



**PENNSYLVANIA STATE POLICE
DEPARTMENT HEADQUARTERS
1800 ELMERTON AVENUE
HARRISBURG, PA 17110**

**IFB 6100064398
SPECIFICATIONS
PSP BESO AIRCRAFT INSPECTION, MAINTENANCE
AND REPAIR SERVICES**

I-1. Statement of the Project.

This Invitation for Bid (IFB) is for the inspection, maintenance, and repair of six (6) Bell 407GX helicopters, four (4) airplanes consisting of one (1) Cessna Caravan 208, one (1) Pilatus PC-12 and two (2) Beechcraft King Air 360, nine (9) aircraft engines consisting of six (6) M250-C47B, one (1) PT6A-140, one (1) PT6A-67P and four (4) PT60A-67A owned and operated by the Pennsylvania State Police (PSP). Contract award will be to lowest responsive and responsible Offeror by lot. Services to be effective upon issuance of valid purchase orders for a period of one (1) year with four (4) optional one (1) year renewals.

I-2. Qualifications.

The Offeror must provide certification or proof of qualifications in the below lots for which the Offeror is submitting a bid response. The certifications or proof of qualifications must be submitted along with bid response.

Lot 1:

- The Offeror must be a 14 CFR Part 145 Repair Station, authorized by the Federal Aviation Administration (FAA) to conduct maintenance operations under the Offeror's certificate. The Offeror must maintain that certification throughout the duration of the contract.
- The Offeror must be a Bell Helicopter Customer Service Center authorized by Bell Helicopter/Textron to conduct inspections, maintenance repairs and overhauls on a Bell 407 Helicopters and aircraft mission equipment.
- The Offeror must be qualified/certified by Garmin Avionics to install, inspect and repair Garmin products including the G1000H.
- The Offeror must be capable of doing component inspections, repairs and overhauls on all components of the Bell 407 (with the exception of major overhauls of the Rolls Royce M250 C47B). If unable, the Offeror must be able to subcontract the work to an approved facility approved by the PSP.

- The Offeror must only authorize A&P certificated mechanics who have received Bell Helicopter factory training to work on PSP aircraft. The Offeror must ensure individual continuation training is performed to a satisfactory level.
- The Offeror must be able to respond within **24 hours** of being notified to an offsite location in order to assess, repair, inspect and return to service an aircraft when it is not reasonable or possible to transport the aircraft to the Offeror's facility. The Offeror will be responsible to respond to the **western** region of the Commonwealth to include the Franklin and Latrobe operating bases.

Lot 2:

- The Offeror must be a 14 CFR Part 145 Repair Station, authorized by the Federal Aviation Administration (FAA) to conduct maintenance operations under the Offeror's certificate. The Offeror must maintain that certification throughout the duration of the contract.
- The Offeror must be a Bell Helicopter Customer Service Center authorized by Bell Helicopter/Textron to conduct inspections maintenance repairs and overhauls on a Bell 407 Helicopters and aircraft mission equipment.
- The Offeror must be qualified/certified by Garmin Avionics to install, inspect and repair Garmin products including the G1000H.
- The Offeror must be capable of doing component inspections, repairs and overhauls on all components of the Bell 407 (with the exception of major overhauls of the Rolls Royce M250 C47B). If unable, the Offeror must be able to subcontract the work to an approved facility approved by the PSP.
- The Offeror must only authorize A&P certificated mechanics who have received Bell Helicopter factory training to work on PSP aircraft. The Offeror must ensure individual continuation training is performed to a satisfactory level.
- The Offeror must be able to respond within **24 hours** of being notified to an offsite location in order to assess, repair, inspect and return to service an aircraft when it is not reasonable or possible to transport the aircraft to the Offeror's facility. The Offeror will be responsible to respond to the **eastern** region of the Commonwealth to include the Harrisburg, Reading and Avoca operating bases.

Lot 3:

- The Offeror must be a certified 14 CFR Part 145 Repair Station, authorized by the Federal Aviation Administration (FAA) to conduct maintenance operations under the Offeror's certificate. The Offeror must maintain the certification throughout the duration of the contract.

- The Offeror must possess a Pilatus Service Center Certificate issued by the manufacturer(s) or the Offeror must be authorized by the manufacturer(s) to conduct maintenance and warranty work.
- The Offeror must be capable of inspecting, repairing and overhauling a PC-12NG to include all of the components, subcomponents and aircraft mission equipment.
- The Offeror must be capable of inspecting, repairing and overhauling the Pratt and Whitney PT6A-67P or have the capability to subcontract the work to a facility approved by the PSP. The major overhauls required on the Pratt and Whitney engines must be subcontracted and completed by a Pratt and Whitney approved and certificated overhaul facility.
- The Offeror must be a Honeywell Aerospace/Avionics Service Center capable of inspecting and repairing Honeywell avionic components specific to a Pilatus PC-12NG.
- The Offeror must only authorize A&P mechanics that are Pilatus trained to work on PSP aircraft and to ensure continuation training is performed satisfactorily.
- The Offeror must be able to respond within **24 hours** of being notified to an offsite location in order to assess, repair, inspect and return to service an aircraft when it is not reasonable or possible to transport the aircraft to the Offeror's facility. The Offeror will be responsible to respond to **all regions** within the Commonwealth.

Lot 4:

- The awarded Offeror must be a certified 14 CFR Part 145 Repair Station, authorized by the Federal Aviation Administration (FAA) to conduct maintenance operations under the Offeror's certificate. The awarded Offeror must maintain the certification throughout the duration of the contract.
- The Offeror shall hold a Rolls Royce Customer Service Facility Certificate issued by the manufacturer. They must be certificated by Rolls Royce as an Authorized Maintenance, Repair and Overhaul Center (AMROC) qualified and certified to overhaul and repair M250 C47B engines.
- The Offeror must only authorize A&P mechanics that are Rolls Royce factory trained to work on PSP aircraft engines and to ensure continuation training is performed satisfactorily. The Offeror is responsible to provide documentation proving compliance.
- The Offeror must have an OEM correlated and certified engine and/or engine accessory test cell on the premises.

- The Offeror must be able to respond within **24 hours** of being notified to an offsite location within the Commonwealth in order to assess, repair, inspect or remove an aircraft engine when it is not reasonable or possible to transport the aircraft or the engine to the Offeror's facility. The Offeror will be responsible to respond to **all regions** within the Commonwealth.

Lot 5:

- The awarded Offeror must be a certified 14 CFR Part 145 Repair Station, authorized by the Federal Aviation Administration (FAA) to conduct maintenance operations under the Offeror's certificate. The awarded Offeror must maintain the certification throughout the duration of the contract.
- The awarded Offeror must be capable of inspecting and repairing Textron King Air 360, and Cessna C208EX to include all the components, subcomponents and aircraft mission equipment.
- The awarded Offeror must be capable of inspecting and repairing the Pratt and Whitney PT6A-67A, and PT6A-140 engines or have the capability to subcontract the work to a facility approved by the PSP. The major overhauls required on the Pratt and Whitney engines must be subcontracted and completed by a Pratt and Whitney approved and certificated overhaul facility.
- The Offeror must be qualified/certified by Garmin Avionics to install, inspect and repair Garmin products including the G1000.
- The Offeror must be qualified/certified to perform troubleshooting and maintenance on the Collins Pro Line Fusion avionics suite.
- The Offeror must only authorize A&P mechanics that are King Air and/or Cessna Caravan trained to work on each of the respective PSP aircraft and to ensure continuation training is performed satisfactorily.
- The Offeror must be within 100 miles of Harrisburg, PA, and able to respond within **24 hours** of being notified to an offsite location to assess, repair, inspect and return to service an aircraft when it is not reasonable or possible to transport the aircraft to the Offeror's facility. The Offeror will be responsible to respond to **all regions** within the Commonwealth.

Lot 6:

- The Offeror must be a certified 14 CFR Part 145 Repair Station, authorized by the Federal Aviation Administration (FAA) to conduct maintenance operations under the Offeror's certificate. The Offeror must maintain the certification throughout the duration of the contract.

- The Offeror must possess the following certificate, a Textron King Air Certificate issued by the manufacturer(s), or the Offeror must be authorized by the manufacturer(s) to conduct maintenance and warranty parts and labor work.
- The Offeror must be capable of inspecting and repairing a King Air 360 to include all the components and subcomponents.
- The Offeror must be capable of inspecting, repairing and overhauling the Pratt and Whitney PT6A-67A engines or have the capability to subcontract the work to a facility approved by the PSP. The major overhauls required on the Pratt and Whitney engines must be subcontracted and completed by a Pratt and Whitney approved and certificated overhaul facility.
- The Offeror must be qualified/certified by Collins Avionics to install, inspect and repair the Collins Pro Line Fusion avionics system.
- The Offeror must only authorize A&P mechanics that are Textron King Air 360 trained to work on PSP aircraft and to ensure continuation training is performed satisfactorily.
- The Offeror must be able to respond within **24 hours** of being notified to an offsite location to assess, repair, inspect and return to service an aircraft when it is not reasonable or possible to transport the aircraft to the Offeror's facility. The Offeror will be responsible to respond to **all regions** within the Commonwealth.

I-3. Specific Requirements.

The Offerors must be able to perform all required inspections and maintenance repairs in accordance with the rules, regulations, manuals, and schedules set forth by the aircraft or component manufacturer and the Federal Aviation Administration (FAA).

The Offeror must have a supply chain capable of obtaining OEM or manufacturer approved parts. All non-original or not approved parts, components and consumables must be approved by the PSP prior to being installed for use.

Lot 1:

- The Offeror must be capable of performing all **scheduled maintenance inspections** on a Bell 407 Helicopter to include Progressive Events, hourly and calendar inspection, component overhaul/replacement in accordance with the Bell Helicopter maintenance manuals or other applicable manual.
- The Offeror must be capable of performing **unscheduled maintenance repairs** found in conjunction with scheduled maintenance or between scheduled maintenance events/ inspections.

- The Offeror must be able to comply with Rolls Royce M250 C47B required 150-hour, 300-hour, annual inspections and be capable of troubleshooting and repairing the M250 C47B components and subcomponents within authorized limits of the repair station.
- The Offeror must be able to research the existence of and comply with all current Instruction for Continued Airworthiness (ICA), Commercial Engine Bulletins (CEB), Airworthiness Directives (AD), Service Bulletins (SB), Technical Bulletin (TB) that are applicable to the Bell 407, its components and subcomponents. (excluding scheduled Rolls Royce M250 C47B engine overhauls).
- The aircraft must be scheduled service within **five (5) business days** of being notified of impending **scheduled maintenance**.
- The aircraft must be scheduled service within **24 hours** if “Aircraft on Ground” (AOG) or within **five (5) business days** after notification regarding **unscheduled maintenance repairs** if the repair required has no adverse or significant impact to safety or mission readiness.
- The Offeror must be authorized by the manufacturer to submit warranty claims to the manufacturer on behalf of the PSP.
- The Offeror must be capable of updating, amending and auditing forms, records, historical documents and logs that are required to prove an aircraft is in an airworthy condition.

Lot 2:

- The Offeror must be capable of performing all **scheduled maintenance inspections** on a Bell 407 Helicopter to include Progressive Events, hourly and calendar inspection, component overhaul/replacement in accordance with the Bell Helicopter maintenance manuals or other applicable manual.
- The Offeror must be capable of performing **unscheduled maintenance repairs** found in conjunction with scheduled maintenance or between scheduled maintenance events/inspections.
- The Offeror must be able to comply with Rolls Royce M250 C47B required 150-hour, 300-hour, annual inspections and be capable of troubleshooting and repairing the M250 C47B components and subcomponents within authorized limits of the repair station.
- The Offeror must be able to research the existence of and comply with all current Instruction for Continued Airworthiness (ICA), Commercial Engine Bulletins (CEB), Airworthiness Directives (AD), Service Bulletins (SB), Technical Bulletin (TB) that are applicable to the Bell 407, its components and subcomponents. (excluding scheduled Rolls Royce M250 C47B engine overhauls).

- The aircraft must be scheduled service within **five (5) business days** of being notified of impending **scheduled maintenance**.
- The aircraft must be scheduled service within **24 hours** if “Aircraft on Ground” (AOG) or within **five (5) business days** after notification regarding **unscheduled maintenance repairs** if the repair required has no adverse or significant impact to safety or mission readiness.
- The Offeror must be authorized by the manufacturer to submit warranty claims to the manufacturer on behalf of the PSP.
- The Offeror must be capable of updating, amending and auditing forms, records, historical documents and logs that are required to prove an aircraft is in an airworthy condition.

Lot 3:

- The Offeror must be capable of performing **all scheduled maintenance inspections** to include hourly, semiannually, and annual inspections in accordance with Pilatus PC-12 maintenance manuals or other applicable manuals.
- The Offeror must be capable of performing **unscheduled maintenance repairs** found in conjunction with scheduled maintenance or between scheduled maintenance events/inspections.
- The Offeror must be able to comply with all required Pratt and Whitney PT6A-67P hourly and annual inspections and be capable of troubleshooting and repairing the engine, components and subcomponents to within their authorized limits.
- The Offeror must be able to research the existence of and comply with all Instruction for Continued Airworthiness (ICA), Commercial Engine Bulletins (CEB), Airworthiness Directives (AD), Service Bulletins (SB), Technical Bulletin (TB) that are applicable to the PC-12NG, its components and subcomponents.
- The aircraft must be scheduled service within **five (5) business days** of being notified of impending **scheduled maintenance**.
- The aircraft must be scheduled service within **24 hours** if “Aircraft on Ground” (AOG) or within **five (5) business days** after notification regarding **unscheduled maintenance repairs** if the repair required has no adverse or significant impact to safety or mission readiness.
- The Offeror must be authorized by Pilatus to submit warranty claims to the manufacturer on behalf of the PSP.

- The Offeror must be capable of updating, amending and auditing forms, records, historical documents and logs that are required to prove an aircraft is in an airworthy condition.

Lot 4:

- The Offeror must be capable of performing all major overhauls and repairs on the Rolls Royce M250 C47B engine.
- The Offeror must be able to research the existence of and comply with all Commercial Engine Bulletins (CEB), Airworthiness Directives (AD), Service Bulletins (SB), Technical Bulletin (TB) that are applicable to the components and its subcomponents.
- The Offeror must have an OEM correlated and certified engine and/or engine accessory test cell on the premises that can provide operational and power assurance checks.
- The aircraft must be scheduled within one month (30 days) of being notified of impending scheduled maintenance overhauls.
- The Offeror must be authorized to submit warranty claims to the manufacturer on behalf of the PSP.
- The Offeror must be capable of performing unscheduled maintenance repairs found in conjunction with scheduled maintenance or between scheduled maintenance events.
- A response must be given within 24 hours if “Aircraft on Ground” (AOG) or within five (5) business days if the deficiencies have no adverse or significant impact to safety or mission readiness.
- The Offeror must be capable of updating, amending and auditing forms, records, historical documents and logs that are required to prove an aircraft is in an airworthy condition.

Lot 5:

- The Offeror must be capable of performing all scheduled maintenance inspections to include hourly, semiannually, and annual inspections in accordance with King Air 360 and Cessna 208 maintenance manuals or other applicable manual.
- The Offeror must be capable of performing unscheduled maintenance repairs found in conjunction with scheduled maintenance or between scheduled maintenance events/inspections.
- The Offeror must be able to comply with all required Pratt and Whitney PT6A-140 and PT6A-67A hourly and annual inspections and be capable of troubleshooting

and repairing the engine, components and subcomponents to within their authorized limits.

- The Offeror must be able to research the existence of and comply with all Instruction for Continued Airworthiness (ICA), Commercial Engine Bulletins (CEB), Airworthiness Directives (AD), Service Bulletins (SB), Technical Bulletin (TB) that are applicable to the Cessna 208 and King Air 360, its components and subcomponents.
- The aircraft must be scheduled service within five (5) business days of being notified of impending scheduled maintenance.
- The aircraft must be scheduled service within 24 hours if “Aircraft on Ground” (AOG) or within five (5) business days after notification regarding unscheduled maintenance repairs if the repair required has no adverse or significant impact to safety or mission readiness.
- The Offeror must be authorized to submit parts warranty claims to the manufacturer on behalf of the PSP.
- The Offeror must be capable of updating, amending and auditing forms, records, historical documents and logs that are required to prove an aircraft is in an airworthy condition.

Lot 6:

- The Offeror must be capable of performing all scheduled maintenance inspections to include hourly, semiannually, and annual inspections in accordance with Textron King Air maintenance manuals.
- The Offeror must be capable of performing unscheduled maintenance repairs found in conjunction with scheduled maintenance or between scheduled maintenance events/inspections.
- The Offeror must be able to comply with all required Pratt and Whitney PT6A-67A hourly and annual inspections and be capable of troubleshooting and repairing the engine, components and subcomponents to within their authorized limits.
- The Offeror must be able to research the existence of and comply with all Instruction for Continued Airworthiness (ICA), Commercial Engine Bulletins (CEB), Airworthiness Directives (AD), Service Bulletins (SB), Technical Bulletin (TB) that are applicable to the Textron King Air 360, its components and subcomponents.
- The aircraft must be scheduled service within five (5) business days of being notified of impending scheduled maintenance.

- The aircraft must be scheduled service within 24 hours if “Aircraft on Ground” (AOG) or within five (5) business days after notification regarding unscheduled maintenance repairs if the repair required has no adverse or significant impact to safety or mission readiness.
- The Offeror must be authorized by Textron to submit warranty parts and labor claims to the manufacturer on behalf of the PSP.
- The Offeror must be capable of updating, amending and auditing forms, records, historical documents and logs that are required to prove an aircraft is in an airworthy condition.