



5703 Alumni Hall  
Suite 101  
Orono ME 04469-5703  
Main: 207-973-3200  
www.maine.edu

**REQUEST FOR PROPOSALS #**  
**2019-022 Professional Pilot Aviation**  
**Support Response Addendum # 1**  
**October 25, 2018**

The University of Maine

**CLARIFICATION**

University of Maine  
at Augusta

**This addendum responds to initial questions submitted by respondents.**

University of Maine  
at Farmington

**QUESTIONS**

University of Maine  
at Fort Kent

**Q1: Is there a way to segregate the flight training components from the aircraft components? We have an ideal aircraft meeting your needs but I don't see a way to respond to the full RFP.**

University of Maine  
at Machias

**A1: This question has been addressed in section 1.1.3 of the RFP.**

University of Maine  
at Presque Isle

**1.1.3 Purpose**

The University of Maine at Augusta is seeking responses to satisfy two immediate objectives for the 2019 Academic Year:

University of  
Southern Maine

- a. Lease, Lease to own, or purchase Aircraft for UMA to service UMA's Private Flight course
- b. Contract flight instruction services and aircraft for the Instrument and Commercial Aviation ratings as defined by the Federal Aviation Administration and this document.

Responses could be provided for either a. or b. or both as specified above.

**Q2: How many airplanes are you looking to support this activity?**

**A2: The metrics for number of aircraft to support the instrument and commercial requirements are specified in section 1.1.4 (Flight Instruction 2).**

"2. The University seeks Contract flight instruction for FAA Instrument and Commercial rating for an estimated group of 10 students per year and summer as needed up to an estimated total of 40 students by 2024. Please provide an option for teaching Instrument and Commercial ground training."

**Q3: Specific requirements for the equipment instrumentation required.**

**A3: The metrics for aircraft instrumentation are specified in section 1.1.4 (Aircraft Specifications 1 through 4).**

1. UMA prefers use of technically advanced aircraft (Piper Archer, Cessna 172, Cirrus SR20, or equivalent) that are manufactured after January 1, 2011 for Private, Instrument and Commercial flight training-to include provisions for flying in IMC.
2. Provided aircraft will be capable of Electronic Flight Instrument System (EFIS) data export to software applications (like CloudAhoy or similar application). This will allow for EFIS flight data to be compiled with other information from additional aviation resources. This will allow students and flight instructors to analyze training flights and present the analysis of the flight via an interactive display for a post flight debriefing.
3. Instructors will be familiar with the use of electronic logbooks which each flight student will be required to use.
4. Bids for aircraft may be lease, lease to purchase and purchase. Aircraft will be TAA that are less than seven years old.

**Q4: Are the aircraft needed all 12 months of the year or only seasonal.**

**A4: Twelve months.**

**Q5: There does not seem to be a defined number of flight hours but I have calculated approximately 300 hours a year. Is that correct?**

**A5: The metrics for number of aircraft to support the instrument and commercial requirements are specified in section 1.1.4 (Flight Instruction 2).**

2. The University seeks Contract flight instruction for FAA Instrument and Commercial rating for an estimated group of 10 students per year and summer as needed up to an estimated total of 40 students by 2024. Please provide an option for teaching Instrument and Commercial ground training.

**Q6: It appears that you will have your FAA Part 141 in place by January 1, 2019. Is that Correct?**

**A6: See section 1.1.3 for response.**

**1.1.3** Due to changes in the Veterans' Administration funding rules for veterans seeking an aviation degree, it is required that the academic institution providing the program hold the FAA Part 141 certificate for the Private Pilot Certificate. Thus to meet our mission goal of being "Veteran Friendly" UMA seeks to hold its own certificates for both Private Pilot Ground and Private Pilot Flight, manage its own planes and instructors.

**Q7: It appears that your time frame allows for only one month to get planes in place after contract award. Is that correct?**

**A7: In accordance with section 1.1.3, this RFP is issued to support UMA education activities beginning with the 2019 academic year.**

**1.1.3 Purpose**

The University of Maine at Augusta is seeking responses to satisfy two immediate objectives for the 2019 Academic Year: