that may be required. This CLIN is expected to be rarely used.

24	Please confirm whether the Government will provide all Government Furnished Equipment (GFE), Government Furnished Property (GFP), maintenance stands, support equipment, and technical publications necessary to perform the required helicopter maintenance services. If not, please identify which items the Contractor is expected to furnish as part of contract performance?	The government will provide all of the equipment referenced in this question. Additionally, the government will provide some consumable items, such as disposable ear plugs, non-prescription safety glasses, and rubber gloves. Contractor shall be responsible for any and all specialized PPE required for their employees, such as safety boots and prescription safety glasses
25	Please confirm whether the Government will provide initial training and user account setup for the Aviation Logistics Management Information System (ALMIS), Aviation Technical Information Portal (ATIP), and any other Government information systems required for contract performance. If not, please clarify the Contractor's responsibilities for obtaining system access, required training, and associated costs?	The government will facilitate ALMIS user account setup and provide training to all contractor personnel that will be using the system.
26	Does the Government anticipate a formal transition or phase-in period prior to the commencement of full performance, and if so, will transition activities be included within the base period of performance or performed separately?	The successful offeror will be provided a full 30-day phase-in period. The contract start date will be on the 1st of the month. This may result in a phase-in period of more than 30 days.
27	Will option-period prices be adjusted under FAR 52.222-43 for revised wage determinations, mandated fringe-benefit increases, or changes in applicable minimum wages? Please confirm the process and effective date for each adjustment.	At time of option exercise, the most recent wage determination will be included with the contract modification. Offerors will be allowed to submit a request for equitable adjustment in accordance with FAR 52.222-43 for actual increases or decreases that occur as a result of the wage determination.
28	Does the Government intend to establish separate reimbursable travel funding or a not-to-exceed travel amount outside the monthly firm-fixed-price CLINs? If so, please provide the estimated travel quantity or funding ceiling for each contract period.	An estimated travel quantity or funding ceiling is not available. A second CLIN will be included in the contract for any other direct charges (ODCs), such as a requirement for overtime, surge assignments, travel, and certain trainings that may be required. This CLIN is expected to be rarely used. An estimated travel quantity or funding ceiling is not available.
29	What workload level is included within the monthly firm-fixed price, and what event would constitute work beyond the priced scope. For example, additional aircraft, additional positions, new performance locations, sustained overtime, or maintenance requirements materially exceeding historical levels?	Contractor staffing is requested for Monday - Friday, 8 hours per day, excluding federal holidays. A second CLIN will be included in the contract for any other direct charges (ODCs) such as a requirement for overtime, surge assignments, travel, and certain trainings that may be required. This CLIN is expected to be rarely used. Offerors will be provided an opportunity for equitable adjustment in the case of a revised PWS or increases in aircraft to be worked on.
30	Will contractor personnel supplement Government maintainers under Government-established work priorities, or will the Contractor be responsible for independently completing specified aircraft, inspections, work packages, or readiness outcomes?	Contractor personnel will supplement Government maintainers under Government-established work priorities
31	Please identify the expected aircraft-readiness, work-order completion, schedule, quality, or productivity standards applicable to contractor personnel and explain how performance will be measured when outcomes depend on Government parts, engineering, QA, aircraft availability, or operational priorities.	Contractor personnel will supplement Government maintainers under Government-established work priorities. The government will evaluate performance based upon the number of assigned tasks and MPCs that are timely and successfully completed. The contractor will not be responsible for late work due to government impacts, such as unavailable parts, aircraft unavailability or QA inspection unavailability.
32	The PWS requires unsatisfactory work to be corrected at no additional cost. Please confirm that no-cost correction applies only to deficiencies caused by Contractor performance and excludes latent defects, inaccurate technical data, Government direction, previously performed work, defective parts, or changed requirements.	That is correct, only deficiencies from the contract performance will be held to this standard
33	Who will provide aircraft parts, repair materials, chemicals, sealants, coatings, hardware, expendables, and HAZMAT required to complete assigned maintenance? Please identify any items that must be included in the Contractor's monthly price.	The government will provide all of the items referenced in this question. Contractor will be responsible for personalized PPE requirements of their employees, such as safety shoes and prescription safety glasses.
34	Who is responsible for inspecting, calibrating, repairing, and replacing Government-furnished tools and GSE due to normal wear, calibration expiration, or equipment failure not caused by Contractor negligence?	This will be the government's responsibility. Contractors will follow established procedures
35	When Government QA, engineering approval, parts, technical data, aircraft access, or required supervision is unavailable, will associated delays be excluded from performance deficiencies, invoice deductions, and Contractor responsibility?	The contractor will not be evaluated negatively if QA, engineering approval, parts, technical data, aircraft access or required supervision is not available.
36	Please confirm that operational tasking will be routed through the Contractor's Project Manager and that Government shift supervisors will not directly control individual contractor employees' schedules, leave, discipline, or employment matters.	Operational tasking will occur from the COR to the Project Manager. The government will not be involved or directly control contractor employees, including recruitment, schedules, leave, discipline or any other employment matter between the contractor and their employees.

37	Are offerors required to provide dedicated backup personnel to cover leave, illness, training, and vacancies while maintaining the proposed staffing level? If so, should those relief personnel be included as full wage-year equivalents in the staffing chart and price?	Backup personnel are not expected at this time, provided the contractor is able to stay current with all taskings with their available workforce.
38	Is Government housing, temporary lodging, transportation, parking, or access to dining facilities available to contractor personnel in Kodiak or at Forward Operating Locations? If available, please provide applicable rates and limitations.	No housing, lodging, transportation, or parking will be provided to contractor personnel in Kodiak. If contractor employees are required to travel to other locations, this cost will be covered in an ODC CLIN that will be included in the contract.
39	The PWS states that personnel must be able to "potentially obtain and maintain" a Secret clearance, while also stating that classified access is not currently required. Should offerors include clearance-processing costs in their price, and can personnel begin performance before a clearance is completed?	At this time a Secret Clearance is not required. This condition may change, therefore, the contractor employees should be eligible to obtain a Secret Clearance. The contractor will be notified and given appropriate time to become compliant, should this change be implemented. At this time a Facility Level Clearance is not required.
40	Please confirm whether the current Wage Determination 2015-5687, Revision 29, applies to all proposed contractor positions and identify any required conformance process for positions not expressly listed.	The wage determination included with the solicitation is the most recent version. The aircraft mechanic positions are subject to the Service Contract Labor Standards. The conformance process can be found on SAM at https://sam.gov/wage-determinations/resources/sca-conformances.
41	PWS Section 3.1 states that all staff with the exception of the Project Manager must have an A&P license. Can the government please make this a preferred, but not mandatory requirement or allow for four (4) years of aircraft mechanic experience as a substitute for the A&P as most former USCG mechanics have years of experience, but do not have the license	The PWS will be updated to allow the contractor to provide an aircraft mechanic without an A&P license provided they have attained at least 7 years of experience and have worked in an aircraft maintenance capacity within the past 24 months. The employee will be required to obtain their A&P license, at contractor expense, within one year of employee's start date.
42	PWS Section 3.1 states that aircraft mechanics need to provide proof that they have aircraft mechanic experience within the last year to qualify. Considering the nature of the environment and job industry in Kodiak, some qualified folks may be willing to cycle back to Kodiak on a permanent basis who left to find stable employment. Can the government please consider extending this requirement to "within 2-3 years" to allow for qualified candidates to potentially return to Kodiak for these positions?	The PWS will be revised to read as follows: Hold a current Airframe and Power Plant (A&P) license and proof of recent aircraft mechanic experience within the last thirty-six (36) months OR have attained at least 7 years of experience and have worked in an aircraft maintenance capacity within the past 24 months. The employee will be required to obtain their A&P license, at contractor expense, within one year of employee's start date.
43	The role of the Project Manager was discussed further at the site visit. Can the government please confirm/clarify the Project Manager role and that the person should have the capabilities to perform work on the aircraft as well as provide quality assurance/oversight of the mechanical actions of the staff even though the government will conduct quality control over all maintenance activities.	The government confirms the Project Manager role may perform work on the aircraft as well as provide quality assurance/oversight to the mechanical actions of their staff. The government will perform formal quality control and safety oversight over all maintenance activities.
44	Can the government include FAR Clause 19.1307 into the solicitation?	There is no FAR Clause numbered FAR 19.1307. The Revolutionary FAR Overhaul (RFO) does not have text numbered at FAR 19.1307. Under prior versions of the FAR, FAR 19.1307 refers to price evaluation for HUBZone small business concerns. This will not be applicable to this solicitation.
45	Can you confirm that any travel related costs will be expensed under an ODC CLIN, if required	A second CLIN will be included in the contract for any other direct charges (ODCs), such as a requirement for overtime, surge assignments, travel, and certain trainings that may be required. This CLIN is expected to be rarely used.
46	Per the provided SCA Wage Determination 2015-5687, a 12th holiday for Good Friday needs to be recognized in the PWS which is unique to the locale based on the Wage Determination. Please update PWS Section 7.6 to include this holiday.	This holiday will be added to the PWS list.
47	As noted, the SCA Wage Determination Wages are severely under the local requirements to recruit permanent skilled staff. Does the government understand this and will it be recognized when evaluating pricing to ensure a long term, stable workforce?	The contractor shall be responsible for providing qualified staff for this requirement at wages they establish for their employees. The Service Contract Labor Standards and respective Wage Determinations are provided as required per FAR 22.1002-3. Contractors must pay their employees at least the wages and fringe benefits found in the Wage Determinations. This is not a mandated wage or fringe benefit amount.