

# Questions And Answers

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**Q1.** Page 3 Paragraph 4 indicates that NAVICP currently does not have approval to sell the parts listed in paragraphs 4a and 4b. What happens if its approval is never obtained? Is the bid cancelled and the money refunded, or is the successful bidder left with an airframe with no engines, gyroscopes, servos, auto-pilot, etc.?

**Ans:** NAVICP does have approval. Paragraphs 4a and 4b listed on page 3 of solicitation N00383-02-R-H53SALE1A are now deleted.

**Q2.** Paragraph 1 under Section C provides for part exchanges from 14 non-flightworthy CH53's. What is the process by which these 14 non-flightworthy aircraft are going to be made available for the parts exchange, especially if there is more than one contractor purchases the aircraft?

**Ans:** If there are two (2) successful offerors and the Government decides to conduct a parts exchange from the 14 non-flyers, the aircraft will be divided into two (2) equal lots of seven (7) each. Potential offerors should keep in mind that aircraft will be sold "as is" and "where is" and the parts exchange will only occur at the discretion of the Government.

**Q3.** Under Section C2 where you discuss the minimum parts package several questions arise. Is there a parts list? If so, does that parts list identify:

- a. the part standard unit price;
- b. the parts total time;
- c. the parts service life;
- d. overhaul life;
- e. time since overhaul; and,
- f. historical records.

Further, how is it determined what parts we get for our million dollars. Again, we are concerned about a situation similar to that discussed above concerning the exchange of parts involving the 14 non-flight airworthy aircraft. Also, is your standard unit price prorated to service life remaining?

**Ans: Parts are available. As stated on page 4 of the solicitation, “the contractor must provide a list of desired parts to purchase to the Contracting Officer within 30 days of contract award.” The purchaser(s) of the aircraft will choose the quantity and mix of parts. Service record cards will be made available with each part. These cards contain the time since overhaul and the time since new. Standard unit price is not prorated to service life remaining.**

**Q4.** Referencing Paragraph C3, and particularly the phrase, "a secure, contractor operated facility in close proximity to AMARC," is the government willing to provide space on Davis-Monthan for this purpose? If not, does Marana Airfield west of Tucson qualify?

**Ans: The “secure, contractor operated facility in close proximity to AMARC” refers to the area where the Government will store the 14 non-flyers. These aircraft will remain under Government cognizance.**