MANTATEE COUNTY SHERIFF’S OFFICE
MCSO RFP-2017-18-001-HELICOPTER
ADDENDUM #3

Questions Pending from Addendum #2

2. Attachment A, 4.2: Does the requirement for “Self-sealing/crash worthy fuel tanks” refer to ballistic tolerant fuel tanks? Do crash worthy fuel tanks satisfy the requirement?

   Crash worthy is sufficient. Must meet MIL-DTL-s7422 Standards.

3. Attachment A, 2.12: Requirement 2.12 calls out a Preliminary Weight and Balance Calculation Appendix B but no Appendix B was included in the RFP. Is Purchaser requiring a Preliminary Weight.

   Yes. Vendor should provide a weight and balance with the specified equipment. [Please disregard the reference to Appendix B.]

5. Attachment C, Articles 4.12: Can the Vendor provide a Corporate Guarantee instead of sureties? This would reduce the price to MCSO.

   MCSO requires that Vendors follow the requirements as written in Attachment C, 4.12.

Questions Related to the RFP Document

1. Section B.2, Tab 4 – Article 6

   Could MCSO please clarify if the correct Section (Section 4) of the Technical Specifications Requirements is referenced for providing cost details for Maintenance and Support? Did you mean Section 5?

   Yes. The text should read “Section 5” rather than Section 4.

2. RFP, Page 25-26, Drug Free Workplace Certification Form:

   Form is required to be signed, notarized and submitted with the proposal submittal. The notary authority states "State of Florida, County of________." Is proposer to change notary authority to the Proposer's residing state and county? Proposer recommends the state revise and re-issue the form allowing Proposer's to fill-in the state and county information as it pertains to their current residence/location. Example: State of __________County of

   Notary should write in corrections to the State and County at the time the form is notarized.

3. RFP, Page 27-28, Public Contracting and Environmental Crimes Certification

   Form is required to be signed, notarized and submitted with the proposal submittal. The notary authority states "State of Florida, County of________." Is proposer to change notary authority to the Proposer's residing state and county? Proposer recommends the state revise and re-issue the
form allowing Proposer’s to fill-in the state and county information as it pertains to their current residence/location. Example: State of ___________County of

Notary should write in corrections to the State and County at the time the form is notarized.

4. RFP, Page 10, B.2-Tab 5, #2.a Documents a. A copy of the most recent audited financial statements.
Proposer is a wholly-owned subsidiary as a part of the international group. Since the Proposer is a privately-held company, that is, not publically traded on the U.S. stock exchanges, there is no statutory requirement to conduct an annual audit, and no such audit is made. Accordingly, there are no stand-alone audited financial statements available for Proposer. The available audited financial statements that are for the ultimate parent company, will MCSO permit group level financial statements? Proposer recommends that the MCSO permit group level financials to substantiate the company’s financial stability. Additionally, due the size of the available files, Proposer recommends that an internet hyperlink be permitted in place of publishing multiple pages of these documents in the copies of the Proposal.

MCSO will permit the submission of the audited financial statements in this circumstance.

The use of an internet hyperlink is not permitted. Vendor shall insert the documents in the proposal as directed in in the Request for Proposals.

5. RFP, Page 10, B.2-Tab 5, #2.a Documents a. A copy of the most recent audited financial statements.
The requirement for Proposers to provide audited financials is listed in both the Contract and Cost Proposal and also in the Managements and Requirements Proposal. Is proposer required to submit financials in both proposals? Proposer recommends that the MCSO require the Proposer to provide the financial statements only in the Contracts and Cost Proposal.

MCSO is asking Vendors to submit two copies of the audited financial statements – one in each location. Having the documents in the two separate binders will provide a more thorough review of Vendor qualifications. [See Addendum #1, Question 6.]

6. RFP, Page 10-11, B.3-Tab 1, #5 Vendor’s Organizational Overview
Financial Statement - Insert copies of the most recent audited financial statements. Tab 1 Section limits the vendor organization's response to a maximum of 10 pages. The financial statement for a large corporation exceeds the maximum allowable number of pages to be included in this section. Will MCSO adjust the requirement that permits vendor’s organization to submit to submit financials in a separate section of the proposal submittal? Proposer recommends that the MCSO add "Tab 11: Additional Information" to the end of the Management and Requirements Proposal. The page limit requirements do not include the audited financial statement documents. [See Addendum #1, Question 6.]

7. RFP, Page 8-9, B.2-Tab 4, #2, 3 & 4
2. Bill of Materials, provide an itemized bill of materials
3. Manufacture and Completion cost - provide cost details for any activity to get the aircraft mission ready
4. Equipment Detail - provide cost details for provision and installation of equipment

Proposer is the aircraft OEM and will be responsible for the installation of all equipment and/or kits per the technical specifications at OEM's facility AND will not use a subcontractor for any portion of this contract, Items 2, 3 and 4 will all be the same documentation. Is Proposer permitted to provide one document that details the required information for Items 2, 3 and 4? Allow Proposer to provide standard industry pricing details in line with industry best practices

MCSO requires that the pricing detail be provided in the format requested in the Request for Proposals. The detail is not affected by completion being done by a subcontractor. The cost detail should be listed regardless of who is doing the work.

8. RFP, Page 8-9, B.2-Tab 4, #6 Maintenance Cost Detail - provide the cost details for providing Maintenance and Support

Proposer's structure and costing for providing Maintenance Support Agreements or PBH/SBH are based on a per flight hour rate. Please provide the mission details and average number of flight hours aircraft is expected to fly per year. Provide updates to Attachments A and B regarding flight Hour standards to ensure details and costing is accurately documented

MCSO makes the following modification to clarify Agency needs:

Vendors should provide warranty costs as indicated in Attachment B. The requirements related to maintenance over the life of the aircraft will not include actual labor for maintenance, but rather Vendor support as outlined in the RFP and Attachment A.

9. RFP, Page 8-9, B.2-Tab 4, #6 Maintenance Cost Detail - provide the cost details for providing Maintenance and Support

Is Proposer required to provide an Initial Provisioning List with the Maintenance Cost Details? Recommend IPL requirement be stipulated with pricing information

MCSO only requires the Attachment B be completed and submitted in B.2, Tab 4. Vendor is asked to provide only the detail specified on pages 8-9 of the RFP.

10. RFP, Page 8-9, B.2-Tab 4, #6 Maintenance Cost Detail - provide the cost details for providing Maintenance and Support

Proposer's structure and costing for providing Maintenance Support varies based on customer's specific requirements and aircraft availability. The Maintenance Support also varies depending upon the status of the Warranty or Extended Warranty period. During the Warranty or Extended Warranty period, Proposer is able to offer a Maintenance Support Agreement or PBH/SBH at a lower cost based on a per flight hour rate. After the Warranty period has expired, the Maintenance Support Agreement or PBH/SBH flight hour rate is subject to change. Please define the Maintenance Support required for the MCSO. Proposer requests the MCSO revise item 6 and add item 7 to
reflect: 6. Maintenance Cost Details - DURING Warranty/Extended Warranty Period  7. Maintenance Cost Details - AFTER Warranty/Extended Warranty Period Provide updates to Attachments A and B regarding aircraft availability requirements to ensure details and costing is accurately documented

See numbers 8 and 9 above.

11. RFP, Page 9-10, B.2-Tab 5, #1.e Proposed maintenance and warranty structure
Proposer's structure for providing Maintenance Support and Warranty or Extended Warranty varies based on customer's specific requirements. During the Warranty or Extended Warranty period, Proposer is able to offer a Maintenance Support Agreement or PBH/SBH at a lower cost based on a per flight hour rate. After the Warranty period has expired, the Maintenance Support Agreement or PBH/SBH flight hour rate is subject to change. Proposer requests the MCSO revise item e and add items f, g and h to reflect: e. Proposed Warranty Structure f. Proposed Extended Warranty Structure g. Proposed Maintenance Program Structure - DURING Warranty/Extended Warranty Period. Proposed Maintenance Program Structure - AFTER Warranty/Extended Warranty Period. Provide updates to Attachments A and B regarding aircraft availability requirements to ensure details and costing is accurately documented.

See numbers 8 and 9 above.

12. Is the Proposal Opening (Operations Center) on June 12, 2017 @ 2:00 p.m. a public opening?

Yes.

Questions Related to Attachment A – Specifications Document

1. GS 1.22  ‘Helicopter shall have a cabin door opening that must be at least 52 inches. *Specify door opening (in inches) in Detail/Comment column.*
   a. Could you please advise the rationale behind this specification for the 52 inch cabin door opening?
     Standard pallets used for relief missions are 48” wide. 52” opening allows for 2” of clearance on each side.

2. GS 1.23  ‘External measurements of aircraft must allow for it to be housed in the County’s Emergency Operations facility during emergency weather situations. It must fit in a space 141” high by 119” wide equipped with ground handling wheels or fly-away kit. (Bay doors are 9 feet 10 inches wide, the North bay is 35’ 2” deep, the second bay from the north which the helicopter enters the building is 30 feet. Helicopter can be rotated and angled taking up both bays. From NE corner of the North bay to the SW bay opening of the second bay is 45 feet.)’
   a. Could you please advise how many times MCSO has been required to relocate its helicopters to the Emergency Operations facility over the previous 5 years?
     It has been relocated 0 times in the previous 5 years.
   b. Could you please advise if the Helicopter can be flown to another facility than the facility mentioned in this specification?
The aircraft cannot be flown to another facility due to the need to retain the aircraft in close proximity for rapid response mission following a disaster in our jurisdiction.

3. GS 1.28  ‘Helicopter shall have hinged cockpit doors, passenger doors and luggage compartment door with gas struts. Crew and cabin doors shall be equipped with STC door pin kit. (An FAA form 337 will be accepted.)’
   a. Could you please clarify why hinged passenger doors are being requested in the specification when rappelling is part of the Helicopter mission?
      Hinged door with the “door pin” kit is to accommodate the rappelling capability as well as maximizing door opening area.

4. GS 1.34  ‘Helicopter shall be equipped with a corporate noise reduction kit to reduce the external noise signature of the aircraft.’
   a. Could you please provide clarification on this specification?
      This requirement applies to internal noise rather than external.
      The aircraft must have a reasonable amount of soundproofing.

   b. Could you also please advise what level of reduction is to be provided and how MCSO will measure the noise level?
      No specific decibel reduction had been requested. However, the corporate level noise reduction kit may be appropriate.

5. GS 1.43  ‘All equipment and components shall be interfaced to MCSO networks and third-party vendors as applicable. Proposing vendors shall be responsible for all associated costs and shall supply Interface Control Documents to MCSO upon delivery of the helicopter.’
   a. Could you please define the MCSO networks and third-party vendors in this specification?
      The MCSO networks are defined as the internal Local Area Network of the Manatee County Sheriff’s Office, which is collocated with Manatee County Government network. This includes wired and wireless infrastructure. The third party vendor is Vislink.

6. GS 2.7  ‘For budgetary reasons it is preferred that the aircraft engine fall within a range of 500-800 SHP at continuous max power. *Indicate engine’s horsepower when running at continuous maximum power in Related Data/Comment column.*’
   a. Could you please explain the rationale for using SHP at continuous max power for budgetary reasons?
      The listed range of SHP is needed for purposed missions. More SHP means more fuel burn, thus higher fuel costs. “Budgetary”

7. GS 2.8  ‘For budgetary reasons it is preferred that the aircraft engine burn fuel at rate of 55 gallons per hour or less when operated at continuous maximum power. *Actual Fuel Consumption rate for proposed engine must be indicated in Related Data/Comment column*.’
   a. Could you please explain the rationale for using engine burn fuel rate of 55 gallons/hour at continuous max power for budgetary reasons?
      These numbers were used to meet average of mission capability and budget restraints. Lower fuel burn = less money = more flight time. “Budgetary”
8. **GS 2.9** ‘Category A performance with protected engine inlet installed consisting of inertial particle separator, paper based barrier filter or equivalent.’
   a. Could you please clarify if this specification is a requirement for a single engine Helicopter?

   **Cat A is not required in a single engine helicopter.**

9. **GS 2.12** ‘Aircraft weight at or below maximum gross weight and within normal center of gravity limitations carrying personnel, equipment, mission equipment to include MX10 cables, spotlight etc. and fuel as listed in Preliminary Weight and Balance Calculation Appendix B to this RFP. In addition to the Preliminary Weight Calculation spreadsheet, Offerors shall provide a sample weight and balance based on the data in this appendix and based on the actual empty weight of an aircraft of the same model offered having been produced and delivered within the 12 to 18 months of the date of issuance of a contract.’
   a. Could you please provide a copy of the Preliminary Weight and Balance Calculation Appendix B?

   **Appendix B was not provided.**

   Please disregard reference to Appendix B.

   b. Could you please advise if the sample weight and balance data can be used from a Helicopter which was produced or delivered outside the 12 to 18 month window?

   **Yes. As long as it is the same type and configured the same. i.e. Camera, mapping system, search light, radios, and all other equipment installed.**

10. **GS 2.13** ‘A government-spec crash resistant roll-over airframe must be provided.’
   a. Could you please clarify which FAR 27 requirement covers this specification?

   **MCSO requires that the vendor provide an aircraft with maximum protection for occupants in the event of a crash. Vendor shall provide a list of safety features to support crash-worthiness of their proposed aircraft - a reference to supplied literature will be acceptable. Please indicate the reference in the Related Data Column.**

11. **GS 2.19** ‘Maximum useful load capacity must be 1800 pounds or more including passengers.
    *Indicate the maximum load capacity in pounds in the Related Data/Comment column*.’
   a. Could you please clarify how many people are on board for this specification?

   **MCSO requires that the Vendor indicate the TOTAL maximum useful load without separating the weight of passengers. The specification is written to show that Vendors must provide one total weight.**

12. **GS 3.11** ‘Wescam MX-10 system consisting of Dual Sensor Turret, ½ ATR Master Control Unit (MCU), GPS, Remote Control and cabling. The preferred mounting location of the turret assembly is forward of cockpit and within 6 inches of aircraft centerline. The mount must be capable of handling a payload of 120 pounds or more. In any case, it shall be removable by the flight crew (2 members) in less than 15 minutes without the necessity of an FAA or A&P sign-off. Camera shall not interfere with landing lights. There should be a cannon plug/coupling mounted on the exterior
of the aircraft, which allows the MX-10 or equivalent to be connected to the aircraft/systems. MCSO reserves the right to supply Wescam MX10 and hand controller or purchase from the helicopter manufacturer. All cables and mount to be supplied by Selected Proposer.’

a. In order to accurately quote Provisions only, could MCSO please provide all Part numbers, paperwork/certifications and OEM documents/manuals associated with the CFE?

MX-10 part # 44620-70. Hand controller part # 42228-05

b. Could you please advise if the FLIR 380HDc is an appropriate alternative to the Wescam MX10?

No. An alternative is not acceptable.

13. GS 3.12 ‘Trakka A-800 searchlight will be installed by helicopter manufacturer. Selected Vendor will supply cables, mount, and collective controls. MCSO reserves the right to purchase required Searchlight from vendor or make it CFE. Preferred mounting location is aft of the cabin within six inches of the aircraft centerline. Searchlight shall be removable by the flight crew (2 members) in less than 15 minutes without the necessity of an FAA or A&P sign-off.’

a. In order to accurately quote Provisions only, could MCSO please provide all Part numbers, paperwork/certifications and OEM documents/manuals associated with the CFE?

Trakka A-800 part # 031001-004500
Power conditioning & interface unit # 0110013-0200079
Hand controller # 021015-0101002
Pilot Control Interface # 091020-000000

Vendor should acquire paperwork/certifications and OEM documents/manuals from equipment manufacturer as required.

14. GS 3.15 ‘Aircraft will be equipped with Churchill Digital Moving Map system with a stow-able keyboard on a slide-out tray located for easy access by a crewmember seated in the copilot seat. Churchill system and keyboard will be CFE. The cables are to be supplied and system installed by helicopter manufacturer in such a way as to interface with the Wescam MX10 and Visilink downlink system.’

a. In order to accurately quote Provisions only, could MCSO please provide all Part numbers, paperwork/certifications and OEM documents/manuals associated with the CFE?

Churchill part # ARS-500C
Keyboard # ARS-KB-R
Churchill must integrate with MX-10

Vendor should acquire paperwork/certifications and OEM documents/manuals from equipment manufacturer as required.

15. GS 3.16 ‘Aircraft to be equipped with Cobham/Wulfsberg Flexcom RT-7000 radio. All cables, two antennae and related provisions to be supplied by selected Proposer who will install the equipment. MCSO reserves the right to purchase required RT-7000 from selected vendor or make it CFE.’

a. In order to accurately quote Provisions only, could MCSO please provide all Part numbers, paperwork/certifications and OEM documents/manuals associated with the CFE?

Cobham/Flexcom RT-7000 # RT-7000-6-1
Module 1 & 2 # 4716330007
Vendor should acquire paperwork/certifications and OEM documents/manuals from equipment manufacturer as required.

16. GS 3.17  ‘Two Macro Blue MBW-Q series monitors. MCSO reserves the right to purchase from selected vendor or make it CFE. Please quote it both ways. One shall be positioned on the left side of an expanded instrument panel in cockpit for co-pilot and one shall be positioned in passenger cabin. Both will have video inputs from Churchill Moving Map and Wescam MX-10.’
   a. In order to accurately quote Provisions only, could MCSO please provide all Part numbers, paperwork/certifications and OEM documents/manuals associated with the CFE?
   Macro Blue # MB12W
   Vendor should acquire paperwork/certifications and OEM documents/manuals from equipment manufacturer as required.
   b. Could you please advise if alternative monitors could be used as an alternative to the Macro blue MBW-Q monitors?
      No substitutes for Macro Blue.

17. GS 3.18  ‘Vislink HDX1100 transmitter and cockpit control head to be CFE. Helicopter manufacturer to supply cables and Omni directional antenna and complete installation.’
   a. In order to accurately quote Provisions only, could MCSO please provide all Part numbers, paperwork/certifications and OEM documents/manuals associated with the CFE?
   # 9000358
   Vendor should acquire paperwork/certifications and OEM documents/manuals from equipment manufacturer as required.
   b. What are all of the Frequencies required for the transmission equipment?
      Frequency 6.4 – 6.5 GHZ
   c. Could you please advise if the BSM Downlink is an appropriate alternative to the Vislink HDX1100?
      We will not accept alternatives. We already have an HDX1100 that will be CFE and our current infrastructure is designed around Vislink.

18. GS 3.25  ‘Aircraft shall be equipped with transponder compatible with and supporting the requirements of the TCAS system.’
   a. Could MCSO please clarify if the TCAS mentioned in the specification is accurate? Did you mean TAS?

TCAS & TAS are ADS-B (Automatic Dependent Surveillance)
TCAS = Traffic Collision Avoidance System
TAS = Traffic Advisory System
The transponder requested shall be equipped with ADS-B
19. GS 3.26  ‘Two Becker 6101 audio control panels or better shall be installed in cockpit with ICS isolation and call lights in the control panel for pilot and co-pilot. Both pilot and co-pilot shall have capability of isolating the rear cabin area. *Indicate the radio brand and model proposed for MCSO in the Related Data/Comment column.*’
a. Will an L3 model be accepted as an alternative?

It was determined through research the Becker 6101 is the desired audio panel. No alternative will be accepted.

20. GS 3.27  ‘All cabin positions must be equipped for ICS transmit and receive through the Becker 6101 (or better, if so equipped). Two cabin positions, one rear-facing seat and one front-facing seat, must have law enforcement and aviation radio transmit and receive capability. *Indicate the radio brand and model proposed for MCSO in the Related Data/Comment column.*’
a. Will an L3 model be accepted as an alternative?

It was determined through research the Becker 6101 is the desired audio panel. No alternative will be accepted.

21. GS 3.33  ‘Garmin GDL-88H’ a. Could you please advise if the GTX 345 with ADS out is an appropriate alternative to the GDL-88H?

GTX 345 would be an acceptable alternative.

22. GS 3.34  ‘Aeronautical Accessories Mid-Continent MD-302 Standby Altitude Module’
a. Could you please advise if the L3 ADI STANDBY is an appropriate alternative to the MD-302?

Yes. The alternate should be equivalent to the MD-302 in function and cost.

23. GS 5.4  ‘A list of secondary vendors who sell parts and accessories for the selected aircraft shall be supplied to MCSO.’
a. Could you please be more specific on this request and whether Authorized Service Centers can be considered?

Authorized Service Centers can be considered, along with aftermarket vendors.

24. Specifications Tab 1.21  Luggage compartment shall be equipped to house technology equipment to include electrical provisions.
Is this to support future equipment to be installed by MCSO? What kind of provisions are required? Please provide insights into equipment operations and temperature/ventilation requirements

MCSO requires shelf and electrical provisions for equipment to be installed in the luggage compartment. Equipment to be installed in this location will be determined at the time of manufacture/install; however examples of such equipment include the HDR1100 VisLink; the Churchill Mapping System and the Control Interface unit for the spotlight. Vendors should quote the cost to include provisions to accommodate such equipment.
25. **Specifications Tab 1.31** All aircraft seats must have extremely durable covering. Definition of "Extremely" is not quantified. Please provide defined requirement or define seat materials which are acceptable with added option of "or equivalent".

Material should be capable of lasting multiple years of daily use in an aviation environment.

26. **Attachment A - Specifications Tab1.33** Helicopter shall have crew headset retention brackets. Are these brackets for hanging headset when not in use? Do they need to be able to hold helmets as well? Please clarify requirement and usage.

Must accommodate helmets and headsets.

27. **Attachment A - Specifications Tab1.40** Helicopter shall have a fuel capacity of 120 gallons or more and an auxiliary fuel tank a minimum of 15 gallons with the associated provisions.

If the aircraft's standard fuel capacity is greater than 135 gallons, is the auxiliary tank still required?

No. If the aircraft has a standard fuel capacity of 135 gallons, that is sufficient.

28. **Attachment A - Specifications Tab2.9** Category A performance with protected engine inlet installed consisting of inertial particle separator, paper based barrier filter or equivalent. Category A performance is for twin-engine helicopters only.

Please clarify if the requirement is for a single or twin engine helicopter or is either configuration acceptable if it meets all other requirements.

This can be removed. CAT A is not required for single engine.

29. **Attachment A - Specifications Tab3.3** All locks for doors, luggage compartment and fuel cap shall be universally keyed.

Is it allowable for the fuel cap to be keyed differently from the key for the other doors? Please provide clarification.

Fuel cap should be keyed the same.

30. **Attachment A - Specifications Tab3.11** Wescam MX-10 system consisting of Dual Sensor Turret, ½ ATR Master Control Unit (MCU), GPS, Remote Control and cabling. The preferred mounting location of the turret assembly is forward of cockpit and within 6 inches of aircraft centerline. The mount must be capable of handling a payload of 120 pounds or more. In any case, it shall be removable by the flight crew (2 members) in less than 15 minutes without the necessity of an FAA or A&P sign-off. Camera shall not interfere with landing lights. There should be a cannon plug/coupling mounted on the exterior of the aircraft, which allows the MX-10 or equivalent to be connected to the aircraft/systems.

The MX-10 weighs 37 lbs. What is the basis of the requirement for a mount capable of handling a 120 lb payload? Are there additional sensors or equipment to be mounted on the Turret? Please provide clarification.
The nose mount is not only for the camera, but the mounting bracket of the forward facing landing light system.

31. Attachment A - Specifications Tab 3.13  Hand controller for the searchlight to be mounted on either the collective or the cyclic.
Is MCSO asking for a searchlight controller switch on the collective or cyclic? Normally the controller is hand-held and not mounted. Please provide clarification or desired functionality

The normal hand controller is hand-held. We are requiring that a second control function be included on pilot’s collective or cyclic control for the capability of the pilot to assist the observer.

32. Attachment A - Specifications Tab 3.17  Two Macro Blue MBW-Q series monitors. MCSO reserves the right to purchase from selected vendor or make it CFE. Please quote it both ways.
One shall be positioned on the left side of an expanded instrument panel in cockpit for co-pilot and one shall be positioned in passenger cabin. Both will have video inputs from Churchill Moving Map and Wescam MX-10.

What is the minimum / preferred monitor size for the cockpit and cabin?
Please provide clarification.

Monitors must be a minimum of 12” measured diagonally.

33. Attachment A - Specifications Tab 3.27  All cabin positions must be equipped for ICS transmit and receive through the Becker 6101 (or better, if so equipped). Two cabin positions, one rear-facing seat and one front-facing seat, must have law enforcement and aviation radio transmit and receive capability.

What is the functional requirement for the rear-facing seat? Is the Rear facing seat required?
Recommend change to make rear facing seat an option.

Rear facing seat can be made optional.

34. Attachment A; Specifications Tab  Specifications Tab, Section 5 - MAINTENANCE, SERVICE AND WARRANTY REQUIREMENTS
Is Proposer required to complete this section based on Life Limits?
Please provide clarification.
Yes.

35. Attachment A; TBO Tab  VENDOR’S TBO PART INFORMATION
Is Proposer required to complete these section based on Life Limits?
Please provide clarification.
Yes.
36. **Attachment A - Specifications Tab 1.11** Helicopter shall be equipped with Aero LEDs three-position strobe NAV / strobe kit.
Proposer is familiar with the AVEO LED - but not an Aero strobe. Is this possibly a typo?
Please provide correction or approve use of AVEO LED as an equivalent alternative.

*That is a typo. AVEO LED is correct.*

37. **Attachment A - Specifications Tab 1.16** Helicopter shall be equipped with a tail rotor brake/pedal safety kit.
Proposer recommended helicopter comes equipped with rotor brake system that stops both tail and main rotors. Request approval of optional equivalent Rotor Brake for both Rotors.

*The specification is written incorrectly. MCSO requires both a Tail Rotor Brake AND a Tail Rotor Safety Kit. These are two separate systems.*

38. **Attachment A - Specifications Tab 1.22** Helicopter shall have a cabin door opening that must be at least 52 inches. Specify door opening (in inches) in Detail/Comment column.
Please Specify functional requirement for door opening if other than personnel entry and egress of define how to measure door opening dimension - Horizontal at top? Or bottom or centerline.
Measurement in Diagonal (i.e. computer screen) or SqFt data. Please clarify requirement for opening and how to show compliance.

*Please see #1 in this Specifications section. The door opening shall measure 52” horizontally, door post to door post. Compliance can be shown in Vendor literature or a photograph with measuring tape showing opening may be inserted in the Proposal.*

39. **Attachment A - Specifications Tab 1.26** Helicopter shall be equipped with a tail rotor camera.
What is the function / operational requirement of the Tail Rotor Camera? Is it to monitor tail rotor motion or to view rear of aircraft? Ground Surveillance? Please clarify requirement for opening and how to show compliance.

*To monitor rear of aircraft at start-up, shut-down, and ground surveillance for safety.*

40. **Attachment A - Specifications Tab 1.28** Helicopter shall have hinged cockpit doors, passenger doors and luggage compartment door with gas struts. Crew and cabin doors shall be equipped with STC door pin kit. (An FAA form 337 will be accepted.)
What is the function / operational requirement of the hinged cockpit doors and gas struts? Is an STC required - can TC'd doors be compliant if they meet all requirements? Please provide clarification.
*The gas struts for ease of entry and exit. Pin kits for removal as mission requires. Not sure what “TC’D” is as written in question. Vendor should provide clarification of what is being proposed.*

41. **Attachment A - Specifications Tab 1.30** Aircraft shall have luggage compartment edge and floor protectors. What is the functional requirement and how much of the luggage floor need to be
protected? Would a threshold scuff plate provide the protection requested? Please provide clarification.

**Complete floor protection is required.**

**42. Attachment A - Specifications Tab 1.38**  
Minimum of 24 inches from ground to belly of aircraft. Specify overall length with rotors turning in Detail/Comment column.  

*part 1)* What is the functional or operation requirement that drives the need for 24" belly clearance. Does this clearance requirement include antennas and / or other equipment mounted below the belly line of the aircraft on struts or landing gear? Please provide clarification.

*This requirement is for the belly surface of the airframe. 24" ground clearance is for installed equipment, to include camera, light, and antennas.*

**43. Attachment A - Specifications Tab 1.38**  
Minimum of 24 inches from ground to belly of aircraft. Specify overall length with rotors turning in Detail/Comment column.  

*part 2)* 2nd half of requirement appears to be a typo. Please provide clarification.

*There is a typo in Specifications Tab 1.38. The text, “Specify overall length with rotors turning in Detail/Comment column” should not be there. Vendors should make the appropriate correction.*

**44. Attachment A - Specifications Tab 1.39**  
All exterior parts of the airframe shall be covered with high quality polyurethane paint of DuPont Imron quality or higher to include a design and color of our choice. Exhaust points must be painted with paint designed for high heat tolerance and walking areas of roof shall be finished with anti-skid paint. Please clarify Paint colors and limits on the "high Heat tolerance requirements. Additionally, if the roof does not include any walking areas can the "anti-skid paint requirement be removed? Please provide clarification.

*Paint colors will be selected from Vendor’s available colors. Paint should be capable of withstanding high exhaust temperatures. If the roof portion does not have capability or walk on points, the anti-skid portion can be removed.*

**45. Attachment A - Specifications Tab 1.43**  
All equipment and components shall be interfaced to MCSO networks and third-party vendors as applicable. Proposing vendors shall be responsible for all associated costs and shall supply Interface Control Documents to MCSO upon delivery of the helicopter. Please clarify the interface requirements with MCSO networks. Please provide clarification.

*The interfaces between the helicopter, receiving infrastructure, and network server are a proprietary solution provided by Vislink. The interface between the helicopter and the receiving infrastructure is microwave. The interface between the receiving infrastructure and network server is TCP/IP and secured via AES-256 encryption. Common web protocols deliver video to endpoints.*
46. Attachment A - Specifications Tab 2.2  Helicopter shall be equipped with electric chip detectors for engine, transmission, free-wheeling and tail rotor gear box.  Proposer’s aircraft uses magnetic chip detection system which has been tested to meet or exceed any alternative chip detection system. Request wording be changed to allow equivalent performance chip detection systems.

   Specification should read “Magnetic”, not electric.

47. Attachment A - Specifications Tab 2.4  Aircraft must include an inducer vent filter and related components with STC.  Please indicate manufacturer information.  Please clarify performance / protection requirement of the inducer vent filter and / or allow equivalent. Clarify reason it must be STC’d or remove STC requirement. Please provide clarification.

   MCSO requires the vent filter as it provides protection of the engine impeller from sand and dust.  This filter, in addition to the inlet barrier filter(s) will prevent engine damage.  The Donaldson Inducer filter meets this requirement; however if there is an alternative we will accept that.  It must meet standard engineering of aircraft or STC.

48. Attachment A - Specifications Tab 2.5  Cockpit engine and gearbox indicating systems shall be incorporated into an integrated display system (EICAS described in 3.20 of this document).  Please provide use of alternative "equivalent" system. Add language to all operational equivalent systems.

   The cockpit engine and gearbox indicating systems must be incorporated into the Garmin G1000. No alternative will be accepted for this requirement.

49. Attachment A - Specifications Tab 2.8  For budgetary reasons it is preferred that the aircraft engine burn fuel at rate of 55 gallons per hour or less when operated at continuous maximum power. Actual Fuel Consumption rate for proposed engine must be indicated in Related Data/Comment column.  Fuel Burn rate cannot be accurately characterized without altitude and temperature information - please provide operational conditions under which the requirement must be met. Please provide clarification.

   Fuel rate is usually at 500’-1500’ AGL and a temperature range of 75-98 degrees.

50. Attachment A - Specifications Tab 2.9  Category A performance with protected engine inlet installed consisting of inertial particle separator, paper based barrier filter or equivalent. Please clarify the Category A performance - is this solicitation for a single or twin engine platform - recommend allow single engine platform and remove the CAT A (only twin engine platforms meet CAT A) requirement. Please provide clarification.

   Single engine.  CAT A can be removed.

51. Attachment A - Specifications Tab 2.13  A government-spec crash resistant roll-over airframe must be provided. Please provide the Government Specification number (assumption is this is a Mil Standard) stated in the requirement or define testing parameters and allow alternative verification
of crash resistant testing per EASA or other governmental agencies. Please provide clarification of requirement and how to verify compliance.


Please provide the Government Specification number (assumption is this is a Mil Standard) stated in the requirement or define testing parameters and allow alternative verification of crash worthy testing per EASA or other governmental agencies. Please provide clarification of requirement and how to verify compliance.

MIL-DTL-27422 (Aircraft Ballistic Tolerant Crash resistant fuel tank.)

53. Attachment A - Specifications Tab 3.4  Helicopter shall be equipped with high visibility doors to include crew and passenger compartments. (After market shall be an option if they provide more visibility than the manufacturer's doors and windows.) Windows shall be poly carbonate, bird-resistant.

Please provide the details for the stated bird-resistant requirement or define testing parameters and allow alternative verification of bird-resistant testing per EASA or other agencies. Please provide clarification of requirement and how to verify compliance.

14 CFR 29.775 Subpart C is reference for the requirement. EASA isn’t making recommendations until October 2017. Vendor should provide the doors and windows that will be poly carbonate and bird-resistant. Vendor should indicate testing/certification parameter(s) for supplied poly carbonate material being proposed.

54. Attachment A - Specifications Tab 3.5  Windows, skylights, and doors shall be bubble/bulge style for increased visibility with helmets. Please provide the details for meeting the increased visibility requirement - how is this demonstrated / verified? Please provide clarification of requirement and how to verify compliance.

Bubble windows. Provide greater helmet clearance with or without night vision goggles to observe ground or sling loads.

55. Attachment A - Specifications Tab 3.8  Must have an internal hard point for safety harness hookup with a rating of 300 pounds or more. Indicate the hard point rating in pounds in the Related Data/Comment column. Please provide desired function and mission usage for this requirement is this for Crew Chief - or is this a rappelling hard point? Please provide clarification.

This will be utilized for either crew or rappel master capabilities.

56. Attachment A - Specifications Tab 3.9  Rappelling fixture kit will be the roof-mounted design and installed on both sides of cabin roof. Please provide clarification of 'roof Mounted" fixture. Is
this an external hard point on the cabin? Or is this an internal hard point inside the cabin on the ceiling. Can equivalent rappelling structures be allowed? Please provide clarification.

**Roof-mounted rappelling fixture. Vendor to provide options available.**

57. Attachment A - Specifications Tab 3.12 Trakka A-800 searchlight will be installed by helicopter manufacturer. Selected Vendor will supply cables, mount, and collective controls. MCSO reserves the right to purchase required Searchlight from vendor or make it CFE. Preferred mounting location is aft of the cabin within six inches of the aircraft centerline. Searchlight shall be removable by the flight crew (2 members) in less than 15 minutes without the necessity of an FAA or A&P sign-off. Please clarify the requirement of cabling and connections. Please provide clarification.

MCSO is asking Vendor to determine the cabling and connection requirements needed to meet the specification. (Trakka) Part numbers are provided above.

58. Attachment A - Specifications Tab 3.17 Two Macro Blue MBW-Q series monitors. MCSO reserves the right to purchase from selected vendor or make it CFE. Please quote it both ways. One shall be positioned on the left side of an expanded instrument panel in cockpit for co-pilot and one shall be positioned in passenger cabin. Both will have video inputs from Churchill Moving Map and Wescam MX-10. Can equivalent monitors be used? Please provide size of monitors. Please provide clarification.

Macro Blue monitors that measure 12” diagonally are required. No equivalent will be accepted.

59. Attachment A - Specifications Tab 3.21 Electronic Flight Information System (EFIS) and Engine Information Caution and Warning (EICAS) system or comparable and all required subsystems. The EFIS system shall be integrated with the NAV/COM/GPS/LOC/GS system. This is a single OEM specific solution - please allow equivalent functionality to meet performance requirement. Allow equivalent.

Specification requirement must be met as written.

60. Attachment A - Specifications Tab 3.29 One (1) radar altimeter displaying information on either the EFIS or independent display. This is a single OEM specific solution - please allow equivalent functionality to meet performance requirement. Allow equivalent.

Equivalent allowed from among multiple manufacturers of radar altimeter.

61. Attachment A - Specifications Tab 3.31 Garmin G-1000

This is a single OEM specific solution - please allow equivalent functionality to meet performance requirement. Allow equivalent.

**MCSO requires the Garmin G-1000. No equivalent will be accepted for this specification.**
62. Attachment A - Specifications Tab 3.34  
**Aeronautical Accessories Mid-Continent MD-302**

**Standby Attitude Module**  This is an single OEM specific solution - please allow equivalent functionality to meet performance requirement. Allow equivalent

Yes. The alternate should be equivalent to the MD-302 in function and cost.

63. Attachment A - Specifications Tab 3.36  
**Aviation unit will utilize agency-owned communication-equipped helmets. Any headsets included in Vendor's standard pricing may be credited for cost purposes of this RFP.** Please provide insight into what type of helmets Manatee County uses. Please provide clarification.

Helmets are MSA Gallet & Gentex SPH 5.

64. Attachment A - Specifications Tab 4.1  
**The contractor shall accommodate visits and inspections by two (2) MCSO representatives at any point during aircraft production or customization.** Assume Manatee County will pay their own expenses. Please provide clarification - or include where travel expenses should be defined.

MCSO will pay the expenses related to inspection visits. However, Vendor will pay for travel in the event that modifications/changes are required when MCSO personnel must make a second (or more) trip at time of helicopter delivery.

65. Attachment A - Specifications Tab 4.2  
**MCSO reserves the right to modify or change the configurations during the production stage as necessary to aid maintenance function or crew operations. The type of equipment will not be modified or changed and will remain as specified in the RFP or as submitted by the contractor.** Please provide clarification of the types of changes - configuration should be defined at PDR prior to any customer fabrication - if movement of locations of equipment requires modification to mounting or rerouting, then could be cost and schedule impacts. Recommend add as mutually agreed to by contractor and the county or as stipulate in a contract change. Please provide clarification.

Yes. MCSO agrees to add the words, “mutually agreed to by contractor and MCSO or as stipulated via a contract change.”

66. Attachment A - Specifications Tab 4.1  
**The contractor shall accommodate visits and inspections by two (2) MCSO representatives at any point during aircraft production or customization.** Please clarify if the Contractor is responsible for travel costs for the MCSO employees during the inspection trips or is the Contractor just agreeing that MCSO employees can inspect the aircraft at any time? Provide clarification. If Contractor is required to cover the inspections trips, please provide how many inspection trips will be performed? How many working days? How many travel days?

MCSO will pay the expenses for the visits/inspections. Vendor must agree that MCSO representatives will be welcome at any point during the production/customization of the aircraft.
67. Attachment A, Specifications 5.22  Initial Pilot Training for (3) Pilots

Please clarify if all three (3) pilots will be attending the same ground school or if they will require separate ground schools? Please provide clarification.

They will attend the same school.

Questions Related to Attachment C – Contract Requirements

1. Section 4.22  Payment Schedule table a.
   Since AWPC is a full spectrum production and completion center facility co-located in Northeast Philadelphia, would MCSO consider ‘Contract Milestone’ #2 (Delivery of Green Helicopter to Completion Center) to be when AWPC issues the FAA Standard Airworthiness Certificate on the Helicopter in Part 21 and moves the Helicopter to Part 145 for final completion?

   Yes. We will negotiate an alternative milestone with the selected vendor at the time the contract is executed.

2. Section 4.31.2.6  Helicopter Maintenance Support
   a. Could you provide clarification on MCSO’s request for Helicopter maintenance support following delivery/acceptance? The maintenance support listed in this section is different than the requested maintenance support options in RFP-2017-18-001-HELICOPTER Attachment B (Pricing).

   In an effort to clarify the request for maintenance support, MCSO has revised Attachment C. Vendors may access that document at www.manateesheriff.com.