

REQUEST FOR INFORMATION
U.S. Customs and Border Protection
Air and Marine Operations (AMO) Aircraft Support Services

THIS IS A REQUEST FOR INFORMATION (RFI) ONLY. This is an RFI released pursuant to FAR 15.201(e). This RFI is issued solely for information, planning purposes and market research only; it does not constitute a Request for Proposal (RFP) or a promise to issue an RFP or Broad Area Announcement (BAA). This RFI does not commit the Government to contract for any supply or service. U.S. Customs and Border Protection (CBP) is not at this time seeking proposals. Responders are advised that the U.S. Government will not pay any cost incurred in response to this RFI. All costs associated with responding to this RFI will be solely at the interested party's expense. Not responding to this RFI does not preclude participation in any future RFP or BAA. The information provided in this RFI is subject to change and is not binding on the Government. All submissions become the property of the Federal Government, and will not be returned.

CBP Background:

U.S. Customs and Border Protection (CBP) Air and Marine Operations (AMO) supports a layered enforcement strategy for border security through an integrated and coordinated air and marine force to detect, work with partners to interdict and prevent acts of terrorism arising from unlawful movement of people, illegal drugs, and other contraband across the borders of the United States. This requires a fleet of special mission equipped aircraft. AMO fixed and rotary winged assets support CBP and other stakeholders in the detection, identification, and apprehension of targets of interest, both individual and vehicular. AMO assets support other Department of Homeland Security (DHS) and external partners, in their missions including law enforcement support, emergency response support, and providing surveillance for natural disasters.

To provide such support, AMO manages a fleet of approximately 211 aircraft, spanning 13 aircraft types, equipped with special mission sensors, avionics, radios, and other mission equipment. Over time, both aircraft and mission equipment need modifications and updates, to include such instances as obsolescence.

AMO aircraft are a mixture of Federal Aviation Agency (FAA) certified and maintained to FAA standards, or Department of Defense (DoD) certified and maintained to DoD standards through either the U.S. Army Aviation Engineering Directorate (AED) or U.S. Naval Air Systems Command (NAVAIR). FAA and DoD certified aircraft require approved/acceptable data for modifications. Modifications to FAA certified aircraft require the use of a current or updated FAA Supplemental Flight Certificate (STC) or field approval process. Modifications to DoD certified aircraft follow the AED Airworthiness Release or NAVAIR Flight Clearance processes. AMO may also operate self-certified aircraft and systems.

Potential Requirement Description:

CBP AMO is issuing this Sources Sought Synopsis/Request For Information (RFI) as a means of conducting market research to identify parties having an interest in and the resources to support this

requirement for a variety of aircraft support services for both fixed wing and rotary wing aircraft and systems. CBP AMO is considering the creation of an Indefinite Delivery Indefinite Quantity (IDIQ) for these services. CBP is contemplating whether the requirement will be a multiple-award or single award IDIQ multi-year contract vehicle.

This Sources Sought Synopsis/RFI is to assess capabilities and gather information to assist in procurement strategy for the potential requirement. The result of this market research will contribute to determining the method of procurement.

Modification services shall vary in scope, from minor upgrades to the aircraft through major upgrades to mission capability that impact the aircraft manufacturer's baseline configuration. The requirements may include, but are not limited, to services such as:

- Aircraft Modifications
- Overhauls
- Supply Chain Management
- Purchasing of Parts and Equipment
- Aircraft engineering
- Support shops (electric, hydraulic, sheet metal, ground support equipment)

****This IDIQ will not include UAS or P-3 aircraft.**

Contractor Capabilities:

Vendors are encouraged to provide capability statements demonstrating their technical capacities working with either one or both aircraft types. In identifying qualified vendors, AMO is open to responses that include innovative solutions to meet the requirements. Teaming is encouraged, where appropriate. Interested parties are encouraged to submit capability statements addressing how their companies may be able to meet this requirement. CBP also welcomes industry feedback in offering suggested processes in executing such procurements and the proposed contract vehicle structure.

1. Describe current Safety posture, protocols and or active hazard management, risk management mechanisms such as a Safety Management System (SMS).
2. Provide examples of a quality management mechanism that could be aligned with quality standards such as **AS 9100**, ISO 9000, ISO 9001, or ISO 19011 as applicable.
3. FAA regulations often require the support of designated engineering representatives (DER) or designated airworthiness representatives (DAR) when maintaining, repairing, or modifying certificated aircraft, please describe how your organization utilizes these skill sets and expertise.
4. The FAA has developed a Suspected Unapproved Parts (SUP) program and produced advisory circulars to inform the industry, describe processes your organization uses to identify suspected unapproved parts (SUP).
5. Can you provide a notional schedule or work breakdown structure for an aircraft modification or maintenance activity that indicates receiving inspection, work performed, quality measures, in progress inspections and updates followed by test requirements and delivery?
6. FAA Part 145 describes the rules a certificated repair station must follow related to its performance of maintenance, preventive maintenance, or alterations of an aircraft, airframe, aircraft engine, propeller, appliance, or component part to which part 43 applies. It also applies

to any person who holds, or is required to hold, a repair station certificate issued under this part. Please describe how certified repair stations (CRS) are part of your company's strategy to conduct maintenance, repair, modification, workforce management, and supply chain management.

Administrative/Format/Response Information:

This notice is for informational and market research purposes only. This synopsis does not commit the Government to contract for any supply or service. The applicable North American Industry Classification System (NAICS) code assigned to this procurement is, 336411 - Aircraft Manufacturing, with a size standard of 1,500 in number of employees.

The Government is seeking industry input from all sources at this time to determine what resources are available and if there are capable small businesses for a Total Small Business set-aside. Interested Small Business concerns are highly encouraged to respond to this request.

Respondents are advised that CBP will not pay for any information or administrative cost incurred in response to this request for information synopsis.

Acknowledgment of receipt of responses will not be made, nor will respondents be notified of the Government's evaluation of the information received. However, should such a requirement materialize, no basis for claims against the Government shall arise as a result of a response to this RFI or the Government's use of such information as either part of an evaluation process or in developing specifications for any subsequent requirement.

Format:

1. Vendor responses are limited to a maximum of 10 pages.
2. All pages shall be appropriately numbered and identified by the complete company name, date, and referenced RFI number listed in the header and page numbers in the footer (e.g. 6 of 6). Page size shall be no greater than 8 1/2" x 11." The top, bottom, left and right margins shall be a minimum of one inch each. Font size shall be no smaller than 12-point. Arial or Times New Roman fonts are required. Characters shall be set at no less than normal spacing and 100% scale. Tables and illustrations may use a reduced font size not less than 8-point and may be landscape. Line spacing shall be set at no less than single space. Each paragraph shall be separated by at least one blank line. Page numbers, company logos, and headers and footers may be within the page margins ONLY, and are not bound by the 12-point font requirement.
3. Please include the following information about your organization in your response:
 - a. Name of Organization
 - b. Company Cage Code and DUNS
 - c. Address
 - d. Point(s) of Contact with email address
 - e. Size of Business (Small or Large) and any Small Business Status (8(a), HUB Zone, veteran-owned, women-owned, etc.)

- f. Please indicate which NAICS code(s) your company usually performs under Government contracts for this type of requirement
- 4. All responses shall be submitted electronically. Responses should be identified with RFI-CBP-AMOIDIQ. Electronic responses are to be e-mailed in a secured .ZIP or secured .PDF format with a password emailed separately. Telephone or mailed responses will not be accepted.
- 5. Vendor questions and comments related to this RFI are due no later than Tuesday, December 7, 2021 by 1700 hrs or 5:00 PM local Washington, DC time and should be forwarded via email to caitlin.m.jenkins@cbp.dhs.gov .
- 6. Final responses must be received no later than Monday, January 10, 2022 by 1700 hrs or 5:00 PM local Washington, DC time. Final responses should be forwarded via email to caitlin.m.jenkins@cbp.dhs.gov