

State of Oklahoma, OMES, Solicitation 5850000494, Helicopter Training- Question and Answers:

Administrative Review Question:

1. Per the Bidder Instructions Section 4, par. 4.1. Of solicitation 5850000494 and any amendments thereto. Designated Pilot Examiner Requirement

Reference: Section 8, C.1.1.3 c, C.2.3 c, C.3.3.c, C.4.4c

I object to the bid requirement of a DPE on staff because it is unnecessarily restrictive and limits competition.

Unnecessarily Restrictive:

DPEs are required only after the student passes the End of Course Check (EOC) flight and ground lessons. It is unreasonable to expect a student to pass the EOC and be presented to a DPE for the Practical Test the same day. Students need a check ride preparation window. Thus, the immediacy of a DPEs availability is a non-concern.

DPEs are typically available within 1-3 days' notice, but are often scheduled weeks in advance based on estimated completion times. The FAA recently relaxed DPE territory rules. Before the change, DPEs could only provide services in their FAA Regional District. After the change, all DPEs nationwide are available for check rides in any region. Thus, the pool size of DPEs to meet the timeline of the student is a non-concern.

Limitation of Competition:

The number of aviation companies with DPEs on staff are significantly fewer than those with a DPE on staff. Availability and the pool size of DPEs as well as lifting of geographic restrictions for DPEs are suitable to meet the training schedule desired by the State. Additionally, far fewer companies have DPEs on staff than those that do not have a DPE on staff, thus greatly limiting the field of competition, especially coupled with the 200 mile training location requirement. If training were to be conducted at Max Westheimer Airport, would the State require a DPE to be stationed there? If not, why must a DPE be required at the vendor's training facility?

Response:

In the past we have had pilots wait for DPE's to be available following training. This sometimes resulted in delays of months for our pilots to receive licensing following provided training. This in turn resulted in additional training costs to meet proficiency for a check ride due to the delay between subsequent training and examiner availability. This also resulted in pilots not meeting training requirements during a fiscal year because they did not complete licensing required to attend subsequent training.

Questions and Answers:

Question: Section 8, 8.1 D, Pg. 11, Security Certification and Accreditation Assessment – are either of these required? If so, is it required at bid submission or after the award?

Answer: Unless such are required by OMES, FAA certifications for flight instructor and flight school are all the certifications required by OHP Aircraft.

Question: Section 8.1 C.1.1.3. & C.1.1.4. - NVG does not require a check ride and thus the 1.5 hours Check Ride Rental and 1 Designated Pilot Examiner Fee should not apply. Is this a mistake?

Answer: Should not be there

Question: Please clarify whether the pilots need to become NVG instructors as part of the bid requirement and how much of the experience requirements below have been met by each pilot?

Answer: One pilot for NVG training, and one pilot for instructor training. Any instructor candidate will meet the minimum requirements.

- (k) Training for night vision goggle operations. A flight instructor may not conduct training for night vision goggle operations unless the flight instructor:
- (1) has a pilot and flight instructor certificate with the applicable category and class rating for the training;
 - (2) If appropriate, has a type rating on his or her pilot certificate for the aircraft;
 - (3) Is pilot in command qualified for night vision goggle operations, in accordance with § 61.31(k);
 - (4) Has logged 100 night vision goggle operations as the sole manipulator of the controls;
 - (5) Has logged 20 night vision goggle operations as the sole manipulator of the controls in the category and class, and type of aircraft, if aircraft class and type is appropriate, that the training will be given in;
 - (6) Is qualified to act as pilot in command in night vision goggle operations under § 61.57(f) or (g); and
 - (7) Has a logbook endorsement from an FAA Aviation Safety Inspector or a person who is authorized by the FAA to provide that logbook endorsement that states the flight instructor is authorized to perform the night vision goggle pilot in command qualification and recent flight experience requirements under § 61.31(k) and § 61.57(f) and (g).

- Question: C.1.2.1.a. Clarify if an "FAA Certified" facility means one that is Part 141?
- Answer: As stated in C.1.3. Training facility must be FAA certified Part 141. Training may be conducted as Part 61, but training facility must be certified Part 141.
- Question: C.1.3 (a), C.2.3. (a), C.3.3. (a), C.4.3. (a) – All of these sections state: “Provide rotary wing instruction from primary student to Commercial Pilot Certification.” As all of the courses are “Add-On” courses to an existing rating (with the exception of the NVG Course (C.1.)), shouldn’t each of these sections only address the required instruction for the completion standard of the course?
- Answer: The facility must be capable of providing rotary wing instruction from primary student to Commercial Pilot Certification, no matter the course.
- Question: C.2.3. (e), C.3.3. (e), C.4.3. (e) – SFAR Requirements. In order to provide accurate pricing, can we know (1) how many students are lacking the SFAR 73 R22 PIC ENDORSEMENT and the SFAR 73 R44 PIC ENDORSEMENT.
- Answer: Number of pilots will be 0-2. SFAR will be a separate quote.
- Question: Some pilots may partially meet the requirements and others may not. Thus, the cost of the SFAR requirements could vary from student to student and all bidders need this information to bid the same.
- Answer: There will be no partially met requirements.
- Question: Pricing is requested for SFAR separate of the flight instruction provided for each course. Should this pricing be placed in the Remarks section of the preferred bid packet pricing format?
- Answer: Pricing in the Remarks section is appropriate.

Question: Course Aircraft – No requirement was made for type of aircraft used in the course, however, the weights of the students may require which aircraft is utilized. Please provide the *flight ready weight* for each student categorized by what course the student requires.

Answer: Pilots will not be more than 200 lbs.

Question: Section 8, 8.1 D, Pg. 11, FAA Facility Certifications – please clarify you are looking for a copy of the Part 141 Air Agency Certificate?

Answer: Yes.

Question: How many students are projected to enroll in each course during the contract?

Answer: 0-2

Question: Are there any renewal options and should we provide pricing for such (and in what manner)?

Answer: There are no renewal options.

Question: To evaluate the possibility of providing training at KOUN, please answer the following: If training is selected at HQ in Norman, OK, does the vendor have to have a DPE? Does the DPE need to be at HQ during training?

Answer: DPE must be on staff, but not required to be present during training. If training is held at OUN, check ride will be held at OUN.

Question: Is the OHP facility equipped with a projector, whiteboard and is there Wi-Fi available?

Answer: OHP Aircraft is not equipped with a projector and whiteboard. Wi-Fi is available.

Question: Is hangar space available and is there a charge for use of the hangar space for training aircraft?

Answer: Hangar space would be provided during instruction, with no charge.

Question: Would on-site lodging be provided by OHP at no charge or is the vendor required to find and pay for off-site lodging?

Answer: Lodging is not provided. All travel expenses must be included in bid.

Question: Can an accelerated schedule be maintained given the Department staff's other responsibilities? For example, can 3-4 students be attending flight school at KOUN for 4-5 days per week for up to 3-4 weeks without interruption?

Answer: No

Question: Are we required to hold any additional insurance for training at HQ?

Answer: No, you are not required to hold any additional insurance for training at HQ.

Question: Is the HQ location required to be designated as Part 141?

Answer: No.

Question: Are meals provided by HQ for instructors?

Answer: Meals are not provided. All travel expenses must be included in bid.

Question: Can the ground instruction for each course be conducted remotely through web conference format?

Answer: Yes

Question: Is a mechanic required to be on site at the OHP location?

Answer: No.

Question: 8.1 B (iv). Is there a weighted value with this bid criteria on evaluation?

Answer: Yes, there is a weighted value with this bid criteria on evaluation

Question: C.1.3., C.2.3., C.3.3. – Are NVG instructors required to also be helicopter instrument instructors, or is this a mistake?

Answer: It is preferred that NVG instructors be helicopter instrument instructors.