



STATE OF DELAWARE  
EXECUTIVE DEPARTMENT  
OFFICE OF MANAGEMENT AND BUDGET

May 17, 2018

TO: ALL OFFERORS

FROM: SHANNON WROBEL  
STATE CONTRACT PROCUREMENT OFFICER

SUBJECT: ADDENDUM TO REQUEST FOR PROPOSAL NO.: GSS18828-HELICOPTER  
LIGHT TWIN-ENGINE HELICOPTERS

**ADDENDUM # 2**

Light Twin-Engine Helicopter Mandatory Pre-bid Meeting (May 4, 2018) and Emailed Question & Answers:

1. Does the State have a preference for the model in terms of an upgrade?
  - a. Substitutions of products for those named will be considered provided the vendor certifies that the function, characteristics, performance and endurance qualities of the material offered is equal or superior to that specified.
2. Section E. 1.2 and 1.2 specifications regarding certification conflict with each other. Section 1.2 stated the helicopter shall be certified in the Normal Category, however Section 1.3 states they must be certified according to 14 CFR Part 27 and/or 14 CRF Part 29, which is not in the Normal Category. Please clarify.
  - a. Specification 1.2 has been removed from the RFP.
3. Has the State received budgetary approval yet?
  - a. The State's budget will be approved by June 30, 2018, however the contract is available for purchases throughout the term of the contract.



4. Will we be provided the status runs, weight balance and equipment prior to the deadline for questions on Monday?
  - a. Requested documentation on both aircraft was provided to each person on site during the pre-bid meeting.
5. Is this a two for one trade?
  - a. Yes. The State will be trading in two Bell 407 (single engine) helicopters when purchasing the first helicopter.
6. Will the State be removing any equipment? Will the removed equipment be installed in the new aircraft?
  - a. The Bell 407 aircraft will be traded in, as-is. The only equipment that will be removed will be the Motorola communication equipment. New Motorola communication equipment must be installed into the new aircraft by the awarded vendor.
7. The Specialized Equipment identified in Section 6.5 price is determined by the frequency and band of the radio. Will this information be provided?
  - a. Yes. Information to be provided after contract has been awarded. Vendors should provide an acceptable range for pricing, with the understanding that the final price will depend on the specifications provided.
8. Can you provide the camera sensor and version, as well as the payload on the aircraft being traded in?
  - a. N165SP-FLIR / N75SP-Wescam. No external payload on either 407.
9. The length of the contract is for 3 years. Is there one price only for the helicopter, or is there an escalation price per year?
  - a. Prices shall remain firm for the initial 3 year term of the contract.
10. Page 23, Section 22 addresses temporary employment of contracted staff with regard to the transfer of health benefit insurance requirements to the staffing company. Are individuals available for exception?
  - a. The Common-law Employer Safe Harbor Exception does not apply to this contract.

11. Will the points allocated for each Evaluation Criteria be broken down into percentages for each item addressed?
  - a. No. For items having quantitative answers, points will be proportionate to each proposal's response. Items with qualitative answers will receive the average of points assigned by Proposal Evaluation Committee members.
12. How is the pricing score calculated?
  - a. The score for price is a mathematical calculation, wherein the best price will receive the highest point value for that criteria.
13. Are the contract employees affiliated with the project State employees?
  - a. All employees involved in the project are either State of Delaware employees, or employees contracted by the State of Delaware.
14. The Scope of Work indicates that the Contractor will provide all employees, materials and equipment.
  - a. Yes.
15. Page 58 of the RFP addresses an evaluation criteria regarding Test Flight, Equipment and Safety Features. Can you explain why there is a second evaluation criteria and why the Safety Features are being scored here?
  - a. The evaluation criteria on Page 58 is used for the inspection of the proposed aircraft. The previous scoring criteria on Page 15 is for the scoring of the submitted proposal.
16. Page 56, Medical Interior requires side loading through the left side of aircraft cabin and the General Specifications required left and right cabin sliding doors for loading litter-borne patient as well as rear cabin clam shell doors for rear loading of litter-borne patient. Are both side and rear loading required?
  - a. Yes.
17. Is the aircraft flown for public use? If so, what type of mission?
  - a. Our operations are public use (police, search and rescue, emergency medical service).
18. IR filter for Public Use?
  - a. Yes.

19. Is the aircraft sold as is? Can the Medical equipment be removed

a. The aircraft is sold as is. The medical equipment will not be removed.

20. What is the brand name of the medical equipment installed?

a. Life Port.

21. Which Vendor supplied the 407 aircraft?

a. Bell.

22. On Page 54, Item 4.6, removable by flight crew w/o signoff. Can we strike that because this is something that must be sign-off in the log book?

a. Yes, Section 4.6 has been revised to read as follows: 4.6 Goodrich 600 pound hoist with all provisions and components installed on the pilot (right) side of the aircraft. This system shall be removable by the flight crew (2 members) in less than 15 minutes.

23. Can we have the serial number of the other aircraft that was not available for inspection?

a. The serial number is 53580 N75SP.

24. Will we be given a copy of the sign-in sheet for the pre-bid meeting?

a. The sign-in sheet will be posted online with the bid documents.

25. Did the aircraft originally have all the seat positions?

a. Yes.

26. Will the hoists be provided for both aircraft?

a. No.

27. Is the motor assembly still here?

a. If you are asking about the motor assembly for the hoist, it was sent out for evaluation and overhaul/returned "as is" and unassembled.

28. What is the State's plan for components? Will components be swapped, such as the transmission?

a. No, components will not be swapped.

29. Whose Night Vision STC is installed?

a. Aerodynamics.

30. Does the other 407 aircraft (not on site) have SX5? The one onsite does not.

a. Yes.

31. Would it be possible to receive the following information to fully prepare for the appraisal of the trade-in helicopters?

- Weight and balance report with associated equipment list.
- Status run for service life limited parts and overhaul limited components (engine and airframe).
- Status run for inspections (engine and airframe).
- AD and mandatory bulletin compliance record (engine and airframe).
- List of FAA Form 337's with a summary for what the 337 covers.

a. Please see Attachments A & B for this information.

32. Can you let us know what type of access will be provided to the OEM's to perform the appraisal/inspection?

a. Aircraft will be in ready for flight configuration, panel removal upon request.

33. Will the OEM's be provided digital copies of the logbooks/documentation of each B407 to help with the appraisal or will the books need to be reviewed only on Friday?

a. Logbook signoffs are hard copies in the logbook, all aircraft component times, inspection status, AD's and bulletins are in digital format and available upon request.

34. Will there be technicians from Delaware State Police to support the opening of cowlings and provide ladders/stands?

a. Yes.

35. Please define "mission expansion." Has there been a change in crew composition? Acuity of patients? Equipment carried?

a. Mission expansion- police, ems, SAR, and expansion gives us the option to go tactical or add fire missions such as bambi buckets.

36. In what way is the Bell 407 not meeting the current mission requirements - performance, cabin space, etc.?

a. B407- single pilot, confined cabin, single engine over water as well as urban areas, Max gross weight 5250 vs 7000, not hoist capable.

37. "Helicopter shall be zero time." Clarification – the helicopter will have minimal flight hours due to the required flight tests to ensure FAA certification and safe operation of the aircraft.
- a. Zero time- is a new aircraft, all new aircraft will have time on them due to test flights, and movement to the completion center.
38. Please define "tactical seating." Are these troop seats? What is the desired seating capacity?
- a. Please refer to specifications 1.22 and 1.23.
39. Does the State have a preference for a specific customized paint scheme for the interior of helicopters, including medical cabinets?
- a. There is no custom paint in the cabin, cabinets are pouches which are blue, the other items are bare aluminum.
40. Will the State provide a description of labor categories for all employees (temporary and contract) currently assigned to the Helicopter project?
- a. Summit Aviation is the contract maintenance provider DSP Aviation.
41. Are there any other requests for the travel dates? Catering? Wifi Capabilities? Transportation after the helicopter lands?
- a. This solicitation is to purchase a helicopter. It is not for transportation.
42. Is there an incumbent vendor currently providing helicopter services for the State of Delaware (the "State")? Will the State provide the incumbent's name and contract number?
- a. There is not an existing contract for helicopters at this time.
43. Is it not the State's intent to utilize the existing contract to place an order for a new helicopter?
- a. There is not an existing contract for helicopters at this time.
44. Will the State describe any facilities that will be available to the Vendor for the Helicopter project?
- a. Yes. The only facilities that we have are the two DSP hangers – North and South. Daily operations are conducted from both. These facilities will only be made to bidders for the test flight. Vendor should use their own facility for assembly.

45. I was looking all over the solicitation and I couldn't find the trip details. Can you help me with this information? Routing: to and from which location? Departure and Return Dates? Departure Time and Return Time? How many passengers?

a. This solicitation is to purchase a helicopter. It is not for transportation.

46. P.5 –Section II, Item “A” - Shows that the Vendor(s) shall provide all equipment, materials and labor to “supplement” the State of Delaware’s need for as described herein. Will the State define "supplement" within the context of the proposed acquisition?

a. The purchase made from this contract will be to add to the current helicopter fleet.

47. Pg 15, Section E “Criteria and Scoring”: The background, technical specs identified in scope, Training and Pricing are all subject to points within the evaluation. Can the State please provide further definition as to which aspects are more important (or weighed more heavily) to the State within each section?

a. The point value for each evaluation criteria has been identified.

48. Regarding Section D Criteria and Scoring, how is price taken into consideration and how will it impact scoring? What rating is it given? Will any consideration be given if a vendor exceeds the specification or requirement? (Reference IV Proposal Evaluation Procedures, Section E. Criteria and Scoring, Page 15)

a. The point value for each evaluation criteria has been identified.

49. Pg 15, Section G “References”: The State may contact any customer of the vendor, whether or not they are included in the vendor’s reference list. Will the State notify the OEM which customer they have talked to outside the references provided? Will the State speak to different individuals other than the Contact Information provided by the OEM for each reference?

a. No.

50. Page 22 item 19 Electronic Catalog – please explain what is expected for this item?

a. An electronic catalog will not be required for this contract.

51. P.24: Item “e - Will the State provide a description of automotive units?

a. Any automotive units used to deliver the helicopter.

52. Page 26 item 31 – I found it cheaper – please explain how this may effect a contract award?

a. I Found It Cheaper does not affect an award of a contract.

53. Will the DSP accept a payment schedule which requires a 20% down payment at the time of contract award and 80% payment of balance at the time of Final Acceptance? (Reference Section B. General Provisions, Item 36 Method of Payment, Page 27)
- a. The State's required payment terms are identified. A proposal must clearly state and justify any exceptions to the requirements of the RFP by using Attachment 3.
54. Each Vendor's contract shall be valid for a three (3) year period from August 1, 2018 through July 31, 2021." Does this mean the State of Delaware prefers pricing submitted for each applicable year or can we submit an escalation rate provided with the initial pricing sheet for the out years and still be compliant to the RFP?
- a. Pricing must remain firm for the three year period.
55. Bidder understands the total price of the proposal cannot be considered as "Confidential Business Information" and therefore must be shown in the proposal response. However, Bidder considers the detailed build up of pricing to be confidential. If a Bidder's proposal is submitted with the detailed price build up redacted but the total price shown while providing the full build up of the price unredacted in a separate sealed envelope marked "Confidential Business Information", will the proposal be considered compliant?
- a. Pricing cannot be confidential.
56. Award of Contract and Execution of Contract." Please confirm the State of Delaware will issue a Purchase Order with the Vendor's contracting documents attached?
- a. A copy of the contract will not accompany a purchase order. The Contract number of GSS18828-HELICOPTER should be referenced on a purchase order.
57. "The successful Vendor's shall be required to advise and provide Government Support Services of the gross costs associated with this contract." Due to the firm fixed priced nature of the resulting contract, please confirm the intent is to provide gross "price" data as opposed to gross "cost" data.
- a. The State requests their costs associated with this contract.
58. The latest improved models in current production as offered to commercial trade." Will the State allow for price updates to the second aircraft to accommodate any production improvements implemented after the delivery of the first aircraft?
- a. Pricing must remain firm for the three year period.
59. Pg 43 Attachment 6 - References: Can the State please clarify if the line "Please do not list any State Employee as a business reference" pertains only to the State of Delaware or all State employees within the United States?
- a. A State Employee is someone who works for the State of Delaware.

60. Pg 51 Section D "Trade-In": Will the State provide the correct records (i.e. log book entries, component runs, etc) of the proposed aircraft to be traded-in?

a. Yes.

61. Pg 51 Section D "Trade-In": Were/Are the B407 helicopters operated under part 91 operations? Public Use? Both?

a. The helicopters are operated under Part 91 rules, but are considered public use.

62. Pg 51 Section D "Trade-In": Can the State please confirm the intent to trade both B407's against the first new Helicopter and not one for one?

a. The state will trade in both B407's to purchase one twin engine helicopter.

63. Will the trade-in 407's be available for possession immediately upon delivery of the 429? (Reference Section D, Page 51)

a. Yes.

64. Page 51 items 1.2 and 1.3 reference Part 27 & Part 29 helicopters but only mention "Normal Category. As Part 29 is for Transport Category helicopters, could you please include both Normal and Transport categories in these statements?

a. Specification 1.2 has been removed from the RFP. Specification 1.3 has been amended as follows: 1.3 Helicopter shall be certified according to 14 CFR Part 27 and 14 CFR Part 29, Airworthiness Standards, and Normal Category Rotorcraft.

65. What is considered zero time? Is there a tolerance, such as 25 hours to conduct the ferry flight to Delaware State Police (DSP) and flight test to test installed mission equipment and integration? (Reference Appendix A, Item 1.1, Page 51)

a. Ferry flights and test flights are acceptable.

66. Fuzz Burning chip detectors – The design of PW207D1/D2 engines include enhancements that preclude the need for fuzz burning chip detectors. Is this acceptable to the DSP? (Reference Appendix A, Item 1.9, Page 52)

a. Yes.

67. Pg 51 Section E "Technical Specification 1.20": Why does the State require clam shell doors for litter borne operations when side loading can be accomplished?

a. Maintenance efficiency and component accessibility and cleaning/decontaminating of the aircraft interior. There are also times when it is preferred to load/unload via clamshell doors.

68. Pg 51 Section E "Technical Specification 1.22": a. Helicopter shall be equipped with (2) fixed but removable seats and (1) rotating & removable lightweight seats in aircraft cabin. Is the State requirement that these seats are to be provided loose when delivered or as part of the configuration of the aircraft?

a. Part of the aircraft configuration.

69. Cabin Seating - The existing light twins have up to 4 swiveling crash attenuating interchangeable seats. To guarantee all the operational and tactical capabilities, can this be quoted as an alternate solution? (Reference Appendix A, Item 1.23, Page 52)

a. Not as an alternate. Helicopters shall be capable of accepting VIP and tactical seating configuration.

70. Pg 53 Section E "Engines 2.1" "diagnostic systems and engine wash kit": Can the State please define what it means by an engine diagnostic system?

a. Electronic Engine Monitoring System, which monitors Ng, Np, MGT, torque, rotor speed.

71. Have specific mission profiles been defined for use in calculating a performance analysis? Can DSP please provide weights to use for carry-on equipment required, if any? (Reference Appendix A, Item 3.5, Page 53)

a. Yes, Approx. 200 lbs.

72. What is the operational intent for the requirements of the 400-pound fixture? Do you have a requirement to rappel more than one person at one time from either side of the aircraft? If so, would dual fixtures per side, the combined weight of which exceed the 400 pound requirement be acceptable? (Reference Appendix A, Item 4.4, Page 54)

a. Dual fixtures per side for personnel retention and repelling connection.

73. Section 4.4 Please provide clarification on internal hard point? Is this referring to an internal safety hook up point for a harness or an actual point to be used for rappelling/static rescue?

a. Internal safety hook up point as well as rappelling and static rescue.

74. Federal Aviation Regulations (14 CFR, Part 43, Section 43.3) limit the holder of a pilots certificate to performing preventative maintenance. Appendix A, Section (c) of Part 43 provides a specific and restrictive list of actions classified as preventative maintenance. A request for exception to this FAR for removal of the equipment specified would be required by the operator. Will the FAA Flight Standards District Office allow DSP flight crews to remove the Goodrich 600 pound rescue hoist? (Reference Appendix A, Item 4.6, Page 54)

a. Specification 4.6 has been amended to read as follows: 4.6 Goodrich 600 pound hoist with all provisions and components installed on the pilot (right) side of the aircraft. This system shall be removable by the flight crew (2 members) in less than 15 minutes.

75. Pg 54 Section E "Optional Kits 4.6" Is a Breeze Eastern hoist that meets all the requirements requested by the State a suitable alternative?

a. No.

76. Is the requirement for two flexible mounted NVG compatible map light systems on each side of the cockpit for a total of 4 map lights or is the actual requirement for 1 map light on each side for a total of 2? (Reference Appendix A, Item 5.1, Page 54)

a. One overhead cockpit/map rotating nvg compatible light is sufficient.

77. Is the requirement stating that the HTAWS be displayed on the EFIS or is HTAWS displayed on a GNS-530 or better acceptable? (Reference Appendix A, Items 5.3 and 5.6, Page 54)

a. Displaying on Garmin or better product is acceptable.

78. Please clarify the intent of the Avionics Master. If the battery switch is powering up essential equipment only and another bus is acting as an Avionics Master, is that an acceptable alternate solution? (Reference Appendix A, Items 5.3 and 5.6, Page 54)

a. The Avionics master is essentially a mission bus used to power mission equipment "as required".

79. Section 5.8 & 6.7 Please confirm that the desired solution is the Churchill ARS-700C Moving Map system because the bid references Aerocomputers in section 5.8 & 6.7

a. Yes.

80. Page 54 item 5.11 is for a four (4) axis automatic flight control system. Would a three (3) axis system be acceptable?

a. No.

81. Federal Aviation Regulations (14 CFR, Part 43, Section 43.3) limit the holder of a pilots certificate to performing preventative maintenance. Appendix A, Section (c) of Part 43 provides a specific and restrictive list of actions classified as preventative maintenance. A request for exception to this FAR for removal of the equipment specified would be required by the operator. (Reference Appendix A, Item 6.2, Page 55)

a. Specification 6.1 has been revised to as follows: 6.1 Wescam MX-10 system or equivalent consisting of Triple 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. 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. This system shall include an equipment jack to safely remove and store the MX-10 when not in use.

82. Trakka A-800 – What filters are required for the Trakka A-800 searchlight? (Reference Appendix A, Item 6.2, Page 55)

a. Red, Yellow, IR.

83. Technisonics Radios – Would the DSP prefer a single TDFM 9300 radio in cockpit and cabin (total of 2), instead of the TDFM 7000 radios and separate TFM 550's (total of 4 components)? (Reference Appendix A, Item 6.5 and Item 6.6, Page 55)

a. TDFM 9300 in cockpit, and RC9000 remote in rear.

84. Moving Map system – Does the DSP prefer an AeroComputer or Churchill Moving Map system? Current aircraft have a Churchill system. (Reference Appendix A, Item 6.7, Page 55)

a. Churchill Moving Map System.

85. Page 55 items 6.7 and 6.8 reference monitors that are not made by Churchill. Please specify the correct models required and if they should be NVIS compatible?

a. Aerocomputer monitor and Churchill mapping system. Yes, NVG/NVIS compatible.

86. Pg 55 Section E “Specialized Equipment 6.8” “6.5 inch diagonal LCD monitor mounted on the pilot side of cockpit with a preference for the ability to fold flat against the instrument panel”: Can you please explain the functionality of this 6.5 inch LCD monitor mounted pilot side of cockpit?

a. An iPad, utilizing aviation applications.

87. Oxygen Cylinders “E” size bottles – Will the DSP accept an alternate solution e.g. fixed installed oxygen tank that affords more oxygen volume and follows the same operational requirements as system installed on the existing light twin helicopters? (Reference Appendix A, Item 6.15, Page 56)

a. Yes.

88. General - Is it the intent of DSP to equip the new helicopter with an interior that has the same capabilities and functions as the existing two light twin engine helicopters? (from an operational, equipment interchangeability and spare parts commonality point of view) (Reference Appendix A, Item 7.1, Page 56)

a. Yes.

89. As medical interiors and options vary greatly, we are assuming the Delaware State Police plans to have a design review to develop the final detailed configuration. When will the Delaware State Police have a design review to develop the final configuration? (Reference Appendix A, Item 7.2, Page 56)

a. Yes. Refer to specifications in item 7. Medical Interior of the scope of work for configuration.

90. Section 7.8 - What size is the CFE stand by oxygen bottle?

a. Jumbo D.

91. Airframe Specialty Tools up to 2500 hours – Since the DSP use a contracted maintenance provider who has this tooling for the current fleet, is it still desired? (Reference Appendix A, Item 9.4, Page 57)

a. Specification 9.4 has been removed from the RFP.

92. Will the paint scheme be consistent with the fleet 429 design? (Reference Appendix A, Item 10.1, Page 57)

a. Yes.

93. Can the DSP provide an anticipated timeline or timeframe for bidders to provide an aircraft at KEVY for evaluation? (Reference Appendix A, Item 11.1, Page 57)

a. June.

94. Pg 57 Section E “11 TESTING AND EVALUATION – 11.1 Does the State have a rough order of magnitude timeframe of when the demonstration of the helicopter would take place?

a. June.

95. Pg 58 Section E “11 TESTING AND EVALUATION – Evaluation Criteria Can the State please clarify how the Test Flight Evaluation criteria will be used for the overall RFP Evaluation Criteria? There is no reference to the Test Flight under pg. 15 (Section E Criteria an Scoring)

a. The criteria identified on page 15 will be used to determine which bidders from which the State will be requesting the test flight.

96. Please clarify the nature of any modifications or changes that could be requested after production has begun. (Reference Appendix A, Item 12.2, Page 58)

a. Changes would be minor in nature and will not change the overall configuration.

97. Will the DSP accept alternate terms without penalty of non-compliance as long as the OEM meets the intent of the warranty period? (Reference Appendix A, Item 13.1, Page 59)

a. Alternate warranty offerings must be listed on the exceptions attachment for review.

98. Can the DSP provide an estimated number of flight hours per year, per ship? (Reference Appendix A, Item 13.1, Page 59)

a. Aircraft Times: January 1 2016 - December 31 2016

N1SP: 497.0  
N2SP: 497.6  
N75SP: 153.4  
N165SP: 212.4

Aircraft Times: January 1 2017-December 31 2017

N1SP: 536.3  
N2SP: 461.8  
N75SP: 187.7  
N165SP: 200.3

99. Please clarify if the DSP is requiring the OEM to cover maintenance labor for ordering parts after the warranty has expired. (Reference Appendix A, Item 13.3, Page 59)

a. DSP has not required the OEM to cover maintenance labor.

100. Maintenance Technician Labor – What is the current contracted shop rate of the State's maintenance provider? (Reference Appendix A, Item 13.3, Page 59)

a. \$85.00 per hour.

101. How will the DSP calculate the cost of lost aircraft availability? (Reference Appendix A, Item 13.5, Page 59)

a. The calculation will vary depending on the nature of the call and what other resources had to be deployed to fill the void of the unavailable aircraft.

102. As this is industry standard that cannot be controlled by the OEM, will the state penalize the OEM for non-compliance for this principle? (Reference Appendix A, Item 13.6, Page 59).

a. All installed equipment and component warranty periods shall commence at the time of final helicopter delivery acceptance (as stated).

103. Does the DSP anticipate 16 pilots will require recurrent flight training in Year 1 following the delivery of the aircraft and 16 pilots in Year 2? Please clarify. (Reference Appendix A, Item 15.2, Page 60)

a. 16 pilots for recurrent training year 1 and year 2, plus 5 initial courses to be completed as members join our section.

104. Technisonics Radios – Is the Technisonics radio project number still P93048NV?

a. Any past projects will not apply to this contract.

105. Aircraft Configuration – There are several items that the DSP specified on the previous two aircraft that are not referenced in the RFP. If similarity between aircraft is desired, the following equipment/customizing would be required. Does the DSP want these items added to the Technical Specifications for bidders?

- a) Automatic Door Openers – Crew
- b) Automatic Door Openers – Cabin
- c) 4th Audio Control Panel located in Cabin
- d) USB Charging Port for Pilot w/ modification to charge iPad
- e) Wiring Provisions only for a Cabin Monitor
- f) Latitude Technologies Skynode S100 Tracking System
- g) Provisions for Bambi Bucket
- h) Ability for Pilot to Control Trakka A-800 Searchlight
- i) Protective Cover for Clamshell Door Arms
- j) Weather Data Link – GDL-69 & XM Radio w/ remote
- k) Dome Lighting – Auto On when clamshell doors open
- l) WiFi Provisions and WiFi Equipment as Loose Equipment
- m) Articulating Landing Light
- n) Whelen LED Loading/Scene Lights
- o) Whelen LED Step Lights for Cabin Doors

a. Yes to all items (a through o) above.

All other terms and conditions remain the same.