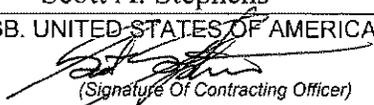


AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT			1. CONTRACT I D CODE		PAGE OF PAGES	
					1	6
2. AMENDMENT/MOD NO. 000001		3. EFFECTIVE DATE 08/27/2014	4. REQUISITION/PURCHASE REQ. NO. 4200516345		5. PROJECT NO	
NASA/Johnson Space Center Attn: Scott A. Stephens/BR3 2101 NASA Parkway Houston, TX 77058-3696			7. ADMINISTERED BY		CODE	
8. NAME AND ADDRESS OF CONTRACTOR (No. Street, County, State and ZIP Code) TO PROSPECTIVE OFFERORS			(9)	9A. AMENDMENT OF SOLICITATION NO NNJ14516345R		
			<input checked="" type="checkbox"/>	9B. DATED (SEE ITEM 11) 8/13/14		
			(10)	10A. MOD. OF CONTRACT/ORDER No		
CODE		FACILITY CODE	<input type="checkbox"/>	10B. DATED (SEE ITEM 13)		
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS						
The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers IS NOT extended. Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing Items 8 and 15, and returning one (1) copy of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.						
12. ACCOUNTING AND APPROPRIATION DATA (if required) <i>Financial Management</i>						
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.						
<input type="checkbox"/> A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.						
<input type="checkbox"/> B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b).						
<input type="checkbox"/> C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:						
<input type="checkbox"/> D. OTHER (Specify type of modification and authority)						
IMPORTANT: Contractor IS required to sign this document and return copies to the issuing office.						
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) The purpose of this amendment is to post to the International Flight Support Services (IFSS) website answers to questions received to date regarding the referenced solicitation. The questions and answers are detailed in the following pages.						
Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.						
15A. NAME AND TITLE OF SIGNER (Type or print)			16A. NAME AND TITLE OF CONTRACTING OFFICER Scott A. Stephens			
15B. CONTRACTOR/OFFEROR (Signature of person authorized to sign)				16B. UNITED STATES OF AMERICA  (Signature Of Contracting Officer)	16C. DATE SIGNED 8/27/14	
NSN 7540-01-152-8070 PREVIOUS EDITION UNUSABLE			30-105		STANDARD FORM 30 (REV. 10-83) ES Prescribed by GSA FPMR (48 CFR)	

QUESTIONS REGARDING THE IFSS REQUEST FOR PROPOSAL

QUESTIONS RELATED TO SECTION 2 – TERMS AND CONDITIONS – COMMERCIAL ITEMS OR SERVICES

- 1. Does NASA have statutory authority to enter into open-ended indemnification agreements? (Reference: Section 52.212-4 Contract Terms and Conditions)**

ANSWER:

The Government does not have statutory authority to enter into open-ended indemnification agreements for this activity.

- 2. If the answer to question 1 is “no”, does NASA have budget authority to cover potential liability?**

ANSWER:

The terms of liability are defined in the terms and conditions of the solicitation. The Government issues this solicitation in good faith and will adhere to the terms and conditions as defined in the solicitation.

- 3. Does NASA foresee ordering flight support services by issuing task orders? Due to the nature of the services provided by our company, using a task order to order services has the potential to greatly impede NASA’s flight operations.” (Reference: Section 2.4 52.216-18 “Ordering” & Section 2.8 1852.216-80 “Task Ordering Procedure”)**

ANSWER:

The Government anticipates ordering flight support services through the issuance of a single task order for the contract period of performance. It is envisioned that the task order will be revised as needed to support mission requirements. However, the Government will use the inherent flexibility of this Indefinite Delivery, Indefinite Quantity contract to support NASA’s flight operations in the most efficient and effective way possible, and may issue multiple tasks orders under this contract if such issuance is necessary to support NASA’s flight operations.

QUESTIONS RELATED TO SECTION 3 - STATEMENT OF WORK, SUBSECTION 1.2 BACKGROUND

- 4. Is your home base airport: Ellington Field, Houston, TX or El Paso, TX?**

ANSWER:

Ellington (Field) Airport, Houston, Texas.

- 5. On average, how many trip legs comprise each of the international trips per year?**

ANSWER:

On average, we have 4 trips (6 legs per trip) per year to Kazakhstan in the Gulfstream III (GIII) with the potential to do other international trips such as French Guiana (2-4 legs) or Japan (?)

legs). We also fly internationally with the WB-57 with as many as 6 legs each direction depending on the location of the deployment.

6. Are any of these aircraft experimental-type certificates?

ANSWER:

No, the GIII is FAA certificated for RVSM/MNPS though we may fly as public use under certain circumstances. The WB-57 is public use, non-experimental.

QUESTIONS RELATED TO SECTION 3 - STATEMENT OF WORK, SUBSECTION 1.3 SCOPE

7. Can you provide a list of frequented locations?

ANSWER:

GIII typically goes to Kazakhstan through KBGR and EGPK and lands at UAUU or UAKK. French Guiana airfield is SOCA. We have not yet been tasked to go to Japan. WB-57 transit and basing locations are normally military or joint use fields.

Individual Trip Weather Forecasts

8. Are there any weather-only legs or will all trips have an associated Flight Plan?

ANSWER:

All trips will require flight plans (SOW 1.3.a.).

9. Will verbal weather briefings be required for locations on trips we are not supporting? (Example domestic verbal weather, etc.)

ANSWER:

No.

10. If verbal weather briefings for locations are needed for trips we are not supporting, how many calls/briefings can be expected per month?

ANSWER:

Not Applicable.

11. Does NASA have a current preferred format and form they wish to continue using, or would it be possible to use our weather package and ICAO TAF format?

ANSWER:

Format is not critical but we have found in the past that there may be a need to explain how a particular company's format displays the information.

12. What are the sensitivities of your aircraft in regards to weather hazards?

ANSWER:

Both aircraft are sensitive to extreme weather – heavy icing, high crosswinds, convective activity, severe temps etc. The GIII handles some of the less extreme without concern. The WB-57 is very concerned with weather issues – it has very limited crosswind capability, no de-ice/anti-ice capability and no weather radar.

13. Are security clearances needed for our staff?

ANSWER:

No.

14. Once the aircraft departs, will NASA require updates on hazardous conditions/weather /NOTAMS as needed?

ANSWER:

Yes.

15. Do you require preliminary weather and flight plan briefings and how far in advance?

ANSWER:

Yes. Generally, one week in advance.

16. On average, how much time in advance is provided for an international operation?

ANSWER:

Planning for international missions begins about 60 days in advance in order to coordinate overflight clearances through the State Department. Flight plans may be required by that time in order to facilitate the overflight clearance process.

Fuel

17. There is no specific mention of required ICAOs where fuel transactions will occur. Is NASA requesting fuel prices be provided in this RFP and if so, are these prices to be Platt's indexed and what reference date should be used?

ANSWER:

The aircraft will use our AirCard at Government contract fuel locations or DoD card at military bases for fuel where possible. Where use of these payment forms are not possible, the contractor will need to coordinate with the fixed-base operator (FBO) to provide and pay for the fuel required. NASA will reimburse the contractor for fuel provided by FBO's after each trip.

18. Can NASA provide a list of their top fuel locations and historical volumes by ICAO for each?

ANSWER:

Maximum fuel required at any location would be 3,500-4,000 US gallons for either the GIII or the WB-57.

19. Does NASA prefer a specific pricing model for fuel only transactions?

ANSWER:

We do not anticipate fuel-only transactions.

Phone and Data Link service

20. Type of ACARS system for each aircraft?

ANSWER:

All available data link services compatible with Universal Avionics Systems Corporation (UASC) UNILINK system.

21. Satcom system for each aircraft?

ANSWER:

Each aircraft has SATCOM capability.

22. What data link services will be needed?

- a. OOOI messages: ANSWER: No
- b. Position reporting: ANSWER: No
- c. Visual flight tracking: ANSWER: No
- d. ATC Services: ANSWER: No
- e. Flight Plan uplink ability: ANSWER: Yes

23. What SATCOM services are needed?

- a. Phone? ANSWER: No
- b. Internet access? ANSWER: No
- c. Cabin and/or Cockpit? ANSWER: No
- d. How many lines? ANSWER: No

Airport Handling and Diplomatic Permit Services for International Flights

24. Are any missions operated under diplomatic status?

ANSWER:

NASA has responsibility to obtain overflight and landing clearances for all missions since we are state aircraft.

Navigation Charts

25. Can you provide more details on what navigation charts you are looking for? Would we providing charts (trip Packet) for each trip or just on an as-needed basis?

ANSWER:

Not required. We have DoD and Jeppesen subscriptions for all international flight documents.