SECTION C
CONTRACT TERMS AND CONDITIONS


☐ (6) [Reserved]


☐ (11) [Reserved]


☐ (ii) Alternate I (Nov 2011) of 52.219-3.

☐ (13)(i) 52.219-4, Notice of Price Evaluation Preference for HUBZone Small Business Concerns (Oct 2014) (if the offeror elects to waive the preference, it shall so indicate in its offer) (15 U.S.C. 657a).

☐ (ii) Alternate I (Jan 2011) of 52.219-4.

☐ (14) [Reserved]


☐ (ii) Alternate I (Nov 2011).

☐ (iii) Alternate II (Nov 2011).


☐ (iii) Alternate II (Mar 2004) of 52.219-7.

☒ (17) 52.219-8, Utilization of Small Business Concerns (Oct 2018) (15 U.S.C. 637(d)(2) and (3)).

SECTION C
CONTRACT TERMS AND CONDITIONS

☐ (ii) Alternate I (Nov 2016) of 52.219-9.

☐ (iii) Alternate II (Nov 2016) of 52.219-9.

☐ (iv) Alternate III (Nov 2016) of 52.219-9.


☐ (19) 52.219-13, Notice of Set-Aside of Orders (Nov 2011) (15 U.S.C. 644(r)).

☒ (20) 52.219-14, Limitations on Subcontracting (Jan 2017) (15 U.S.C. 637(a)(14)).


☒ (23) 52.219-28, Post Award Small Business Program Rerepresentation (Jul 2013) (15 U.S.C. 632(a)(2)).

☐ (24) 52.219-29, Notice of Set-Aside for, or Sole Source Award to, Economically Disadvantaged Women-Owned Small Business Concerns (Dec 2015) (15 U.S.C. 637(m)).

☐ (25) 52.219-30, Notice of Set-Aside for, or Sole Source Award to, Women-Owned Small Business Concerns Eligible Under the Women-Owned Small Business Program (Dec 2015) (15 U.S.C. 637(m)).

☒ (26) 52.222-3, Convict Labor (June 2003) (E.O. 11755).

☐ (27) 52.222-19, Child Labor—Cooperation with Authorities and Remedies (Jan 2018) (E.O. 13126).

☒ (28) 52.222-21, Prohibition of Segregated Facilities (Apr 2015).

☒ (29) (i) 52.222-26, Equal Opportunity (Sep 2016) (E.O. 11246).

☐ (ii) Alternate I (Feb 1999) of 52.222-26.


☐ (ii) Alternate I (July 2014) of 52.222-35.


☐ (ii) Alternate I (July 2014) of 52.222-36.

SECTION C

CONTRACT TERMS AND CONDITIONS

☐ (33) 52.222-40, Notification of Employee Rights Under the National Labor Relations Act (Dec 2010) (E.O. 13496).


☐ (35) 52.222-54, Employment Eligibility Verification (Oct 2015). (E. O. 12989). (Not applicable to the acquisition of commercially available off-the-shelf items or certain other types of commercial items as prescribed in 22.1803.)

☐ (36) (i) 52.223-9, Estimate of Percentage of Recovered Material Content for EPA-Designated Items (May 2008) (42 U.S.C. 6962(c)(3)(A)(ii)). (Not applicable to the acquisition of commercially available off-the-shelf items.)

☐ (ii) Alternate I (May 2008) of 52.223-9 (42 U.S.C. 6962(i)(2)(C)). (Not applicable to the acquisition of commercially available off-the-shelf items.)

☐ (37) 52.223-11, Ozone-Depleting Substances and High Global Warming Potential Hydrofluorocarbons (Jun 2016) (E.O.13693).

☐ (38) 52.223-12, Maintenance, Service, Repair, or Disposal of Refrigeration Equipment and Air Conditioners (Jun 2016) (E.O. 13693).

☐ (39) (i) 52.223-13, Acquisition of EPEAT® -Registered Imaging Equipment (Jun 2014) (E.O.s 13423 and 13514)


☐ (40) (i) 52.223-14, Acquisition of EPEAT® -Registered Television (Jun 2014) (E.O.s 13423 and 13514).

☐ (ii) Alternate I (Jun 2014) of 52.223-14.


☐ (42) (i) 52.223-16, Acquisition of EPEAT® -Registered Personal Computer Products (Oct 2015) (E.O.s 13423 and 13514).

☐ (ii) Alternate I (Jun 2014) of 52.223-16.

☒ (43) 52.223-18, Encouraging Contractor Policies to Ban Text Messaging while Driving (Aug 2011) (E.O. 13513).

☐ (44) 52.223-20, Aerosols (Jun 2016) (E.O. 13693).

☐ (45) 52.223-21, Foams (Jun 2016) (E.O. 13696).
SECTION C
CONTRACT TERMS AND CONDITIONS

  ☐ (ii) Alternate I (Jan 2017) of 52.224-3.


  ☐ (ii) Alternate I (May 2014) of 52.225-3.
  ☐ (iii) Alternate II (May 2014) of 52.225-3.
  ☐ (iv) Alternate III (May 2014) of 52.225-3.


☒ (50) 52.225-13, Restrictions on Certain Foreign Purchases (June 2008) (E.O.’s, proclamations, and statutes administered by the Office of Foreign Assets Control of the Department of the Treasury).


☐ (52) 52.226-4, Notice of Disaster or Emergency Area Set-Aside (Nov 2007) (42 U.S.C. 5150).

☐ (53) 52.226-5, Restrictions on Subcontracting Outside Disaster or Emergency Area (Nov 2007) (42 U.S.C. 5150).

☐ (54) 52.232-29, Terms for Financing of Purchases of Commercial Items (Feb 2002) (41 U.S.C. 4505), (10 U.S.C. 2307(f)).


☐ (57) 52.232-34, Payment by Electronic Funds Transfer—Other Than System for Award Management (Jul 2013) (31 U.S.C. 3332).


SECTION C
CONTRACT TERMS AND CONDITIONS

☐ (60) 52.242-5, Payments to Small Business Subcontractors (Jan 2017) (15 U.S.C. 637(d)(13)).

☐ (61) (i) 52.247-64, Preference for Privately Owned U.S.-Flag Commercial Vessels (Feb 2006) (46 U.S.C. Appx 1241(b) and 10 U.S.C. 2631).

☐ (ii) Alternate I (Apr 2003) of 52.247-64.

☐ (iii) Alternate II (Feb 2006) of 52.247-64.

(c) The Contractor shall comply with the FAR clauses in this paragraph (c), applicable to commercial services, that the Contracting Officer has indicated as being incorporated in this contract by reference to implement provisions of law or executive orders applicable to acquisitions of commercial items:

☐ (1) 52.222-17, Nondisplacement of Qualified Workers (May 2014) (E.O. 13495)


☐ (10) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations. (May 2014) (42 U.S.C. 1792).

(d) Comptroller General Examination of Record The Contractor shall comply with the provisions of this paragraph (d) if this contract was awarded using other than sealed bid, is in excess of the simplified acquisition threshold, and does not contain the clause at 52.215-2, Audit and Records -- Negotiation.
SECTION C
CONTRACT TERMS AND CONDITIONS

(1) The Comptroller General of the United States, or an authorized representative of the Comptroller General, shall have access to and right to examine any of the Contractor's directly pertinent records involving transactions related to this contract.

(2) The Contractor shall make available at its offices at all reasonable times the records, materials, and other evidence for examination, audit, or reproduction, until 3 years after final payment under this contract or for any shorter period specified in FAR Subpart 4.7, Contractor Records Retention, of the other clauses of this contract. If this contract is completed or partially terminated, the records relating to the work terminated shall be made available for 3 years after any resulting final termination settlement. Records relating to appeals under the disputes clause or to litigation or the settlement of claims arising under or relating to this contract shall be made available until such appeals, litigation, or claims are finally resolved.

(3) As used in this clause, records include books, documents, accounting procedures and practices, and other data, regardless of type and regardless of form. This does not require the Contractor to create or maintain any record that the Contractor does not maintain in the ordinary course of business or pursuant to a provision of law.

(1) Notwithstanding the requirements of the clauses in paragraphs (a), (b), (c) and (d) of this clause, the Contractor is not required to flow down any FAR clause, other than those in this paragraph (e)(1) in a subcontract for commercial items. Unless otherwise indicated below, the extent of the flow down shall be as required by the clause—


(ii) 52.203-19, Prohibition on Requiring Certain Internal Confidentiality Agreements or Statements (Jan 2017) (section 743 of Division E, Title VII, of the Consolidated and Further Continuing Appropriations Act, 2015 (Pub. L. 113-235) and its successor provisions in subsequent appropriations acts (and as extended in continuing resolutions)).

(iii) 52.204-23, Prohibition on Contracting for Hardware, Software, and Services Developed or Provided by Kaspersky Lab and Other Covered Entities (Jul 2018) (Section 1634 of Pub. L. 115-91).

(iv) 52.219-8, Utilization of Small Business Concerns (Oct 2018) (15 U.S.C. 637(d)(2) and (3)), in all subcontracts that offer further subcontracting opportunities. If the subcontract (except subcontracts to small business concerns) exceeds $700,000 ($1.5 million for construction of any public facility), the subcontractor must include 52.219-8 in lower tier subcontracts that offer subcontracting opportunities.

(v) 52.222-17, Nondisplacement of Qualified Workers (May 2014) (E.O. 13495). Flow down required in accordance with paragraph (1) of FAR clause 52.222-17.

(vi) 52.222-21, Prohibition of Segregated Facilities (Apr 2015).
SECTION C
CONTRACT TERMS AND CONDITIONS

(vii) 52.222-26, Equal Opportunity (Sep 2016) (E.O. 11246).


(x) 52.222-37, Employment Reports on Veterans (Feb 2016) (38 U.S.C. 4212).

(xi) 52.222-40, Notification of Employee Rights Under the National Labor Relations Act (Dec 2010) (E.O. 13496). Flow down required in accordance with paragraph (l) of FAR clause 52.222-40.


(xvi) 52.222-54, Employment Eligibility Verification (Oct 2015) (E.O. 12989).

(xvii) 52.222-55, Minimum Wages Under Executive Order 13658 (Dec 2015).


(B) Alternate I (Jan 2017) of 52.224-3.


(xx) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations. (May 2014) (42 U.S.C. 1792). Flow down required in accordance with paragraph (e) of FAR clause 52.226-6.
SECTION C
CONTRACT TERMS AND CONDITIONS

(xxii) 52.247-64, Preference for Privately-Owned U.S. Flag Commercial Vessels (Feb 2006) (46 U.S.C. Appx 1241(b) and 10 U.S.C. 2631). Flow down required in accordance with paragraph (d) of FAR clause 52.247-64.

(2) While not required, the Contractor may include in its subcontracts for commercial items a minimal number of additional clauses necessary to satisfy its contractual obligations.

C.5 STATEMENT OF EQUIVALENT RATES FOR FEDERAL HIRES (FAR 52.222-42) (MAY 2014)

In compliance with the Service Contract Labor Standards statute and the regulations of the Secretary of Labor (29 CFR part 4), this clause identifies the classes of service employees expected to be employed under the contract and states the wages and fringe benefits payable to each if they were employed by the contracting agency subject to the provisions of 5 U.S.C. 5341 or 5332.

This statement is for information only: It is not a wage determination.

<table>
<thead>
<tr>
<th>Employee</th>
<th>Class</th>
<th>Wage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft Pilot</td>
<td>GS-11</td>
<td>$29.33</td>
</tr>
<tr>
<td>Aircraft Mechanic—III</td>
<td>GS-12</td>
<td>$35.16</td>
</tr>
<tr>
<td>Aircraft Mechanic—II</td>
<td>GS-11</td>
<td>$29.33</td>
</tr>
<tr>
<td>Aircraft Mechanic—Helper</td>
<td>G S-5</td>
<td>$16.00</td>
</tr>
<tr>
<td>Truck Driver, Tractor Trailer</td>
<td>GS-8</td>
<td>$24.24</td>
</tr>
</tbody>
</table>

C.6 AVAILABILITY OF FUNDS (FAR 52.232-18) (APR 1984)

Funds are not presently available for this agreement. The Government’s obligation under this agreement is contingent upon the availability of appropriated funds from which payment for agreement purposes can be made. No legal liability on the part of the Government for any payment may arise until funds are made available to the Contracting Officer for this agreement and until the Contractor receives notice of such availability, to be confirmed in writing by the Contracting Officer.

C.7 PROPERTY AND PERSONAL DAMAGE

(a) The Contractor shall use every precaution necessary to prevent damage to public and private property.

(b) The Contractor shall be responsible for all damage to property and to persons, including third parties that occur as a result of his or his agents or employee's fault or negligence. The term "third parties" is construed to include employees of the Government.

(c) The Contractor shall procure and maintain during the term of this agreement, and any extension thereof, aircraft and General Public Liability Insurance in accordance with 14 CFR 205. The parties named insured under the policy or policies shall be the CONTRACTOR and THE UNITED STATES OF AMERICA.

(d) The Contractor may be otherwise insured by a combination of primary and excess policies. Such policies shall have combined coverage equal to or greater than the combined minimums required.
SECTION C
CONTRACT TERMS AND CONDITIONS

(e) Policies containing exclusions for chemical damage or damage incidental to the use of equipment and supplies furnished under this agreement, or growing out of direct performance of the agreement, will not be acceptable. The chemical damage coverage may be limited to chemicals dispensed while performing firefighting activities.

(f) Prior to the commencement of work, the Contractor shall provide the CO with one copy of the insurance policy, or confirmation from the insurance company, certifying that the coverage described in this clause has been obtained.

C.8 NOTICE OF CONTRACTOR PERFORMANCE ASSESSMENT REPORTING SYSTEM (JULY 2010)

(a) The US Forest Service has implemented the Contractor Performance Assessment Reporting System (CPARS) for reporting all past performance information. One or more past performance evaluations will be conducted in order to record your agreement performance as required by FAR 42.15.

(b) The past performance evaluation process is a totally paperless process using CPARS. CPARS is a web-based system that allows for electronic processing of the performance evaluation report. Once the report is processed, it is available in the Past Performance Information Retrieval System (PPIRS) for Government use in evaluating past performance as part of a source selection action.

(c) We request that you furnish the Contracting Officer with the name, position title, phone number, and email address for each person designated to have access to your firm’s past performance evaluation(s) for the agreement no later than 60 days after award. Each person granted access will have the ability to provide comments in the Contractor portion of the report and state whether or not the Contractor agrees with the evaluation, before returning the report to the Assessing Official. The report information must be protected as source selection sensitive information not releasable to the public.

(d) When your Contractor Representative(s) (Past Performance Points of Contact) are registered in CPARS, they will receive an automatically-generated email with detailed login instructions. Further details, systems requirements, and training information for CPARS are available at http://www.cpars.csd.disa.mil/. The CPARS User Manual, registration for On Line Training for Contractor Representatives, and a practice application may be found at this site.

(e) Within 60 days after the end of a performance period, the Contracting Officer will complete an interim or final past performance evaluation and the report will be accessible at http://www.cpars.csd.disa.mil/. Contractor Representatives may then provide comments in response to the evaluation, or return the evaluation without comment.

Comments are limited to the space provided in Block 22. Your comments should focus on objective facts in the Assessing Official’s narrative and should provide your views on the causes and ramifications of the assessed performance. In addition to the ratings and supporting narratives, blocks 1 – 17 should be reviewed for accuracy, as these include key fields that will be used by the Government to identify your firm in future source selection actions.
SECTION C
CONTRACT TERMS AND CONDITIONS

If you elect not to provide comments, please acknowledge receipt of the evaluation by indicating “No comment” in Block 22, and then signing and dating Block 23 of the form. Without a statement in Block 22, you will be unable to sign and submit the evaluation back to the Government. If you do not sign and submit the CPAR within 60 days, it will automatically be returned to the Government and will be annotated: “The report was delivered/received by the contractor on (date). The contractor neither signed nor offered comment in response to this assessment.” Your response is due within 60 calendar days after receipt of the CPAR.

(f) The following guidelines apply concerning your use of the past performance evaluation:

(1) Protect the evaluation as “source selection information.” After review, transmit the evaluation by completing and submitting the form through CPARS. If for some reason you are unable to view and/or submit the form through CPARS, contact the Contracting Officer for instructions.

(2) Strictly control access to the evaluation within your organization. Ensure the evaluation is never released to persons or entities outside of your control.

(3) Prohibit the use of or reference to evaluation data for advertising, promotional material, pre-award surveys, responsibility determinations, production readiness reviews, or other similar purposes.

(g) If you wish to discuss a past performance evaluation, you should request a meeting in writing to the Contracting Officer no later than seven days following your receipt of the evaluation. The meeting will be held in person or via telephone or other means during your 60-day review period.

(h) A copy of the completed past performance evaluation will be available in CPARS for your viewing and for Government use supporting source selection actions after it has been finalized.

C.9 INSPECTION AND ACCEPTANCE (AGAR 452.246-70) (FEB 1988)

The Contracting Officer or the Contracting Officer's duly authorized representative will inspect and accept the supplies and/or services to be provided under this agreement.

C.10 RESERVED

C.11 AFFIRMATIVE PROCUREMENT OF BIO BASED PRODUCTS UNDER SERVICE AND CONSTRUCTION CONTRACT (FAR 52.223-2) (SEPT 2013)

(a) In the performance of this contract, the contractor shall make maximum use of bio based products that are United States Department of Agriculture (USDA)-designated items unless—

(1) The product cannot be acquired—

(i) Competitively within a time frame providing for compliance with the contract performance schedule;

(ii) Meeting contract performance requirements; or

(iii) At a reasonable price.
SECTION C

CONTRACT TERMS AND CONDITIONS

(2) The product is to be used in an application covered by a USDA categorical exemption (see 7 CFR 3201.3(e)). For example, all USDA-designated items are exempt from the preferred procurement requirement for the following:

(i) Spacecraft system and launch support equipment.

(ii) Military equipment, i.e., a product or system designed or procured for combat or combat-related missions.

(b) Information about this requirement and these products is available at http://www.biopreferred.gov.

(c) In the performance of this contract, the Contractor shall—

(1) Report to http://www.sam.gov, with a copy to the Contracting Officer, on the product types and dollar value of any USDA-designated biobased products purchased by the Contractor during the previous Government fiscal year, between October 1 and September 30; and

(2) Submit this report no later than—

(i) October 31 of each year during contract performance; and

(ii) At the end of contract performance.

C.12 CONTRACTOR AUTHORIZED SIGNATURES

Contractor is to submit names, positions and contact information of all company individuals who are legally authorized to bind the company and sign contractual documents. Contractor is also required to advise and update the Contracting Officer whenever there are changes in these authorized individuals.

<table>
<thead>
<tr>
<th>Name</th>
<th>Position/Title</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Name</th>
<th>Position/Title</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
SECTION C
CONTRACT TERMS AND CONDITIONS

C.13 OPTION TO EXTEND SERVICES (FAR 52.217-8) (NOV 1999)

The Government may require continued performance of any services within the limits and at the rates specified in the contract. These rates may be adjusted only as a result of revisions to prevailing labor rates provided by the Secretary of Labor. The option provision may be exercised more than once, but the total extension of performance hereunder shall not exceed 6 months. The Contracting Officer may exercise the option by written notice to the Contractor within 20 Days.

C.14 ECONOMIC PRICE ADJUSTMENT SPECIFIED FLIGHT RATE CONTRACTS

(a) NON-FUEL PORTION OF THE SPECIFIED FLIGHT RATE

Agreement rates will be established in accordance with the following to reflect increases or decreases in the cost of performance of the agreement work. The increases or decreases used in establishing the rates will be those indicated by the changes in the following price indexes: The Non-Fuel Portion of the Specified Flight rate will be affected by:

TABLE 6-PRODUCER PRICE INDEXES

1. Commodity Group 1423 --Aircraft Engines and Engine Parts
2. Commodity Group 1425 --Aircraft Parts and Auxiliary Equipment

![Average of Percent Changes X 100 Percent of Last Adjusted Rate]

The new rate will be derived by multiplying the average of the percentage changes of (1) and (2) times the rate in effect for the year immediately prior to the year in which the renewal is effective. The result will be added to or subtracted from the existing rate to become the newly adjusted rate (rounded to the next dollar).

Base Rates: Commodity Group 1423: 227.7 Commodity Group 1425: 187.1

(b) FUEL PORTION OF THE SPECIFIED FLIGHT RATE

(1) During the entire agreement period of performance, flight rates will be adjusted to reflect increases and decreases to the prices of aviation fuel.

(2) For adjustment purposes, the baseline price of Jet A fuel is established at $5.18 per gallon. The unit prices are the average price for aviation fuel based upon the National Fuel Survey located at [http://www.fs.fed.us/fire/contracting/helicopters_exclu/helicopters_exclu.htm](http://www.fs.fed.us/fire/contracting/helicopters_exclu/helicopters_exclu.htm).

(3) The adjustment to the fuel portion of the flight rate shall be the average difference multiplied by the fuel consumption rates located in the solicitation/ agreement for the applicable aircraft type.
SECTION C
CONTRACT TERMS AND CONDITIONS

4) An adjustment to the flight rate shall be made on May 16th of each agreement period, regardless of the variation in the fuel price to re-establish the baseline. Subsequent adjustments shall only be made if the fuel price is either 10% higher or lower than the unit price established when the last adjustment was made. The time-point where these adjustments would take place would be on July 16th and February 16th each year.

The adjustment to the fuel portion of the flight rate will be the determined variation amount multiplied by the fuel consumption rates found in Exhibit 12, Helicopter Services Hourly Flight Rates, Fuel Consumption and Weight Reduction Chart for the applicable aircraft type.

(c) PROJECT/OPTIONAL USE RATE

The Project/Optional use rate will not be adjusted. The Optional use rate will be in effect for each optional use period as bid in the schedule of items.

C.15 ECONOMIC PRICE ADJUSTMENT FOR EXTENDED STANDBY

The extended standby rate will be reviewed on an annual basis to ensure compliance with the Service Contract Act and an adjustment will be made if needed. The extended standby rate will be computed by taking the minimum wage rate from the Department of Labor Wage Determination (current at that time), for Nationwide Pilot, times 1.5 plus 20% for benefits, overhead and profit and rounded to the nearest dollar. If needed, adjusted rates will become effective annually on May 16th of each year.

C.16 ORDERING (FAR 52.216-18) (OCT 1995)

(a) Any supplies and services to be furnished under this agreement shall be ordered by issuance of delivery orders or task orders by the individuals or activities designated in the Schedule. Such orders may be issued from date of agreement award through 48 months (if all Options are exercised by the Government).

(b) All delivery orders or task orders are subject to the terms and conditions of this agreement. In the event of conflict between a delivery order or task order and this agreement, the agreement shall control.

(c) If mailed, a delivery order or task order is considered "issued" when the Government deposits the order in the mail. Orders may be issued orally, by facsimile, or by electronic commerce methods only if authorized in the Schedule.

C.17 PERIOD OF PERFORMANCE (AGAR 452.211-74) (FEB 1988)

(a) Period of Performance is the date of initial agreement award through 48 months after the award date. Should subsequent Option to Extend Services be exercised, the period of performance may be extended for up to 6 (six) additional months. Overall, the total performance length of the agreement could come to 54 months if all available options were exercised.
D.1 LIST OF EXHIBITS

Exhibit 1: First Aid Kit Aeronautical
Exhibit 2: Survival Kit Aeronautical
Exhibit 3: Alaska
Exhibit 4: Restraint Systems Condition Inspection Guidelines
Exhibit 5: Additional Suppression/Prescribed Fire
Exhibit 6: High Visibility Markings on Main Rotor Blades
Exhibit 7: Reserved – (Additional Avionics Equipment)
Exhibit 8: Fuel Servicing Equipment Requirements
Exhibit 9: Operations and Safety Procedures Guide For Helicopter Pilots
Exhibit 10: Interagency Guidelines for Vertical Reference/External Load Training
Exhibit 11: Helicopter Make/Model/Series List
Exhibit 12: Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart
Exhibit 13: Interagency Helicopter Load Calculation
Exhibit 14: Helicopter and Fuel Service Truck Pre-Use Checklist
Exhibit 15: Performance Report
Exhibit 16: Department of Labor Wage Determination
Exhibit 17: Reserved – (Supplemental Rappel Requirements – Equipment)
Exhibit 18: Contractor’s Verification of Individual Helicopter Pilot Requirements and Experience for Initial Interagency Approval
Exhibit 20: Aircraft Mechanic (Helicopter) Qualification Form
Exhibit 21: Weight and Balance Form (Example)
Exhibit 22: Reserved – (Gross Computed Weight Table)
Exhibit 23: Performance by Government-Furnished Pilot
Exhibit 24: FAA Overwater Kit
Exhibit 25: Litter Kit Provisions and Litter
Exhibit 26: Reserved – (Aerial Ignition)
Exhibit 27: Reserved – (Law Enforcement Short Haul Special Mission Qualifications)
Exhibit 28: Public Aircraft Operations
Exhibit 29: Vendor-Contractor QA/Evaluation/Safety Checks
Exhibit 30: Reserved – (Night Flying Operations)
Exhibit 31: Safety Management System (SMS) Components Questionnaire and Accident History
Exhibit 32: Transportation Worksheet
Exhibit 33: Reserved – (Additional Telemetry Unit (ATU))
EXHIBIT 1 - FIRST AID KIT AERONAUTICAL (B.4)

Each kit shall be in a dust-proof and moisture-proof container. The kit shall be on board the aircraft and accessible to the occupants. The contents shall include the following minimum items:

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Passenger Seats (0 – 9)</th>
<th>Passenger Seats (10 – 50)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adhesive bandage strips (3 inches long)</td>
<td>8</td>
<td>16</td>
</tr>
<tr>
<td>Antiseptic or alcohol wipes (packets)</td>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td>Emergency trauma dressing, 4 inch x 2’</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Triangular bandage, 40 inch (sling)</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Roller bandage, 4 inch x 5 yards (gauze)</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Adhesive tape, 1 inch x 5 yards (standard roll)</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>EMT trauma shears 51/2”</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Body Fluids Barrier Kit:</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>▪ 2-pair of latex gloves</td>
<td></td>
<td></td>
</tr>
<tr>
<td>▪ 1-face shield</td>
<td></td>
<td></td>
</tr>
<tr>
<td>▪ 1-mouth-to-mouth barrier</td>
<td></td>
<td></td>
</tr>
<tr>
<td>▪ 1-protective gown (optional)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>▪ 2-antiseptic towelettes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>▪ 1-biohazard disposal bag</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Combat Application Tourniquet (C-A-T) (optional)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: Splints are recommended if space permits.

The kit’s contents which have expiration dates shall not be acceptable if past their expiration dates.
EXHIBIT 2 - SURVIVAL KIT AERONAUTICAL (LOWER 48) (B.4)

The contents shall include the following minimum items:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Knife</td>
<td>Signal Mirror</td>
</tr>
<tr>
<td>Non-Marine Aerial Flares (6-each)</td>
<td>Matches (2-small boxes in waterproof containers)</td>
</tr>
<tr>
<td>Food (2-days @ a minimum 1,000 calories per day, emergency rations per occupant)</td>
<td>Water (1-quart per occupant) (not required when operating over areas with adequate drinking water)</td>
</tr>
<tr>
<td>Space Blanket (1-per occupant)</td>
<td>Candles</td>
</tr>
<tr>
<td>Collapsible Water Bag</td>
<td>Whistle</td>
</tr>
<tr>
<td>Magnesium Fire Starter</td>
<td>Nylon Rope or Parachute Cord (50-feet)</td>
</tr>
<tr>
<td>Water Purification Tablets</td>
<td></td>
</tr>
</tbody>
</table>

Suggested Survival Kit Items Dependent Upon Terrain and Climate:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Container w/carrying Handle or Straps</td>
<td>Individual First Aid Kit</td>
</tr>
<tr>
<td>Large Plastic Bags</td>
<td>Signal Panels</td>
</tr>
<tr>
<td>Flashlight with Spare Batteries</td>
<td>Hand Saw or Wire Saw</td>
</tr>
<tr>
<td>Collapsible Shovel</td>
<td>Sleeping Bag (1-per two occupants)</td>
</tr>
<tr>
<td>Survival Manual (Arctic/Desert)</td>
<td>Snowshoes</td>
</tr>
<tr>
<td>Insect Repellant</td>
<td>Axe or Hatchet</td>
</tr>
<tr>
<td>Insect Head net (1-per occupant)</td>
<td>Collapsible fishing pole with an assortment of fishing tackle such as hooks, flies, lines, sinkers, etc.</td>
</tr>
<tr>
<td>Insect Head net (1-per occupant)</td>
<td>Consistent with AK equipment</td>
</tr>
<tr>
<td>Personal ELT</td>
<td>Sunscreen</td>
</tr>
</tbody>
</table>

Note: A hand-held 760 channel VHF transceiver radio is recommended. It should be attached, or immediately accessible, to a crewmember rather than placed in the aircraft survival kit.

The kit’s contents which have expiration dates shall not be acceptable if past their expiration dates.
SECTION D
EXHIBITS

EXHIBIT 3 - ALASKA (A.1, A.7, A.33)

The following provisions shall apply when operating in Alaska. All other provisions not expressly changed herein continue to apply.

NOTE: Contractors from the lower 48 dispatched to Alaska need to have insurance coverage for Alaska, in addition to having Operations Specifications that permit Alaska operations.

(a) General Equipment

Additional Equipment:

(1) One set of approved Tundra Boards or Snow Pads with accompanying FAA certification.

(2) Complete set of current aeronautical charts and navigation publications covering areas of operation within Alaska and Canada.

(3) Survival kit:

All aircraft will carry survival equipment. Survival kits will contain at least the following items and additional items required by local regulation as is appropriate for local climate and terrain conditions.

The minimum equipment to be carried during the summer months:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ax or hatchet (1), and Knife (1)</td>
<td>Water Purification Tablets</td>
</tr>
<tr>
<td>Magnesium Fire Starter</td>
<td>Mosquito repellent containing DEET</td>
</tr>
<tr>
<td>Whistle</td>
<td>Mosquito head net for each occupant</td>
</tr>
<tr>
<td>Signal Mirror</td>
<td>Candles (5 each)</td>
</tr>
<tr>
<td>Non-Marine Aerial Flares (6 each)</td>
<td>Space Blanket (1 per occupant)</td>
</tr>
<tr>
<td>Matches (2-small boxes in waterproof containers)</td>
<td>Nylon Rope or Parachute Cord (50-feet)</td>
</tr>
<tr>
<td>Food (Each occupant sufficient to sustain life for 1-week @ minimum of 1,000 calories per day)</td>
<td>Collapsible fishing pole with an assortment of fishing tackle such as hooks, flies, lines, sinkers, etc.</td>
</tr>
</tbody>
</table>

Personal Locator Beacon (PLB) (Note: required only if Aircraft ELT requires tools to be removed)

In addition to the above, the following shall be carried as minimum equipment from October 15 to April 1 of each year:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pair of Snowshoes (1)</td>
<td>Sleeping bag per two occupants (1)</td>
</tr>
<tr>
<td>Wool blanket or equivalent for each occupant over 4-years of age (1)</td>
<td></td>
</tr>
</tbody>
</table>
SECTION D
EXHIBITS

EXHIBIT 3 - ALASKA SUPPLEMENT (A.1, A.7, A.33) (Continued)

Note: A hand-held 760 channel VHF transceiver radio is recommended. It should be attached, or immediately accessible, to a crewmember rather than placed in the aircraft survival kit.

FUEL SERVICING VEHICLE SPECIFICATIONS

A fuel servicing vehicle and driver are not required.

The Government will furnish, transport, and store all aircraft fuel required at no expense to the Contractor.

Grades of Government-furnished fuel vary from location to location, and the Contractor shall use the grade available.

The appropriate type of fuel (Avgas or Jet fuel), in one of the following grades, will be available at each location:

<table>
<thead>
<tr>
<th>Avgas</th>
<th>Jet Fuel</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>Jet A</td>
</tr>
<tr>
<td>100LL</td>
<td>Jet A-50</td>
</tr>
<tr>
<td></td>
<td>Jet B</td>
</tr>
<tr>
<td></td>
<td>Jet-4 or JP-5 or JP-8</td>
</tr>
</tbody>
</table>

All lubricating oil, parts, and supplies shall be furnished and transported by the Contractor to the assigned work location.

The Contractor shall furnish for each aircraft a portable hand or electrically-operated fuel pump, barrel stem, hoses, and filtration system for refueling in remote areas.

The filtration system shall include a unit which accomplishes water separation with positive shut-off. The size of the filtration system unit shall be compatible with pump size. One acceptable three-stage unit is FACET part number 050871. If this model FACET is used, the third stage monitor should be a Velcon part number CDF-210K which is rated to 10 GPM. Also acceptable are Velcon filter spin on 5 micron cartridges, part number 40505SP, rated to 13 GPM; or Velcon VF-31 with 1 micron cartridge element, part number ACO-21005B, rated to 15 GPM. All filtering components shall be changed annually or sooner if needed, and the date of the change shall be placarded on the canister.

Two complete spare filter changes shall be furnished by the Contractor.

AVAILABILITY OF MECHANICS –

The mechanic shall be present for all operations in Alaska. The mechanic shall accompany the helicopter to any assigned work location. The cost of the mechanic shall be included in the Daily Availability Rate.
EXHIBIT 3 - ALASKA SUPPLEMENT (A.1, A.7, A.33) (Continued)

(b) Payment for Availability

Operations in Alaska will be scheduled by the Government in accordance with flight time/duty
time limitations. The schedule will not exceed:

SINGLE CREW: Maximum 14 hour per day PIC, or PIC and SIC.

DOUBLE CREW: Maximum 24 hours per day.

Measurement of availability will be reduced, as specified below, for each hour or portion thereof
service is listed as unavailable to the Government. Single or double crew Periods of
Unavailability will be accumulated for the day and posted on the Flight Use Invoice as actual
clock unavailability. There will no longer be a need to round to the nearest quarter hour or
reduce unavailability by 1/56.

Availability, as measured above, will be paid at the applicable rate appearing in the Schedule of
Items

(c) Payment for Extended Standby is Applicable for Alaska assignments.

(d) Transporting of Relief Crew

(e) AIRCRAFT FUEL. The cost of fuel furnished by the Contractor in lieu of Government
Furnished fuel while operating in Alaska will be reimbursed to the Contractor as provided below:

GENERAL: The Contractor shall not charge any fuel acquired under this agreement directly to
the Government. All fuel not otherwise furnished by the Government must be paid by or
charged to the Contractor. The purchase must be approved by the Contracting Officer. Fuel
related costs shall be recorded as a line entry (i.e., date, fuel charge, dollar amount, and use-
item code fuel charge [FC]), shall be summarized under “Other Charges/Credits” on the Aircraft
Use Report (OAS-23), or Flight Use Invoice, and shall be supported by paid legible, itemized
invoices from the supplier. Itemized receipts must support claims for reimbursement and must
be kept on file by the contractor. Copies of receipts to be provided to the helicopter manager for
review and approval but are not required to be submitted with the payment document Certified
true copies may be submitted in lieu of the original invoice.

Government furnished fuel used by the Contractor for maintenance flights, repositioning aircraft,
crew transportation, or any other flight for the convenience of the Contractor, will be deducted
from amounts due the Contractor at the rate specified in the current Hourly Flight Rate Fuel
Consumption and Weight Reduction Chart.

(f) Adjustment for Flight Rate. The flight rate will be reduced to reflect a dry rate by multiplying
the fuel consumption for make and model of aircraft by current jet fuel price in the current Hourly
Flight Rate Fuel Consumption and Weight Reduction Chart. Mobilization and demobilization will
be at the wet rate. The dry rate will be effective upon the first Government-Furnished-Fueling.
SECTION D
EXHIBITS

EXHIBIT 3 - ALASKA SUPPLEMENT (A.1, A.7, A.33) (Continued)

FERRY FLIGHTS THROUGH CANADA. Flights through Canada will be paid at the wet rate.

(g) Payment for Transportation of Helicopter Fuel: Not applicable in Alaska

(h) Wage Determination in effect is the one provided in the solicitation

The kit’s contents which have expiration dates shall not be acceptable if past their expiration dates.

EXHIBIT 4 - RESTRAINT SYSTEMS CONDITION INSPECTION GUIDELINES (B.4 (d) (8))

Federal Aviation Regulations require that occupant restraint systems are to be replaced in aircraft manufactured after July 1, 1951; such systems shall conform to standards established by the FAA. These standards are contained in Technical Standard Order TSO-C22g. Restraint system eligible for installation in aircraft may be identified by the marking TSO-C22g, TSO-C114 on the webbing, or by a military designation number since military systems comply with the strength requirements of the TSO. Aircraft manufacturer installed restraint systems with part numbers are acceptable. Each system shall be equipped with an approved metal-to-metal latching device.

Federal Aviation Regulations provide minimum inspection guidance, other than to state, that mildew and fraying may render the restraint system un-airworthy and that suspected webbing should be tested for tensile strength. The tensile strength requirement for a single person system is 525 pounds (most systems are rated at 1,500 pounds).

Unacceptable Condition Criteria:

<table>
<thead>
<tr>
<th>Webbing</th>
<th>Hardware</th>
<th>Stitching</th>
<th>TSO Tags</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frayed (5%)</td>
<td>Inoperable</td>
<td>Broken</td>
<td>Missing</td>
</tr>
<tr>
<td>Torn</td>
<td>Damaged</td>
<td>Excessive Wear</td>
<td>Illegible</td>
</tr>
<tr>
<td>Crushed</td>
<td>Corroded</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Swollen</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Creased</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deteriorated</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

References:

14 CFR 91.205
14 CFR 21.607
AC 21-34
TSO-C22g
TSO-C114
SECTION D
EXHIBITS

EXHIBIT 5 - ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e))

NOTE 1: For Tank Operations reference B.10 (e) (4)

NOTE 2: There will be NO on-board mixing of wildland fire chemicals on Forest Service owned, contracted, chartered or leased aircraft.

(a) Fixed Suppressant/Retardant Delivery Tank with Self-Filling Capability

One (1) externally/externally mounted, fixed suppressant/retardant delivery tank. With a capacity commensurate with the maximum related lifting capability of the helicopter equipped with the tank at sea level on a standard day, meeting or exceeding the following specification:

(1) Door(s)

The Tank door(s) shall be designed such that:

(i) The frontal area of the retardant column is minimized.

(ii) The door(s) does not appreciably deflect the retardant when fully opened.

(iii) The tank and doors shall be leak proof, i.e. 1/2 gallon or less in a 24-hour period.

(iv) The doors shall be closeable in flight if the aircraft is not capable of landing with the door(s) open without damaging the door(s).

(2) Venting

(i) The tank shall be vented so that no more than 0.25 PSI negative pressure will be created in the tank head space during the fastest drop sequence.

(ii) The vent shall not leak during filling or normal flight maneuvers.

(3) Fill Port(s) (Not required for hover draft operations.)

(i) The fill port shall be a 3-inch Kamlock® fitting (male) and shall be located on the right and left side of the aircraft.

(ii) The fill port shall not leak or overflow during ground operations or during normal flight maneuvers.

(4) Controls (All controls for tank system shall be labeled as to function.)

(i) The door open switch shall be the same switch that opens the water bucket.

(ii) When required, the tank close switch shall be the same switch that closes the water bucket unless tank STC requires a different switch location.
EXHIBIT 5 - ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e)) (Continued)

(iii) All tanks shall be equipped with an independently controlled and operated emergency dump system enabling the entire load to be dropped in less than 6-seconds. This system shall use mechanical, pneumatic, or fluid pressure for operation.

(iv) Emergency systems operated by pneumatic or fluid pressure shall be isolated from the normal tank system pressure. Normal function or failure of the normal system shall not affect the emergency system pressure. Emergency systems dependent on normal operating aircraft or tank systems for initial charge shall have a pressure gauge or indicator readily visible to the crew. Emergency systems dependent on precharged bottles shall have a positive means of checking system charge during preflight.

(v) The primary emergency dump control shall be positioned within easy reach of the pilot and copilot while strapped in their respective seats. Electrically operated controls shall be wired direct to a source of power isolated from the normal aircraft electrical bus and protected by a fuse or circuit breaker of adequate capacity.

(5) Certifications

(i) Reserved

(ii) Weight and balance computations shall be made with the tank full, empty, and removed, showing the helicopter to remain within acceptable center of gravity limits at all times.

(iii) The tank shall accept filling at a rate sufficient to allow the tank to be filled to capacity in no more than 1-minute.

(6) For Type II helicopters

(i) Fixed Suppressant / Retardant Tank must be manufactured with an opening that allows use of the cargo hook for external load operations while tank is attached.

(ii) Extended Height landing gear that ensures a minimum of 12 inches clearance between the attached delivery tank and the level ground shall have an extended height access step or equivalent to provide a minimum of one step half the distance to the skid.

(7) For Type II Standard Category helicopters

(i) Snorkel will be removable.

(ii) Snorkel assembly will be Supplemental Type Certificated (STC) to allow for personnel transport with the snorkel in the stowed position during day time operations.
SECTION D
EXHIBITS

EXHIBIT 5 - ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e)) (Continued)

(8) Reserved (For Type I helicopters)

(i) Tanked aircraft will display the last three numbers/letters of the aircraft registration on both sides of the aircraft. Numbers/letters will be high visibility/contrasting colors and a minimum 32 inches high and 5 inches wide. Number placement on the aircraft sides should give high consideration to visibility from the ground. If there is a duplication in Aircraft Identifier for substitute aircraft and/or if a fixed external tank is replaced or moved to a different airframe, contact your CO for direction.

Example: N282CL will display 2CL

(b) Suppressant Equipment

(1) Remote Cargo Hook

(i) As a minimum, the remote cargo hook shall be completely disassembled and inspected with repairs made as required, lubricated, and a full-load operational check in accordance with manufacturer's recommendations.

(ii) All work shall be done in accordance with manufacturer's maintenance manuals, as applicable.

(2) Long-lines 150 feet (as applicable)

(i) Rotation resistant wire rope

(A) Rotation resistant wire rope with swaged fittings rated in accordance with ANSI Standards.

(B) Fabrication and installation methods shall be in accordance with aircraft and ANSI Standards.

(ii) Synthetic Long Line

(A) Helicopter synthetic long-lines shall be constructed from the HMWPE (High Molecular Weight Polyethylene Equipment) or HMPE (High Molecular Polyethylene Equipment) family of rope fibers including brand names such as Spectra® by Allied Signal or fibers with similar properties.

(B) Working or Rated Load

(1) The working or rated load of a rope is the maximum static load that will be lifted by the rope. Working loads are based on a percentage of the approximate breaking or ultimate strength of the rope when new and unused. The working load shall be appropriate to the lifting capability of the helicopter.
SECTION D
EXHIBITS

EXHIBIT 5 - ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e)) (Continued)

(2) For reference, lifting capability for each category of helicopter is as follows:

<table>
<thead>
<tr>
<th>Type</th>
<th>Lifting Capability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type I (Heavy)</td>
<td>4,500 lbs to 30,000 lbs or greater</td>
</tr>
<tr>
<td>Type II (Medium)</td>
<td>1,600 lbs to 4,500 lbs</td>
</tr>
<tr>
<td>Type III (Light)</td>
<td>750 lbs to 1,600 lbs</td>
</tr>
</tbody>
</table>

(C) Factor of Safety

A factor of safety of 7 shall be used for helicopter synthetic long-lines. Therefore, all ropes shall have an ultimate strength of seven times the rated or working load. For example, if a Type II (Medium) helicopter line will have a working load of 4,500 pounds, the rope shall have strength, when new, of at least 31,500 pounds. Rope diameters will vary depending on strength and type of rope.

(D) Knots and Splices

Knots are not permitted in the synthetic long-line. Knots can decrease rope strength by as much as 50%. Splices may be used in the assembly of the long-line, but no mid-line splicing repairs may be done. Re-splicing at the end of the line is permitted only if the rope is in good condition, and the new splice is done per manufacturer’s recommended splicing practices. Splices should always follow the manufacturer’s recommended splicing practices.

(E) Maintenance and Inspections

Manufacturer’s recommended maintenance and inspection procedures shall be complied with.
SECTION D
EXHIBITS

EXHIBIT 6 - HIGH VISIBILITY MARKINGS ON MAIN ROTOR BLADES (B.4 (d) (16))

Acceptable Paint Schemes

(a) Starting at blade tip, paint first 1/6th of blade length with gloss white. Paint second 1/6th of blade length with orange. Paint third 1/6th of blade length with gloss white. Paint next 1/3rd of blade length with orange. Paint remaining 1/6th of blade length with gloss white.

<table>
<thead>
<tr>
<th>White</th>
<th>Orange</th>
<th>White</th>
<th>Orange</th>
<th>White</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/6</td>
<td>1/6</td>
<td>1/6</td>
<td>1/3</td>
<td>1/6</td>
</tr>
</tbody>
</table>

(b) One black and one white blade.

(c) Paint schemes previously approved under Interagency Fire and Aviation Agreement.

(d) Paint schemes and color variations specified by manufacturer in a service bulletin, instructions, or other manufacturer published document or text.

EXHIBIT 7 - RESERVED – (Additional Avionics Equipment)
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21))

(a) General

(1) An approved fuel servicing vehicle (FSV) (truck, pump-house, or trailer) shall be provided with each helicopter. The FSV shall be inspected annually and possess current USFS or USDA-OAS inspection documentation.

(2) The fuel-servicing vehicle shall be capable of transporting fuel over rough mountainous terrain to include grades of up to 9%.

(3) Fuel tank/chassis combinations must meet DOT requirements.

(4) Fuel servicing vehicles shall be properly maintained, cleaned, and reliable. Tanks, plumbing, filters, and other required equipment shall be free of leaks, rust, scale, dirt, and other contaminants. Trailers used for storage and transport of fuel shall have an effective wheel braking system.

(5) Spare filters, seals, and other components of the fuel-servicing vehicle filtering system shall be stored in a clean, dry area in the fuel service vehicle. A minimum of one set is required to be with the vehicle.

(6) The fuel servicing vehicle tank capacity shall be sufficient to sustain 8-hours of flight (14-hours of flight when the aircraft is doubled crewed and required in the Schedule of Items). Barrels are not acceptable.

(7) All tanks will be securely fastened to the vehicle frame in accordance with DOT regulations and shall have a sump or sediment settling area of adequate capacity to provide uncontaminated fuel to the filter.

(8) A 10-gallon per minute filter and pump is the minimum size acceptable. Filter and pump systems sizes shall be compatible with the helicopter being serviced.

(9) The filter manufacturer's Operating, Installation and Service Manual shall be with the FSV. Filters shall be changed in accordance with the filter manufacturer's manual, at a minimum of every 12-months, whichever is less, and documented. The filter vessel shall be placarded indicating filter change date and documented in service vehicle log.

(10) Gasoline engine driven pumps shall be designed to pump fuel, have shielded or insulated ignition system, Forest Service approved spark arrester muffler, and a metal shield between the engine and pump. Other exposed terminal connections shall be insulated to prevent sparking in the event of contact with conductive material.

(11) FSV shall have deadman controls designed to allow operation while wearing gloves and be held for the time needed. A pistol grip deadman device at the end of the nozzle or an electronic control to stop the pump is acceptable.

(12) FSV shall have most current version of the Emergency Response Guidebook (ERG) on FSV either electronic or hardcopy.
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(b) Equipment

(1) Each aircraft fuel servicing tank vehicle shall have two fire extinguishers, each having a rating of 20-B: C (more than 20 is acceptable) with one extinguisher mounted on each side of the vehicle. Extinguishers shall comply with NFPA 10 Standards for Portable Fire Extinguishers.

Note: FSV inspected after 1 January 2022 shall comply with the following:

Each FSV shall have two fire extinguishers, with one fire extinguisher mounted on each side. Extinguishers shall comply with NFPA 10 Standards for Portable Fire Extinguishers and each shall have a minimum rating of 40-B: C. Fire extinguishers with an A rating will not be acceptable.

(2) Fuel tanks shall be designed to allow contaminants to be removed from the sediment settling area.

(3) Only hoses compatible with aviation fuel shall be used for servicing. Hoses shall be kept in good repair. The hose shall be at least 50 feet in length, minimum of $\frac{1}{2}$ the rotor diameter plus 20 feet for rapid refueling.

Note: FSV inspected after 1 January 2022 shall comply with the following:

(a) Aircraft fueling hose shall be removed from service after 10 years from date of manufacture.

(b) Aircraft fueling hose not placed into service within 2 years of the date of manufacture shall not be used.

(4) Fuel nozzle shall include a 100-mesh or finer screen (except for closed circuit systems), a dust protective device, and a bonding cable with clip or plug. No hold-open devices will be permitted.

(5) An accurate fuel-metering device for registering quantities in U.S. gallons of fuel pumped shall be provided. The meter shall be positioned in full view of the fuel handler while fueling the helicopter.

(6) Fuel servicing vehicle shall have adequate bonding cables.

(7) Fuel servicing vehicle shall comply with DOT and EPA requirements for transportation and storage of fuel, and shall carry sufficient petroleum product absorbent pads or materials to absorb or contain up to a 5-gallon petroleum product spill. The Contractor is responsible for proper disposal of all products used in the cleanup of a spill in accordance with the EPA, 40 CFR 261 and 262.

(8) All tank inlet ports, sump drains, and the fuel nozzle must be locked closed or stored inside locked compartments when not in use to preclude tampering, contamination, or improper drainage of the fuel supply.
EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(c) Markings

(1) Each fuel-servicing vehicle shall have "NO SMOKING" signs with 3-inch minimum letters visible from both sides and rear of vehicle.

(2) Each vehicle shall also be conspicuously and legibly marked to indicate the nature of the fuel. The marking shall be on each side and the rear in letters at least 3 inches high on a background of sharply contrasting color such as Avgas by grade or jet fuel by type. Example: Jet-A white on black background.

(3) All fuel servicing vehicles shall be placarded in accordance with 49 CFR 172.

(d) Filtering System (Three-Stage or Single-Stage is acceptable)

(1) The first and third stage elements of a three-stage system and the elements of a single-stage system shall be new and installed by the Contractor during the annual inspection and witnessed by the Government Inspector, upon request.

(2) The separator element (Teflon screen) of the three-stage system shall be inspected and tested as prescribed by the manufacturer during the inspection. The filter assembly shall be placarded with that data.

(3) If equipped with a drain, the bottom of the filter assembly shall be mounted to allow for draining and pressure flushing into a container. If the unit is drained overboard, the fuel shall not come in contact with the exhaust system or the vehicle's wheels. If the unit is equipped with a water sight gauge, the balls shall be visible.

(4) Three-Stage (filter, water separator, monitor) System:

Fueling systems shall utilize a three-stage system such as a Facet Part Number 900442-GNG-220 for 20 gallon-per-minute (gpm) pump, or equal. A Facet Part Number 900443-GNG-210 for a 10 gallon-per-minute pump, or equal. An acceptable third-stage (monitor) unit is Velcon CDF-220 Series for 20-gpm flow or Velcon CDF-210E for 10 gpm systems.

(5) Single-Stage System or Three-in-One Filter Canister:

Fueling systems shall utilize a single element system such as a Velcon filter canister with Aquacon cartridge of a size compatible with pumps flow rate.

(6) Differential pressure gauge(s) shall be installed and readable. Example: Velcon VF-61 canister with an ACO-51201C cartridge.

(e) Fuel Servicing

(1) General
EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(i) The Contractor shall supply all aircraft fuel unless the Government exercises the option of providing fuel. All fuel provided by the Contractor will be commercial grade aviation fuel. Only fuels meeting the specifications of American Society for Testing and Materials (ASTM) D-1655 (Type Jet A, A-1 or B), MIL T-5624 (Grade JP-4 or JP-5) for turbine engine powered aircraft are authorized for use.

(ii) Fueling operations, including storage and handling, shall comply with the airframe and engine manufacturer's recommendations and all applicable FAA standards. NFPA Standard No. 407, Aircraft Fuel Servicing, shall be followed, except that no passengers may be on board during fueling operations.

(iii) The contractor shall ensure that they are in compliance with 40 CFR Part 112: Oil Pollution Prevention; Spill Prevention, Control, and Countermeasure Plan Requirements (SPCC). An SPCC plan is required for each fuel servicing vehicle used on this contract regardless of bulk storage container (tank) size.

(iv) Reserved

(2) Rapid Refueling

(i) There are two approved methods (CCR and Open Port) for fueling helicopters with engine(s) running.

(A) Closed Circuit Refueling (CCR). This method of refueling uses a CCR system designed to prevent spills, minimized fuel contamination, and prevent escape of flammable fuel vapors. Open port nozzle Emco Wheaton Model G457 or equivalent may be used in place of CCR system.

(B) Open Port. This method of refueling allows flammable fuel vapors to escape.

(ii) Rapid refueling of helicopters is permitted IAW NFPA 407 and the contractors approved rapid refueling plan. Rapid refueling authorization shall be annotated on the approval card. At a minimum the following requirements will be met:

(A) Rapid refueling is requested by the Government.

(B) The aircraft must be shut down after 4 hours of flight (Hobbs) time or 2 fuel cycles (whichever occurs first).

(C) Personnel providing onsite fire protection are briefed on the Contractor's rapid refueling procedures.

(D) Government personnel shall not refuel Contract aircraft unless the pilot requests Government assistance due to an emergency situation; or when the Government provides the fuel servicing system and dispensing personnel.

(E) The hose shall be at least 50 feet in length, minimum of ½ the rotor diameter plus 20 feet for rapid refueling.
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(F) No passengers may be on board during fueling operations.

(G) A copy of the contractors approved rapid refueling plan must be kept with FSV.

(f) Fuel Quality Control Procedures

Compliance with fuel quality control requirements is the responsibility of the contractor.

(1) Daily

Note 1: Individual clear glass one quart jars will be used for each sample port. Sample jars will be marked for each sample port and will be retained until the next sample is taken.

Note 2: After three consecutive samples from any port are taken without a clean sample, the FSV will be removed from service. An interagency FSV inspector must return the FSV to Contract Availability.

(i) Sample for and remove any contaminates from fuel tanks. A check will be performed each morning before the vehicle is moved, after every reloading of fuel, washing of equipment, and after a heavy rain or snowstorm.

(ii) Sample all filter/separator drain valves and check for contaminants.

(iii) Sample from open port fuel nozzle (downstream from filter). Any visual contaminates are not acceptable.

(2) During Helicopter Fueling Process

(i) Check sight gauge for water, if equipped

(ii) Visually monitor FSV for leaks.

(iii) Monitor differential pressure reading.

(3) Weekly

(i) With pump operating, pressure flush filter assembly. Continue flush operation until sample is clear, clean, and bright.

(ii) Sample from closed circuit nozzle for contaminants.

(iii) Check condition of covers, gaskets, and vents.

(iv) Inspect all fire extinguishers for broken seals, proper pressure, and recharge date. Replace as necessary.
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(v) Inspect hoses for abrasions, separations, or soft spots. Weak hoses will be replaced.

(4) Record Keeping. (Records shall be kept with the FSV) The fuel handler shall keep a record containing the following information: (as a minimum)

(i) Condition (clean, clear, bright, etc.) of fuel sample at:
   (A) Nozzle
   (B) Filter Sump
   (C) Tank Sump

(ii) Differential pressure

(iii) Filter change (reason & date)

(iv) Record of source, location, when and quantity of fuel loaded into FSV

(v) Reserved

Note: When identified in Section A.12 as a required item, or when the Contractor elects to provide a P25 Digital VHF-FM Mobile Radio as optional for contract consideration, the below specifications shall be in effect.

(g) P25 Digital VHF-FM Mobile Radio

(1) A P25 Digital VHF-FM two-way mobile radio, with a matched broadband antenna (Antenna Specialists ASPR7490, Maxrad MWB5803, or equivalent), shall be installed in the fuel-servicing vehicle. The radio shall provide selection of analog wideband (25.0 kHz), analog narrowband (12.5 kHz), and P25 Digital narrowband (12.5 kHz), channel spacing on each channel operating from 150 MHz to 174 MHz. The radio shall be frequency-synthesized, equipped with a CTCSS sub-audible tone encoder having a minimum of 32 selectable tones meeting the current TIA/EIA-603 standard, and develop a minimum of 30 watts nominal output power.

(2) Transceivers shall be set to operate in the narrowband mode unless local requirements dictate otherwise. All radios must have the ability to be programmed in the field by the radio operator without the aid of a computer or the services typically found in a radio shop.

(3) The use of appropriate VHF-FM portable radios with suitable output power booster units is permissible. See the below VHF-FM Portable Radio section for portable radio requirements.

SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

Note 1: It is highly recommended that a programming “cheat sheet” accompany the fuel servicing vehicle.

Note 2: When identified in Section A.12 as a required item, or when the Contractor elects to provide a P25 Digital VHF-FM Portable Radio as optional for contract consideration, the below specifications shall be in effect.

(h) P-25 Digital VHF-FM Portable Radio

(1) A P25 Digital VHF-FM two-way portable radio operating from 150 MHz to 174 MHz. The radio shall provide selection of analog wideband (25.0 kHz), analog narrowband (12.5 kHz), and P25 Digital narrowband (12.5 kHz) channel spacing on each channel. The radio shall be frequency-synthesized, equipped with a CTCSS sub-audible tone encoder having a minimum of 32 selectable tones meeting the current TIA/EIA-603 standard, and develop a minimum of 1 watt nominal output power but no more than 10 watts nominal output power. Modified or Family Service Radios (FSR) are not acceptable.

(2) Transceivers shall be set to operate in the analog narrowband mode unless local requirements dictate otherwise. All radios must have the ability to be programmed in the field by the radio operator without the aid of a computer or the services typically found in a radio shop.

(3) When the above Fuel Service Vehicle Radio requirement is met with the use of a VHF-FM portable radio with output power booster, that portable VHF-FM radio may be used to comply with this section as long as the portable radio complies with all specified VHF-FM Portable Radio requirements. The VHF-FM portable radio used in the fuel service vehicle must be removable and still operate as a portable radio.

(4) At least two fully charged batteries per radio are required at the beginning of each shift when using rechargeable batteries. The contractor supplied batteries must operate the portable radio throughout the shift. It is highly recommended that all portable radios utilize an AA alkaline battery clamshell. A source of 115 VAC power may not be available for rechargeable batteries.

Note: It is highly recommended that a programming “cheat sheet” accompany the VHF-FM portable radio. Additionally, the radio should have a carrying case or chest pack carrier and utilize AA batteries.

SECTION D
EXHIBITS

EXHIBIT 9 - OPERATIONS AND SAFETY PROCEDURES GUIDE FOR HELICOPTER PILOTS

It is important for Agreement pilots to be familiar with the Agreement specifications. See Forest Service website: [http://www.nifc.gov/aviation/av_documents/av_helicopters/SafetyBrief.pdf](http://www.nifc.gov/aviation/av_documents/av_helicopters/SafetyBrief.pdf)

Pilot operation briefings will emphasize the following areas:

(1) Pilot Authority and Responsibility
(2) Helicopter Management
(3) Operational Requirements
(4) Operating Limitations and Weather Requirements
(5) FM Radio and GPS Operations
(6) Flight Following and Flight Plans
(7) Incident Airspace
(8) Knowledge and Procedure Overview
(9) Regional Procedures
(10) Reference Web Sites
(11) Pilot Certification
(12) Verification of Long-Line and/or Snorkel Training
(13) Flight Hour requirements and experience verification
(14) Required documentation for pilot carding
EXHIBIT 10 - INTERAGENCY GUIDELINES FOR VERTICAL REFERENCE/EXTERNAL LOAD TRAINING (B.12 (f) (1))

National Interagency Helicopter Standards require that contractors develop a Vertical Reference/External Load Training Syllabus and that agreement pilots receive this training before applying for Agency Special Use approval. Each agreement pilot must have a current proficiency endorsement from the company's chief pilot in order to qualify for a Flight Evaluation by an Interagency Helicopter Inspector Pilot.

The Applicant has demonstrated VTR proficiency with a 150' long-line by:

2. Performing a thorough preflight briefing of ground personnel to include hookup procedures, signals, and pilot and ground personnel actions in the event of an emergency or hook malfunction.
3. Visually determining that the cargo hook(s) and cables are installed properly and that electrical and manual releases are functioning properly.
4. Ascending vertically using vertical reference techniques while centered over the load until the load clears the ground, then maintain a stable hover with a load 10 feet (+/- 5 feet) above the ground for 30 seconds. (The applicant should insure that the long-line does not become tangled on external parts of the helicopter).
5. Controlling the hook movement and stopping load oscillations while in a hover.
6. Maintaining positive control of the load throughout the flight while maintaining specified altitude within 50 feet, airspeed within 10 knots, and heading within 10 degrees.
7. Maintaining the proper approach angle and rate of closure to establish an out-of-ground effect hover with the load 10 feet above the ground (+/- 5 feet) for 30 seconds and then placing the load within a 10-foot radius of the specified release/touchdown point.
8. Maintaining the proper approach angle and rate of closure to establish an out-of-ground effect hover within a confined area with the load 10 feet above the ground (+/- 5 feet) for 30 seconds and then placing the load within a 10-foot radius of the specified release/ touchdown point.

NAME: ___________________________ CERT NO: ___________________________ □ INITIAL □ RECURRENT (Check One)

I certify that the above listed pilot has completed training as outlined in the National Interagency Helicopter Standards and meets the currency and performance requirements of this company's Vertical Reference/External Load Training Manual and recommend him/her for evaluation.

CHIEF PILOT: ___________________________ COMPANY: ___________________________
Printed Name

CHIEF PILOT: ___________________________ DATE: ___________________________
Signature
SECTION D

EXHIBITS

EXHIBIT 10 - INTERAGENCY GUIDELINES FOR VERTICAL REFERENCE/EXTERNAL LOAD TRAINING (B.12 (f) (1)) (Continued)

National Interagency Helicopter Standards require that contractors develop a Vertical Reference training syllabus for pilots who fly helicopters with a fixed tank and snorkel and that agreement pilots receive initial and recurrent training before applying for agency Special Use approval. Each agreement pilot shall have a current proficiency endorsement from the company’s chief pilot in order to qualify for a Flight Evaluation Check by an Interagency Helicopter Inspector Pilot.

VERTICAL REFERENCE GUIDELINES FOR HELICOPTERS USING A FIXED TANK WITH SNORKLE

The pilot shall demonstrate proficiency with the snorkel by:

- Exhibiting knowledge of the elements of vertical reference operations.
- Performing a thorough preflight of the tank and snorkel
- Establishing a hover before takeoff by ascending vertically using vertical reference techniques while not dragging the snorkel.
- Establishing and maintaining the proper approach angle and rate of closure to establish a 5 foot snorkel height above the porta-tank and then lowering the snorkel into the tank. Maintain a stable hover for 30 seconds. Ascend vertically while keeping the snorkel clear of the edges of the tank until the snorkel is at least five (5) feet above the tank. Transition to forward flight without allowing the snorkel to settle back into the tank.

OR

- Establishing and maintaining a proper approach angle and rate of closure to establish a 5 foot snorkel height above the ground and over a circle of 8 to 10 feet in diameter. The circle shall be marked by paint or other easily identifiable material. From a stable hover, lower the aircraft until the snorkel head is touching the ground. Execute a 360 degree turn (left or right) while maintaining the snorkel head in contact with the ground within the circle and not allowing any part of the snorkel hose to touch the outside of the circle. The maneuver should be completed in 90-120 seconds.

AND

- Perform a landing while placing the main landing gear in a 6 foot diameter circle.

NAME: ___________________________ CERT NO: ___________________________ ☐ INITIAL ☐ RECURRENT (Check One)

I certify that the above listed pilot has completed training as outlined in the National Interagency Helicopter Standards and meets the currency and performance requirements of this company’s Vertical Reference / External Load Training Manual and recommend him/her for evaluation.

CHIEF PILOT: ___________________________ COMPANY: ___________________________

Printed Name

CHIEF PILOT: ___________________________ DATE: ___________________________
EXHIBIT 11 - HELICOPTER MAKE/MODEL/SERIES LIST (B.21 (b))

Grouping of like makes and models of aircraft allows determination of pilot authority. Differences training shall be completed for each of the makes/models in a grouping. Make/model qualification and currency are met with time flown in any aircraft in grouping. When make/model/series currency is specified in the procurement document, only that specific make/model/series may be used to determine currency.

<table>
<thead>
<tr>
<th>Make</th>
<th>Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agusta</td>
<td>A-119</td>
</tr>
<tr>
<td>Agusta</td>
<td>AW-139</td>
</tr>
<tr>
<td>Bell</td>
<td>47 Series (All Recips)</td>
</tr>
<tr>
<td>Bell</td>
<td>47 Series (Soloy)</td>
</tr>
<tr>
<td>Bell</td>
<td>206A, 206B, 206B3</td>
</tr>
<tr>
<td>Bell</td>
<td>206L, 206L1, 206L3, 206L4</td>
</tr>
<tr>
<td>Bell</td>
<td>407</td>
</tr>
<tr>
<td>Bell</td>
<td>204, 205, 210, Eagle Single, UH-1, All Series</td>
</tr>
<tr>
<td>Bell</td>
<td>212, 412</td>
</tr>
<tr>
<td>Bell</td>
<td>214</td>
</tr>
<tr>
<td>Boeing</td>
<td>BV-107-II, KV-107-II</td>
</tr>
<tr>
<td>Boeing</td>
<td>BV-224, CH-47</td>
</tr>
<tr>
<td>Boeing</td>
<td>369 (500) Series</td>
</tr>
<tr>
<td>Boeing</td>
<td>MD-600N</td>
</tr>
<tr>
<td>Boeing</td>
<td>MD-900, 902</td>
</tr>
<tr>
<td>Enstrom</td>
<td>26 Series</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-315, SA-316, SA-319 (Alouette/Lama)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-318</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>AS 350 Series (A-star)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>AS-355 Series (Twin Star)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-341 (Gazelle)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-360</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-365 (Dauphin)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-330, AS-332 (Puma)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>MBB-105 Series</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>BK-117 Series</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>EC-145</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>EC-135</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>EC-120</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>BO-105</td>
</tr>
<tr>
<td>Hiller</td>
<td>12 Series (Recips)</td>
</tr>
<tr>
<td>Hiller</td>
<td>12 Series (Soloy)</td>
</tr>
<tr>
<td>Hiller</td>
<td>FH-1100</td>
</tr>
<tr>
<td>Hughes/Schweizer</td>
<td>269 (300) Series (Recips)</td>
</tr>
<tr>
<td>Schweizer</td>
<td>330</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-55, H-19 (Recip), S-55T</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-58, H-34 Series (Recip), S-58T Series</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-62</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-61 Series, SH-3</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-64, CH-54</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>CH-53</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-76 Series</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-70, Uh-60 Series</td>
</tr>
</tbody>
</table>
## SECTION D
### EXHIBITS

### EXHIBIT 12 - HELICOPTER SERVICES HOURLY FLIGHT RATES, FUEL CONSUMPTION, AND WEIGHT REDUCTION CHART (A.1, A.3 (a), B.10 (a) (6), B.32 (b) (3), B.36 (b))

FOR CONTRACTS AWARDED 2018 - 2021 (CWN/Exclusive Use) - Effective July 16, 2019 (For Contracts Awarded 1/1/2018 and After)

<table>
<thead>
<tr>
<th>COMPANY</th>
<th>AIRCRAFT TYPE</th>
<th>FUEL CONSUMPTION (gall/hr)</th>
<th>MAY 16, 2019 HOUFLY FLIGHT RATE ($/HR)</th>
<th>LOAD CALCULATION Weight Reduction (lbs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>** Alice Industries **</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>** AEROSPATIALE **</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SA-319B</td>
<td>58</td>
<td>$1,987.50</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>SA-319B-1</td>
<td>58</td>
<td>$2,007.50</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>SA-319B-2</td>
<td>58</td>
<td>$1,987.50</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>AS-330J</td>
<td>45</td>
<td>$1,987.50</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>AS-332-1</td>
<td>160</td>
<td>$3,248.63</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>SA-341G</td>
<td>160</td>
<td>$4,057.90</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>AS-350B</td>
<td>45</td>
<td>$2,114.45</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>AS-350B-1</td>
<td>45</td>
<td>$2,130.35</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>AS-350B-2</td>
<td>46</td>
<td>$2,153.43</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>AS-350B-3</td>
<td>50</td>
<td>$2,543.59</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>AS-350D</td>
<td>58</td>
<td>$5,153.70</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>AS-350F-1/350F-2</td>
<td>58</td>
<td>$1,426.67</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>AS-365N-1</td>
<td>58</td>
<td>$2,397.90</td>
<td>276</td>
<td></td>
</tr>
<tr>
<td>EC-145</td>
<td>53</td>
<td>$1,236.44</td>
<td>NOT ESTABLISHED</td>
<td></td>
</tr>
<tr>
<td>EC-145</td>
<td>53</td>
<td>$1,345.94</td>
<td>NOT ESTABLISHED</td>
<td></td>
</tr>
<tr>
<td>EC-145</td>
<td>60</td>
<td>$2,005.38</td>
<td>NOT ESTABLISHED</td>
<td></td>
</tr>
<tr>
<td>EC-150B1</td>
<td>55</td>
<td>$2,473.93</td>
<td>NOT ESTABLISHED</td>
<td></td>
</tr>
<tr>
<td>EC-225</td>
<td>183</td>
<td>$4,145.33</td>
<td>NOT ESTABLISHED</td>
<td></td>
</tr>
<tr>
<td>** Bell **</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B-206B (LH-1 Series)</td>
<td>80</td>
<td>$1,957.99</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>204 Super B-1</td>
<td>90</td>
<td>$1,987.50</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>205A-1</td>
<td>88</td>
<td>$2,035.40</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>205A-1-4</td>
<td>90</td>
<td>$2,047.90</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>205B-1</td>
<td>22</td>
<td>$1,987.50</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>206B-1</td>
<td>27</td>
<td>$1,987.50</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>206L-1</td>
<td>52</td>
<td>$1,105.11</td>
<td>150</td>
<td></td>
</tr>
<tr>
<td>206L-2</td>
<td>96</td>
<td>$2,134.12</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>206L-3</td>
<td>58</td>
<td>$1,134.12</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>210</td>
<td>50</td>
<td>$1,647.82</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>210 Single Engine</td>
<td>50</td>
<td>$2,065.10</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>210/212 Engine</td>
<td>100</td>
<td>$2,254.90</td>
<td>300</td>
<td></td>
</tr>
<tr>
<td>214</td>
<td>160</td>
<td>$3,377.25</td>
<td>300</td>
<td></td>
</tr>
<tr>
<td>216</td>
<td>145</td>
<td>$3,171.98</td>
<td>300</td>
<td></td>
</tr>
<tr>
<td>216/71</td>
<td>133</td>
<td>$3,505.07</td>
<td>420</td>
<td></td>
</tr>
<tr>
<td>** REV 6-17-19 **</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>422A</td>
<td>70</td>
<td>$2,348.98</td>
<td>NOT ESTABLISHED</td>
<td></td>
</tr>
<tr>
<td>222B</td>
<td>83</td>
<td>$2,419.98</td>
<td>NOT ESTABLISHED</td>
<td></td>
</tr>
<tr>
<td>222UTI</td>
<td>83</td>
<td>$2,419.98</td>
<td>NOT ESTABLISHED</td>
<td></td>
</tr>
<tr>
<td>** Boeing **</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B-107 CH-44</td>
<td>160</td>
<td>$4,372.09</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>B-234 CH-47</td>
<td>405</td>
<td>$7,589.30</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>** Hiller **</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B-234 CH-47</td>
<td>405</td>
<td>$7,589.30</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>** Kaman **</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H-42F</td>
<td>85</td>
<td>$1,747.10</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>K-1200</td>
<td>88</td>
<td>$2,556.51</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>** Leonardo **</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AW-119 KGALA</td>
<td>55</td>
<td>$1,346.25</td>
<td>230</td>
<td></td>
</tr>
<tr>
<td>AW-199</td>
<td>120</td>
<td>$3,256.95</td>
<td>230</td>
<td></td>
</tr>
<tr>
<td>** Helicopters **</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H-101</td>
<td>211</td>
<td>$3,789.95</td>
<td>NOT ESTABLISHED</td>
<td></td>
</tr>
<tr>
<td>** MBB **</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BO-105CBS</td>
<td>55</td>
<td>$1,503.67</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>BK-117</td>
<td>77</td>
<td>$1,952.41</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>** McDowell **</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>500E</td>
<td>50</td>
<td>$995.00</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>** Douglas **</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>500D</td>
<td>50</td>
<td>$1,039.98</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>S-30P</td>
<td>36</td>
<td>$1,099.23</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>400N</td>
<td>41</td>
<td>$1,046.40</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>600H02</td>
<td>69</td>
<td>$1,646.18</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>** Sikorsky **</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CH-53A</td>
<td>425</td>
<td>$7,588.24</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>CH-54A5-64E</td>
<td>596</td>
<td>$7,045.20</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>CH-54A8-47F</td>
<td>522</td>
<td>$7,045.20</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>** REV 6-19-19 **</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S-65T</td>
<td>47</td>
<td>$1,586.32</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>S-550</td>
<td>83</td>
<td>$2,083.32</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>S-581-196</td>
<td>115</td>
<td>$2,770.96</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>S-581-196T6</td>
<td>115</td>
<td>$2,770.96</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>S-581-196T6</td>
<td>115</td>
<td>$2,770.96</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>** Average Gallon Price: **</td>
<td>$5.16</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>** Jet Fuel: **</td>
<td>$5.16</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
SECTION D
EXHIBITS

EXHIBIT 13 - INTERAGENCY HELICOPTER LOAD CALCULATION (A.3, B.10 (a) (5), B.10 (b) (2))
Vendors shall use Computed Gross Weight for load calculation purposes for submitting proposals. For field operations use current temperature and elevation for performance planning purposes.

An Out of Ground (OGE) power check will be performed for either the takeoff or landing, whichever is most restrictive. Refer to Tech Bulletin No. IATB 17-01, dated November 10, 2016. Bulletins can be found at: http://www.fs.fed.us/fire/av_safety/promotion/Technical_Bulletins/index.html.

Instructions
A load calculation must be completed daily. A new calculation is required when operating conditions change (±1000 ft in elevation or ±5°C in temperature) or when the Helicopter Operating Weight changes (such as changes to the Equipped Weight, changes in flight crew weight or a change in fuel load).

All blocks must be completed. Pilot must complete all header information and Items 1-13. Helicopter Manager completes Items 14 & 15.

1. DEPARTURE – Name of departure location and current Pressure Altitude (PA, read altimeter when set to 29.92) and Outside Air Temperature (OAT, in Celsius) at departure location.

2. DESTINATION – Name of destination location and PA & OAT at destination. If destination conditions are unknown, use MSL elevation from a map and Standard Lapse Rate of 2° C/1000 ft to estimate OAT.

Check the box in Line 1 (Departure) or Line 2 (Destination) to indicate the most restrictive values used to obtain Computed Gross Weight in Line 7b.

3. HELICOPTER EQUIPPED WEIGHT – Equipped Weight equals the Empty Weight (as listed in the Weight and Balance Data) plus the weight of lubricants and onboard equipment required by agreement (i.e. survival kit, rappel bracket).

4. FLIGHT CREW WEIGHT – Weight of the Pilot and any other assigned flight crewmembers on board (i.e. Co-pilot, flight engineer, navigator) plus the weight of their personal gear to include PFD’s.

5. FUEL WEIGHT – Number of gallons onboard X the weight per gallon (Jet Fuel = 7.0 lbs/gal; AvGas = 6.0 lbs/gal)

6. OPERATING WEIGHT – Add items 3, 4 and 5.

7a. PERFORMANCE REFERENCES – List the specific Flight Manual supplement and hover performance charts used to derive Computed Gross Weight for Line 7b. Separate charts may be required to derive HIGE, HOGE and HOGE-J. HIGE: use Hover-In-Ground-Effect, External/Cargo Hook Chart (if available). HOGE & HOGE-J: use Hover-Out-Ground-Effect charts for all HOGE operations.
SECTION D
EXHIBITS

EXHIBIT 13 - INTERAGENCY HELICOPTER LOAD CALCULATION (A.3, B.10 (a) (5), B.10 (b) (2)) (Continued)

7b. COMPUTED GROSS WEIGHT - Compute gross weights for HIGE, HOGE and HOGE-J from appropriate Flight Manual hover performance charts using the Pressure Altitude (PA) and temperature (OAT) from the most restrictive location, either Departure or Destination. Check the box in Line 1 (Departure) or Line 2 (Destination) to indicate which values were used to obtain Computed Gross Weight.

8. WEIGHT REDUCTION – The Government Weight Reduction is required for all “non-jettisonable” loads. The Weight Reduction is optional (mutual agreement between Pilot and Helicopter Manager) when carrying jettisonable loads (HOGE-J) where the pilot has total jettison control. The appropriate Weight Reduction value, for make & model, can be found in the current helicopter procurement document (agreement).


10. GROSS WEIGHT LIMITATION – Enter applicable gross weight limit from Limitations section of the basic Flight Manual or the appropriate Flight Manual Supplement. This may be Maximum Gross Weight Limit for Take-Off and Landing, a Weight/Altitude/Temperature (WAT) limitation or a Maximum Gross Weight Limit for External Load (jettisonable). Limitations may vary for HIGE, HOGE and HOGE-J. Refer to Tech Bulletin No. 2011-03, dated September 14, 2011. Bulletins can be found at: http://www.fs.fed.us/fire/av_safety/promotion/Technical_Bulletins/index.html

11. SELECTED WEIGHT – The lowest weight, either line 9 or 10, will be entered for all loads. Applicable limitations in the Flight Manual must not be exceeded.

12. OPERATING WEIGHT – Use the value entered in Line 6.

13. ALLOWABLE PAYLOAD – Line 11 minus Line 12 is the maximum allowable weight (passengers and/or cargo) that can be carried for the mission. Allowable Payload may differ for HIGE, HOGE and HOGE-J.

14. PASSENGERS AND/OR CARGO – Enter passenger names and weights and/or type and weights of cargo to be transported. Include mission accessories, tools, gear, baggage, etc. A separate manifest may be used.

15. ACTUAL PAYLOAD – Total of all weights listed in Item 14. Actual payload must not exceed Allowable Payload for the intended mission profile, i.e. HIGE, HOGE or HOGE-J.

Both Pilot and Helicopter Manager must review and sign the form. Check if HazMat is being transported. Manager must inform the pilot of type, quantity and location of HazMat onboard.
### SECTION D
EXHIBITS

EXHIBIT 13 - INTERAGENCY HELICOPTER LOAD CALCULATION (A.3, B.10 (a) (5), B.10 (b) (2)) (Continued)

<table>
<thead>
<tr>
<th>INTERAGENCY HELICOPTER LOAD CALCULATION</th>
<th>MODEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>OAS-67/FS 5700-17 (11/03)</td>
<td>N#</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PILOT(S)</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MISSION</th>
<th>TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>1 DEPARTURE</th>
<th>PA</th>
<th>OAT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2 DESTINATION</th>
<th>PA</th>
<th>OAT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3 HELICOPTER EQUIPPED WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>4 FLIGHT CREW WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>5 FUEL WT (gallons x 7 lbs per gal)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>6 OPERATING WEIGHT (3 + 4 + 5)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Non-Jettisonable</th>
<th>Jettisonable</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIGE</td>
<td>HOG E</td>
</tr>
<tr>
<td>HOG E-J</td>
<td>HOG E-J</td>
</tr>
</tbody>
</table>

7a PERFORMANCE REF (List page/chart from FM)

7b COMP GROSS WT (FM Performance Section)

8 WT REDUCTION (Per for all Non-Jettisonable)

9 ADJUSTED WEIGHT (7a minus 8)

10 GROSS WT LIMIT (FM Limitations Section)

11 SELECTED WEIGHT (Lowest of 9 or 10)

12 OPERATING WEIGHT (From Line 6)

13 ALLOWABLE PAYLOAD (11 minus 12)

14 PASSENGERS/CARGO MANIFEST

15 ACTUAL PAYLOAD (Total of all weights listed in item 14)

Line 15 must not exceed Line 13 for the intended mission

PILOT SIGNATURE: 

MGR SIGNATURE: 

Yes ___ No ___
# SECTION D

## EXHIBITS

### EXHIBIT 14 - HELICOPTER AND FUEL SERVICE TRUCK PRE-USE CHECKLIST

### GENERAL

<table>
<thead>
<tr>
<th>Date:</th>
<th>Aircraft Make/Model:</th>
<th>N #:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vendor:</td>
<td>Pilot(s) Name(s):</td>
<td></td>
</tr>
<tr>
<td>Card Expiration Date(s):</td>
<td>Pilot(s) Certified For Intended Mission(s)?</td>
<td>Yes</td>
</tr>
<tr>
<td>A/C Card Expiration Date:</td>
<td>A/C Carded For Intended Missions:</td>
<td>Yes</td>
</tr>
<tr>
<td>Departure Base:</td>
<td>Departure Hobbs Reading:</td>
<td></td>
</tr>
<tr>
<td>Arrival Hobbs Reading:</td>
<td>Copy of Contract on Board Aircraft:</td>
<td>Yes</td>
</tr>
<tr>
<td>HazMat HR/Emergency/ERG:</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Fire shelter training documentation on site (each vendor personnel)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire shelter on FSV, Aircraft and Maintenance Pod (1 for each vendor personnel)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### LOGBOOK REVIEW

| 50/100-Hr., Progressive, Or Other Inspection Program Up-To-Date: | Yes | No |
| Entries Indicating Damage To Aircraft: | Yes | No |
| Form HCM-5 “Turbine Engine Performance Analysis” Onboard Aircraft: | Yes | No |
| Power Check Completed/Results Satisfactory: | Yes | No |
| Comments: | |

### CONDITION OF HELICOPTER

<table>
<thead>
<tr>
<th>Item</th>
<th>OK</th>
<th>Document Inoperable Or Damaged Equipment (Dents, Tears, Leaks, Etc.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Skin and Exterior</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Windows</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ocens</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upholstery</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cargo Compartment:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Skids/Wheels</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fixed Tank</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Comments:

### REQUIRED HELICOPTER EQUIPMENT INSTALLED AND OPERATIVE (CONSULT CONTRACT)

<table>
<thead>
<tr>
<th>Item</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seat Belts and Harnesses:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hi-Visibility Paint on Main Rotor Blades</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VHF-FM Radio</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VHF-AM 760 Channel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auxiliary Radio Adapter</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GPS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Skid Gear</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nine-Pin Connector (Type II and III Helicopters)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Strobe Light(s)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Survival Kit</td>
<td></td>
<td></td>
</tr>
<tr>
<td>First Aid Kit</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Extinguisher(s)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cargo Hook</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Convex Mirror</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buckets (Appropriate Sizes)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Anti-Theft Security Measures in Place</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Comments:

### REQUIRED SERVICE TRUCK EQUIPMENT INSTALLED AND OPERATIVE (CONSULT CONTRACT)

<table>
<thead>
<tr>
<th>Item</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spare Set of Filters</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Extinguisher(s) Current Inspection</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hazmat Marking and Placards</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inspection Sticker</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beginning Odometer Reading:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Filter Change Data Placarded</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bonding Cables</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel Quality Control Log</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Absorbent Materials for Spills</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Comments:

### Signature of Inspecting Govt. Representative & Pilot

<table>
<thead>
<tr>
<th>Print Name</th>
<th>Date</th>
</tr>
</thead>
</table>
### EXHIBIT 15 - PERFORMANCE REPORT

<table>
<thead>
<tr>
<th>AGENCY / USER</th>
<th>CONTRACT NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. FOREST SERVICE</td>
<td>U.S. DEPARTMENT OF INTERIOR</td>
</tr>
<tr>
<td>INCIDENT SUPPORT BRANCH</td>
<td>IBC ACQUISITION SERVICES</td>
</tr>
<tr>
<td>3833 S. DEVELOPMENT AVE</td>
<td>300 E MALLARD DR SUITE 200</td>
</tr>
<tr>
<td>BOISE, IDAHO 83705-5354</td>
<td>BOISE, ID 83706</td>
</tr>
<tr>
<td>Phone 208-387-5665</td>
<td>Phone 208-433-5026</td>
</tr>
<tr>
<td>Fax 208-387-5384</td>
<td>Fax 208-433-5030</td>
</tr>
</tbody>
</table>

| EVALUATION REPORT ON CONTRACTOR PERFORMANCE |
| """"CPARS Compatible Format"""" |

**SOURCE SELECTION INFORMATION**

**NOT FOR PUBLIC RELEASE** (see FAR 3.104 & 42.1503)

**Email to:** SM.FS.cwn_cpars@usda.gov

<table>
<thead>
<tr>
<th>AGENCY / USER</th>
<th>CONTRACT NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. FOREST SERVICE</td>
<td>U.S. DEPARTMENT OF INTERIOR</td>
</tr>
<tr>
<td>INCIDENT SUPPORT BRANCH</td>
<td>IBC ACQUISITION SERVICES</td>
</tr>
<tr>
<td>3833 S. DEVELOPMENT AVE</td>
<td>300 E MALLARD DR SUITE 200</td>
</tr>
<tr>
<td>BOISE, IDAHO 83705-5354</td>
<td>BOISE, ID 83706</td>
</tr>
<tr>
<td>Phone 208-387-5665</td>
<td>Phone 208-433-5026</td>
</tr>
<tr>
<td>Fax 208-387-5384</td>
<td>Fax 208-433-5030</td>
</tr>
</tbody>
</table>

**PROGRAM TITLE**

- AIRCRAFT FLIGHT SERVICES: □ AIRPLANE □ HELICOPTER □ AIR TANKER
- AIRCRAFT TYPE

**CONTRACT EFFORT DESCRIPTION**

- □ EXCLUSIVE USE
- □ FIRE MANAGEMENT
- □ OTHER MISSION – specify:

**INSTRUCTIONS:** This form can be completed on the computer or printed and completed by hand. Use the mouse to navigate. To check or uncheck a box, 'double click' the box. If further direction is required on how to complete this evaluation or where to submit it, please contact your Contracting Officer. Comment boxes are formatted to automatically wrap the entered text. Check the box that best describes the level in which the Contractor supported the area described. Comments are essential and must substantiate your rating selection. N/A = not applicable. If additional space is required, use page 2 of the form or attach additional page(s).

**SEE PAGE 4 FOR EVALUATION RATINGS DEFINITIONS**

1. Quality. Contractor was professional and conformed to contract requirements. Was capable, efficient and effective in supporting the programs of this contract. Provided well maintained equipment and highly qualified personnel.

- □ N/A □ Exceptional □ Very Good □ Satisfactory □ Marginal □ Unsatisfactory

**COMMENTS:** 📝

2. Schedule. Contractor was prepared and available to begin work on contract start date and provided daily coverage during the contract period with little to no disruption or unavailability. Contractor kept COR informed of crew exchanges, maintenance issues, etc.

- □ N/A □ Exceptional □ Very Good □ Satisfactory □ Marginal □ Unsatisfactory

**COMMENTS:** 📝
### SECTION D

#### EXHIBITS

<p>| | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>Exceptional</td>
<td>Very Good</td>
<td>Satisfactory</td>
<td>Marginal</td>
<td>Unsatisfactory</td>
<td></td>
</tr>
</tbody>
</table>

**COMMENTS:**

1. **Cost Control.** How well does the contractor control operating costs? (Check N/A if this is a Firm Fixed price or Firm Fixed Price with Economic Price Adjustment contract)

2. **Management.** Contractor and on-site representatives were professional, well qualified, and committed to customer satisfaction and safety of operations. Contractor provided necessary support for key personnel and if applicable, took necessary action to correct or replace any personnel.

3. **Small Business.** How does the contractor support small business? (Check N/A unless this is a large business and a subcontracting plan is required)
6. Regulatory Compliance. How well does the contractor comply with governing regulations such as the Federal Aviation Regulation or others.

- [ ] N/A
- [ ] Exceptional
- [ ] Very Good
- [ ] Satisfactory
- [ ] Marginal
- [ ] Unsatisfactory

Comments:

7. Other – Safety. Contractor and on-site representatives attitude and efforts, as well as actual application, towards aircraft safety and general safety of operations?

- [ ] N/A
- [ ] Exceptional
- [ ] Very Good
- [ ] Satisfactory
- [ ] Marginal
- [ ] Unsatisfactory

Comments:

8. Customer Satisfaction. Identify to what level you were satisfied with the services provided under this contract. If given the opportunity, would you hire this contractor again to accomplish a similar project?  

- [ ] Yes
- [ ] No

- [ ] N/A
- [ ] Exceptional
- [ ] Very Good
- [ ] Satisfactory
- [ ] Marginal
- [ ] Unsatisfactory

Comments:

9. Other Areas:

- [ ] N/A
- [ ] Exceptional
- [ ] Very Good
- [ ] Satisfactory
- [ ] Marginal
- [ ] Unsatisfactory
### SECTION D

**EXHIBITS**

<table>
<thead>
<tr>
<th></th>
<th>Exceptional</th>
<th>Very Good</th>
<th>Satisfactory</th>
<th>Marginal</th>
<th>Unsatisfactory</th>
</tr>
</thead>
<tbody>
<tr>
<td>10. Other Areas:</td>
<td>□ N/A</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>11. Other Areas:</td>
<td>□ N/A</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>12. Other Areas:</td>
<td>□ N/A</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
</tbody>
</table>

Additional comments to support your response to any item above or other items (will not be posted on CPARS website)

---

**Name, Title of Individual Completing this Form (include agency, phone and electronic address)**

**Signature**
<table>
<thead>
<tr>
<th>RATING</th>
<th>DEFINITION</th>
<th>NOTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exceptional</td>
<td>Performance meets contractual requirements and exceeds many to the Government's benefit. The contractual performance of the element being assessed was accomplished with few minor problems for which corrective actions taken by the Contractor were highly effective.</td>
<td>To justify an Exceptional rating, identify multiple significant events and state how they were of benefit to the Government. A singular benefit, however, could be of such magnitude that it alone constitutes an Exceptional rating. Also there should have been NO significant weaknesses identified.</td>
</tr>
<tr>
<td>Very Good</td>
<td>Performance meets contractual requirements and exceeds some to the Government's benefit. The contractual performance of the element being assessed was accomplished with some minor problems for which corrective actions taken by the Contractor was effective.</td>
<td>To justify a Very Good rating, identify a significant event and state how it was a benefit to the Government. There should have been no significant weaknesses identified.</td>
</tr>
<tr>
<td>Satisfactory</td>
<td>Performance meets contractual requirements. The contractual performance of the element being assessed contains some minor problems for which corrective actions taken by the Contractor appear or were satisfactory.</td>
<td>To justify a Satisfactory rating, there should have been only minor problems, or major problems the contractor recovered from without impact to the contract. There should have been NO significant weaknesses identified.</td>
</tr>
<tr>
<td>Marginal</td>
<td>Performance does not meet some contractual requirements. The contractual performance of the element being assessed reflects a serious problem for which the Contractor has not yet identified corrective actions. The Contractor's proposed actions appear only marginally effective or were not fully implemented.</td>
<td>To justify Marginal performance, identify a significant event in each category that the Contractor has trouble overcoming and state how it impacted the Government. A Marginal rating should be supported by referencing the management tool that notified the Contractor of the contractual deficiency. (e.g., quality, schedule, business relations, management of key personnel, safety report or letter)</td>
</tr>
<tr>
<td>Unsatisfactory</td>
<td>Performance does not meet most contractual requirements and recovery is not likely in a timely manner. The contractual performance of the element contains a serious problem(s) for which the contractor's corrective actions appear or were ineffective.</td>
<td>To justify an Unsatisfactory rating, identify multiple significant events in each category that the Contractor had trouble overcoming and state how it impacted the Government. A singular problem, however, could be of such serious magnitude that it alone constitutes an unsatisfactory rating. An Unsatisfactory rating should be supported by referencing the management tools used to notify the contractor of the contractual deficiencies (e.g., management, quality, safety, etc.)</td>
</tr>
</tbody>
</table>
SECTION D
EXHIBITS

EXHIBIT 16 - DEPARTMENT OF LABOR WAGE DETERMINATIONS

DEPARTMENT OF LABOR WAGE DETERMINATION INFORMATION

This agreement includes the Department of Labor (DOL) wage determination specified below. In order to reduce the size, the following information has been extracted from the wage determination listed below and identifies the occupation of service employees that would typically be employed on this type of agreement. To receive the wage determination in its entirety, please contact the issuing office.

DOL WAGE DETERMINATION NO. 1995-0222, REV. 49 DATED 07/16/2019

Area: Nationwide

Applicable Occupation: Airplane Pilot  Minimum Hourly Wage: $29.94

DOL WAGE DETERMINATION NO. 1995-0221, REV. 48 DATED 07/16/2019

Area: Nationwide

Applicable Occupation
- Aircraft Mechanic II  Minimum Hourly Wage: $31.95
- Aircraft Mechanic III  Minimum Hourly Wage: $33.39
- Aircraft Mechanic—Helper  Min. Wage: $23.42
- Truck Driver, Tractor Trailer  Min. Wage: $19.80

FRINGE BENEFITS REQUIRED AND APPLICABLE FOR THE OCCUPATIONS IDENTIFIED ABOVE

1. Health & Welfare: $4.54 per hour or $181.60 per week or $786.93 per month

2. Vacation: 2 weeks paid vacation after 1 year of service with a Contractor or successor; 3 weeks after 5 years; 4 weeks after 15 years. Length of service includes the whole span of continuous service with the present Contractor or successor, wherever employed, and with the predecessor Contractors in the performance of similar work at the same Federal facility. (Reg. 29 CFR 4.173)


EXHIBIT 17 – RESERVED- (Supplemental Rappel Requirements- Equipment)
SECTION D
EXHIBITS

EXHIBIT 18 - CONTRACTOR'S VERIFICATION OF INDIVIDUAL HELICOPTER PILOT REQUIREMENTS AND EXPERIENCE FOR INITIAL INTERAGENCY APPROVAL (B.12 (c) (9), B.20 (i) (2))

AMD-60B (12/06) / FS-5700-20A (pending)

CONTRACTOR'S VERIFICATION OF INDIVIDUAL HELICOPTER PILOT REQUIREMENTS AND EXPERIENCE FOR INITIAL INTERAGENCY APPROVAL

Note: This form is required prior to initial (first-time) approval/carding. This form is not for pilots previously approved or carded by the USDA Forest Service or DOI, Office of Aviation Services (formerly Office of Aircraft Services).

The Contractor must ensure that a pilot who is presented for initial carding meets all requirements as outlined in the contract's Section B, Technical Specifications/Pilot Qualifications, after award. The Contractor must verify all pilot hours submitted on this form as determined from a certified pilot log or permanent record to ensure accuracy. In addition, the Contractor must identify previous employers and submit the information on this form. The information provided by the pilot on USFS Form FS-5700-20A or OAS Form 64B, Interagency Helicopter Pilot Qualifications and Approval Record, prior to approval needs to be verified as accurate by the Contractor. The information submitted is subject to verification by an interagency pilot inspector.

Date (mm/dd/yyyy):

Company's name:

Pilot's name:

Pilot's total helicopter pilot-in-command hours (verified from pilot's logbook or permanent record):

Pilot's information and flight time/experience as submitted for initial carding on OAS-64B or FS-5700-20a verified as accurate? Check if yes: □

Previous Employers:

<table>
<thead>
<tr>
<th>Previous Employer</th>
<th>Address &amp; Telephone Number</th>
<th>Current Contact Name &amp; Telephone No.</th>
<th>Period Employed</th>
<th>Make/Model(s) Flown and PIC Hours in each</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Helicopter Training Courses Completed:

<table>
<thead>
<tr>
<th>Name of Course &amp; Provider</th>
<th>Address &amp; Telephone Number</th>
<th>Contact Name &amp; Telephone No.</th>
<th>Date of Completion</th>
<th>Flight Hours Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Comments (use additional sheets if necessary):

Check one: □ Chief Pilot □ Director of Operations □ Other

Print name: Sign name:
SECTION D
EXHIBITS

EXHIBIT 19 - “ON CONTRACT” PILOT OPERATIONAL TRAINING (B.10 (a) (3))

Pilot "operational training" may be accomplished "on contract" provided the following criteria are met.

(a) Training will be conducted in carded helicopters.

(b) Training shall not interfere with the Scope of the Contract (government will determine what constitutes interference). Note: Will be reviewed at pre-work conference.

(c) Training may be suspended or terminated by the government at any time.

(d) Contractor shall be responsible for all travel, per diem, and wage expenses of trainee pilots.

(e) Contractor has an OAS / USFS approved “Pilot Operational Training Plan”. Plan shall contain at a minimum;

   (1) Intent of program

   (2) Responsibilities of Chief Pilot, Trainer and Trainee

   (3) Safety

   (4) Ground Training Syllabus minimum requirements:

      (i) Operations and Safety Procedures Guide.

      (ii) FAR Review

      (iii) PPE

      (iv) Contract

      (v) Load Calc

      (vi) Performance Planning

      (vii) Weight & Balance


(5) Flight Training Syllabus minimum requirements;

      (i) Lesson plans for all special use tasks required by the procurement document.

      (ii) Special use tasks will be trained to the standards set forth in the Interagency Helicopter Practical Test Standards.
SECTION D
EXHIBITS

EXHIBIT 19 - “ON CONTRACT” PILOT OPERATIONAL TRAINING (B.10 (a) (3)) (Continued)

(6) Training documentation & tracking procedures

(i) Contractor shall maintain training records documenting all phases of pilot training.

(ii) Training records are subject to Quality Assurance/Compliance reviews at any time by the government.

(7) Evaluation Process by the Trainer

(8) Process to submit trainee for carding evaluation.

(f) Pilot operational training plan shall be approved by the National Helicopter Standardization Pilot (USFS) or the National Helicopter Specialist (OAS).

(g) Training shall be accomplished only by an interagency approved “Pilot Trainer” meeting the following criteria:

(1) Current and valid CFI Rotorcraft-Helicopter or designated as an approved company instructor.

(2) Has held an interagency pilot card for a minimum of 2 of the last 5 years.

(3) A current and valid interagency pilot card endorsed for all missions in which training is to be provided and is endorsed as “Designated Pilot Trainer”.

(4) Pilot trainer endorsement may be revoked at the government’s discretion.

(h) “Trainee Only Pilots” shall meet the following criteria:

(1) For aircraft requiring 2 pilots, has met the requirements set forth in 14 CFR part 61.

(2) Has submitted the documentation as outlined in B.20.

(3) Holds a current and valid Interagency Pilot Card with the endorsement, “Trainee Only” pilot.

(4) “Trainee Only” pilots are authorized to receive training in all missions that the “Pilot Trainer” is endorsed to perform.

(5) Operational training flight hours may be used to satisfy all but the initial 10 hours of the required flight hours for “weight class”.

(6) Operational training flight hours may be used to satisfy all but the initial 10 hours of the required flight hours for “make and model”.

(7) Operational training flight hours may be used to satisfy the required flight hours for “Mountain Flying – Make and Model”.

134
SECTION D
EXHIBITS

EXHIBIT 19 - “ON CONTRACT” PILOT OPERATIONAL TRAINING (B.10 (a) (3)) (Continued)

(8) Operational flight training will not be used to accomplish the contractually required 10 flight hours of Long-Line training.

(9) “Trainee Only” pilots are limited to receive training in no more than one aircraft make and model per calendar year.

(i) Contractors awarded up to three items may be authorized two “Pilot Trainers”: If awarded four or more items, contractor may be authorized four “Pilot Trainers”.

(j) Contractors will be authorized two “Trainee Only” pilots per “Pilot Trainer” at any time.

(k) Contractors shall submit training records and a formal request recommending the “Trainee Only” pilot for evaluation by a Helicopter Inspector Pilot. The pilot trainer shall have verified that the trainee has met all contract minimum flight hour requirements and that the trainee is proficient in all special use missions required by the procurement document.

(l) Any deviation from this exhibit must be approved by an Alternate Means of Compliance (AMOC) issued by the National Helicopter Standardization Pilot or the National Helicopter Specialist and the appropriate Contracting Officer.
SECTION D
EXHIBITS

EXHIBIT 20 - AIRCRAFT MECHANIC (HELICOPTER) QUALIFICATION FORM (B.12 (h) (5))

U.S. Department of Agriculture - Forest Service

AIRCRAFT MECHANIC (HELICOPTER)

<table>
<thead>
<tr>
<th>Agreement No.</th>
<th>Name</th>
<th>Date of Birth</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Employer</th>
<th>Office Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FAA Certificates: Type</th>
<th>No.</th>
<th>Date Issued</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Years Experience</th>
<th>Total Years Experience as Licensed Mechanic</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Record of Special Training (Factory Schools, etc.)

<table>
<thead>
<tr>
<th>Name of Course</th>
<th>Location</th>
<th>Year Attended</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Record of Past Performance (Previous Three Years)

<table>
<thead>
<tr>
<th>Dates</th>
<th>Location</th>
<th>Employer/Supervisor</th>
<th>Phone No.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Record of maintaining helicopters Under Field Conditions:

<table>
<thead>
<tr>
<th>Dates</th>
<th>Location (Designated Base)</th>
<th>Type of Agreement</th>
<th>Type Helicopter</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* "Field Condition" is defined as maintaining the helicopter away from the contractor's base of operation with minimal supervision
SECTION D
EXHIBITS

EXHIBIT 20 - AIRCRAFT MECHANIC (HELICOPTER) QUALIFICATION FORM (B.12 (h) (5))
(Continued)

I certify that the information listed by me on this form is true and correct summary of my aircraft maintenance experience. I have read the Maintenance Section of this agreement and understand the terms and conditions. I have received/provided the training as required in B.12(h) (4).

<table>
<thead>
<tr>
<th>Date</th>
<th>Mechanic Signature</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date</th>
<th>Company Representative</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(Inspectors Use Only)

Mechanic meets the Experience Requirements of the Agreement and is approved to perform maintenance on:

<table>
<thead>
<tr>
<th>Type and Model of Helicopter(s)</th>
<th>Type and Model Engine(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date</th>
<th>USFS Maintenance Inspector</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# SECTION D

## EXHIBITS

### EXHIBIT 21 - WEIGHT AND BALANCE FORM (EXAMPLE) (A.3, B.5 (a) (15 & 17))

<table>
<thead>
<tr>
<th>Page</th>
<th>A/C Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Date Weighed</th>
<th>Date Weighed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 of 1</td>
<td>Bell 205A-1</td>
<td>N12345</td>
<td>66666</td>
<td>5/15/2009</td>
<td>5/15/2009</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location and Description of Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
<th>Lat. Arm</th>
<th>Lat. Moment</th>
<th>In A/C</th>
<th>ON 'C' Chart</th>
<th>In A/C</th>
<th>ON 'C' Chart</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuselage</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ballast</td>
<td>25.3</td>
<td>8.5</td>
<td>215.1</td>
<td>3.4</td>
<td>86</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Battery</td>
<td>52.5</td>
<td>8.5</td>
<td>446.3</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wire Strike kit upper and lower</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>O</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pulse light kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Strobe</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cargo Hook</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cabin</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Instruments</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Radios</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Automated Flight Following</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seats</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine Deck</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rotor brake</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T-53 engine</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>212 Rotor Assy</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tail</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fast Fin</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Strake Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>212 Tail Rotor Assy</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Strobe Light</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Removable Equipment</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fill Pump</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>C</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rappel Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>C</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Survival Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>C</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>First Aid Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Tank</td>
<td>395.2</td>
<td>125</td>
<td>49400</td>
<td></td>
<td></td>
<td>C</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

X: Item was on the aircraft at the time aircraft was weighed or is included in the basic weight
O: Item was off the aircraft at the time aircraft was weighed or is not included in the basic weight.
C: Item is on Form C when installed.
<table>
<thead>
<tr>
<th>Page</th>
<th>AC Make, Model, Series</th>
<th>Location and Description of Item</th>
<th>Registration Number</th>
<th>Weight</th>
<th>Lift Arm</th>
<th>Lift Moment</th>
<th>In, On, Off</th>
<th>A/C Chart</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

In the aircraft, the item on Form 3 when installed, item 13 was not on the aircraft or is included in the basic weight. Item 14 was on the aircraft but not included in the basic weight.
## SECTION D
### EXHIBITS

### EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)

**Form R : Aircraft Weighing Record (EXAMPLE)**

<table>
<thead>
<tr>
<th>Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bell, 205A -1</td>
<td>N12345</td>
<td>86666</td>
<td>9/15/2009</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Datum is</th>
<th>Leveling Means</th>
<th>Scale Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.60&quot; aft of cabin nose</td>
<td>Plumb line from top of left main door frame</td>
<td>Jack points</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Scale Readings</th>
<th>Scale</th>
<th>Reading</th>
<th>Tare</th>
<th>Net Weight</th>
<th>Long. Arm</th>
<th>Moment</th>
<th>Lat. Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Left Front or Nose</td>
<td>1478</td>
<td>0</td>
<td>1478</td>
<td>+ 61.69</td>
<td>91177.8</td>
<td>- 30</td>
<td>44340</td>
</tr>
<tr>
<td></td>
<td>Right Front</td>
<td>1116</td>
<td>0</td>
<td>1116</td>
<td>+ 61.69</td>
<td>68846.1</td>
<td>+ 30</td>
<td>33480</td>
</tr>
<tr>
<td></td>
<td>Left Alt or Tail</td>
<td>1215</td>
<td>0</td>
<td>1215</td>
<td>+ 211.58</td>
<td>257098.7</td>
<td>- 30</td>
<td>36450</td>
</tr>
<tr>
<td></td>
<td>Right Alt</td>
<td>1974</td>
<td>0</td>
<td>1974</td>
<td>+ 211.58</td>
<td>417658.9</td>
<td>+ 30</td>
<td>59220</td>
</tr>
<tr>
<td></td>
<td>Basic Weight</td>
<td>Total</td>
<td>5783</td>
<td>144.46</td>
<td>834752.5</td>
<td>2.06</td>
<td>11910</td>
<td></td>
</tr>
</tbody>
</table>

#### Fluids (Fuel & Oil and Etc) at Time of Weighing

<table>
<thead>
<tr>
<th>Fuel</th>
<th>Full</th>
<th>Defueled</th>
<th>Drained</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil Engine</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Transmission</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Tail Gearboxes</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hydraulic Fluid</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes**

Oil and unusable fuel in basic weight

<table>
<thead>
<tr>
<th>Items Weighed not part of Basic Weight</th>
<th>Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Usable fuel (if full)</td>
<td>1457.5</td>
<td>+ 150.4</td>
<td>2192208</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Items not Weighed but part of Basic Weight</th>
<th>Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unusable fuel (if drained)</td>
<td>16.5</td>
<td>+ 144</td>
<td>3276</td>
<td></td>
</tr>
</tbody>
</table>

| Adjusted Basic Weight of Aircraft as Weighed | | |
|-----------------------------------------------|----------------|
| Total (→)                                     | 1457.5         |

| Total Basic Weight of Aircraft as Weighed | CG | Moment |
|------------------------------------------|----------------|
| 5783                                     | 634752         |

<table>
<thead>
<tr>
<th>Aircraft Weighed By</th>
<th>Scales</th>
</tr>
</thead>
<tbody>
<tr>
<td>Print Name :</td>
<td></td>
</tr>
<tr>
<td>Signature :</td>
<td></td>
</tr>
<tr>
<td>Certificate Type and Number :</td>
<td></td>
</tr>
<tr>
<td>Serial Number :</td>
<td></td>
</tr>
<tr>
<td>Calibration Date :</td>
<td></td>
</tr>
</tbody>
</table>
### SECTION D

**EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)**

**Form B : Aircraft Weighing Record**

<table>
<thead>
<tr>
<th>Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Datum is</td>
<td>Leveling Means</td>
<td>Weighing Procedures References</td>
<td>Scale Location</td>
</tr>
</tbody>
</table>

**Scale Readings**

<table>
<thead>
<tr>
<th>Scale</th>
<th>Reading</th>
<th>Tare</th>
<th>Net Weight</th>
<th>Long. Arm</th>
<th>Moment</th>
<th>Lat. Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left Front or Nose</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right Front</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Left Aft or Tail</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right Aft</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Basic Weight</th>
<th>Total</th>
</tr>
</thead>
</table>

**Fuel & Oil at Time of Weighing**

<table>
<thead>
<tr>
<th>Fuel</th>
<th>Full</th>
<th>Defueled</th>
<th>Drained</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil Engine</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Transmission</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Tail Gearboxes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hydraulic Fluid</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes**

**Items Weighed not part of Basic Weight**

<table>
<thead>
<tr>
<th>Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
</tr>
</thead>
</table>

**Items not Weighed but part of Basic Weight**

<table>
<thead>
<tr>
<th>Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
</tr>
</thead>
</table>

| Total (-) | Total (+) |

**Adjusted Basic Weight of Aircraft as Weighed**

**Total Empty Weight of Aircraft as Weighed**

<table>
<thead>
<tr>
<th>Longitudinal EW, CG</th>
<th>Lateral EW CG</th>
</tr>
</thead>
</table>

**Aircraft Weighed By**

<table>
<thead>
<tr>
<th>Print Name :</th>
<th>Type :</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signature :</td>
<td>Serial Number :</td>
</tr>
<tr>
<td>Certificate Type and Number :</td>
<td>Calibration Date :</td>
</tr>
</tbody>
</table>
### SECTION D
EXHIBITS

**EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)**

<table>
<thead>
<tr>
<th>Date</th>
<th>Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Page Number</th>
<th>Description of Item</th>
<th>Weight Change</th>
<th>Current Total Equipped Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/31/2009</td>
<td>Bell, 205A -1</td>
<td>N12345</td>
<td>66666</td>
<td>1 of 7</td>
<td>Aircraft as weighed</td>
<td>5763</td>
<td>+ 144.46</td>
</tr>
<tr>
<td>7/15/2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Survival Kit</td>
<td>5833.5</td>
<td>+ 10100.0</td>
</tr>
<tr>
<td>7/15/2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Rappel Mount kit</td>
<td>5871.7</td>
<td>+ 3820.0</td>
</tr>
<tr>
<td>7/15/2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Sorenson Tank and Snorkel</td>
<td>6261.3</td>
<td>+ 48894.8</td>
</tr>
<tr>
<td>7/15/2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Fire Shelter</td>
<td>6269.3</td>
<td>+ 564.8</td>
</tr>
<tr>
<td>7/15/2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Cleaning Supplies/Xtra Oil</td>
<td>6269.3</td>
<td>+ 5610.0</td>
</tr>
<tr>
<td>7/15/2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Ladder</td>
<td>6299.3</td>
<td>+ 2854.0</td>
</tr>
<tr>
<td>7/15/2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Log Books</td>
<td>6306.3</td>
<td>+ 7022.5</td>
</tr>
<tr>
<td>7/15/2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Tool Box</td>
<td>6331.3</td>
<td>+ 144.40</td>
</tr>
</tbody>
</table>
### EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)

#### Form C: Continuous History of Equipped Weight After Weighing

<table>
<thead>
<tr>
<th>Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Page Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date mm/dd/yyyy</td>
<td>Description of Item</td>
<td>Weight Change</td>
<td>Current Total Equipped Weight</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Added (+)</td>
<td>Removed (-)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Weight</td>
<td>Arm</td>
</tr>
</tbody>
</table>

---

143
SECTION D
EXHIBITS

EXHIBIT 22 - RESERVED – (Computed Gross Weight)
SECTION D
EXHIBITS

EXHIBIT 23 - PERFORMANCE BY GOVERNMENT-FURNISHED PILOT (A.14)

(a) General

(1) The following provisions shall apply to the performance of work under the contract, on an intermittent and short term basis, when the utilization of a qualified Government pilot is authorized by the Contractor. All other provisions not expressly changed herein continue to apply.

(2) Qualified Government Pilots may operate Contractor aircraft on a case by case basis, upon written approval of the Regional Aviation Officer (RAO) and the CO.

(3) Government pilot operations will be in compliance with the USDA Forest Service Manual (FSM) 5700 or Department of the Interior, Departmental Manual (DM), Parts 350-354 Aviation Management and Title 14, Part 91 of the CFR, including those portions that apply to civil aircraft except as noted in the agency manuals. It is not intended that Government pilots meet all requirements of B.12.

(4) Appropriate records to establish the qualifications and experience of the Government pilot will be furnished to the Contractor upon request.

(5) The Contractor may conduct check rides and/or training of Government pilots for familiarization in the Contractor’s helicopters. The cost of check rides and flight training, if required, will be borne by the Government.

(6) Approval of a Government pilot to perform work under the contract rests solely with the Contractor.

(7) The clause Loss, Damage, or Destruction, is applicable to this contract when the Contractor authorizes performance by a Government pilot.

(8) The payment provisions of the contract remain unchanged.

(9) Shall not function as Contractor’s scheduled relief pilot.

(b) Loss, Damage, or Destruction

(1) The Contractor shall indemnify and hold the Government harmless from any and all losses or damage to the aircraft furnished under this contract except as delineated below. For the purpose of fulfilling the contractor’s obligation under this clause, the Contractor shall procure and maintain during the term of this contract, and any extension thereof, hull insurance meeting FAA requirement, acceptable to the Contracting Officer (CO). The Contractor’s insurance coverage shall apply to pilots furnished by the Government to operate this aircraft. The contractor shall procure and maintain during the term of this contract, and any extension thereof, aircraft public liability insurance in accordance with 14 CFR, Parts 198 and 205. **The parties names insured under the policies shall be the Contractor and the United States of America.** The Contractor may request a list of Government pilots, by name, and qualifications for potential pilots from the CO.
EXHIBIT 23 - PERFORMANCE BY GOVERNMENT-FURNISHED PILOT (A.14) (Continued)

(2) Prior to the commencement of work hereunder, the Contractor shall furnish the CO with a copy of the insurance policy or policies or a certificate of insurance issued by the underwriter(s) showing that the coverage required by this clause has been obtained.

(3) Each policy or certificate evidencing the insurance shall contain an endorsement that provides that the insurance company will notify the CO thirty (30) days prior to the effective date of any cancellation or termination of any policy or certificate or any modification of a policy or certificate that adversely affects the interest of the Government in such insurance. The notice shall be sent by registered mail and shall identify this contract, the name and address of the Contracting Officer, the policy, and the insured. The Contractor, prior to commencement of work, shall submit to the Contracting Officer one copy of the insurance policy, or confirmation from the insurance company, certifying that the coverage described in this clause has been obtained.

(4) If the aircraft is damaged or destroyed while in the custody and control of the Government, the maximum liability to the Government shall not exceed the Contractor’s deductible (if any) stipulated in the insurance coverage. The Contractor’s deductible as stipulated in the insurance coverage shall not exceed:

   (i) In-Motion Accidents - Up to 5% of the current insured value of the aircraft as stated in the policy.

   (ii) Not In-Motion Accidents – Up to $1,000.00 per accident.

(5) Such reimbursement shall not be made; however, for loss or damage to the aircraft resulting from (1) normal wear and tear, (2) negligence or fault in maintenance of the aircraft by the Contractor, or (3) defect in construction of the aircraft or a component thereof.

(6) If damage to the aircraft is established to be the fault of the Government, availability payments will be made to the Contractor during the repair period. The Government may, at its option, make necessary repairs or return the aircraft to the Contractor for repair. In the event the aircraft is lost, destroyed, or damaged so extensively as to be beyond repair, no rental payment will be made to the Contractor thereafter.

(7) The contractor shall use every precaution necessary to prevent damage to public and private property. The Contractor shall be responsible for all damage to property and to persons, including third parties that occur as a result of their or their agent’s or employee’s fault or negligence. The term “third parties” is construed to include employees of the Government. The Contractor may be otherwise insured by a combination of primary and excess policies. Such policies must have combined coverage equal to or greater than the combined minimums required.
SECTION D
EXHIBITS

EXHIBIT 23 - PERFORMANCE BY GOVERNMENT-FURNISHED PILOT (A.14) (Continued)

(8) Any failure to agree as to the responsibility of the Contractor under this clause shall, after a final finding and determination by the CO, be considered a dispute within the meaning of the “Disputes” clause of this contract.

(9) The Government shall not be liable for damages to contractor equipment or personnel provided under this contract except for damages caused by Government personnel acting within the scope of their official duties as compensable under the Federal Tort Claims Act, 28 U.S.C. 2671-2680.
SECTION D
EXHIBITS

EXHIBIT 24 - FAA OVER WATER KIT (A.12)

(a) Weather guidelines: Ceiling of 500 feet and visibility of three miles offshore.

(b) Personal Protective Equipment:

(1) Flotation/survival vests shall be worn by all occupants when flying beyond power-off gliding distance to shore.

(2) A flotation/survival vest shall be provided by the Contractor for each seat available in the helicopter. The contents of this vest shall be as follows:

(i) Dual inflation bladders TSO-C13c or equal.

(ii) Water activated light attached to vest TSO-C85.

(iii) Dye marker.

(iv) Whistle or other Coast Guard-approved noise device.

(v) Mirror for signaling.

(3) A flotation/survival vest shall be provided by the contractor for the pilot. The contents of this vest shall be as follows:

(i) All the contents of subsection 2 above.

(ii) One FAA-approved 406 MHz Emergency Locator Transmitter (ELT), Coast Guard-approved 406 MHz Emergency Position Indicating Radio Beacon (EPIRB), or FCC-approved 406 MHz Personal Locator Beacon (PLB). This shall be of a size that allows the ELT/EPIRB/PLB to be carried on the flotation/survival vest and shall not impede egress from the aircraft.

(iii) Two smoke markers for daytime distress signaling.

Note: The flotation/survival vests used satisfactorily in the past have been assembled from components (i.e., durable nylon mesh vest with an inner flotation device; pockets available in the vest allowed for required equipment storage, etc.) available from a variety of marine survival equipment suppliers.

(c) Life Raft: A double chamber life raft(s) shall be provided for each helicopter with a "rated capacity" equal to the seating capacity of the aircraft (pilot and passengers).

Note: Personal Locator Beacon (PLB) with same specifications in (b) (3) (ii) above shall be provided by the government for all passengers.
SECTION D
EXHIBITS

EXHIBIT 25 - LITTER KIT PROVISIONS AND LITTER (A.12)

Litter Kit must be designed to facilitate rapid conversion of the helicopter to an air ambulance configuration. The Litter Kit shall provide for transporting one or two litter patients as well as one or two attendants. The kit shall consist of a minimum one folding litter and support structure, attaching hardware, and one special door. The special door shall incorporate provisions for quick installation which will permit high speed and/or long distance transportation of patients and attendants in comfort.

Included in the kit may be a basic shape door window glass panels for quick interchange with a bubble glass panel for normal operation.

Operations:

With litters installed, operations must be conducted in accordance with the rotorcraft flight manual supplement.

Equipped Weight and Gross Weight Limitations:

Equipped weight of the helicopter with kit and litter shall be computed and listed on the running weight charts. Center of Gravity Limitations:

Before each flight with a litter patient a weight and balance shall be computed.

EXHIBIT 26 – RESERVED – (Aerial Ignition)

EXHIBIT 27 – RESERVED – (Law Enforcement Short Haul Special Mission Qualifications & Requirements)
SECTION D
EXHIBITS

EXHIBIT 28 - PUBLIC AIRCRAFT OPERATIONS

This Exhibit serves as notice that you may be conducting Public Aircraft Operations (PAO) while under contract to the United States Forest Service (USFS). Flights ordered and conducted under this contract may be considered Public Aircraft Operations.

FAA Advisory Circular 00-1.1B can be referenced at hyperlink below:

https://www.faa.gov/documentlibrary/media/advisory_circular/ac_00.1-1b.pdf

After contract award, the contractor/company is responsible for providing the following information to the Federal Aviation Administration Flight Standards District Office that your 133, 135 and/or 137 Certificates are issued by. In addition, a copy of this document is required to be carried in each aircraft listed below.

Civil Operator: Name your Certificates are Held Under

Aircraft Type (Fixed-Wing or Helicopter): Make/Model/Series

Name of Aircraft Owner: Name on Aircraft Registration

Aircraft Registration Number(s): N Number(s) of Aircraft on Contract

Contract Number: 12024BXXXXX

Contract Type and Service: EU/CWN, Airtanker/Helicopter/Light FW, etc. Services

Date of Contract: Contract Award Date

Date of Proposed First Flight as a PAO: Effective Date of Contract

Date PAO Declaration Expires: This date should be the final day of the contract period of performance – including the base period of the contract plus all possible option years.

Public Aircraft Operations are being conducted under contract by: U.S. Forest Service, 1400 Independence Avenue SW, Washington DC 20250

Acquisition Management Official: Robert Hoffman, Contracting Officer, robert.hoffman@usda.gov or (208) -387-5681.


Please contact Assistant Director of Aviation at (202) 205-1410 with comments or questions regarding the PAO declaration.
SECTION D
EXHIBITS

EXHIBIT 29 - VENDOR-CONTRACTOR QA/EVALUATION/SAFETY CHECKS

Type 1 aircraft are authorized to utilize an aircraft seat (non-pilot station) to conduct evaluations on company pilots for the purpose of Quality Assurance, CRM/Safety evaluations while on an operational mission. Type 2 aircraft are authorized to utilize a pilot position to conduct the above evaluations.

Restrictions are as follows:

(a) Limited to 1 (one) fuel cycle per crew on an operational mission.

(b) Must meet PPE and Fire Shelter requirement.

(c) Jump seat must be an FAA approved seat with approved restraint system.

(d) A minimum of 24 hours’ notice must be given to the Helicopter Manager/COR. The COR/Helicopter Manager will have the final approval authority.

(e) The only authorized personnel to conduct evaluations are; Chief Pilots, Chief flight instructors, Company Safety managers. If they have access to flight controls (Type 2) they are restricted from flying the aircraft unless they have a current interagency card. Companies will submit the names of the personnel that are in these positions to the National Helicopter Standardization Pilot for approval.

(f) Evaluation program must be addressed in the company’s SMS or operations specs and include procedures for addressing summary of findings/mitigations.

(g) Relief pilot safety orientation flight is authorized provided the flight is an operational mission, is limited to 1 (one) fuel cycle and will be counted as a duty day.

(h) An end of season summary of findings will be provided to the National Helicopter Standardization Pilot or National Helicopter Program Manager.

EXHIBIT 30 – RESERVED – (Night Flying Operations)
SECTION D
EXHIBITS

EXHIBIT 31 - SAFETY MANAGEMENT SYSTEM (SMS) COMPONENTS QUESTIONNAIRE AND ACCIDENT HISTORY

The FS aviation program views Safety Management Systems (SMS) as a critical element for contract evaluation. **A complete response is required.**

(a) Safety Management System Components

The FS aviation program uses Safety Management Systems (SMS) agency-wide approach to aviation operations that includes safety management policy, safety risk management, safety assurance and safety promotion. Provide evidence of your SMS program as described below.

**Note:** Under the column heading **OFFEROR ACTION REQUIRED** on the form, the documentation provided must describe the policy or process used to meet the standard with completed evidence. Blank forms are not acceptable as evidence. For example, for audit evidence under Safety Assurance, a certificate of an SMS audit serves as evidence; or a copy of a “self-validated” SMS audit will suffice. If no action is stated, simply mark the column with a Y, N or N/A where applicable.

The International Standard for Business Aircraft Operations (IS-BAO) and the Federal Aviation Administration (FAA) in AC120.92A can provide the explanations and examples of the requested standards below.

<table>
<thead>
<tr>
<th>SAFETY MANAGEMENT SYSTEM COMPONENTS</th>
<th>Y</th>
<th>N</th>
<th>NA</th>
<th>OFFEROR ACTION REQUIRED</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Standard</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are key safety personnel appointed? Is there an identified trained Aviation Safety Manager?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>1b</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Does the company have an organizational structure (organizational chart) that clearly defines duties, authorities and accountabilities?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>1c</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Where the company has more than one operating base, has the management structure addressed the management responsibilities at each location?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>1d Operations Manual</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Does the Operations Manual contain a flight operations and aircraft maintenance policy?</td>
<td></td>
<td></td>
<td></td>
<td>Describe</td>
</tr>
<tr>
<td>• Does the Operations Manual contain an operational control system and SOP’s?</td>
<td></td>
<td></td>
<td></td>
<td>Provide evidence.</td>
</tr>
<tr>
<td>• Is the Operations Manual approved by management (CEO)?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### SAFETY MANAGEMENT SYSTEM COMPONENTS

<table>
<thead>
<tr>
<th>Standard</th>
<th>Y</th>
<th>N</th>
<th>NA</th>
<th>OFFEROR ACTION REQUIRED</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Is the Operations Manual amended or revised as necessary to ensure the information contained in it is kept up to date?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>- Have the employees been trained on the Operations Manual?</td>
<td></td>
<td></td>
<td></td>
<td>Provide evidence.</td>
</tr>
<tr>
<td>- Does the Operations Manual reflect the type operation that is being contracted for?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td><strong>Emergency Response Plan</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Do you have an internal emergency response plan?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>- Is the Accident / Emergency Plan available to all employees?</td>
<td></td>
<td></td>
<td></td>
<td>Describe.</td>
</tr>
<tr>
<td>- Are personnel who have a role in the emergency response plan trained in their role, and is the plan exercised periodically in order to test its integrity?</td>
<td></td>
<td></td>
<td></td>
<td>Provide evidence.</td>
</tr>
<tr>
<td><strong>1e</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Safety Risk Management</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2a</strong> Does the company have a Risk Management Policy?</td>
<td></td>
<td></td>
<td></td>
<td>Provide evidence.</td>
</tr>
<tr>
<td>Has the company developed and maintained a Risk Management Process to:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Identify Hazards</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Risk Analysis (Exposure)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Risk Assessment (Severity and likelihood)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Decision Making (Mitigations)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Validation of Control (Controls effective)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2b</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2c</strong> Does the company have an Operational Risk Management (ORM) Worksheet or Flight Risk Analysis Tool (FRAT)&quot; Worksheet.</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td><strong>2d</strong> Is there a process to elevate the risk decision outcome? i.e. Chief Pilot? CEO?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td><strong>Safety Assurance</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>3a</strong> Have operations (internal or external) audits been conducted in this past field season?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence of this audit.</td>
</tr>
<tr>
<td><strong>3b</strong> Is there an Action Plan (AP) developed from the audits?</td>
<td></td>
<td></td>
<td></td>
<td>Provide your latest plan.</td>
</tr>
<tr>
<td><strong>3c</strong> Does the company have a Quality Assurance Program?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
</tbody>
</table>
### SECTION D
EXHIBITS

| 3d | Has the company developed and maintained a means of: monitoring and measuring safety performance, identifying and managing organizational changes that may affect safety, ensuring continual improvement? | What action has your company taken and/or plans to facilitate change? Describe and provide evidence. |
| 3e | Does the company have a training program that ensures personnel are trained and competent to perform their assigned duties? | Do you have a process that can train your pilots and mechanics, both initially and annually, on the requirements of this contract? Describe and provide evidence. |
| 3f | Does the company have a separate training program for: pilots, maintenance personnel, fuelers / truck drivers? | Describe and provide evidence. |

### Safety Promotion

| 4a | Has the company developed and maintained a formal means of safety communication (like SAFECOM) | Briefly describe technology your company has acquired to facilitate communication with deployed pilots. Describe and provide evidence. |
| 4b | Are there lessons-learned developed from incidents/accidents? Are they shared with the company personnel? | Provide evidence. |
| 4c | Is a Safety Award system in place? | Describe |

(b) Accident History for the previous 5 years: Include all aircraft that have operated under your Operating Certificates (fixed wing and rotor wing). Complete the blocks that apply to your company accident history.

1. Total number of flight hours for the previous 5 years: ________________

2. Number of aircraft accidents reported to NTSB in the previous 5 years: _____

If your company has had an accident in the last 5 years provide an accident prevention action plan or evidence of actions taken to prevent future accidents.

If you had an accident that was reported to the NTSB and it was downgraded to an incident, you must provide evidence from the NTSB.
EXHIBIT 32 - TRANSPORTATION WORKSHEET

When assigned to an alternate base, the Contractor will be paid for actual necessary and reasonable costs associated with transporting authorized personnel (relief crew). The Contractor is responsible for advising the on-site Government representative(s) of the anticipated cost associated with transporting relief (and/or maintenance) personnel to the alternate base prior to the relief exchange. Claims must be supported by itemized invoices, summarized on this worksheet, and submitted to the COR.

See contract clause “Transportation Costs Associated with Operating Away From the Designated Base” for detailed information.

<table>
<thead>
<tr>
<th>VENDOR:</th>
<th>AIRCRAFT TAIL NUMBER:</th>
</tr>
</thead>
<tbody>
<tr>
<td>DATE</td>
<td>ALTERNATE BASE LOCATION</td>
</tr>
</tbody>
</table>

### Relief Exchange – Involved Crew Member(s)
- [ ] Pilot (list on page 2)
- [ ] Fuel Servicing Vehicle Driver (list on page 2)
- [ ] Mechanic (If required by contract) (list on page 2)

### Additional Personnel
- [ ] Mechanic
- [ ] Other

### ITEMIZATION OF COSTS – From Page 2 (vendor maintain receipts at home base)

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airline Transportation</td>
<td>Total for all positions from page 2</td>
<td>$</td>
</tr>
<tr>
<td>Charter Aircraft</td>
<td>Invoice to include aircraft make/model, flight time, hourly rate, passengers, and departure/destination location, date and time</td>
<td>$</td>
</tr>
<tr>
<td>Rental Car</td>
<td>Total from page 2</td>
<td>$</td>
</tr>
<tr>
<td>Rental Car Fuel</td>
<td>Total from page 2</td>
<td>$</td>
</tr>
<tr>
<td>POV automobile</td>
<td>Total Mileage from To</td>
<td>$</td>
</tr>
<tr>
<td>*POV/Company aircraft</td>
<td>Total Statute Miles From To</td>
<td>$</td>
</tr>
<tr>
<td>Other (explain)</td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>Total Cost</td>
<td></td>
<td>$</td>
</tr>
</tbody>
</table>

Vendor: Fill out page 1 and 2 of the Transportation Worksheet (relief costs). Receipts shall match information provided on page 2; maintain actual receipts at Home Base.

*If POV/Company aircraft used to transport relief, the vendor must provide airline ticket cost comparison. Government will pay the lesser amount.

Vendor Signature: Date
### EXHIBIT 32 - TRANSPORTATION WORKSHEET (Continued) (Use Extra Sheets If Needed)

<table>
<thead>
<tr>
<th>AC Location</th>
<th>Pilot Name(s)</th>
<th>Dates</th>
<th>Travel In</th>
<th>Travel Out</th>
<th>Airline Ticket</th>
<th>Rental Car</th>
<th>Rental Car Gas</th>
<th>*POV-auto (GSA rate x miles)</th>
<th>*POV-aircraft (GSA rate x SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Mechanic Name(s)**

<table>
<thead>
<tr>
<th>AC Location</th>
<th>Fuel Service Driver Name(s)</th>
<th>Dates</th>
<th>Travel In</th>
<th>Travel Out</th>
<th>Airline Ticket</th>
<th>Rental Car</th>
<th>Rental Car Gas</th>
<th>*POV-auto (GSA rate x miles)</th>
<th>*POV-aircraft (GSA rate x SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Applicable (yr.) - Rate per mile x nautical miles (NM) [http://www.gsa.gov/mileage](http://www.gsa.gov/mileage)

*Applicable (yr.) - Rate per mile x statute miles (SM) (1NM equals 1.15077945 SM) [http://www.gsa.gov/mileage](http://www.gsa.gov/mileage)
SECTION D
EXHIBITS

EXHIBIT 33 – RESERVED – (Additional Telemetry Unit (ATU))
U.S. DEPARTMENT OF AGRICULTURE
FOREST SERVICE

CONTRACT NO.: (b)(4)

PROJECT: NATIONAL CALL-WHEN-NEEDED TYPE I & II HELICOPTER SERVICES

CONTRACTOR: COLUMBIA HELICOPTERS, INC
14452 AMDT ROAD NE
AURORA, OR 97002

TELEPHONE: (503) 678-1222

AWARDING OFFICE: U.S. FOREST SERVICE - CONTRACTING NATIONAL INTERAGENCY FIRE CENTER OWYHEE BUILDING - MS 1100
3833 S DEVELOPMENT AVE
BOISE, ID 83705-5354

ROBERT HOFFMAN
CONTRACTING OFFICER
TELEPHONE: 208-387-5681
FAX: 208-387-5384
robert.hoffman@usda.gov
TABLE OF CONTENTS

SECTION A – REQUIREMENTS AND PRICES

STANDARD FORM 1449

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.1</td>
<td>SCHEDULE OF ITEMS</td>
<td>3</td>
</tr>
<tr>
<td>A.2</td>
<td>PRINCIPAL BASE OPERATION</td>
<td>4</td>
</tr>
<tr>
<td>A.3</td>
<td>AIRCRAFT PERFORMANCE SPECIFICATIONS</td>
<td>4</td>
</tr>
<tr>
<td>A.4</td>
<td>ENGINE REQUIREMENTS</td>
<td>6</td>
</tr>
<tr>
<td>A.5</td>
<td>CREW COVERAGE</td>
<td>6</td>
</tr>
<tr>
<td>A.6</td>
<td>MAXIMUM COMPLEMENT OF PERSONNEL BY AIRCRAFT TYPE</td>
<td>6</td>
</tr>
<tr>
<td>A.7</td>
<td>ACCEPTABLE WORK SCHEDULES</td>
<td>7</td>
</tr>
<tr>
<td>A.8</td>
<td>STANDBY HOURS PER DAY</td>
<td>7</td>
</tr>
<tr>
<td>A.9</td>
<td>EXTENDED STANDBY HOURLY RATE</td>
<td>7</td>
</tr>
<tr>
<td>A.10</td>
<td>OVERNIGHT STANDARD PER DIEM RATE ALLOWANCE</td>
<td>7</td>
</tr>
<tr>
<td>A.11</td>
<td>OPERATIONS IN ALASKA, CARIBBEAN, CANADA, OR MEXICO</td>
<td>7</td>
</tr>
<tr>
<td>A.12</td>
<td>CONTRACTOR FURNISHED SPECIAL REQUIREMENTS</td>
<td>8</td>
</tr>
<tr>
<td>A.13</td>
<td>CONTRACT PILOT QUALIFICATION</td>
<td>8</td>
</tr>
<tr>
<td>A.14</td>
<td>GOVERNMENT PILOT</td>
<td>8</td>
</tr>
<tr>
<td>A.15</td>
<td>ADDITIONAL INFORMATION</td>
<td>9</td>
</tr>
<tr>
<td>A.16</td>
<td>PUBLIC AIRCRAFT OPERATIONS</td>
<td>9</td>
</tr>
<tr>
<td>A.17</td>
<td>AIRCRAFT PERFORMANCE CHARTS</td>
<td>9</td>
</tr>
</tbody>
</table>

SECTION B – TECHNICAL SPECIFICATIONS

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>B.1</td>
<td>SCOPE OF AGREEMENT</td>
<td>10</td>
</tr>
<tr>
<td>B.2</td>
<td>CERTIFICATIONS</td>
<td>11</td>
</tr>
<tr>
<td>B.3</td>
<td>GOVERNMENT FURNISHED INFORMATION</td>
<td>12</td>
</tr>
<tr>
<td>B.4</td>
<td>HELICOPTER REQUIREMENTS</td>
<td>12</td>
</tr>
<tr>
<td>B.5</td>
<td>HELICOPTER MAINTENANCE</td>
<td>20</td>
</tr>
<tr>
<td>B.6</td>
<td>AIRCRAFT AND EQUIPMENT SECURITY</td>
<td>22</td>
</tr>
<tr>
<td>B.7</td>
<td>AVIONICS REQUIREMENTS</td>
<td>22</td>
</tr>
<tr>
<td>B.8</td>
<td>DATA, IMAGES AND VOICE RECORDINGS</td>
<td>32</td>
</tr>
<tr>
<td>B.9</td>
<td>RESERVED – (Extended Standby Hourly Rate)</td>
<td>32</td>
</tr>
<tr>
<td>B.10</td>
<td>OPERATIONS</td>
<td>32</td>
</tr>
<tr>
<td>B.11</td>
<td>CONTRACTOR’S ENVIRONMENTAL RESPONSIBILITIES</td>
<td>37</td>
</tr>
<tr>
<td>B.12</td>
<td>PERSONNEL</td>
<td>38</td>
</tr>
<tr>
<td>B.13</td>
<td>CONDUCT AND REPLACEMENT OF PERSONNEL</td>
<td>43</td>
</tr>
<tr>
<td>B.14</td>
<td>SUSPENSION AND REVOCATION OF PERSONNEL</td>
<td>44</td>
</tr>
<tr>
<td>B.15</td>
<td>SUBSTITUTION OR REPLACEMENT OF PERSONNEL, HELICOPTER, AND EQUIPMENT</td>
<td>45</td>
</tr>
<tr>
<td>B.16</td>
<td>FLIGHT HOUR AND DUTY LIMITATIONS</td>
<td>45</td>
</tr>
<tr>
<td>B.17</td>
<td>ACCIDENT PREVENTION AND SAFETY</td>
<td>48</td>
</tr>
<tr>
<td>B.18</td>
<td>MISHAPS</td>
<td>49</td>
</tr>
<tr>
<td>B.19</td>
<td>PERSONAL PROTECTIVE EQUIPMENT</td>
<td>50</td>
</tr>
<tr>
<td>B.20</td>
<td>INSPECTION AND ACCEPTANCE</td>
<td>52</td>
</tr>
<tr>
<td>B.21</td>
<td>PRE-USE INSPECTION EXPENSES</td>
<td>56</td>
</tr>
<tr>
<td>B.22</td>
<td>RE-INSPECTION EXPENSES</td>
<td>56</td>
</tr>
<tr>
<td>B.23</td>
<td>INSPECTIONS DURING USE</td>
<td>56</td>
</tr>
<tr>
<td>B.24</td>
<td>PERIOD OF BASIC ORDERING AGREEMENT</td>
<td>57</td>
</tr>
<tr>
<td>B.25</td>
<td>AUTHORIZED ORDERING ACTIVITIES</td>
<td>57</td>
</tr>
<tr>
<td>B.26</td>
<td>DAILY AVAILABILITY REQUIREMENTS</td>
<td>58</td>
</tr>
<tr>
<td>B.27</td>
<td>UNAVAILABILITY</td>
<td>59</td>
</tr>
</tbody>
</table>
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>B.28</td>
<td>CWN PAYMENT PROCEDURES</td>
<td>60</td>
</tr>
<tr>
<td>B.29</td>
<td>PAYMENT FOR FLIGHT</td>
<td>61</td>
</tr>
<tr>
<td>B.30</td>
<td>PAYMENT FOR AVAILABILITY</td>
<td>62</td>
</tr>
<tr>
<td>B.31</td>
<td>PAYMENT FOR EXTENDED STANDBY</td>
<td>62</td>
</tr>
<tr>
<td>B.32</td>
<td>PAYMENT FOR PROJECT WORK</td>
<td>62</td>
</tr>
<tr>
<td>B.33</td>
<td>RESERVED</td>
<td>63</td>
</tr>
<tr>
<td>B.34</td>
<td>ORDERING AND PAYMENT FOR ADDITIONAL AIRCRAFT AND PERSONNEL</td>
<td>63</td>
</tr>
<tr>
<td>B.35</td>
<td>REIMBURSEMENT FOR MOBILIZATION AND DEMOBILIZATION COSTS</td>
<td>64</td>
</tr>
<tr>
<td>B.36</td>
<td>PAYMENT FOR SUBSTITUTE/REPLACEMENT HELICOPTER</td>
<td>65</td>
</tr>
<tr>
<td>B.37</td>
<td>LODGING &amp; MEALS</td>
<td>65</td>
</tr>
<tr>
<td>B.38</td>
<td>PAYMENT FOR FUEL SERVICING VEHICLE MILEAGE</td>
<td>65</td>
</tr>
<tr>
<td>B.39</td>
<td>PAYMENT FOR FUEL TRANSPORTATION</td>
<td>65</td>
</tr>
<tr>
<td>B.40</td>
<td>PAYMENT FOR WILDLAND FIRE CHEMICALS</td>
<td>66</td>
</tr>
<tr>
<td>B.41</td>
<td>CWN RELIEF CREW APPROVAL AND PAYMENT</td>
<td>66</td>
</tr>
<tr>
<td>B.42</td>
<td>PAYMENT FOR OVERNIGHT ALLOWANCE</td>
<td>66</td>
</tr>
<tr>
<td>B.43</td>
<td>MISCELLANEOUS COSTS TO THE CONTRACTOR</td>
<td>67</td>
</tr>
<tr>
<td>B.44</td>
<td>HELICOPTER MANAGER DELEGATED AUTHORITIES</td>
<td>67</td>
</tr>
<tr>
<td>B.45</td>
<td>DEFINITIONS</td>
<td>68</td>
</tr>
<tr>
<td>B.46</td>
<td>ABBREVIATIONS/ACRONYMS</td>
<td>75</td>
</tr>
</tbody>
</table>

## SECTION C – CONTRACT TERMS AND CONDITIONS

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>C.1</td>
<td>52.252-2 CLAUSES INCORPORATED BY REFERENCE (FEB 1998)</td>
<td>77</td>
</tr>
<tr>
<td>C.2</td>
<td>CONTRACT TERMS AND CONDITIONS - COMMERCIAL ITEMS (52.212.4) (DEVIATION 2017-1) (OCT 2018)</td>
<td>77</td>
</tr>
<tr>
<td>C.3</td>
<td>RESERVED</td>
<td>84</td>
</tr>
<tr>
<td>C.4</td>
<td>CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS -- COMMERCIAL ITEMS (52.212-5) (MAY 2019) (DEVIATION 2017-1)</td>
<td>84</td>
</tr>
<tr>
<td>C.5</td>
<td>STATEMENT OF EQUIVALENT RATES FOR FEDERAL HIRES (FAR 52.222-42) (MAY 2014)</td>
<td>92</td>
</tr>
<tr>
<td>C.6</td>
<td>AVAILABILITY OF FUNDS (FAR 52.232-18) (APR 1984)</td>
<td>92</td>
</tr>
<tr>
<td>C.7</td>
<td>PROPERTY AND PERSONAL DAMAGE</td>
<td>92</td>
</tr>
<tr>
<td>C.8</td>
<td>NOTICE OF CONTRACTOR PERFORMANCE ASSESSMENT REPORTING SYSTEM (JULY 2010)</td>
<td>93</td>
</tr>
<tr>
<td>C.9</td>
<td>INSPECTION AND ACCEPTANCE (AGAR 452.246-70) (FEB 1988)</td>
<td>94</td>
</tr>
<tr>
<td>C.10</td>
<td>RESERVED</td>
<td>94</td>
</tr>
<tr>
<td>C.11</td>
<td>AFFIRMATIVE PROCUREMENT OF BIO BASED PRODUCTS UNDER SERVICE AND CONSTRUCTION CONTRACT (FAR 52.223-2) (SEPT 2013)</td>
<td>94</td>
</tr>
<tr>
<td>C.12</td>
<td>CONTRACTOR AUTHORIZED SIGNATURES</td>
<td>95</td>
</tr>
<tr>
<td>C.13</td>
<td>OPTION TO EXTEND SERVICES (FAR 52.217-8) (NOV 1999)</td>
<td>96</td>
</tr>
<tr>
<td>C.14</td>
<td>ECONOMIC PRICE ADJUSTMENT SPECIFIED FLIGHT RATE CONTRACTS</td>
<td>96</td>
</tr>
<tr>
<td>C.15</td>
<td>ECONOMIC PRICE ADJUSTMENT FOR EXTENDED STANDBY</td>
<td>97</td>
</tr>
<tr>
<td>C.16</td>
<td>ORDERING (FAR 52.216-18) (OCT 1995)</td>
<td>97</td>
</tr>
<tr>
<td>C.17</td>
<td>PERIOD OF PERFORMANCE (AGAR 452.211-74) (FEB 1988)</td>
<td>97</td>
</tr>
</tbody>
</table>

## SECTION D – EXHIBITS

<table>
<thead>
<tr>
<th>Exhibit</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>D.1</td>
<td>LIST OF EXHIBITS</td>
<td>98</td>
</tr>
<tr>
<td></td>
<td>EXHIBIT 1 - FIRST AID KIT AERONAUTICAL (B.4)</td>
<td>99</td>
</tr>
<tr>
<td></td>
<td>EXHIBIT 2 - SURVIVAL KIT AERONAUTICAL (LOWER 48) (B.4)</td>
<td>100</td>
</tr>
</tbody>
</table>
**TABLE OF CONTENTS**

<table>
<thead>
<tr>
<th>Exhibit</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exhibit 3</td>
<td>ALASKA (A.1, A.7, A.33)</td>
<td>101</td>
</tr>
<tr>
<td>Exhibit 4</td>
<td>RESTRAINT SYSTEMS CONDITION INSPECTION GUIDELINES (B.4 (d) (8))</td>
<td>104</td>
</tr>
<tr>
<td>Exhibit 5</td>
<td>ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e))</td>
<td>105</td>
</tr>
<tr>
<td>Exhibit 6</td>
<td>HIGH VISIBILITY MARKINGS ON MAIN ROTOR BLADES (B.4 (d) (16))</td>
<td>109</td>
</tr>
<tr>
<td>Exhibit 7</td>
<td>RESERVED – (Additional Avionics Equipment)</td>
<td>109</td>
</tr>
<tr>
<td>Exhibit 8</td>
<td>FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21))</td>
<td>110</td>
</tr>
<tr>
<td>Exhibit 9</td>
<td>OPERATIONS AND SAFETY PROCEDURES GUIDE FOR HELICOPTER PILOTS</td>
<td>117</td>
</tr>
<tr>
<td>Exhibit 10</td>
<td>INTERAGENCY GUIDELINES FOR VERTICAL REFERENCE/EXTERNAL LOAD TRAINING (B.12 (f) (1))</td>
<td>118</td>
</tr>
<tr>
<td>Exhibit 11</td>
<td>HELICOPTER MAKE/MODEL/SERIES LIST (B.21 (b))</td>
<td>120</td>
</tr>
<tr>
<td>Exhibit 12</td>
<td>HELICOPTER SERVICES HOURLY FLIGHT RATES, FUEL CONSUMPTION</td>
<td>121</td>
</tr>
<tr>
<td>Exhibit 13</td>
<td>INTERAGENCY HELICOPTER LOAD CALCULATION (A.3, B.10 (a) (5))</td>
<td>122</td>
</tr>
<tr>
<td>Exhibit 14</td>
<td>HELICOPTER AND FUEL SERVICE TRUCK PRE-USE CHECKLIST</td>
<td>125</td>
</tr>
<tr>
<td>Exhibit 15</td>
<td>PERFORMANCE REPORT</td>
<td>126</td>
</tr>
<tr>
<td>Exhibit 16</td>
<td>DEPARTMENT OF LABOR WAGE DETERMINATIONS</td>
<td>131</td>
</tr>
<tr>
<td>Exhibit 17</td>
<td>RESERVED – (Supplemental Rappel Requirements- Equipment)</td>
<td>131</td>
</tr>
<tr>
<td>Exhibit 18</td>
<td>CONTRACTOR’S VERIFICATION OF INDIAN HELICOPTER PILOT REQUIREMENTS AND EXPERIENCE FOR INITIAL INTERAGENCY APPROVAL (B.12 (c) (9), B.20 (i) (2))</td>
<td>132</td>
</tr>
<tr>
<td>Exhibit 19</td>
<td>“ON CONTRACT” PILOT OPERATIONAL TRAINING (B.10 (a) (3))</td>
<td>133</td>
</tr>
<tr>
<td>Exhibit 20</td>
<td>AIRCRAFT MECHANIC (HELICOPTER) QUALIFICATION FORM (B.12 (h) (5))</td>
<td>136</td>
</tr>
<tr>
<td>Exhibit 21</td>
<td>WEIGHT AND BALANCE FORM (EXAMPLE) (A.3, B.5 (a) (15 &amp; 17))</td>
<td>138</td>
</tr>
<tr>
<td>Exhibit 22</td>
<td>RESERVED – Computed Gross Weight</td>
<td>144</td>
</tr>
<tr>
<td>Exhibit 23</td>
<td>PERFORMANCE BY GOVERNMENT-FURNISHED PILOT (A.14)</td>
<td>145</td>
</tr>
<tr>
<td>Exhibit 24</td>
<td>FAA OVER WATER KIT (A.12)</td>
<td>148</td>
</tr>
<tr>
<td>Exhibit 25</td>
<td>LITTER KIT PROVISIONS AND LITTER (A.12)</td>
<td>149</td>
</tr>
<tr>
<td>Exhibit 26</td>
<td>RESERVED – (Aerial Ignition)</td>
<td>149</td>
</tr>
<tr>
<td>Exhibit 27</td>
<td>RESERVED – (Law Enforcement Short Haul Special Mission Qualifications &amp; Requirements)</td>
<td>149</td>
</tr>
<tr>
<td>Exhibit 28</td>
<td>PUBLIC AIRCRAFT OPERATIONS</td>
<td>150</td>
</tr>
<tr>
<td>Exhibit 29</td>
<td>VENDOR-CONTRACTOR QA/EVALUATION/SAFETY CHECKS</td>
<td>151</td>
</tr>
<tr>
<td>Exhibit 30</td>
<td>RESERVED – (Night Flying Operations)</td>
<td>151</td>
</tr>
<tr>
<td>Exhibit 31</td>
<td>SAFETY MANAGEMENT SYSTEM (SMS) COMPONENTS QUESTIONNAIRE AND ACCIDENT HISTORY</td>
<td>152</td>
</tr>
<tr>
<td>Exhibit 32</td>
<td>TRANSPORTATION WORKSHEET</td>
<td>155</td>
</tr>
<tr>
<td>Exhibit 33</td>
<td>RESERVED – (Additional Telemetry Unit (ATU))</td>
<td>157</td>
</tr>
</tbody>
</table>
7. FOR SOLICITATION INFORMATION CALL: ROBERT HOFFMAN

9. ISSUED BY: NATIONAL INTERAGENCY FIRE CENTER

11. DELIVERY FOR FOB DESTINATION UNLESS BLOCK IS MARKED: See Schedule

12. DISCOUNT TERMS: 

13a. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15 CFR 700)

15. DELIVER TO: NATIONAL INTERAGENCY FIRE CENTER

17a. CONTRACTOR CODE: 7W2290

18a. PAYMENT WILL BE MADE BY: ALBUQUERQUE SERVICE CENTER

19. ITEM NO.

20. SCHEDULE OF SUPPLIES/SERVICES: National Call When Needed (CWN) Heavy (Type I) and Medium (Type II) Helicopter Services

See Schedule of Items Section A.1

21. QUANTITY

22. UNIT

23. UNIT PRICE

24. AMOUNT

25. ACCOUNTING AND APPROPRIATION DATA:

26. TOTAL AWARD AMOUNT: (For Govt. Use Only)

28. CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN COPIES TO ISSUING OFFICE. CONTRACTOR AGREES TO FURNISH AND DELIVER ALL ITEMS SET FORTH OR OTHERWISE IDENTIFIED ABOVE AND ON ANY ADDITIONAL SHEETS SUBJECT TO THE TERMS AND CONDITIONS SPECIFIED HEREIN

29. AWARD OF CONTRACT: REF: YOUR OFFER ON SOLICITATION (BLOCK 5), INCLUDING ANY ADDITIONS OR CHANGES WHICH ARE SET FORTH HEREIN, IS ACCEPTED AS TO ITEMS.

30. SIGNATURE OF OFFEROR/CONTRACTOR: ROBERT HOFFMAN

31a. UNITED STATES OF AMERICA (SIGNATURE OF CONTRACTING OFFICER)

31b. NAME OF CONTRACTING OFFICER: ROBERT HOFFMAN

31c. DATE SIGNED: 03 Sep 2019
SECTION A
REQUIREMENTS AND PRICES

GENERAL

To obtain the services for Heavy and Medium (Type I and II) Helicopters fully operated, meeting the technical requirements of this solicitation and the specifications for operation on an on call, Call When Needed (CWN) basis by multiple agencies party to various National Interagency Fire Center (NIFC) inter-agency agreements.

It is the intent of this solicitation to award multiple Basic Ordering Agreements (BOA’s). These BOA’s will be a duration of 48 months with an Option to extend services for up to six additional months. Award of BOA’s will be made to offerors proposing reasonable prices and submitting technically acceptable proposals. The Government will determine price reasonableness based on historical pricing.

Awards will not be made for helicopters considered unsuitable for the Government’s need, or at prices determined to be unreasonable. Materially unbalanced offers may be rejected.

ORDERS AND PROCEDURES

(1) Delivery or performance shall be made only as authorized by orders issued in accordance with the B.25 AUTHORIZED ORDERING ACTIVITIES paragraph.

Subject to any limitations elsewhere in this contract, the Contractor shall furnish to the Government all services specified in the Schedule and called for by orders issued in accordance with the Ordering Agreement. The Government may issue orders requiring performance at multiple locations.

(2) Call When Needed Helicopter flight services for All Risk Management to be furnished under this agreement shall be ordered by issuance of a task order (resource order). Orders for fire incidents and emergency support will only be placed by the National Interagency Coordination Center (NICC), after coordination with the National Aviation Coordinator or National Assistant Helicopter Operations Specialist, located at the National Interagency Fire Center (NIFC) in Boise, Idaho or activities designated in the agreement. After coordination with the National Aviation Coordinator and approval by the Contracting Officer, Resource Orders for project flight services may be ordered on a case by case basis, subject to agency procurement requirements.

The Department of Interior (DOI), Interior Business Center (IBC), Contracting Officer (CO) is authorized to place Task Orders directly with the contractor in accordance with the terms and conditions of this Basic Ordering Agreement All Risk Management as follows:

Fire - The DOI Contracting Officer will provide each CWN vendor a task order number to support all DOI fire suppression activities at award of the contract and every fiscal year, thereafter. The task order is for invoicing purposes and the vendor is responsible for the input of the flight data into their own website account, Aviation Information Reporting Support (AIRS) and the submittal of their invoice through IPP. DOI will provide a copy of the detailed invoicing instructions to the CWN vendor upon receipt of their fire task order. The Resource Orders for fire suppression activities are issued by the National Interagency Coordination Center (NICC).

Search & Rescue (SAR) for National Park Service – The DOI Contracting Officer will provide the CWN vendor a SAR DOI Task Order number at the time an order is placed with NICC and that Task Order number will be provided to the USFS COR.
SECTION A
REQUIREMENTS AND PRICES

Non-Fire - Project orders will be placed by the DOI CO and coordinated through, and with the NICC when the task order is issued to the contractor. The DOI CO shall perform all contract administration, payment processing, claims adjudication, and close-out of each DOI task order.

(3) At the time of dispatch or re-assignment, the Government dispatch center will provide a Resource Order Form, including an incident project name, Incident project order number and the appropriate Government Agency (USFS or DOI) agreement number or task order number supporting the suppression assignment. The DOI Task Order numbers can be found at the following website:

https://www.doio.gov/aviation/agd/contracts

An order may be made orally or electronically, but will be confirmed in writing by a Government resource order for the USFS or DOI. If the incident is in support of DOI, the Resource Order will be related to the issued fire task or SAR order number. The contractor shall provide the resource order to the Government’s authorized representative upon arrival at the incident. Additionally, for DOI support, the vendor must provide the issued fire or SAR task order number. The contractor shall follow the procedures as stated in Contract Paragraph C-28, Payment Procedures.

(4) All resource/task orders are subject to the terms and conditions of this contract. In the event of conflict between a task order and this contract, the contract shall control.

(5) If the Government places a request and the vendor cannot meet the mission requirements, specified time frames, or if the Contractor does not accept the order, the Government may acquire the required services from another source.
A.1 SCHEDULE OF ITEMS

This is an Agreement for Interagency Call-When-Needed (CWN) Helicopter Services. Furnish Type (insert Helicopter Heavy (Type 1) or Medium (Type II) helicopter(s) fully operated and maintained; including fuel servicing vehicle(s), meeting the requirements of this schedule and the specifications included herein; on a call-when-needed basis. Offerors are instructed to place an asterisk in the N number column for any helicopters not currently available for inspection/carding.

Upon Contractor's acceptance of an order from an authorized ordering office, the order becomes a binding contract under the prices, terms, and conditions of this agreement.

<table>
<thead>
<tr>
<th>N Number</th>
<th>Make</th>
<th>Model &amp; Series</th>
<th>Category¹</th>
<th>Equipped Weight² (per contract definition)</th>
<th>Helicopter Allowable HOGE Payload³</th>
<th>Daily Availability Rate³ Base Year 2019</th>
<th>Daily Av Rate³ 1st Period 2020</th>
<th>Daily Av Rate³ 2nd Period 2021</th>
<th>Daily Av Rate³ 3rd Period 2022</th>
<th>Daily Av Rate³ 6 Mo Option 2023</th>
<th>Project Flight Rate³ Base Year 2019</th>
<th>Project Flight Rate³ 1st RP 2020</th>
<th>Project Flight Rate³ 2nd RP 2021</th>
<th>Project Flight Rate³ 3rd RP 2022</th>
</tr>
</thead>
</table>

¹ Category: Indicate the category the aircraft is offered as: Standard = S, Limited (Standard Category offered in a Limited Capacity) = L, and Restricted = R

² Contracted Helicopter Equipped Weight

Equipped Weight = _____ lbs.

Equipped Weight for Standard Category (Passenger Carrying) aircraft see "Equipped Weight" in Definitions (B.45).

Equipped Weight includes the weight of a fixed tank or the weight of the empty bucket and any associated suspension hardware (cables, connectors, etc.) for restricted aircraft. See Clause B.45 for reference.

³ The awarded Daily Availability Rate shall include all fixed and variable costs (depreciation, salaries, overnight allowances, overhead, permanent shop facilities, etc.) incurred in providing continuous service exclusive of those costs directly attributed to actual flight.

⁴ Project Flight Rates will not be used in the evaluation for award. Hourly Flight Rate will be paid at the applicable Hourly Flight Rate, in accordance with Exhibit 12, Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart.

⁵ Calculated from Line 13 of Load Calculation Form (JOAS-67/FS 5700-17)
SECTION A
REQUIREMENTS AND PRICES

A.1 SCHEDULE OF ITEMS

This is an Agreement for Interagency Call-When-Needed (CWN) Helicopter Services. Furnish Type (insert Helicopter Heavy (Type 1) or Medium (Type II) helicopter(s) fully operated and maintained, including fuel servicing vehicle(s), meeting the requirements of this schedule and the specifications included herein, on a call-when-needed basis. Offerors are instructed to place an asterisk in the N number column for any helicopters not currently available for inspection/grounding.

Upon Contractor’s acceptance of an order from an authorized ordering office, the order becomes a binding contract under the prices, terms, and conditions of this agreement.

<table>
<thead>
<tr>
<th>N Number</th>
<th>Make</th>
<th>Model &amp; Series</th>
<th>Category¹</th>
<th>Equipped Weight² (per contract definition)</th>
<th>Helicopter Allowable HOGE Payload³</th>
<th>Daily Availability Rate³ Base Year 2019</th>
<th>Daily Av Rate¹ 1st Period 2020</th>
<th>Daily Av Rate² 2nd Period 2021</th>
<th>Daily Av Rate³ 3rd Period 2022</th>
<th>Daily Av Rate 6 Mo Option 2023</th>
<th>Project Flight Rate Base Year 2019</th>
<th>Project Flight Rate¹ 1st RP 2020</th>
<th>Project Flight Rate² 2nd RP 2021</th>
<th>Project Flight Rate³ 3rd RP 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>B(4)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

¹ Category: Indicate the category the aircraft is offered as: Standard = S, Limited (Standard Category offered in a Limited Capacity) = L, and Restricted = R.

² Contracted Helicopter Equipped Weight

Equipped Weight = _____ lbs.

Equipped Weight for Standard Category (Passenger Carrying) aircraft see "Equipped Weight" in Definitions (B.45).

Equipped Weight includes the weight of a fixed tank or the weight of the empty bucket and any associated suspension hardware (cables, connectors, etc.) for restricted aircraft. See Clause B.45 for reference.

³ The awarded Daily Availability Rate shall include all fixed and variable costs (depreciation, salaries, overnight allowances, overhead, permanent shop facilities, etc.) incurred in providing continuous service exclusive of those costs directly attributed to actual flight.

⁴ Project Flight Rates will not be used in the evaluation for award.

Hourly Flight Rate will be paid at the applicable Hourly Flight Rate, in accordance with Exhibit 12, Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart.

⁵ Calculated from Line 13 of Load Calculation Form (JOAS-67/FS 5700-17)
A.1 SCHEDULE OF ITEMS

This is an Agreement for Interagency Call-When-Needed (CWN) Helicopter Services. Furnish Type (insert Helicopter Heavy (Type 1) or Medium (Type II) helicopter(s) fully operated and maintained, including fuel servicing vehicle(s), meeting the requirements of this schedule and the specifications included herein, on a call-when-needed basis. Offerors are instructed to place an asterisk in the N number column for any helicopters not currently available for inspection/landing.

Upon Contractor's acceptance of an order from an authorized ordering office, the order becomes a binding contract under the prices, terms, and conditions of this agreement.

<table>
<thead>
<tr>
<th>N Number</th>
<th>Make</th>
<th>Model &amp; Series</th>
<th>Category¹</th>
<th>Equipped Weight² (per contract definition)</th>
<th>Helicopter Allowable HOGE Payload³</th>
<th>Daily Availability Rate⁴ Base Year 2019</th>
<th>Daily Av Rate¹ 1st Period 2020</th>
<th>Daily Av Rate¹ 2nd Period 2021</th>
<th>Daily Av Rate¹ 3rd Period 2022</th>
<th>Daily Av Rate 6 Mo Option 2023</th>
<th>Project Flight Rate¹ 1st RP 2019</th>
<th>Project Flight Rate¹ 2nd RP 2020</th>
<th>Project Flight Rate¹ 3rd RP 2022</th>
</tr>
</thead>
</table>

¹ Category: Indicate the category the aircraft is offered as: Standard = S, Limited (Standard Category offered in a Limited Capacity) = L, and Restricted = R

² Contracted Helicopter Equipped Weight
   Equipped Weight = _____ lbs.
   Equipped Weight for Standard Category (Passenger Carrying) aircraft see "Equipped Weight" in Definitions (B.45).
   Equipped Weight includes the weight of a fixed tank or the weight of the empty bucket and any associated suspension hardware (cables, connectors, etc.) for restricted aircraft. See Clause B.45 for reference.

³ The awarded Daily Availability Rate shall include all fixed and variable costs (depreciation, salaries, overnight allowances, overhead, permanent shop facilities, etc.) incurred in providing continuous service exclusive of those costs directly attributed to actual flight.

⁴ Project Flight Rates will not be used in the evaluation for award. Hourly Flight Rate will be paid at the applicable Hourly Flight Rate, in accordance with Exhibit 12, Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart.

⁵ Calculated from Line 13 of Load Calculation Form (JOAS-67/FS 5700-17)
A.1 SCHEDULE OF ITEMS

This is an Agreement for Interagency Call-When-Needed (CWN) Helicopter Services. Furnish Type (insert Helicopter Heavy (Type 1) or Medium (Type II) helicopter(s) fully operated and maintained; including fuel servicing vehicle(s), meeting the requirements of this schedule and the specifications included herein, on a call-when-needed basis. Offerors are instructed to place an asterisk in the N number column for any helicopters not currently available for inspection/cardiing.

Upon Contractor's acceptance of an order from an authorized ordering office, the order becomes a binding contract under the prices, terms, and conditions of this agreement.

<table>
<thead>
<tr>
<th>N Number</th>
<th>Make</th>
<th>Model &amp; Series</th>
<th>Category¹</th>
<th>Equipped Weight² (per contract definition)</th>
<th>Helicopter Allowable HOGE Payload⁵</th>
<th>Daily Availability Rate³ Base Year 2019</th>
<th>Daily Av Rate 1st Period 2020</th>
<th>Daily Av Rate 2nd Period 2021</th>
<th>Daily Av Rate 3rd Period 2022</th>
<th>Daily Av Rate 6 Mo Option 2023</th>
<th>Project Flight Rate¹ Base Year 2019</th>
<th>Project Flight Rate² 1st RP 2020</th>
<th>Project Flight Rate² 2nd RP 2021</th>
<th>Project Flight Rate² 3rd RP 2022</th>
</tr>
</thead>
</table>

¹ Category: Indicate the category the aircraft is offered as: Standard = S, Limited (Standard Category offered in a Limited Capacity) = L, and Restricted = R

² Contracted Helicopter Equipped Weight
   Equipped Weight = ______ lbs
   Equipped Weight for Standard Category (Passenger Carrying) Aircraft see "Equipped Weight" in Definitions (B.45).
   Equipped Weight includes the weight of a fixed tank or the weight of the empty bucket and any associated suspension hardware (cables, connectors, etc.) for restricted aircraft. See Clause B.45 for reference.

³ The awarded Daily Availability Rate shall include all fixed and variable costs (depreciation, salaries, overnight allowances, overhead, permanent shop facilities, etc.) incurred in providing continuous service exclusive of those costs directly attributed to actual flight.

⁴ Project Flight Rates will not be used in the evaluation for award.
   Hourly Flight Rate will be paid at the applicable Hourly Flight Rate, in accordance with Exhibit 12, Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart.

⁵ Calculated from Line 13 of Load Calculation Form (J)OAS-67/FS 5700-17)
# SECTION A
## REQUIREMENTS AND PRICES

### A.1 SCHEDULE OF ITEMS

This is an Agreement for Interagency Call-When-Needed (CWN) Helicopter Services. Furnish Type (insert Helicopter Heavy (Type I) or Medium (Type II) helicopter(s) fully operated and maintained, including fuel servicing vehicle(s), meeting the requirements of this schedule and the specifications included herein, on a call-when-needed basis. **Offerors are instructed to place an asterisk in the N number column for any helicopters not currently available for inspection/boarding.**

Upon Contractor's acceptance of an order from an authorized ordering office, the order becomes a binding contract under the prices, terms, and conditions of this agreement.

<table>
<thead>
<tr>
<th>N Number</th>
<th>Make</th>
<th>Model &amp; Series</th>
<th>Category</th>
<th>Equipped Weight (per contract definition)</th>
<th>Helicopter Allowable HOGE Payload</th>
<th>Daily Availability Rate 3 Base Year 2019</th>
<th>Daily Av Rate 1st Period 2020</th>
<th>Daily Av Rate 2nd Period 2021</th>
<th>Daily Av Rate 3rd Period 2022</th>
<th>Daily Av Rate 6 Mo Option 2023</th>
<th>Project Flight Rate 1st RP 2019</th>
<th>Project Flight Rate 2nd RP 2020</th>
<th>Project Flight Rate 3rd RP 2021</th>
<th>Project Flight Rate 3rd RP 2022</th>
</tr>
</thead>
</table>

1. **Category:** Indicate the category the aircraft is offered as: Standard = S, Limited (Standard Category offered in a Limited Capacity) = L, and Restricted = R

2. **Equipped Helicopter Equipped Weight:**
   
   Equipped Weight = _____ lbs.

   Equipped Weight for Standard Category (Passenger Carrying) aircraft see “Equipped Weight” in Definitions (B.45).

   Equipped Weight includes the weight of a fixed tank or the weight of the empty bucket and any associated suspension hardware (cables, connectors, etc.) for restricted aircraft. See Clause B.45 for reference.

3. **Daily Availability Rate:** The awarded Daily Availability Rate shall include all fixed and variable costs (depreciation, salaries, overnight allowances, overhead, permanent shop facilities, etc.) incurred in providing continuous service exclusive of those costs directly attributed to actual flight.

4. **Project Flight Rates:** Project Flight Rates will not be used in the evaluation for award. Hourly Flight Rate will be paid at the applicable Hourly Flight Rate, in accordance with Exhibit 12, Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart.

5. **Calculated from Line 13 of Load Calculation Form (JOAS-67/FS 5700-17)**
SECTION A
REQUIREMENTS AND PRICES

A.2 PRINCIPAL BASE OPERATION

Offeror shall enter the location of the "Principal Base of Operation" in accordance with the definitions found in Section C for the offered aircraft.

14452 Arndt Rd. NE, Aurora, OR 97002        Oregon
Location (Physical Address)                   State

A.3 AIRCRAFT PERFORMANCE SPECIFICATIONS (MINIMUM) TO BE USED FOR PROPOSAL EVALUATION PURPOSES AND AIRCRAFT WEIGHING AND WEIGHT VALIDATION

(a) Performance shall be based on minimum engine specification. Aircraft performance capabilities shall be determined by using the Standard Interagency Helicopter Load Calculation Method. (Exhibit 13, Interagency Helicopter Load Calculation)

Performance enhancing data (Power Assurance Checks, wind charts, etc.) shall not be used. Only FAA approved charts based on minimum specification engine performance shall be used. As an example, Kaman K-1200 helicopters shall only use minimum specification engine performance data calculated from Rotorcraft FMS NO. 1, (USFS Fire Fighting).

Use (Exhibit 13, Interagency Helicopter Load Calculation and Exhibit 12, Hourly Flight Rates, Fuel consumption, and Weight Reduction Chart) per aircraft type and the appropriate Hover Ceiling Charts (HOGE and HIGE) from the approved Rotorcraft Flight Manual with current supplements and changes as applicable.

For field operations use current temperature and elevation for performance planning purposes.

(b) Aircraft Weighing and Weight Validation

(1) The aircraft's equipped weight is determined using weight and balance data, which was determined by actual weighing of the aircraft in accordance with the manufacturer's requirements and configured in accordance with the agreement specifications, as proposed. Additional weighing criteria:

(i) The weighing shall be accomplished by the Contractor or their agent.

(ii) All weighing of aircraft shall be performed on scales that have been certified as accurate **within the previous one (1) year**. The certifying entity may be any accredited weights and measures laboratory using standards traceable to the National Institute of Standards and Technology (NIST). The scales will be listed by make, model and calibration date in the aircraft's weight and balance documentation (See Form B, Exhibit 21).

(iii) Weighing shall be:

(A) Accomplished within 12 months prior to the due date of proposal submission, and
SECTION A
REQUIREMENTS AND PRICES

(1) For aircraft on the companies operating certificate that are currently operating or outside of the US, the current operating weight and balance will be submitted. These aircraft will be required to be weighed within 12 months prior to initial contract inspection.

(B) At an interval of 24 months thereafter and / or

(C) Following any major repair or major alteration or change to the equipment list, which significantly affects the center of gravity of the aircraft.

(iv) Helicopter(s) under this solicitation shall:

(A) Remain at or below the contracted helicopter equipped weight as proposed in the base year of the agreement. When there is a difference in the aircraft’s weight between different sets of scales, scales shall be allowed a maintenance tolerance of .2 % (two tenths of a percent) of the scale reading for each set of scales. For example, a helicopter that weighed 6000 lbs on one scale set would be allowed a 12 lb tolerance on each scale set when compared. (Ref. NIST Handbook 44, Table 6).

(B) Be allowed a total of 1% above the contracted helicopter equipped weight as proposed during the combined agreement option periods.

(v) Cowlings, doors and fairings shall not be removed to meet agreement equipped weight for performance.

(vi) If the government requires additional equipment after agreement award, no penalty will be assessed.

(2) Reserved

Tier 1 Performance Specifications:

CAPABILITY OF:

At 7,000 feet pressure altitude and 20°C with ☐ non-jettisonable ☑ jettisonable

☒ Hovering out of ground effect (HOGE)

The payload of 3,300 pounds, as determined by Exhibit 13, Standard Interagency Load Calculation form, using a standard pilot weight of 200 pounds and fuel for one hour and 30 minutes (01+30) as determined by Exhibit 12, Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart.

Note: See schedule of items for tank or bucket requirements.
SECTION A
REQUIREMENTS AND PRICES

Tier 2 Performance Specifications:

CAPABILITY OF:

At 5,000 feet pressure altitude and 30°C with ☐ non-jettisonable  ☑ jettisonable

☑ Hovering out of ground effect (HOGE)

The payload of 1600 pounds, as determined by Exhibit 13, Standard Interagency Load Calculation form, using a standard pilot weight of 200 pounds and fuel for one hour and 30 minutes (01+30) as determined by Exhibit 12, Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart.

Note: See schedule of items for tank or bucket requirements.

Aircraft Performance Specifications: (FAA approved minimum specification charts only) to be used for proposal evaluation purposes

A.4 ENGINE REQUIREMENTS

Turbine engine(s)

A.5 CREW COVERAGE

The number of persons required will be the minimum complement of personnel while operating under this agreement, additional positions may be offered to staff and support the helicopters.

☐ One Pilot Crew or ☑ Two Pilot crew or ☐ Three Pilot crew

And

☑ 7-Day Coverage (See Chart Below)

<table>
<thead>
<tr>
<th>COVERAGE</th>
<th>FUEL SERVICING VEHICLE DRIVER</th>
<th>MECHANIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>7-Day Coverage</td>
<td>Full Time FSVD Required</td>
<td>Full Time Mechanic(s) Required</td>
</tr>
</tbody>
</table>

A.6 MAXIMUM COMPLEMENT OF PERSONNEL BY AIRCRAFT TYPE

Type I (Heavy) Helicopters - A maximum of 10 Personnel may be paid as per the payment clause.

Type II (Medium) Helicopter - A maximum of 4 Personnel may be paid as per the payment clause.

Note: Managers may pay up to the Maximum Compliment.
SECTION A
REQUIREMENTS AND PRICES

A.7 ACCEPTABLE WORK SCHEDULES (NEED TO CHECK ONE)

☐ 12/2  ☐ 12/12  ☒ Other (If "Other" is checked, identify requested schedule, which is subject to approval by Contracting Officer) Columbia utilizes a 12/6 Schedule.

Note: All Personnel shall be under the same work schedule with the exception of Maintenance Personnel. Maintenance Personnel may work a 14/14 schedule. If maintenance personnel work 14 days on, they must take 14 days off, unless approved by the Contracting Officer. Days off schedule may vary. A 14/14 schedule must be requested by checking "Other" and subject to approval by the Contracting Officer.

A.8 STANDBY HOURS PER DAY

9 Hours Standby per day

A.9 EXTENDED STANDBY HOURLY RATE

(a) The extended standby rate will be reviewed on an annual basis to ensure compliance with the Service Contract Act and an adjustment will be made if needed. The extended standby rate will be computed by taking the minimum wage rate from the Department of Labor Wage Determination (current at that time), for Nationwide Pilot, times 1.5 plus 20% for benefits, overhead and profit and rounded to the nearest dollar. If needed, adjusted rates will become effective annually on February 16 of each year.

(b) Extended standby is not intended to compensate the Contractor on a one-to-one basis for all hours necessary to service and maintain the aircraft.

(c) The current rate is $52.00 per hour.

A.10 OVERNIGHT STANDARD PER DIEM RATE ALLOWANCE

Rates as published in Federal Travel Regulations See Section B.37 and B.42

A.11 OPERATIONS IN ALASKA, CARIBBEAN, CANADA, OR MEXICO (Contractor to check all that apply).

Contractor has authorization as indicated in FAA 135 Operation Specifications (if contractor has an FAA 135 Certificate) for operations in the following locations. If Contractor has no FAA 135 Certificate, please select areas of operations willing to accept. If accepting work in Alaska, contractor shall meet the requirements of Exhibit 3 prior to mobilizing to Alaska.

☒ ALASKA  ☒ CARIBBEAN  ☒ CANADA  ☒ MEXICO
A.12 CONTRACTOR FURNISHED SPECIAL REQUIREMENTS (Note that exceptions may apply)

Additional Offered Equipment

The Offeror may offer items or services in addition to those listed below. Where no provision is made for a daily rate, the cost for furnishing such equipment shall be included in the daily availability rate. Offeror shall provide specifications on the items or services offered. Offered items may be awarded based on the needs of the Government and when prices are determined to be reasonable.

If additional offered equipment is provided by Contractor, see appropriate Exhibits, if applicable.

Daily rates for additional equipment will be paid only if ordered by the CO.

<table>
<thead>
<tr>
<th>Description</th>
<th>Capacity</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seeder</td>
<td></td>
<td></td>
<td>Day</td>
<td>$</td>
</tr>
<tr>
<td>Fertilizer Spreader</td>
<td></td>
<td></td>
<td>Day</td>
<td>$</td>
</tr>
<tr>
<td>Fixed Suppressant/Retardant Delivery Tank</td>
<td></td>
<td></td>
<td>Day</td>
<td>$</td>
</tr>
<tr>
<td>Dip Tank/Water Pumps</td>
<td></td>
<td></td>
<td>Day</td>
<td>$</td>
</tr>
<tr>
<td>Spill Containment Barrier</td>
<td></td>
<td></td>
<td>Day</td>
<td>$</td>
</tr>
<tr>
<td>Tundra Boards or Snow Pads</td>
<td></td>
<td></td>
<td>Day</td>
<td>$</td>
</tr>
<tr>
<td>Aerial Ignition (See Exhibit 26)</td>
<td></td>
<td></td>
<td>Day</td>
<td>$</td>
</tr>
<tr>
<td>Infrared Capability</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Short Haul Capability (See Exhibit 27)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hoist Capability</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Floats/Pop-outs</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Equipment Offered</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

A.13 CONTRACT PILOT QUALIFICATION

Pilots performing on this contract will meet the requirements of Section B.12 (c) & (d) and B.20. Contractors will offer pilots approved or eligible for approval in the mission tasks selected below. All pilots offered may be evaluated in accordance with B.12 (b) (2) or when requested by the CO.

- Low Level (Recon and Surveillance)  Required
- Helitack/Passenger Transport       Required For All Standard Category Type II Aircraft
- External Load (belly hook)         Required For All Type II
- Water/Retardant Delivery           Required For All Bucket and Tank aircraft
- Longline VTR (150')                 Required for Type I and Type II Bucket aircraft
- Snorkel                            Required All Tanked Items
- Mountainous Terrain Flight         Required

A.14 GOVERNMENT PILOT

Contractor □ will ✗ will not authorize performance of work under the contract by a Government Pilot. (See Exhibit 23)
SECTION A
REQUIREMENTS AND PRICES

A.15 ADDITIONAL INFORMATION

Additional information that is required to be submitted with your proposal is contained in Section E, Instructions to Offerors-Commercial Items (FAR 52.212-1) (Tailored).

A.16 PUBLIC AIRCRAFT OPERATIONS

After contract award, the contractor/company should declare Public Use by completing Exhibit 28 Public Aircraft Operations.

Refer to FAA AC 00-1.1A:
https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_00-1_1A.pdf

A.17 Aircraft Performance Charts

Submit the aircraft performance charts that will be used in computing the Interagency Load Calculations. These aircraft performance charts will be part of the agreement award. The Contractor shall provide updated charts when the aircraft performance charts submitted are no longer valid.
B.1 SCOPE OF AGREEMENT

(a) The intent of this solicitation and any resultant agreement is to obtain helicopters fully operated by qualified and proficient personnel and equipped to meet specifications contained herein for offered helicopters used in the administration and protection of Public Lands.

(b) The Contractor shall keep and maintain programs necessary to assure safety of ground and flight operations. The development and maintenance of these programs are a material part of the performance of the contract. (See Section E Synopsis of Safety Program) Examples of such programs include but are not limited to: 1) Personnel Activities, 2) Maintenance, 3) Safety and 4) Compliance with Regulations.

(c) The primary purpose of this solicitation and resulting agreements is to obtain Call When Needed Helicopter Services to supplement the US Forest Service’s natural resource and fire suppression programs. These services will predominately support additional needs over and above the requirements of Exclusive Use helicopter contracts. However, at times, these agreements may be utilized to obtain pricing and requirements for extended periods to supplement exclusive use contracts. This would only be under unusual circumstances such as an unusually severe fire season or unexpected terminations or non-renewals of exclusive use contracts.

(d) The helicopter furnished will be used for incident support and may also be used for project, law enforcement, and administrative flights. If contractor agrees to perform law enforcement, such agreement shall be in writing.

(e) The Government has Interagency and cooperative agreements with Federal and State Agencies and private landholders. Helicopters may be dispatched under this contract for such use.

(f) The Contracting Officer (CO) may by mutual agreement, release the Contractor from the contract for short periods of time to perform outside work for other Federal, State, or local agencies or private parties. During the period of such release, the U.S. Forest Service (USFS) shall not be responsible for any payment or liability.

(g) The Department of Interior (DOI), Contracting Officer (CO) will provide each CWN vendor a task order number to support all DOI fire suppression activities at award of the contract and every fiscal year, thereafter (https://www.doi.gov/aviation/agd/contracts). In addition, if a National Park Service Search & Rescue (SAR) mission is required, the DOI Contracting Officer will provide the CWN vendor a SAR DOI task order number and will ensure to provide that to the USFS COR. The task order is for invoicing purposes and the vendor is responsible for the input of the flight data into their own website account, Aviation Information Reporting Support (AIRS) and the submittal of their invoice through IPP. DOI will provide a copy of the detailed invoicing instructions to the CWN vendor upon receipt of their fire task order. The Resource Orders are issued by the National Interagency Coordination Center (NICC).

(h) Non-Fire – the DOI CO has the authority to place Task Orders directly with the contractor in accordance with the terms and conditions of this Basic Ordering Agreement in support of non-suppression activities (projects). Project orders will be placed by the DOI CO and coordinated through, and with the NICC when the task order is issued to the contractor. The DOI CO shall perform all contract administration, payment processing, claims adjudication, and close-out of each DOI task order.

(i) The contractor will keep their individual contracted helicopters, respective status, of either “available” or “non-available,” current with the National Interagency Coordination Center (NICC). Notification to NICC of the availability status may be accomplished by telephone at (208) 387-5400, by FAX at (208) 387-5414 or 5663.
B.2 CERTIFICATIONS

(a) General

(1) Contractors shall be currently certificated to meet 14 Code of Federal Regulations (CFR), 133 (External Load Operations), 135 (Commuter and On Demand Operations and Rules Governing Person On Board Such Aircraft), and 137 (Agricultural Aircraft Operations), as applicable. Any helicopter offered shall be listed by make, model, series, and registration number on the Operators Certificates.

(2) Helicopters shall conform to the approved type design (normal or transport), be maintained and operated in accordance with type certificate requirements notwithstanding the aviation regulations of the State in which the helicopter may be operated except those requirements specifically waived by the CO. If an operator has a 135 certificate, the aircraft will be maintained in accordance with their FAA approved maintenance program. 14 CFR Part 133 and 137 helicopters will be maintained in accordance with the type certificate and applicable supplement type certificates (STC).

(3) Reserved

(4) Each helicopter shall operate in accordance with an approved 14 CFR Part 133, Rotorcraft Load Combination Flight Manual (RLCFM), unless the CO specifically waives the requirement. A copy of the RLCFM shall be kept with the aircraft at all times.

(b) Standard Category Helicopters

(1) All passenger-carrying flights, regardless of the number of passengers carried, shall be conducted in accordance with the Contractor's 14 CFR Part 135 operations specifications.

(2) Helicopters shall be certificated in Normal or Transport Category.

(3) The Government may elect not to utilize individual Standard Category helicopter for passenger transport.

(4) Helicopters shall carry their fully rated capacity of cargo for suppressant/retardant as determined by use of the approved weight and balance performance data.

(c) Restricted Category Helicopters

(1) Helicopter(s) certificated in Restricted Category shall have been issued a Special Airworthiness Certificate.

(i) Aircraft is required to have a Special Airworthiness Certificate prior to initial contract inspection.

(2) Helicopter(s) configured from aircraft types that have FAA Type Certificates obtained by the helicopter manufacturer shall incorporate the manufacturer's designated changes to bring the helicopter into conformity with their type design, excluding passenger configuration requirements. All applicable Airworthiness Directives and mandatory manufacturer Service Bulletins shall be accomplished.
SECTION B
TECHNICAL SPECIFICATIONS

(3) Helicopter(s), which are configured from former military aircraft, which have FAA Type Certificates based upon military operation in lieu of a manufacturer’s Type Certificate, shall have all applicable Time Compliance Technical Orders (TCTO’s), military Service Bulletins, and Safety-of-Flight Messages accomplished. This includes any directives, which refer to later models of the same type, which were issued after the earlier models had left the military inventory. When FAA approvals establish more restrictive limits, such limits will prevail.

(4) Helicopters shall carry their fully rated capacity of cargo for suppressant/retardant as determined by use of the approved weight and balance performance data.

B.3 GOVERNMENT FURNISHED INFORMATION

(a) Reserved

(b) The following information must be down-loaded by the contractor and kept on aircraft:

1. NWCG Standards for Aviation Transport of Hazardous Materials:

   Department of Transportation (DOT) Special Permit Letter:

2. Reserved

(c) Wildland Fire Chemicals listed on the current Qualified Product List (QPL) may be provided by the Government as needed in accordance with the most current QPL as specified at https://www.fs.fed.us/rm/fire/wfcs/index.htm.

(d) The following may be provided to the Contractor at the convenience of the Government.

AUX-FM adapter cable with portable radio

B.4 HELICOPTER REQUIREMENTS

(a) General

1. Helicopter shall be maintained in accordance with all applicable 14 CFR requirements, mandatory manufacturers’ bulletins as required or identified by the FS and/or DOI, and all applicable FAA Airworthiness Directives (AD).

2. All required documents needed to verify the data in Form FS-5700-21a or OAS 36b; Helicopter Data Record (including airframe logs, engine logs, compliance with mandatory manufacturer’s bulletins, FAA AD compliance, listing of installed STC’s, and helicopter status record, etc.) shall be made available to FS or DOI inspector(s). A status sheet containing the status of inspections, Airworthiness Directives and components having time/life limits will be available with each helicopter.
SECTION B

TECHNICAL SPECIFICATIONS

(3) Unless authorized by an approved Minimum Equipment List (MEL), the helicopter shall not be approved or used if any accessory or instrument listed on the helicopter type certificate data sheet is inoperative. However, all items required by this agreement may not be placed on an MEL as non-operational unless approved by a government Aviation Maintenance Inspector or the CO. As an example the following equipment, when inoperative, cannot be placed on an MEL with the helicopter continuing to be utilized under agreement.

   (i) Emergency Locator Transmitter
   (ii) VHF-AM Transceiver (at least one must be operational)
   (iii) P25 Digital VHF-FM Transceiver (at least one must be operational)
   (iv) Transponder and altitude reporting system (at least one must be operational)
   (v) Static pressure, altimeter, and automatic altitude reporting system (at least one must be operational and connected to an operational transponder and altitude reporting system)

(4) Helicopter shall not be approved if any component time in service exceeds the manufacturers’ recommended Time Between Overhaul (TBO) or FAA-approved extension. All inspection times and intervals shall comply with the Contractor’s FAA approved maintenance program.

(5) Complete set of current aeronautical charts covering area of operation. The Contractor shall be responsible for providing navigation publications. FAA approved “electronic” flight bags meet this requirement.

(b) Condition of Equipment

(1) Contractor-furnished aircraft and equipment shall be operable, free of damage, and in good repair. Helicopter systems and components shall be free of leaks except within limitations specified by the manufacturer.

(2) All windows and windshields shall be clean and free of scratches, cracks, crazing, distortion, or repairs, which hinder visibility. Repairs such as safety wire lacing and stop drilling of cracks are not acceptable permanent repairs. Prior to acceptance, all temporarily repaired windows and windshields shall have permanent repairs completed or shall be replaced.

(3) The helicopter interior shall be clean and neat. There shall be no unrepaired tears, rips, cracks, or other damage to the interior. The exterior finish, including the paint, shall be clean, neat, and in good condition (i.e. no severe fading or large areas of flaking or missing paint etc.). Military or other low visibility paint schemes are unacceptable. Any corrosion shall be within manufacturer or FAA acceptable limits.
SECTION B
TECHNICAL SPECIFICATIONS

(c) Center of Gravity

(1) All helicopters shall be configured so that the center of gravity will remain within the FAA approved Flight Manual published limits for all load requirements and full range of fuel conditions, including ferry with minimum crew without subtraction or addition of ballast.

(2) All helicopters shall be loaded such that the center of gravity will remain within allowed limit during the flight. Actual weights will be used for flight calculation.

(3) When the equipped weight of the helicopter, as noted by registration number in Section B, Schedule of items changes, the Contractor shall notify the CO of the change and submit a new weight and balance as required by the Agreement.

(d) General Equipment (as applicable)

Helicopters shall be configured with the equipment required by 14 CFR and approved for make and model furnished. In addition, the following will be required:

(1) A copy of the Awarded Agreement and modification(s) shall remain in the helicopter during the Agreement period(s). The flight manual supplements (performance charts) and Load Calculations as submitted with the contractor’s proposal were utilized in aircraft performance evaluations for award of the Basic Ordering Agreement (BOA). These documents, by virtue of the agreement award were incorporated into the BOA. These are also required to be kept with the helicopter through the life of the agreement, in addition to the aforementioned agreement and modification (s) associated with it, as a complete Agreement package. This is irrespective of the fact that these performance charts are included in the Flight Manual, which is not, in turn, a substitute for a complete Agreement package being with the helicopter.

(2) Instrumentation required by the Type Certificate and 14 CFR for use with the make and model furnished.

(3) Free air temperature gauge.

(4) Approved helicopter lighting for night operation in accordance with 14 CFR 91.209, plus instrument lights.

(5) First Aid Kit Aeronautical (Exhibit 1, First Aid Kit Aeronautical)

(6) Survival Kit Aeronautical (Exhibit 2, Survival Kit Aeronautical, Lower 48 and Exhibit 3 Alaska Supplement; weight of Survival Kit shall be considered as an addition to the equipped weight of the aircraft and will be documented on the C-chart or equipment list)

(7) Additional Suppression/Prescribed Fire Equipment (Exhibit 5, Additional Suppression/Prescribed Fire Equipment) as applicable.

(8) Seats, Seatbelts and Shoulder Harnesses

(i) Seat belts for all seats. One set of individual lap belts for each occupant.
SECTION B
TECHNICAL SPECIFICATIONS

(ii) FAA-approved double-strap shoulder harness with automatic or manual locking inertia reels for each front seat occupant. Shoulder straps and lap belts shall fasten with one single-point, metal-to-metal and quick-release mechanism. Standard factory shoulder harnesses are acceptable for Aerospatiale and Bell transport category helicopters. Military style harnesses are acceptable. (Exhibit 4, Restraint Systems Condition Inspection Guidelines).

(iii) For Type II (Medium) Helicopters: FAA approved shoulder harness (single diagonal strap with inertia reel) for each aft cabin passenger position. Shoulder harness straps and lap belts must fasten with a single-point, metal-to-metal, and a quick-release mechanism.

(iv) Reserved

(v) All Seats, Seat Belts and Shoulder Harnesses for all helicopters must either be:

(A) An OEM installation

(B) STC’d

(C) Approved for installation by an FAA From 8110-3 with all DER supporting engineering substantiation documentation attached or

(D) Field Approved for installation with supporting FAA Form 8110-3 and all DER supporting engineering substantiation documentation attached

(vi) Installations substantiated to the requirements 14 CFR Part 29 are most desirable. All data pertinent for these installations shall be available for review by the Forest Service prior to agreement award. Installations of a seat, seat belt or shoulder harness are not acceptable as a minor alteration. Seatbelt and shoulder harness installations should follow the guidelines and best practices of FAA Advisory Circular (AC) 21-25A and 21-34. Field Approvals based on previously approved installations must match Make and Model. Field Approvals using previously approved "generic" Field Approvals are not acceptable, i.e. a Field Approval for a Bell 212, based on a previously approved similar installation for an S-58, would not be acceptable.

(9) One flight hour meter (Hobbs) installed in a location observable from the cockpit.

The meter shall be wired in series with a switch on the collective control, and a switch that is activated by engine or transmission oil pressure.

OR

For helicopters with a landing gear incorporating an extendable strut, the hour meter may be activated by a switch mounted in such a manner as to only operate when the strut is fully extended.

The hour meter shall record actual flight time in hours and tenths of an hour only.
SECTION B
TECHNICAL SPECIFICATIONS

(10) Operations from other than the manufacturer’s designated pilot station (right seat in most helicopters) are allowed only with an approved FAA Supplemental Type Certificate (STC) or field approval and designation on the aircraft Interagency Data Card. For single piloted aircraft, field approvals in lieu of STCs are not acceptable unless the appropriate crew door has been modified with bubble window (if available) and operational gauges installed in the door that can be viewed by the pilot while performing vertical reference operations.

(11) Convex mirror for observation of external loads and landing gear (not required for aircraft equipped ONLY for vertical reference operations).

(12) As required by 14 CFR, fire extinguisher(s) shall be a hand-held bottle, fully charged, with a minimum 2-B:C rating, maintained in accordance with NFPA 10 and mounted with a quick release attachment accessible to the flight crew while seated.

(13) Standard Category helicopters with a floor height greater than 18-inches shall have an approved personnel access step to assure safe entrance and exit from each door of the helicopter. A section of external cargo rack may be utilized as a step by providing a clear space covered with non-skid material. (Not required for Type 1 helicopters).

(14) Reserved

(15) One or more independently switched white strobe light(s) mounted on top of the helicopter or otherwise visible from above. An LED aviation red strobe installed by the OEM or Supplemental Type Certificate will also fulfill this requirement. In order to meet agreement specifications, Contractors shall obtain FAA approval (FAA Form 337) to alter the aircraft, if applicable.

Each anti-collision light shall be aviation red and shall meet the applicable requirements of 14 CFR Part 27.1401 or Part 29.1401.

(16) High visibility markings on main rotor blades (Exhibit 6, High Visibility Markings on Main Rotor Blades).

(17) Remote and Cargo Hook

(i) Cargo Hook

(A) One keeperless cargo hook that is capable of being loaded and locked in a single motion with one hand, and is rated at the maximum lifting capacity of the aircraft. Not required for Type 1 helicopters.

(B) As a minimum, the cargo hook shall be completely disassembled and inspected with repairs made as required, lubricated, and a full-load operational check in accordance with manufacturer’s recommendations.
SECTION B
TECHNICAL SPECIFICATIONS

(ii) Remote Hook/Long line

(A) One remote cargo hook capable of being loaded and locked in a single motion with one hand, and is rated at the maximum lifting capacity of the aircraft and a minimum of 150 feet of long line. Long line may consist of multiple segments and none shorter than 50 feet as per Exhibit 5.

(B) For Power requirements see Exhibit 5

(18) Variable capacity collapsible bucket(s) (Required for all bucket helicopters and Type II and III tanked helicopters)

(i) All Buckets

(A) One (1) collapsible, variable capacity water/retardant buckets shall be furnished under this Contract. Bucket must be capable of being transported in cabin or baggage compartment or external basket of the helicopter.

(B) The bucket, at 100 percent of manufacturers rated capacity (+/-5%) shall be commensurate with the maximum OGE lifting capability of the helicopter at 5000 PA and 30 degrees C and use 200 pounds for each pilot and 1 1/2 hours of total fuel or the manufacturer recommended size/model bucket by helicopter make and model shall be used. The bucket shall be capable of being operated with all increments of the long-line.

(C) An Operations Manual for the type bucket(s) provided shall be available on site.

(D) Environmental operating conditions may dictate the need for more than one size bucket.

(E) Shall be leak free (½ gallon or less in a 24-hour period)

(ii) Non-Gated buckets and non-powerfill buckets

(A) A second variable capacity water/retardant is required. At 100% capacity, the second bucket shall be no more than 10% greater than the minimum capacity of the primary bucket.

(B) Bucket capacity at each position or adjustment level shall be marked on the bucket. Collapsible buckets with cinch straps shall only be adjusted to marked graduations (i.e., 90%, 80%, and 70%). Intermediate graduations or capacities below the manufacturer’s minimum graduation (by tying knots, etc.) are prohibited.

(C) Either the weight of the bucket or capacity at each adjustment level shall be marked on the bucket or the operator shall have a written statement of the maximum capacity (weight) at each adjustment point.
SECTION B
TECHNICAL SPECIFICATIONS

(iii) Gated Buckets and Powerfill buckets

(A) Requires electronic hook load measuring system that provides cockpit readout of the actual weight.

(B) Either the weight of the bucket or capacity shall be marked on the bucket or the operator shall have a written statement of the maximum capacity (weight).

(C) If powerfill equipped, bucket must fill to maximum capacity in no more than 90 seconds.

(19) For Type I Helicopters

(i) Tanked aircraft will display the last three numbers/letters of the aircraft registration on both sides of the aircraft. Numbers/letters will be high visibility/contrasting colors and a minimum 32 inches high and 5 inches wide. Number placement on the aircraft sides should give high consideration to visibility from the ground. If there is a duplication in Aircraft Identifier for substitute aircraft and/or if a fixed external tank is replaced or moved to a different airframe, contact your CO for direction.

All other tank numbers (ex: 700 series) must be removed from aircraft when hired on this agreement.

Example: N282CL will display 2CL

(20) Reserved

(21) Fuel Servicing Vehicle (See Exhibit 8 Fuel Servicing Equipment Requirements) (Not required for Alaska).

(22) FAA Approved Extended Height /High Skid Landing Gear (if available by STC or aircraft manufacturer).

(23) FAA approved high visibility, pulsating, forward facing, conspicuity lighting.

(24) FAA approved locking cap(s) on all fuel filler ports. Single point refueling port dust caps need not have an FAA approved locking device.

(25) FAA approved Wire Cutters, for Standard Category personnel transport helicopters only.

(26) FAA approved floor protection. Helicopters shall have floor protection within the cargo area. Floor protection is not required within the passenger seating areas. Floor protection in both seating and cargo areas shall not be in excess of ½ inch to allow for installation of all passenger seats and access to all installed anchor points. (Not applicable to Type 1 or restricted category helicopters.)
SECTION B
TECHNICAL SPECIFICATIONS

(27) Internal baggage compartment/external cargo basket/racks. For Type II Standard Category Aircraft. All cargo restraint anchor locations must have cargo rings installed. Minimum of fifteen (15) cubic feet of cargo space with isolated internal baggage compartment(s) capable of accommodating 58-inch long shovels, rakes, and other fire fighting tools (requires rear bulkhead modification of baggage compartment of some models).

External cargo basket(s)/rack(s) with a closing mechanical latching lid, if available, may be provided in lieu of baggage compartments, which cannot be modified to accept fire tools. The lid shall cover the entire basket/rack. Cargo basket/rack shall be at least 4 inches deep and shall not hamper ingress and egress of personnel from the cabin area. The devices shall be simple in function and have the capacity of being installed quickly. All cargo will be loaded, contained and restrained in a FAA Approved manner that is compliant with the aircraft’s approved flight manual and the operator’s 135 Operations Manual.

All helicopters equipped with an external basket must have an FAA STC or field approval applicable for make and model, for dimension, load carrying capability and material construction. The basket will have a hinged top with a suitable method to secure the top closed in flight, to prevent the contents from exiting.

All helicopters shall have FAA approved internal cargo area restraints or barriers which extend from the floor to the ceiling, isolating the passenger area from the cargo area (transmission wells), sliding door area and will not compromise passenger ingress and egress. Cargo behind soft passenger seats must be restrained while seats are occupied per 14 CFR Part 29 requirements. Restraints or barriers must be capable of being removed within 15 minutes. Restraints within the cargo area of the transmission wells shall have netting restraints only.

(28) Reserved

(29) Engine inlet air filtration system/particle air separator for all medium and light helicopters.

(30) Heating system for windshield de-fog.

(31) Kit for disposal of fuel during start-up/shut down; i.e., EPA Bell Kit if commercially available.

(32) Reserved

(e) Reserved
B.5 HELICOPTER MAINTENANCE

(a) General

(1) The Contractor shall be capable of providing field maintenance support to each helicopter for extended periods during heavy use.

(2) Helicopters shall be operated and maintained in accordance with 14 CFR requirements and manufacturers’ recommendations. Special equipment and/or modification of the helicopter to meet requirements of this contract shall be inspected, repaired, and altered in accordance with 14 CFR requirements and manufacturer’s recommendations or engineered data and, if required, be FAA approved. All "time change" components, including engines, shall be replaced upon reaching the factory recommended time, or FAA approved extension if applicable. Helicopters operated with components and accessories on approved TBO extension programs are acceptable, provided the Contractor who provides the helicopter is the holder of the approved extension authorization (not the owner if the helicopter is leased), and shall operate in accordance with the extension.

(3) FAA, CFR 14, Part 145 Repair Stations, may be used for specific maintenance functions that the repair station is certified for. The helicopter must be returned to service under the repair station certificate, and not under an individual’s certificate for the repair station; for example repairman or A&P mechanic. The repair station may not be used in lieu of a carded mechanic if required by this contract.

(4) Contract performance may subject the helicopter engine to frequent smoke, sand and dust ingestion. All helicopters shall comply with the erosion inspection procedures at the recommended intervals in accordance with the engine operation and maintenance manual for the Contracted aircraft.

(5) All maintenance performed shall be recorded in accordance with 14 CFR 43 and 91 including helicopter time-in-service and hour meter reading.

(6) A copy of the current maintenance record required by 14 CFR 91 shall be kept with the aircraft, and at least every 12 flight hours or 7 days- whichever occurs first; transmitted to the operator’s home office (Location that Certificate is held).

(7) Maintenance of aircraft records shall be in accordance with the FAA Advisory Circular (AC) No. 43-9C as revised.

(8) Contractor shall notify the Contracting Officer Representative (COR) at least 16 flight hours prior to the initiation of any maintenance inspection. In addition the Contractor shall immediately notify the COR of any change of an engine, power train, control, or major airframe component and circumstances inducing the change.

(9) Routine maintenance shall be performed before or after the daily standby or as approved by the COR.

(10) All inspection times and intervals shall comply with the Contractor’s FAA Approved Maintenance Program.
SECTION B
TECHNICAL SPECIFICATIONS

(11) Inspections shall be performed in a maintenance facility, or in the best field conditions available.

(12) Reserved

(13) Reserved

(14) Reserved

(15) All weighing of aircraft shall be performed on scales that have been certified as accurate within the previous one (1) year. The certifying entity may be any accredited weights and measures laboratory using standards traceable to the National Institute of Standards and Technology (NIST). The scales shall be listed by make model and calibration date in the aircraft’s weight and balance documentation (See Form B, Exhibit 21).

   (i) For aircraft on the companies operating certificate that are currently operating outside of the US, the current operating weight and balance will be submitted. These aircraft will be required to be weighed within 12 months prior to initial contract inspection.

(16) Helicopter(s) under initially awarded agreements(s) under this solicitation shall remain at or below contracted helicopter equipped weight as proposed in the base year of the agreement. Helicopters will be allowed a total of 1% above the awarded contracted helicopter equipped weight as proposed during the combined agreement renewal periods. The helicopter’s equipped weight is determined using weight and balance data which was determined by actual weighing of the aircraft within 12 months prior to the due date of proposal submission and 24 months thereafter or following any major repair or major alteration or change to the equipment list which significantly affects the center of gravity of the aircraft. If the government requires additional equipment after agreement award no penalty will be assessed.

(17) A list of equipment installed in the aircraft at the time of weighing shall be compiled. The equipment list shall include the name, weight, arm and moment of each item installed. Items that may be easily removed or installed for aircraft configuration changes (seats, doors, radios, cargo hook, baskets, special mission equipment, etc.) shall also be listed including the name, weight, arm and moment of each item. Each page of the equipment list shall identify the specific aircraft by serial and registration number. Each page of the equipment list shall be dated indicating the last date of actual weighing or computation. The weight and balance shall be revised each time equipment is removed or installed which more than negligibly affects the center of gravity of the aircraft. See Exhibit 21 for an acceptable example.

(18) When the contract equipped weight of the aircraft, as noted by registration number in Section A, Schedule of Items, changes, the Contractor shall notify the CO of the change and submit a revised weight and balance as required by the Agreement.
SECTION B
TECHNICAL SPECIFICATIONS

(b) Turbine Engine Power Assurance Checks

(1) A power assurance check shall be accomplished on the first day of operation, and thereafter within each 10-hour interval of contracted flight operation unless prohibited by environmental conditions (i.e. weather, smoke). The power assurance check shall be accomplished by the contractor in accordance with the Rotorcraft Flight Manual or approved company performance monitoring program. A current record of the power assurance checks will be maintained with the aircraft under this Agreement and any renewal periods.

(2) Helicopters with power output below the minimum published performance charts or if the trend analysis indicates significant deterioration in performance the aircraft shall be removed from service. The power condition shall be corrected before return to service and agreement availability.

(c) Maintenance Flights

A functional maintenance flight shall be performed following overhaul, repair, and/or replacement of any engine, power train, rotor system or flight control equipment, and following any adjustment of the flight control systems before the helicopter is returned to service. The flight will be performed at the Contractor’s expense. Results of the maintenance flights shall be reported to and approved by the FS or DOI Aviation Maintenance Inspector before the helicopter is returned to Agreement availability.

(d) Reserved

(e) Calibrated Tools

All Torque wrenches and measuring devices must be calibrated annually. A decal showing current calibration must be affixed to each tool showing calibration date.

B.6 AIRCRAFT AND EQUIPMENT SECURITY

(a) The security of Contractor provided helicopter and equipment is the responsibility of the Contractor.

(b) Helicopter shall be electrically and/or mechanically disabled by two independent security systems whenever the helicopter is unattended. Deactivating security systems shall be incorporated into preflight checklists to prevent accidental damage to the helicopter or interfere with safety of flight.

(c) Examples of unacceptable disabling systems are:

(1) Locked door/windows; and/or

(2) Fenced parking areas.

B.7 AVIONICS REQUIREMENTS

(a) Minimum Requirements
SECTION B
TECHNICAL SPECIFICATIONS

All avionics used to meet this agreement shall comply with the requirements of paragraph (b) Avionics Specifications and paragraph (c) Avionics Installation and Maintenance Standards. The following are the minimum avionics which shall be installed. Additional avionics may be required in section B of this agreement.

(1) All Helicopters

(i) One VHF-AM Radio (COM 1)

(ii) One VHF-FM Radio (FM 1)

(iii) One Auxiliary FM system (AUX FM) {Not required in heavy helicopters with 2 VHF-FM radios installed or KMAX}

(iv) One Global Positioning System (GPS)

(v) An Intercom System (ICS) {Not required in single occupant aircraft}

(vi) Audio Control systems applicable to the type of aircraft offered

(vii) An Emergency Locator Transmitter (ELT)

(viii) An Automated Flight Following System (AFF)

(ix) One Transponder

(x) One Altimeter and Automatic Pressure Altitude Reporting system

(xi) One Auxiliary Power Source (3 Pin) {Not required in helicopters not approved for passengers}

(xii) One Bucket/Torch Connector (9 Pin) {Not required in heavy helicopters}

(xiii) Lighting for night operations in accordance with 14 CFR 91.205 (c)

(xiv) Lighting for all instruments required by 14 CFR 91.205 (b)

(xv) ADS-B OUT will be required beginning January 1st 2020

(2) Reserved

(3) Reserved

(4) Helicopters approved for Air Tactical operations

Helicopters may be approved for Air Tactical operations provided they meet the requirements of (a) (1) (iii) through (a) (1) (xv) and the following requirements based on the type of Air Tactical approval. These requirements are for optional mission approval only. Paragraph (a) (1) and additional requirements in section A shall remain the minimum required avionics for aircraft under this agreement.
SECTION B
TECHNICAL SPECIFICATIONS

(i) Type I

(A) Two VHF-AM Radios (COM 1 & COM 2)
(B) Two VHF-FM Radios (FM 1 & FM 2)
(C) Radio transmit capability from the aft passenger compartment connected to the SIC/observer Audio Control system. An Aft Audio Control system for this position is acceptable.

(ii) Type II

(A) Two VHF-AM Radios (COM 1 & COM 2)
(B) One VHF-FM Radio (FM 1)
(C) Radio transmit capability from the aft passenger compartment connected to the SIC/observer Audio Control system. An Aft Audio Control system for this position is acceptable.

(iii) Type III

(A) Two VHF-AM Radios (COM 1 & COM 2)
(B) One VHF-FM Radio (FM 1)

(b) Avionics Specifications

All avionics used to meet this agreement shall comply with the following requirements and paragraph (c) Avionics Installation and Maintenance Standards.

(1) Communications systems

Transmitters shall not open squelch on, or interfere with, other AM or FM transceivers on the aircraft which are monitoring different frequencies. Transmitter interlock functions shall not be used with communication transceivers. (This paragraph does not apply to single pilot helicopters which are not approved for passengers or non-fire aircraft.)

(i) VHF-AM Radios

VHF-AM radios shall be TSO approved aeronautical transceivers, permanently installed, and operate in the frequency band of 118.000 to 136.975 MHz with a minimum of 760 channels in no greater than 25 KHz increments. Transmitters shall have a minimum of 5 Watts carrier output power.

(ii) VHF-FM Radios

All aircraft approved for fire operations shall use P25 Digital VHF-FM transceivers meeting the specifications of FS/OAS A-19. FM radios used in all aircraft shall be agency approved. FS/OAS A-19 and a list of currently approved
SECTION B
TECHNICAL SPECIFICATIONS

FM radios can be found on the following website:
http://www.nifc.gov/NICCD/documents.html. The following requirements shall be met.

(A) VHF-FM radios shall be aeronautical transceivers, permanently installed in a location that is convenient to the PIC and SIC/observer, and operate in the frequency band of 138 to 174 MHz. All usable frequencies shall be programmable in flight. Narrowband and digital operation shall be selectable by channel for both MAIN and GUARD operation. Carrier output power shall be 6-10 Watts nominal.

(B) Transceivers shall have a GUARD capability constantly monitoring GUARD transmissions. Simultaneous monitoring of MAIN and GUARD is required. Scanning of GUARD is not acceptable. Aircraft not approved for Air Tactical operation only require one FM GUARD receiver.

(C) Transceivers shall have the capability of encoding CTCSS subaudible tones on all channels. A minimum of 32 tones meeting the current TIA/EIA-603 standards shall be selectable.

(D) Transceivers shall have the capability to display both receiver and transmitter frequencies. Activation indicators for transmit and receive shall be provided for both MAIN and GUARD operation.

(E) The radio shall use an external broadband antenna covering the frequency band of 138 to 174 MHz (Comant CI-177-1 or equivalent).

(iii) Auxiliary FM systems (AUX FM)

An interface to properly operate a portable FM radio through the aircraft audio control systems shall be provided using an MS3112E12-10S type bulkhead mounted connector with contact assignments as specified by FS/OAS A-17 available at the following website: http://www.nifc.gov/NICCD/documents.html. Sidetone for the portable radio shall be provided (AEM AA34 or equivalent). The following applies to all AUX FM installations.

(A) An external broadband antenna covering the frequency band of 138 to 174 MHz (Comant CI-177-1 or equivalent) shall be installed with the associated coax terminated in a bulkhead mounted BNC connector adjacent to the above 10 pin connector.

(B) A portable radio mount (Field Support Services AUX-EPH-RB or equivalent) shall be installed providing the crew unrestricted operation of the radio controls when connected with an 18 inch adapter cable.

(C) A VHF-FM radio meeting the requirements of paragraph (b) (1) (ii) may be installed, in addition to the radios already required, in lieu of the AUX FM system.

(iv) Non-Standard Radios
SECTION B
TECHNICAL SPECIFICATIONS

Non-standard radios shall be aeronautical transceivers interfaced to the aircraft audio control systems and a compatible antenna via an approved installation. The radio shall be compatible with the requesting unit.

(v) Reserved

(vi) Reserved

(2) Audio Systems

(i) Intercom Systems (ICS)

ICS shall integrate with the aircraft audio control systems and mix with selected receiver audio. An independent ICS volume control, keyed operation, and a "hot mic" capability shall be provided for each required position. Passenger volume adjustments must not affect other positions. Hot mic may be voice activated (VOX) or controlled via an activation switch. The ICS must have the capability to isolate the flight crew from passengers.

ICS is required for the PIC and SIC/observer for all aircraft. Exclusive-use helicopters approved for passengers, and helicopters which require an aft audio control system, shall provide ICS at all passenger positions. Call-when-needed helicopters approved for passengers shall provide ICS for two aft exit passenger positions.

(ii) Audio Control Systems

(A) General

Aircraft configuration shall comply with the applicable drawing for “Helicopter Audio Requirements” at the following website: http://www.nifc.gov/NIIICD/documents.html. A master radio volume control and collocated controls for transmitter selection and independent receiver selection of all required radios shall be provided for each required audio control system. Each system shall have the capability to simultaneously select and utilize a different transceiver (and PA if required). Sidetone shall be provided for the user as well as for cross monitoring by all installed systems. Receiver audio shall be automatically selected when the corresponding transmitter is selected. Receiver audio shall be provided to each position which requires ICS (refer to ICS section for requirements). Aft audio control systems are not required to provide NAV audio.

All required passenger positions shall utilize the SIC/observer’s audio control system unless an aft audio control system is installed. Exclusive use helicopters approved for passengers shall provide radio transmit capability for two aft passenger positions. See the applicable “Helicopter Audio Requirements” drawing for locations.
SECTION B
TECHNICAL SPECIFICATIONS

Audio controls shall be labeled as COM-1, FM-1, AUX, PA etc... as appropriate or as COM-1, COM-2, COM-3, etc... with the corresponding transceiver labeled to match. Audio shall be free of distortion, noise, or crosstalk. The system shall be designed for use with 600 ohm earphones and carbon equivalent, noise cancelling, boom type microphones (Gentex 5060-4 or equivalent). The PIC and SIC/observer shall have U-92 type audio jacks.

All required passenger positions with ICS, including the SIC/observer, shall have MS3112E10-6S type 6-pin connectors wired for compatibility with an appropriate drop cord (Alpine Aerotech AAL280 series or equivalent). The 6-pin connector is not required at the SIC position in aircraft requiring dual pilots. Aft passenger connectors shall be mounted above the seats and near the passengers head. Drop cords shall be provided with the aircraft for all passenger positions which require ICS. In lieu of the 6-pin connector and drop cord, the SIC/observer may utilize either a foot or console mounted Push-To-Talk (PTT) switch in conjunction with a switch to select between radio and ICS PTT operation. Crew positions shall have radio and ICS PTT switches on their respective cyclic controls in addition to the previous requirements.

(B) Drop Cord Requirements

- Coil cord that extends to 6 feet nominally
- 6-Pin MS3476L10-6P type connector on the coil cord
- U-92 (TJT-120) type audio jack on the housing
- Large clip
- Volume control
- ICS switch with momentary and lock positions
- Radio PTT switch (only for positions which require radio transmit)

(C) Aft Audio Control Systems (when required)

The audio controller shall be installed in a location that provides unobstructed access to the controls while seated. Aft passengers shall utilize the aft audio control system(s). Two aft passenger positions shall have radio transmit capability. See the applicable "Helicopter Audio Requirements" drawing for locations.

(D) Required Audio Control systems

The following audio control systems are required based on helicopter type

- Helicopters not approved for passengers
  A single audio control system for the PIC and SIC/observer
SECTION B
TECHNICAL SPECIFICATIONS

- Light and Medium Helicopters approved for passengers
  Two separate audio control systems (which may be combined in a single unit) for the PIC and SIC/observer

- Heavy Helicopters approved for passengers
  Two separate audio control systems (which may be combined in a single unit) for the PIC and SIC/observer and an aft audio control system for the Helicopter Manager.

(3) Navigation Systems

(i) Global Positioning Systems (GPS)

(A) Aeronautical GPS

Each required GPS shall be TSO approved, permanently installed where both the PIC and SIC/observer can clearly view the display, use an approved external aircraft antenna, and be powered by the aircraft electrical system. The GPS shall utilize the WGS-84 datum, reference coordinates in the DM (degrees/minutes/decimal minutes) format and have the ability to manually enter waypoints in flight. The GPS navigation database shall be updated annually covering the geographic areas where the aircraft will operate.

(B) Portable Aviation GPS

Portable aviation GPS units (Garmin GPSMAP, aera, or equivalent) are acceptable when an Aeronautical GPS is not specified. They shall be securely mounted via an approved installation using the aircraft electrical system and a remote antenna. The GPS shall present information from an overhead perspective. The PIC shall have clear view of the display and unrestricted access to the controls. The SIC/observer shall also have a clear view of the display in Air Tactical aircraft. The GPS shall meet the above datum, coordinate, and database requirements for an aeronautical GPS. Portable GPS units are not acceptable for aircraft performing IFR or NVG operations.

(C) GPS with Moving Map

The GPS providing data to the moving map shall meet all of the above GPS requirements. The moving map’s display shall be 3 inches wide, 1.5 inches high, and show the aircraft’s present position relative to user selected waypoints and geographical features. The map may be integrated with the GPS.

(4) Surveillance systems
SECTION B
TECHNICAL SPECIFICATIONS

(i) Emergency Locator Transmitters (ELT)

Emergency locator transmitters must be helicopter models with at least a 5 axis G-switch and certified to TSO C126 or newer. ELTs must be automatic fixed, installed in a conspicuous or marked location, and meet the same requirements as those detailed for airplanes in 14 CFR 91.207 (excluding section f). ELT mounts must use rigid attachments and meet the deflection requirements of RTCA/DO-204. Velcro style mounts are not acceptable. ELT antennas must be mounted externally to the aircraft unless installed in a location approved by the aircraft manufacturer. Documentation of current registration is required from the national authority for which the aircraft is registered.

(ii) Automated Flight Following systems (AFF)

Automated flight following systems must be compatible with the government’s tracking program (AFF.gov), utilize satellite communications, and use aircraft power via a dedicated circuit breaker. AFF must be functional in all phases of flight and in all geographic areas where the aircraft will operate. The following additional requirements shall be met.

(A) A subscription service shall be maintained through the equipment provider allowing position reporting via the Government AFF Program. The reporting interval must be every two minutes while aircraft power is on.

(B) AFF equipment must be registered with AFF.gov providing all requested information. Changes to equipment and registration information shall be reported to AFF.gov ensuring the program is current prior to aircraft use. For assistance, the Fire Applications Help Desk (FAHD) may be reached at (866) 224-7677 or (616) 323-1667.

(C) An AFF operational test shall be performed by the vendor no less than seven calendar days prior to the annual compliance inspection. This test must ensure that the system meets all requirements and is displayed in the AFF viewer with the correct information. A user name and password are required. Registration and additional information are available at https://www.aff.gov/. If the aircraft is not displaying properly, the vendor shall notify AFF.gov.

(D) If AFF becomes unreliable the aircraft may, at the discretion of the Government, remain available for service utilizing radio/voice systems for flight following. The system shall be returned to full operational capability within 5 calendar days after the system is discovered to be unreliable.

(E) This clause incorporates the JSON Specification Section Supplement available at https://www.aff.gov/documents/Json_Specification_Section_Supplement.pdf as if it was presented as full text herein.

(F) For questions about current compatibility requirements contact the AFF Program Manager by emailing affadmin@firenet.gov.
SECTION B
TECHNICAL SPECIFICATIONS

(iii) Reserved

(iv) Transponders

Transponder systems shall meet the requirements of 14 CFR 91.215(a). Part 135 aircraft shall meet the "Mode S" requirements of 14 CFR 135.143(c). Transponder systems shall be tested and inspected every 24 calendar months as specified by 14 CFR 91.413.

(v) Altimeter and Automatic Pressure Altitude Reporting systems

Altimeter, static pressure, and automatic pressure altitude reporting systems shall be installed and maintained in accordance with the IFR requirements of 14 CFR Part 91. These systems shall be tested and inspected every 24 calendar months as specified by 14 CFR 91.411.

(vi) Reserved

(vii) Automatic Dependent Surveillance – Broadcast Out (ADS-B OUT)

ADS-B OUT systems must be approved to TSO-C154c or TSO-C166b. Aircraft operating outside of the United States must be equipped with systems approved to TSO-C166b.

(5) General Systems

(i) Reserved

(ii) Auxiliary Power Source (3 Pin)

An MS3112E12-3S type connector shall be installed and mounted in a location convenient to the passenger compartment and protected by a 5 Amp circuit breaker. Pin A shall be +28 VDC. Pin B shall be airframe ground. Pin C shall not be used. Reference FS/OAS A-16.

(iii) Bucket/Torch Connector (9 Pin)

(A) An MS3101A24-11S type connector shall be installed adjacent to the cargo hook within 12 inches. The connector must be adequately supported to prevent tension on the electrical wiring. Pin D must be airframe ground. Pin E must be +28 VDC operated with the "Bucket Open" switch on the collective and protected by a 50 Amp circuit breaker that can be manually opened and reset.

(B) The bucket open switch must be clearly labeled "Open", spring-loaded to the "Off" position, and mounted on the collective to avoid confusion with the cargo hook release. The switch must be of a different design and mounted in such a way as to not easily be confused with the RPM Control (Beep switch).
SECTION B
TECHNICAL SPECIFICATIONS

(C) Reserved

(iv) VHF-FM Programming Ports

DB-9 type D-subminiature connectors shall be installed in a location convenient to the SIC/observer. These shall be wired for RS232 serial communication between all required VHF-FM radios and a laptop computer. Individual connectors or an FM select switch may be used. Pin 2 shall be data transmitted from the FM. Pin 3 shall be data received by the FM. Pin 5 shall be signal ground. Compatible radio front panel connectors may be used to meet this requirement if serial adapter cables are provided with the aircraft. For example TDFM 136A s/n FDA1200 and higher.

(v) Reserved – (GPS Data Connectors)

(vi) External Portable Aviation GPS Antennas

Antennas shall be TSO approved and compatible with the portable aviation GPS of the requesting unit.

(vii) Dual USB charging Ports

USB charging ports must be TSO approved, capable of providing at least 2 amps of power to each port simultaneously with an output voltage of 5 VDC and installed in a location convenient to the specified users.

(viii) Portable Electronic Device (PED) Tolerance - RESERVED

(c) Avionics Installation and Maintenance Standards

All avionics used to meet this agreement shall comply with the manufacturer’s specifications and installation instructions, federal regulations, and the following requirements.

(1) Strict adherence to the guidelines in FAA AC 43.13-1B Chapter 11 “Aircraft Electrical Systems” and Chapter 12 “Aircraft Avionics Systems” as well as FAA AC 43.13-2B Chapter 1 “Structural Data”, Chapter 2 “Communication, Navigation and Emergency Locator Transmitter System Installations” and Chapter 3 “Antenna Installation” is required.

(2) All antennas shall be FAA approved, have a Voltage Standing Wave Ratio (VSWR) less than 3.0 to 1 and be properly matched and polarized to their associated avionics system.

(3) Labeling and marking of all avionics controls and equipment shall be understandable, legible, and permanent. Electronic label marking is acceptable.

(4) Avionics installations shall not interfere with passenger safety, space or comfort. Avionics equipment shall not be mounted under seats designed for energy attenuation. In all instances, the designated areas for collapse shall be protected.
SECTION B
TECHNICAL SPECIFICATIONS

(5) All avionics equipment shall be included on the aircraft's equipment list by model, nomenclature, and location.


B.8 DATA, IMAGES AND VOICE RECORDINGS

All contractually required recorded data, and images and voice data collected or stored from radios, sensors, phones, cameras or other audio and image recording devices are the property of the of the USDA Forest Service while on contract.

This will include but not be limited to, Additional Telemetry Units, Automated Flight Following, and Operational Loads Monitoring data and data collected or stored from EO/IR sensors, any cameras, radios or other audio and video recording devices owned by the contractor, contractor representatives or the Forest Service. Use of the audio and image data outside of the scope of the contract is prohibited unless authorized in writing by the contracting officer.

B.9 RESERVED – (Extended Standby Hourly Rate)

B.10 OPERATIONS

(a) General

(1) Regardless of any status as a public helicopter operation (see Exhibit 28), the Contractor shall operate in accordance with their approved 14 CFR 135 Operations Specification and all portions of 14 CFR 91 (including those portions applicable to civil aircraft) and each certification required under this Agreement unless otherwise authorized by the CO. Forest Service acknowledges certain special use missions do not fall within the purview of 14 CFR Parts 135 and 91. Special use missions include but are not limited to rappel short haul aerial ignition and rope assisted deployment operations.

(2) A Government representative may inspect the pilot's Interagency Helicopter Pilot Qualification Card for currency before any flight. The Government has operational control and can delay, terminate, or cancel a flight at any time.
SECTION B
TECHNICAL SPECIFICATIONS

(3) The government recognizes the ever-increasing difficulty operators are encountering in hiring mission-qualified pilots. In response to this situation the government has developed provisions for contractors to conduct “On Contract” pilot operational training. This program has been designed with the intent of providing operational training opportunities to contractors seeking to upgrade pilots into new aircraft, and to provide operational training for pilots with little or no previous natural resource/wildland fire experience. Other significant conditions and restrictions are detailed in Exhibit 19. Adherence to these guidelines is critical for success of the program. See Exhibit 19.

(4) Performance enhancing data (Power Assurance Checks, wind charts, etc) shall not be used. Only FAA approved charts based on minimum specification engine performance shall be used. As an example, Kaman K-1200 helicopters shall only use minimum specification engine performance data calculated from Rotorcraft FMS NO. 1, (USFS Fire Fighting).

(5) Use (Exhibit 13, Interagency Helicopter Load Calculation and Exhibit 12, Hourly Flight Rates, Fuel consumption, and Weight Reduction Chart) per aircraft type and the appropriate Hover Ceiling Charts (HOGE and HIGE) from the approved Rotorcraft Flight Manual.

(6) For contracts requiring longline operations, any combination of line length may be used at the discretion of the pilot, providing the pilot card is endorsed Longline VTR and interagency policies (obstacle and tail rotor clearance etc.) are adhered to.

(7) All documents required to be with aircraft during contract period, may be stored in an electronic storage device. The storage device must have a viewing screen of at least 7 inches. If an electronic storage device is used, a paper back up for each required document must be available with the support vehicle. Examples of approved storage device are Tablet; IPAD etc. smart phones will not be acceptable.

(8) The aircraft must be shut down after 4 hours of flight (Hobbs) time or 2 fuel cycles (whichever occurs first).

(b) Pilot Authority and Responsibilities

(1) The Pilot-In-Command (PIC) is responsible for the safety of the aircraft, loading and unloading of occupants and cargo. The pilot shall comply with the directions of the Government, except when in the pilot’s judgment compliance will be a violation of applicable federal or state regulations or agreement provisions. The pilot has final authority to determine whether the flight can be accomplished safely and shall refuse any flight or landing which is considered hazardous or unsafe.

(2) The pilot is responsible for computing the weight and balance for all flights and for assuring that the gross weight and center of gravity do not exceed the aircraft’s limitations. Pilots shall be responsible for the proper loading and securing of all cargo. Load calculations (Exhibit 13, Form 5700-17/OAS-67) shall be computed and completed daily by the pilot using appropriate flight manual hover performance charts.

(3) Smoking is prohibited within 50-feet of fuel servicing vehicle, fueling equipment, or aircraft.
SECTION B
TECHNICAL SPECIFICATIONS

(4) After engine(s) shutdown, the pilot may exit the aircraft while the rotor(s) are turning if the Rotorcraft Flight Manual (RFM) allows and the pilot remains within the arc of the rotor(s). The pilot shall coordinate this action with the Helicopter Manager. If not allowed by the RFM, aircraft must be shutdown and rotors stopped for pilot to exit aircraft or change seats.

(5) Pilot(s) will use an approved cockpit checklist for all flight operations. Rotorcraft Flight Manual Checklist.

(6) Toe-in, single-skid, step-out landings are prohibited.

(7) Equipment such as radios, survival gear, fire tools, etc., shall be located in or on the aircraft in such a manner as to potentially not cause damage or obstruct the operation of equipment or personnel. All cargo shall be properly secured.

(8) The pilot shall not permit any passenger in the helicopter or any cargo to be loaded therein unless authorized by the Helicopter Manager.

(9) Passenger Briefing - Before each takeoff, the PIC shall ensure that all passengers have been briefed in accordance with the briefing items contained in 14 CFR 135. Briefing shall include the following; Personal Protective Equipment (PPE), Shut-Off Procedures for Battery and Fuel, and Aircraft Hazards.

(10) Flight Plans - Pilots shall file and operate on a FAA, ICAO, or agency flight plan. Contractor flight plans are not acceptable. Flight plans shall be filed prior to takeoff when possible.

(11) Flight Following - Pilots are responsible for flight following with the FAA, ICAO, or in accordance with FS or DOI-Bureau approved flight following procedures, which includes Automated Flight Following (AFF) and radio check-ins.

(12) Manifesting - Prior to any takeoff, the PIC shall provide the appropriate FS or DOI dispatch office/coordination center or helibase with current passenger and cargo information.

(13) Fuel Reserve - To provide adequate fuel reserve all operations shall comply with 14 CFR 91 for VFR (20-minutes reserve).

(14) During missions that involve transporting agency personnel, a HOGE power check shall be performed for either the takeoff or landing, whichever is most restrictive. This requirement applies to pinacles, ridgelines and confined areas or any first time missions into/out of a HOGE site. Refer to the interagency helicopter pilot practical test standards and can be found at this website: https://www.fs.fed.us/fire/av_safety/promotion/Technical_Bulletins/IATB_17-01_HOGE_Power_Check_508.pdf.

(c) IFR/Night Flight - Not authorized

(d) Flights with Cowling(s), Fairings, and Panels or Doors Open/Removed
SECTION B
TECHNICAL SPECIFICATIONS

The Contractor is responsible for removal, reinstallation and security of the doors at all times. However, Government personnel may assist with removal and reinstallation when properly trained by the mechanic or pilot. The contractor shall maintain full responsibility to ensure the procedure is accomplished correctly.

All loose items must be secured prior to flight with doors open/removed (Velcro is not considered a secure attachment). Flights with cowlings, fairings, and panels removed are not permitted. The helicopter external registration number shall be clearly visible at all times.

(e) External Load Operations

(1) All External Load Operations (Applicable to Cargo, Bucket and Tank operations unless specifically noted)

(i) Determine allowable payload using the Interagency Helicopter Load Calculation, appropriate HOGE-J helicopter performance charts, and current local temperature and pressure altitude.

(ii) Helicopters equipped with a tail rotor and conducting external load operations (excluding class A loads) will be limited to an airspeed of 80 knots indicated or the airspeed limitation established by the rotorcraft flight manual, whichever is less. All other helicopters conducting external load operations shall comply with applicable Rotorcraft Flight Manual Limitations.

(iii) When conducting external load operations, rotors will remain above the canopy or helicopter will operate within an opening no less than 1 ½ times the main rotor diameter (e.g. an aircraft with a 48’ main rotor diameter would require a 72’ diameter opening).

(iv) For loads with a total suspended height of 50 feet or greater the pilot must be approved for longline VTR.

(v) The jettison-arming switch, if applicable, shall be in the armed position during external load operations.

(2) Cargo Operations

(i) Use actual weight of cargo from load calculation or manifest form. Weight reduction is optional and may be calculated into jettisonable payload when agreed upon by pilot and agency personnel.

(3) Bucket Operations

(i) All Bucket Operations (Applicable to both gated and non-gated buckets)

(A) For calculation of the allowable bucket payload use 8.3 pounds per gallon for water. When mixed fire retardant is being delivered by bucket, use the actual weight per gallon of the mixed retardant.
SECTION B
TECHNICAL SPECIFICATIONS

(B) Buckets and hardware shall be designed for the applicable aircraft and attached directly to the belly hook unless the pilot is approved for longline VTR.

(C) When a bucket is attached directly to the cargo hook, it is critical to measure the maximum length of the extended bucket from the shackle on the control head to the extended dump valve/fire sock, making sure that it is at least 6-inches less than the distance from the belly hook to the closest possible point on the tail rotor. Lines attached between the cargo hook and the bucket shall extend the bucket past the outside arc of the tail rotor, the line shall be no shorter than 50 feet.

(D) Reserved

(ii) Non-gated bucket operations

(A) Partial dips are not authorized.

(B) At the beginning of the fuel cycle, bucket capacity shall be adjusted so that the bucket, when filled to the adjusted capacity, does not exceed the allowable payload.

(C) Bucket capacity at each position or adjustment level shall be marked on the bucket. Collapsible buckets with cinch straps shall only be adjusted to marked graduations (i.e., 90%, 80%, and 70%). Intermediate graduations or capacities below the manufacturer’s minimum graduation (by tying knots, etc.) are prohibited.

(iii) Gated bucket operations

(A) Requires electronic hook load measuring system that provides cockpit readout of the actual weight.

(B) Partial filling is authorized, based on aircraft performance and environmental conditions.

(4) Tank Operations

The following procedure shall be used for all Tank operations (also see Exhibit 5):

(i) Snorkel removal and installation shall be the Pilot's responsibility at all times. However, Government personnel may assist with removal and installation when properly trained by the mechanic or pilot.

(ii) Prior to or during the helicopter's first start-up of each day, tank doors shall be checked for normal and emergency operation, to include checking the snorkel for proper operation. These operational checks should be incorporated into the aircraft's cockpit checklist. Not required in conditions that present potential damage to tank or snorkel system.
SECTION B
TECHNICAL SPECIFICATIONS

(iii) Items awarded as tanked aircraft may replace tank with water bucket when requested by the government due to firefighting suppression tactics, this should be documented and CO/COR notified.

(f) Reserved

(g) Dual Controls

Dual controls- Dual controls are required and shall be made accessible to an approved agency helicopter inspector pilot (HIP) for all pilot performance evaluations. During flight operations the front seat not occupied by a pilot may only be occupied by a helicopter manager or an authorized crewmember briefed by the PIC or HMGB. For type 3 aircraft, the dual controls shall be removed except during pilot evaluation, unless aircraft type certification prevents controls from being removed.

(h) Transportation of Hazardous Material (HazMat)

(1) Helicopters may be required to carry hazardous materials. Such transportation shall be in accordance with DOT Special Permit and the DOI or NWCG Standards for Aviation Transport of Hazardous Materials (PMS 513). A copy (hard copy or electronic copy) of the current Special Permit and handbook/guide and DOT Emergency Response Guide (ERG) shall be aboard each aircraft operating under the provisions of this Special Permit and can be found at this website: https://www.nwcg.gov/sites/default/files/publications/pms513-fs-dot-sp-9198.pdf

(2) It is the responsibility of the Contractor to ensure that Contractor employees have received training in the handling of hazardous materials. Documentation of this training shall be retained by the company in the employee's records and made available to the Government as required. The training, A-110 is available at this website: https://www.iat.gov/.

(3) The pilot shall ensure personnel are briefed of specific actions required in the event of an emergency. The pilot shall be given initial written notification of the type, quantity, and the location of hazardous materials placed aboard the aircraft before the start of any project. Thereafter, verbal notification before each flight is acceptable. For operations when the type and quantity of the materials do not change, repeated notification is not required.

B.11 CONTRACTOR'S ENVIRONMENTAL RESPONSIBILITIES

(a) The Contractor is responsible to ensure that all maintenance, fueling, and flight activities do not cause environmental damage to property or facilities. The contractor shall ensure tanks and buckets are cleaned appropriately when requested by the government to eliminate invasive aquatic species in known contaminated water sources. Cleaning product(s) and procedures (i.e. bleach, etc.) will be provided by the government.

(b) The Contractor shall be responsible for all cleanups of fuel, oil, and retardant contamination on airport ramps, retardant sites, parking areas, landing areas, etc., when caused by Contractor aircraft or personnel. When cleaning paved areas, the contractor shall utilize cleaning agent that are biodegradable and non-toxic. Contaminated soils shall be removed to appropriate containers and disposed of as hazardous waste.
SECTION B
TECHNICAL SPECIFICATIONS

(c) The Government may, at its option, assign an area to be utilized by the Contractor for storage of equipment used in support of Agreement performance. Oil, solvents, parts, engines, etc. shall be stored and utilized in a manner consistent with acceptable safety, health and environmental concerns.

(d) The contractor shall ensure that they are in compliance with 40 CFR Part 112: Oil Pollution Prevention; Spill Prevention, Control, and Countermeasure Plan Requirements (SPCC).

(e) For more information go to https://www.nwcg.gov/publications/444.

An SPCC plan is required to be in each FSV used on this agreement regardless of bulk storage container (tank) size. See Exhibit 8.

B.12 PERSONNEL

(a) General

(1) Pilots, fuel servicing personnel, and mechanics shall speak English fluently and communicate clearly.

(2) Only qualified non-crewmembers are authorized on tactical flight missions. The Mechanic and Fuel Service Vehicle Driver are not considered qualified non-crew members and are not allowed to be onboard the helicopter during tactical flight missions.

(3) Operation in countries bordering the Contiguous United States may be required. Pilots crossing international borders shall possess a valid passport and pilot certificates must meet ICAO requirements.

(4) Vendor-QA/Evaluation/Safety checks may be conducted IAW Exhibit 29.

(b) Management Personnel Requirements

(1) Contractor shall have and maintain through the life of the contract personnel in the following positions:

(A) Flight Operations Manager (Director of Operations). Flight Operations Manager shall meet the following requirements:

(i) To serve as a Flight Operations Manager for a certificate holder that only conducts operations for which the pilot in command is required to hold a commercial pilot certificate, a person must hold at least a commercial pilot certificate. In addition, the Flight Operations Manager must have at least 3 years supervisory or managerial experience within the last 6 years in a position that exercised operational control over flight operations.

(B) Maintenance Manager (Director of Maintenance). Maintenance Manager shall meet the following requirements:

(i) To serve as a Maintenance Manager a person must hold a mechanic certificate with airframe and powerplant ratings and either:
SECTION B
TECHNICAL SPECIFICATIONS

(a) Have 3 years of experience within the past 6 years maintaining aircraft as a certificated mechanic, including, at the time of appointment as Maintenance Manager, experience in maintaining the same category and class of aircraft as the certificate holder uses; or

(b) Have 3 years of experience within the past 6 years repairing aircraft in a certificated airframe repair station, including 1 year in the capacity of approving aircraft for return to service.

(C) Chief Pilot

(i) To serve as Chief Pilot for a certificate holder that only conducts operations for which the pilot in command is required to hold a commercial pilot certificate, a person must hold at least a commercial pilot certificate. The Chief Pilot must be qualified to serve as pilot in command in at least one aircraft used in the certificate holder’s operation. In addition, the Chief Pilot must have at least 3 years’ experience, within the past 6 years, as pilot in command.

(2) PIC’s shall pass a flight evaluation within a 36 month period. The government retains the right to conduct a QA/Standardization evaluation at any time. The HIP will be accounted for in the W&B and load calculation just as they would for any evaluation flight. The evaluation will be conducted in accordance with the Interagency Helicopter Practical Test Standards (http://www.nifc.gov/aviation/av_documents/av_helicopters/1HPPTS.pdf) and per the contract specifications. The flight check will be in an aircraft supplied by the Contractor at no expense to the Government. The satisfactory completion of the evaluation flight will not substitute for any of the total flight hour requirements listed in this clause.

(3) Pilots shall complete appropriate portions of the Helicopter Pilot Qualifications and Approval Record (Form FS-5700-20a) prior to helicopter pilot inspector evaluation. FS-5700-20a can be found at http://www.nifc.gov/aviation/av_helicopters.html (Helicopter Pilot Qualifications and Approval Record). When approved, each pilot will be issued an Interagency Helicopter Pilot Qualification Card documenting: Company, make, model and series of aircraft approved to operate and the missions each pilot is approved to perform. Pilot cards are contractor specific and are non-transferable. The Regional Helicopter Inspector Pilot, with the concurrence of the National Helicopter Standardization Pilot and the National Helicopter Program Manager, will be the final authority in determining the number of aircraft and/or vendors for which the pilot will be carded. Generally the maximum number of aircraft that a pilot can be carded for will be three (3).

(4) Reserved

(c) Pilot Requirements - General

(1) Commercial or Airline Transport Pilot (ATP) Certificate with appropriate rating (Rotorcraft-Helicopter) and a valid Class I or Class II FAA Medical Certificate.

(2) Written evidence for make and model to be flown or 14 CFR 135 Airman
SECTION B
TECHNICAL SPECIFICATIONS

Competency Proficiency Check (as applicable FAA Form 8410-3 or equivalent).

(3) Written evidence of an Equipment Check Endorsement for Restricted Category helicopters by the Chief Pilot (as applicable).

(4) Written evidence of qualification to meet 14 CFR 133.


(6) Proof of compliance with 14 CFR Part 61.57 (a) (1) (i) and (ii).

(7) Proof of qualifications to meet 14 CFR 137.

(8) Each pilot shall pass an agency flight evaluation in make, model, and series - conducted over typical terrain.

(9) The contractor shall ensure that a pilot who is presented for initial carding meets all requirements as outlined in paragraph B.12 (d) Pilot Requirements-Experience after award. The contractor shall verify all pilot hours submitted on form FS-5700-20a as determined from a certified pilot log or permanent record to ensure accuracy. Additionally, for pilots seeking initial approval, the contractor shall identify previous employers and submit the information on form FS-5700-20b (form pending) found in Exhibit 18. The information submitted is subject to verification by an Interagency Pilot Inspector.

(10) Pilots may function as mechanics providing:

(i) The pilot meets all the Mechanic Qualifications of this Agreement.

(ii) Pilot duty limitations will apply to the pilot when functioning as a mechanic.

(iii) When pilots act as a mechanic, mechanic duties in excess of 2-hours will apply as flight hours on a one-to-one basis toward flight hour limitations.

(iv) A mechanic, other than the pilot, shall perform 50-hour, 100-hour, or progressive inspections.

(v) If approved by the Contractor’s Operations Specifications, and in accordance with 14 CFR 43.3(h), 43.5 and 43.7, pilots may perform preventive maintenance on the aircraft.

(d) Pilot Requirements – Experience

Pilots shall have accumulated as pilot-in-command (PIC) the minimum flight hours listed below. Flight hours shall be determined from a certified pilot log. Further verification of flight hours may be required at the discretion of the CO.
SECTION B
TECHNICAL SPECIFICATIONS

All Helicopters Minimum Experience Flying Hours

Total Time .................................................................................................................. 1,500

Pilot-in-command hours:

Total Pilot-in Command (Helicopter) ........................................................................ 1,500
Helicopter, Preceding 12 months .............................................................................. 100**
Weight Class .............................................................................................................. 100***
Make and Model ....................................................................................................... .50*
Make, Model, Series, Last 12-Months .................................................................... 10
Turbine Helicopter Operations .................................................................................. 100

*Flight hour requirements may be reduced by 50% if the pilot submits evidence of satisfactory completion of the manufacturer's approved pilot ground and flight procedures training in the applicable make and model or FS/OAS-accepted equivalent training (accepted equivalency applicable to Type II Helicopters Only).

**The contractor may request that this pilot flight hour requirement be waived for a pilot under special circumstances; however, the waiver may or may not be granted. The contractor should contact the Contracting Officer in advance of this need for additional information on this process. No other pilot qualification exceptions will be considered by the Government.

***Weight class is defined as:
Small aircraft – aircraft of 12,500 or less, maximum certificated takeoff weight
Large aircraft – aircraft of more than 12,500 pounds, maximum takeoff weight

Additional Special Mission Requirements:

BOA Pilot-in-Command – (as related to the applicable Special Mission approval): Minimum Experience Flying Hours:

Mountain Flying (see 1) ..................................................................................... 200
Mountain Flying Experience – Make and Model .................................................... 10
Vertical Reference (VTR) Experience .................................................................. 10*
Annual VTR Recurrency Training ........................................................................ 2*

*Mandatory for Type I, II & III Exclusive Use and Type I & II CWN Pilots. Optional for CWN Type III Pilots

1 Mountain Flying - Helicopter Pilot: 200 hours experience operating helicopters in mountainous terrain identified in 14 CFR 95 Subpart B-Designated Mountainous Area. Experience operating outside the United States may be considered "Mountain Flying" providing it is conducted in mountainous regions defined as 2000 feet above surroundings containing long slopes, deep valleys, and high ridges. Operating includes maneuvering and numerous takeoffs and landings to pinnacles, ridgelines and confined areas.

(e) Pilot - Equipment Proficiency

Pilots shall be required to demonstrate proficiency with all mission equipment.
SECTION B
TECHNICAL SPECIFICATIONS

(f) Pilot - Vertical Reference Proficiency

(1) Pilots may be required to demonstrate this capability during an agency evaluation. (Exhibit 10, Interagency Guidelines for Vertical Reference/External Load Training Standards)

(2) Vertical reference qualified pilots shall maintain proficiency in vertical reference or external load operations. When active under Agreement for a period of 30-consecutive days and no vertical reference activity occurs, the pilot will be provided a 1-hour proficiency flight at Government expense. This will include snorkel operations on tanked aircraft.

(3) The Contractor may be considered unavailable for failure to maintain vertical reference proficiency.

(g) Second in Command (SIC) Requirements (if applicable)

Second-In-Command shall meet requirements of operator's certificate. The requirements for the second pilot shall be a commercial pilot certificate with rotorcraft category, helicopter class rating, and at a minimum a valid second class medical certificate. They are not issued a Helicopter Pilot Qualification card.

(h) Mechanic Qualifications

(1) The mechanic shall have a valid FAA mechanic certificate with airframe and power plant ratings, and shall have held the certificate for a period of 24-months. The mechanic shall have been actively engaged in aircraft maintenance as a certificated mechanic for at least 18-months out of the last 24-months. OR A mechanic may qualify by meeting one of the following.

(i) The mechanic shall have a valid FAA mechanic certificate with airframe and power plant ratings, and shall have held the certificate for a period of 12 months. The mechanic must show evidence of Four years military experience of aircraft maintenance training and qualification as a Technical Inspector for Airframe or Power Plants.

(ii) The mechanic shall have a valid FAA mechanic certificate with airframe and power plant ratings, and shall have held the certificate for a period of 12 months. The mechanic must then have held the foreign equivalent with both ratings for a period of 24 months.

(2) The mechanic shall have 12-months experience as an Airframe & Power Plant (A&P) mechanic or foreign equivalent in maintaining helicopters. Three months experience shall have been in the last 2 years.

(3) The mechanic shall show evidence of maintaining a helicopter of the same make and model as offered within the previous 10 years and under "field" conditions for at least 1-full season. Three months experience maintaining a helicopter away from the operator's Principle Base of Operations, and while under minimal supervision, will meet this requirement. Operator may provide an additional A&P mechanic for field experience training. The additional A&P mechanic is not required to be carded.
SECTION B
TECHNICAL SPECIFICATIONS

(4) Mechanics shall have satisfactorily completed a manufacturer’s maintenance course or an equivalent Forest Service or DOI-approved Contractor’s training program for the make and model of helicopter offered, or show evidence the mechanic has 12-months maintenance experience on a helicopter of the same make and model offered. The mechanics must have documented training in the following: company policies and procedures, company operations procedures, maintenance procedures, contract requirements and SMS.

(5) All mechanic qualifications shall be documented on the Aircraft Mechanic (Helicopter) Qualifications Form signed by the mechanic offered. A company representative, other than the mechanic in question, shall certify by signing the Aircraft Mechanic (Helicopter) Qualifications Form that each mechanic offered under this agreement has met the minimum certification, training, and experience qualifications of this section. The Aircraft Mechanic (Helicopter) Qualifications Form can be found in Exhibit 20 of the agreement.

(6) When requested by the Government, each Mechanic shall furnish a valid Interagency Mechanic Qualification card for review. The card shall be issued by the designated Interagency Maintenance Inspector for the duration of the Agreement, including any optional periods. Should the mechanic leave the employment of the Contractor, the mechanic shall surrender the card to the Contractor upon termination of employment.

(i) Availability of Mechanics

(1) A mechanic (other than the pilot) shall maintain the helicopter in accordance with the Contractor’s FAA approved Maintenance Program.

(2) When the mechanic serves as the fuel servicing vehicle driver, the more stringent of the duty limitations apply.

(j) Fuel Servicing Vehicle Driver Qualifications

(1) The Contractor shall furnish a fuel servicing vehicle driver (FSVD) for each day the helicopter is available. The driver shall meet all DOT requirements.

(2) Driver(s) shall be experienced in proper fueling procedures and be familiar with the safety equipment installed on the fuel servicing vehicle.

(3) The FSV driver must have documented training in the following: company policies and procedures, company operations procedures, maintenance procedures, contract requirements and SMS.

B.13 CONDUCT AND REPLACEMENT OF PERSONNEL

(a) Personnel Conduct

(1) Replacement of Contractor Personnel
SECTION B
TECHNICAL SPECIFICATIONS

(i) Contractor employees required to work or reside on Federal property are expected to follow the facility manager’s rules of conduct that apply to both Government and non-Government personnel working or residing at these facilities. The COR will make available a copy of such rules. The Contractor may be required to replace employees who do not comply with these rules of conduct.

(ii) The Contractor must replace any employee who performs unsafely; ineffectively; refuses to cooperate; is unable or unwilling to adapt to field living conditions; or whose general performance is unsatisfactory, disruptive or detrimental to the purpose for which contracted.

(iii) The CO will notify the Contractor of all known unsatisfactory personnel conduct or unsafe performance. The employee may be afforded an opportunity for corrective action when the conditions warrant. When directed by the CO, the Contractor must replace unacceptable personnel not later than 24 hours after such notification, or as otherwise mutually agreed. The decision as to unacceptability will be at the sole discretion of the CO.

(b) Harassment Free Workplace

(1) Contractors shall abide by “U.S. Code, Title VII, Civil Rights Act of 1964, Executive Order EO-93-05, Secretary’s Memorandum 4430-2 Workplace Violence Policy, and Harassment Free Workplace (29 CFR Part 1614)”. Regulations can be found at www.gpoaccess.gov/.

(c) Firearm / Weapon Prohibition

The possession of firearms or other dangerous weapon (18 USC 930 (f)(2) are prohibited at all times while on Government Property and during performance of services, under this contract. The term dangerous weapon does not include pocket knives with a blade less than 2 1/2 inches in length or multi-purpose tools such as a Leatherman® tool.

d) Dogs and other animals

No person may bring dogs or other animals on Federal property for other than official purposes. However, a disabled person may bring a seeing eye dog, a guide dog, or other animal assisting or being trained to assist that individual. Reference 41 CFR 102-74.425

B.14 SUSPENSION AND REVOCATION OF PERSONNEL

(a) The COR/HP/AMI may suspend after conferring with the CO, contractor personnel who fail to follow safe operating practices, does ineffective work, or exhibits conduct detrimental to the purpose for which contracted, or is under suspension or revocation by another government agency. Documentation of the suspension shall be provided to the CO.

(b) Upon involvement in an Aircraft Accident or NTSB Reportable Incident (see 49 CFR Part 830), a pilot operating under this agreement shall be suspended from performing pilot duties under this agreement and any other activity authorized under the interagency pilot qualification card(s) issued to the pilot pending the investigation outcome.
SECTION B
TECHNICAL SPECIFICATIONS

(c) Upon involvement in an Incident-with-Potential as defined under mishaps, a pilot operating under this agreement may be suspended from performing pilot duties under this agreement and any other activity authorized under the interagency pilot qualification card(s) issued to the pilot pending the incident investigation outcome.

(d) When a pilot/mechanic is suspended, and when requested, the interagency pilot/mechanic qualification card(s) shall be surrendered to the CO or authorized Government representative. Suspension will continue for up to 90 days or until:

1. The investigation findings and decision indicate no further suspension is required and the interagency pilot/mechanic qualification card(s) is returned to the pilot/mechanic; or

2. Revocation action to cancel the interagency pilot/mechanic authorization(s) is taken by the issuing agency in accordance with agency procedures.

B.15 SUBSTITUTION OR REPLACEMENT OF PERSONNEL, HELICOPTER, AND EQUIPMENT

(a) After award and inspection of initial helicopter the contractor may, at the option of the Government, propose a substitute or replacement helicopter or equipment equal to or greater than agreement awarded performance after receipt of agreement modification by the Contracting Officer. A agreement modification shall only be provided after the contractor has submitted documentation for the substitution helicopter equal to the information originally submitted for the awarded helicopter. Once award of the helicopter has been received by the contractor, contractor must contact the appropriate National or Regional Aviation Maintenance Inspector (AMI) for inspection and carding of the helicopter. Reinspection provisions will apply.

(b) Request for substitution shall be made at least 15 (fifteen) days prior to the proposed exchange, except for unforeseen conditions. Aircraft substitutions shall be limited to a maximum of two (2) per calendar year.

(c) When pilots are exchanged or replaced, training and familiarization costs, including any required flight time up to 3 (three) hours, shall be accomplished at the Contractor’s expense. The Contracting Officer will determine the necessary amount of flight time up to 3 hours. This is not intended to affect cross shifting of Pilots that are familiar with the operating area or to affect approved relief pilots.

B.16 FLIGHT HOUR AND DUTY LIMITATIONS

(a) Flight limitations. Flight crewmembers shall be subject to the following flight hour limitations:

1. All flight time, regardless of how or where performed, except personal pleasure flying, will be reported by each flight crewmember and used to administer flight hour and duty time limitations. Flight time as a flight crewmember (commuting) will be reported and counted toward limitations if it is flown on a duty day. Flight time includes, but is not limited to: military flight time; charter; flight instruction; 14 CFR 61.56 flight review; flight examinations by FAA designees; any flight time for which a flight crewmember is compensated; or any other flight time of a commercial nature whether compensated or not.
SECTION B
TECHNICAL SPECIFICATIONS

(2) Pilot flight hour computations shall begin at liftoff and end at touchdown and will be computed from the flight hour meter installed in the aircraft. All flight hours shall fall within duty hour limitations.

(3) Flight time shall not exceed a total of 8-hours per day. Except for flights point-to-point (airport to airport, heliport to heliport, etc.) with a pilot and co-pilot shall be limited to 10-flight hours per day. (A helicopter that departs “Airport A,” flies reconnaissance on a fire, and then flies to “Airport B,” is not point-to-point).

(4) Flight time shall not exceed a total of 42-hours in any 6-consecutive days. Pilots accumulating 36 or more flight hours in any 6-consecutive duty-days shall be off duty the following one calendar day for rest, after which a new 6-day cycle will begin.

(b) Duty Limitations. Flight crewmembers shall be subject to the following duty limitations:

(1) Assigned duty of any kind shall not exceed 14-hours in any 24-hour period. Local travel up to a maximum of 30-minutes each way between the work site and place of lodging will not be considered duty time. When one-way travel exceeds 30 minutes, the total travel time shall be considered as part of the duty day.

Note: The above travel time in excess of 30 minutes is considered duty time but is not compensable under standby or extended standby.

(2) The pilot shall be given a minimum of 10 consecutive hours of rest (off duty) prior to any duty assigned duty period.

(3) Pilots shall be have two (2) calendar days of rest (off duty) during any 14 consecutive duty days. Various work schedules are acceptable as per Section B. The compliment of contract personnel shall be on the same work schedule however days off may be staggered. (Examples of work schedules are 12 on and 2 off, 12 on and 12 off)

(4) For each day, duty time will be computed based on the time zone at the point of dispatch.

(5) Duty includes flight time, ground duty of any kind, and standby or alert status at any location.

(c) During times of prolonged heavy fire activity, the Government may issue a notice reducing the Pilot duty day/flight time and/or increasing off-duty days on a geographical or agency-wide basis. When a notice is issued the government representative will provide a copy of the notice and the procedures for exemptions. Payment for a non-flight day will either be at the daily availability rate or the hourly stand-by rate as applicable.

(d) Pilots may be relieved from duty for fatigue or other causes created by unusually strenuous or severe duty before reaching duty limitations.

(e) When pilots act as a mechanic, mechanic duties in excess of 2-hours will apply as flight hours on a one-to-one basis toward flight hour limitations.
SECTION B
TECHNICAL SPECIFICATIONS

(f) Relief, additional, or substitute pilots reporting for duty under this Contract shall furnish a record of all duty and all flight hours during the previous 14-days to the helicopter manager upon arrival.

(g) The Contractor may furnish a relief crew to meet the days off requirement in accordance with B.16, Flight Hour and Duty Limitations. Payment will be made in accordance with B.41 Transporting of Relief Crews. Approval to furnish relief crews and costs for transporting relief crews will be approved in advance by the helicopter manager. Approval will be noted on the payment invoice in the remarks section.

(h) Mechanics

(1) Within any 24-hour period, personnel shall have a minimum of 8 consecutive hours off duty immediately prior to the beginning of any duty day. Local travel up to a maximum of 30 minutes each way between the work site and place of lodging will not be considered duty time. When one-way travel exceeds 30 minutes, the total travel time shall be considered as part of the duty day. Note: The above travel time in excess of 30 minutes is considered duty time but is not compensable under standby or extended standby.

(2) Mechanics will have a minimum of 2 full calendar days off duty during any 14 day period unless a 14 on 14 off work schedule is approved by the contracting officer under A.7 "Other." Days need not be consecutive.

(3) Duty includes standby, work, or alert status at any location.

(4) Mechanics may be removed from duty for fatigue or other causes created by unusually strenuous or severe duty before reaching duty limitations.

(5) The mechanic shall be responsible to keep the Government apprised of their ground duty limitation status.

(6) When the mechanic serves as the fuel servicing vehicle driver, the more stringent of the duty limitations apply.

(i) Fuel Servicing Vehicle Drivers

(1) It is the Contractors' responsibility to ensure that employees comply with DOT Safety Regulation 49 CFR Part 390-399, including duty limitations.

(2) Fuel servicing vehicle drivers may be removed from duty for fatigue or other causes created by unusually strenuous or severe duty before reaching duty limitations.

(3) The fuel servicing vehicle driver will be responsible to keep the Government apprised of their ground duty limitation status.

(4) Notwithstanding DOT Safety Regulation 49 CFR Part 390-399, the fuel servicing vehicle driver shall have a minimum of two (2) full calendar days off duty during any 14-day period. Off duty days need not be consecutive.
B.17 ACCIDENT PREVENTION AND SAFETY

(a) Contractor Furnished Reports

The Contractor shall furnish the COR with a copy of all reports required to be submitted to the FAA in accordance with 14 CFR that relate to pilot and maintenance personnel performance, aircraft airworthiness or operations. The Contractor will submit an FAA Form 8010-4, Malfunction or Defect Report, or file electronically in the FAA’s Service Difficulty Reporting (SDR) system any maintenance deficiency identified in 14 CFR Part 21.3(c), 135.415, 135.417 or as requested by the government for what it considers a significant discrepancy.

(b) Aviation Safety Management System

The Contractor shall develop, maintain and utilize a Safety Management System (SMS) necessary to assure safety of ground and flight operations. The development and maintenance of these programs are a material part of the performance of the contract. When the CO, in conjunction with the agency Aviation Safety Manager determines the safety programs do not adequately promote the safety of operations, the Government may terminate the contract for cause as provided in the “Contract Terms and Conditions” when factors indicate a lack of compliance. Examples of such termination causal factors are (1) personnel activities, (2) maintenance, (3) safety and risk management, and (4) compliance with regulations. Upon request of the government, the contractor will provide copies of pertinent data (CVR, FDR, OLMS, etc) for Flight Operations Quality Assurance (FOQA) analysis.

(c) The Aviation Safety Communiqué (SAFECOM)

The SAFECOM database fulfills the Aviation Mishap Information System (AMIS) requirements for aviation mishap reporting for the US Forest Service and the Department of Interior agencies. Categories of reports include incidents, hazards, maintenance, and airspace. The system uses the SAFECOM form to report any condition, observation, act, maintenance problem, or circumstance with personnel or the aircraft that has the potential to cause an aviation-related mishap. Contractors are to use this system to report while on contract to the USFS.

Note: The SAFECOM system is not intended for initiating punitive or disciplinary actions and is not to be used for claims or contract evaluation /determination purposes. The goal of the SAFECOM system is to create a reporting culture that encourages open and honest reporting that improves the safety of aviation operations. SAFECOMs should be utilized in tailgate safety sessions, after action reviews, and briefings only after they have been properly managed through the system. Submitting a SAFECOM is not a substitute for “on-the-spot” correction(s) to a safety concern. It is imperative that safety issues be addressed at the local level as well as being documented in a SAFECOM. SAFECOM managers at all levels may have additional corrective actions and input. SAFECOM managers at all levels are responsible for protecting personal data and sanitizing SAFECOMs prior to any distribution and/or posting to the public. The SAFECOM system contains Personal Identifiable Information (PII) which is subject to the Privacy Act of 1974, 5 U.S.C. § 552a that must be protected and safeguarded. In the event of an accident, NTSB law 49 CFR 831.11 & 831.13 which respectively, specify certain criteria for participation in NTSB investigations and limitations on the dissemination of investigation information applies.
SECTION B
TECHNICAL SPECIFICATIONS

In order for SAFECOMs to be effective as an accident prevention tool, they must be reported as soon as possible to the agency with operational control of the aircraft at the time of the event. SAFECOMs can be submitted online at www.safecom.gov or via phone at 888-464-7427. Hard copies of the OAS-34/FS-5700-14 form can be faxed to OAS at 208-433-5007; USFS at 208-387-5735 or submitted through the Unit/Forest Aviation Officer.

(d) Contractors Stand-Down or Deactivation

(1) The Contractor shall immediately notify the Contracting Officer by telephone, followed up with a written notification (email or letter) to the Contracting Officer, when the Contractor implements a stand-down or when the Contractor de-activates any or all of the aircraft/fleet that is operating in compliance with this contract. The Contractor’s verbal and written notifications shall include all of the tail number(s) for all the effected aircraft, the rationale for the stand-down/deactivation, and the estimated duration of the stand-down or the deactivation.

(2) The Contractor shall also notify the Contracting Officer by telephone, followed up with a written notification (email or letter) to the Contracting Officer of the planned reactivation date for each of the effected aircraft. The Contractor’s verbal and written notifications shall include the tail number(s) of all of the reactivated aircraft, the rationale/corrective action plan (if applicable), and the date(s) of the reactivation(s).

(3) Once a Contracting Officer has been officially notified of a Contractor implemented stand-down and/or deactivation, the Contracting Officer shall notify the appropriate Government officials accordingly.

B.18 MISHAPS

(a) Reporting

(1) While operating under this contract the contractor must immediately, and by the most expeditious means available, notify the NTSB AND the appropriate agency Aviation Safety Manager (ASM) when an "Aircraft Accident" or NTSB reportable "Incident" occurs.

(2) The toll free 24-hour Interagency Aircraft Accident Reporting Hot Line number is: 1-888-4MISHAP (1-888-464-7427).

(b) Forms Submission

Following an "Aircraft Accident" or when requested by the NTSB following notification of a reportable "Incident," the Contractor must provide the agency Air Safety Investigator with information necessary to complete a NTSB Form 6120.1/2 "Pilot/Operator Aircraft Accident Report".

(c) Wreckage Preservation
SECTION B
TECHNICAL SPECIFICATIONS

(1) The Contractor shall not permit removal or alteration of the aircraft, aircraft equipment, including fuel servicing vehicles (fuel samples), support trailers/vehicles and equipment or records following an "Aircraft Mishap" which results in any damage to the aircraft or injury to personnel until authorized to do so by the CO. Exceptions are when threat-to-life or property exists; the aircraft is blocking an airport runway, etc. The CO shall be immediately notified when such actions take place. Upon request of the government, the contractor will provide copies of pertinent records and data (CVR, FDR, OLMS, etc.) following a mishap.

(2) The NTSB's release of the wreckage does not constitute a release by the CO, who shall maintain control of the wreckage and related equipment until all investigations are complete.

(d) Investigation

The Contractor shall maintain an accurate record of all aircraft accidents, incidents, aviation hazards and injuries to Contractor or Government personnel arising in the course of performance under this Contract. Further, the Contractor fully agrees to cooperate with the USFS during an investigation and make available personnel, personnel records, aircraft records, and any equipment, damaged or undamaged, deemed necessary by the USFS. Following a mishap, the Contractor shall ensure that personnel (Pilot, mechanics, etc.) associated with the aircraft will remain in the vicinity of the mishap until released by the CO.

(e) Related Costs

The NTSB or USFS shall determine their individual agency investigation cost responsibility. The Contractor will be fully responsible for any cost associated with the reassembly, approval for return-to-Contract availability, and return transportation of any items disassembled by the USFS.

(f) Search, Rescue, and Salvage

The cost of search, rescue and salvage operations made necessary due to causes other than negligent acts of a Government employee shall be the responsibility of the Contractor.

B.19 PERSONAL PROTECTIVE EQUIPMENT

(a) General Operations

The following personal protective equipment shall be furnished by the Contractor, be operable and maintained in serviceable condition as per appropriate manufacturer's specifications.

(b) Helmets

(1) Contractor personnel shall wear a flight helmet consisting of a one-piece hard shell made of polycarbonate, Kevlar, carbon fiber, or fiberglass that must cover the top, sides (including the temple area and to below the ears), and the rear of the head. The helmet shall be equipped with a chinstrap and shall be appropriately adjusted for proper fit. The helmet shall be worn with the chinstrap fastened.

SECTION B
TECHNICAL SPECIFICATIONS


(3) Helmets designed for use in fixed wing aircraft do not provide adequate protection for helicopter occupants and are not approved for helicopter use.

c) Clothing

(1) Contractor personnel while flying shall wear long-sleeved shirt and trousers (or long-sleeved flight suit) made of fire-resistant polyamide or aramid material, leather boots and leather, polyamide, or aramid gloves. A shirt with long-sleeves overlapping gloves, and long-pants overlapping boots by at least 2-inches, shall be worn by the pilot(s). Personnel shall not wear clothing made of non fire-resistant synthetic material under the fire-resistant clothing described herein.

(2) Nomex® or other material proven to meet or exceed specifications contained in MIL-C-83429A may be worn. Currently, the following "other" materials meet this specification:

(i) FRT Cotton Denim Cloth, MIL-C-24915

(ii) FRT Cotton Chambray Cloth, MIL-C-24916

(3) Clothing not containing labels identifying the material either by Brand Name or MIL-Spec will not be acceptable.

d) Ground Operations

(1) While within the safety circle of a helicopter with engine(s) running and/or rotor(s) turning, all Contractor personnel shall wear the following PPE:

(i) Shirt with long-sleeves overlapping gloves, long-pants, hardhat/flight helmet with chinstrap, boots, hearing and eye protection.

(ii) Maintenance personnel (mechanics only) working on engine(s) running and/or rotor(s) turning on aircraft are exempt from gloves, eye protection (eye protection may be worn at the option of maintenance personnel or company policy), long sleeves, and hardhat requirements.

(2) During all fueling operations, fuel-servicing personnel shall wear a long-sleeved shirt, long trousers, boots, and gloves. The shirt and pants must be made of 100% cotton or other natural fiber, or be labeled as non-static.

e) Personal Flotation Devices
SECTION B
TECHNICAL SPECIFICATIONS

(1) A personal floatation device (PFD), normally worn around the neck and over the shoulders only, shall be worn by each individual on board the helicopter when conducting operations beyond power-off gliding distance to shore, and during all bucketed or tanked firefighting operations. Personal floatation devices that are normally worn around the waist, which need to be pulled up and over the helmet for use, are not permitted. Acceptable personal floatation devices types are; normally worn around the neck and over the shoulders, must be CO2 cartridge deployable, and have a manual inflation valve installed. Personal floatation devices will be serviced annually per manufacture recommendation for damage, operation, and condition.

(2) Automatic inflation (water activated) personal flotation devices shall not be allowed.

(f) Contractor will provide USFS approved personal fire shelters (spec. 5100-606) for all contractor personnel covered under this contract. Fire shelters required in the aircraft must be secured and accessible to crews onboard the aircraft, not stored in cargo compartments or loosely placed in the “hat-rack”. Fire shelters are not to be located in areas which would reduce the crush attenuation of any aircraft component, i.e. under the seats. Instruction in the use of shelter deployment shall be completed and documented by the contractor and verified by the Helicopter Manager. Shelter deployment training shall be completed yearly. The condition and care of the shelter will meet USFS standards. Fire shelter shall be on-board the helicopter at all times while under contract and included in the equipped weight (8 lbs). Ground crews shall have fire shelters readily available for use if needed. For further information on fire shelter training and for the purchase of USFS approved fire shelters see: https://www.supplycache.com/, http://www.cascadefire.com/index.php/ and http://www.nifc.gov/fireShelt/fshelt_main.html.

B.20 INSPECTION AND ACCEPTANCE

In accordance with Federal Acquisition Regulation Clause 52.212-4 (a), the following is added:

Note: Official Government logos such as the USFS shield and or reference to “Official U.S. Government Fire Fighting Vehicle” will not be permitted on contractor equipment.

Pre-Use Inspection of Equipment and Personnel

(a) After award of the agreement and any renewal thereof, an inspection of the contractor’s equipment and personnel will be made prior to any use. Inspection priority and determination of operational need shall be at the government’s discretion. Inspections will be scheduled by mutual agreement between the Contracting Officer and the Contractor. Inspection priority and determination of need shall be at the government’s discretion. The inspection will take place at the contractor’s facility or other location as approved by the Contracting Officer.

(b) The helicopter, pilot, relief pilot, mechanic, fuel vehicle driver, and fuel servicing vehicle will be made available for inspection as scheduled by the CO.

(c) At the scheduled inspection, the contractor shall provide a complete listing of all FAA ADs and Manufacturer’s Mandatory Service Bulletins (MSBs) applicable to the make, model, and series of aircraft being offered. Documentation of compliance to each AD and MSB will include date and method of compliance, date of recurring compliance, and an authorized signature and certificate number will be recorded. The list shall be similar to that shown in AC 43-9c, as amended.

52
SECTION B
TECHNICAL SPECIFICATIONS

(d) All components or items installed in the offered aircraft that are subject to specified time basis or schedule (time/calendar life) for inspection, overhaul, or replacement shall be listed and made available to the Government at time of inspection. The list shall include component name, serial number, service life or inspection/overhaul time, total time since major inspection, overhaul, or replacement and hours/cycles calendar time remaining before required inspection, overhaul, or replacement. The list shall be similar to that shown in AC 43-9c, as amended.

(e) The Contractor may be required to furnish a copy of the procedures manual and revisions as required by 14 CFR 135 (as applicable).

(f) Each fuel servicing driver will be expected to demonstrate knowledge of correct fueling procedures and fueling and safety equipment installed on the fuel-servicing vehicle.

Contractor shall have equipment and personnel to change the filter on the fuel service vehicle as required.

(g) The fuel service vehicle approval is only an indication that the vehicle meets the additional equipment requirements of this Agreement, and in no way indicates that the vehicle meets any requirement of 49 CFR.

(h) Contractors shall ensure all documentation submitted for pilot approvals has been verified for accuracy and completeness. Pilot evaluations or approvals will not be administered/issued until all required documentation is complete. The documentation referenced in B.20 (i) (2) shall be submitted annually for each pilot needing interagency approval (Note: the CO may require additional information and documentation).

(i) The items described below shall be made available at the pre-use, or renewal inspection:

   (1) Certificates/Agreement

      (i) Copy of 14 CFR 133

      (ii) Copy of 14 CFR 135 (if applicable)

      (iii) Copy of 14 CFR 137

      (iv) Complete copy of awarded Agreement, including modifications, with each aircraft

      (v) Safety Management System (SMS) Manual in its entirety

   (2) Pilots

      (i) Completed “Pilots qualifications and Approval Record”.

      (USFS Form FS-5700-20a or OAS Form 64B)

      (ii) Completed “Flight Hour Requirements & Experience Verification with form.”
      (See Exhibit 18)

      (This form required only for pilots seeking their initial (first time) interagency approval)
SECTION B
TECHNICAL SPECIFICATIONS

(iii) Signed and dated signature page from the "Operations and Safety
Procedures Guide for Helicopter Pilots."

(iv) Copy of FAA Pilot Certificate. *(Both front and back may be needed to
obtain all of the required information)*

(v) Copy of current Medical Certificate.

(vi) Copy of current FAR 135 Airman Competency / Proficiency Check. "FAA
form 8410-3" for each standard category make and model helicopter the pilot
seeks approval in. *(Required if operating aircraft listed on the operators 135
Certificate)*

OR

(vii) Copy of current Flight Review.

*(Required if pilot does not have a valid FAA Flight Review within the last 24
months)*

"AND"

Copy of current (within the last 12 calendar months) Equipment Check
Endorsement *(or comparable document (E.G.CFR 14, part 61.58 Pilot
Proficiency Check)) for each Limited Use or Restricted Category make and
model helicopter the pilot seeks approval in. *(Required if operating aircraft not
listed on the operators 135 Certificate)*

(viii) Copy of FAR 133 endorsement.

(ix) Copy of FAR 137 endorsement.

(x) Reserved

(xi) Completed Load Calculation form for each helicopter make/model in which
the pilot is seeking approval. Included with the Load Calculation will be notations
indicating what chart(s) are used. *(I.e. page and illustration or chart number)*

(xii) Completed "Vertical Reference Flight Training Endorsement" *(required for
long-line operations and snorkel operations conducted in helicopters not
equipped with mirrors for external load operations)*

Copy of the front and back of the pilots most recently issued Interagency
Helicopter Qualification Card. *(If card cannot be produced it may be
necessary to demonstrate proficiency for all Special Use operations
required under the agreement)*

Completed "Pilots Qualifications and Approval Record". *(USFS Form FS-5700-
20a 0r OAS Form 64B)*
SECTION B
TECHNICAL SPECIFICATIONS

(xiii) Prior to receiving an interagency "Pilot Qualification Card", all helicopters pilots are required to complete the on-line training modules for helicopter fire operations at least every 36 months. These modules are listed on the Interagency Aviation Training (IAT) website at https://www.iat.gov/ and include Helicopter Pilot Training - Firefighting (Modules H-1, 2, & 3) and Aviation Transport of Hazardous Materials (A-110), and Grand Canyon Special Federal Aviation Regulation (SFAR). Pilots must sign up, create a profile and after completion of the modules print a copy of the certificates. A copy of the certificate must be presented to the Helicopter Inspector Pilot before an Interagency Helicopter Pilot Qualification card will be issued.

(xiv) Equipment Check Endorsement

An Equipment Check Endorsement shall include, at a minimum, documentation of the following training:

(A) Operations Training; 1.0 hour Minimum

Company policies & procedures, Operations Specifications, HazMat, agreement requirements, etc.

(B) Aircraft Ground Training; 2.0 hour Minimum

Aircraft systems, aircraft maintenance practices, radio programming, GPS programming, etc.

(C) Aircraft Flight Training; 1.0 hour Minimum

Aircraft familiarization, normal procedures, emergency procedures, in flight programming of radios and GPS, etc. (Note: this training shall be in addition to any contractually required special mission training, i.e., long-line training, etc.)

(3) Equipment

(i) Appropriate equipment installed, or available to be installed, on the aircraft for the flight evaluation; i.e. dual controls, communications and navigation equipment and buckets

(ii) Longline(s) of at least 150 feet and a suitable weight shall be available

(iii) Aircraft maintenance records

(iv) Fuel servicing vehicle available

(4) Mechanic(s)

(i) A&P Mechanic available

(ii) Completed A&P Qualifications and Approval Record Form with applicable qualifying mechanic’s records.
SECTION B
TECHNICAL SPECIFICATIONS

B.21 PRE-USE INSPECTION EXPENSES

(a) All operating expenses incidental to the inspection shall be borne by the Contractor.

(b) Pilot evaluation flights may require up to 2-hours of flight time for each pilot as deemed necessary by the CO. Evaluations will be conducted in the Make and Model furnished for the contracts. If the contractor requests additional make and model approvals, the pilot must be qualified in accordance with B.12 and must pass an evaluation flight in the additional aircraft if any of the items below apply:

(1) Initial carding in Make and Model
(2) Initial carding in type (type I, II, or III)
(3) Initial carding in that seating position (left to right or right to left)
(4) Interagency approval for make and model has lapsed by more than 12 months.
(5) Required by the Helicopter Inspector Pilot, or Contracting Officer

(c) The Contractor shall ensure that a set of fully operational dual flight controls are installed in the aircraft during all pilot evaluation flights.

(d) The Contractor will not be charged for the costs incurred by the Government on the initial pre-use inspection.

(e) Discrepancies noted during a CWN inspection must be corrected within 30 calendar days, if the discrepancies are not corrected within 30 days a complete re-inspection will be required.

B.22 RE-INSPECTION EXPENSES

When re-inspection is necessary because Contractor equipment and/or personnel did not satisfy the initial inspection, or when inspecting substitute personnel and/or equipment subsequent to the initial pre-use inspection, the Contractor may be charged the actual costs incurred by the government in performing the re-inspection. Re-inspections will be performed at a time and location mutually agreed to by the Contractor and CO/Airworthiness Inspector.

B.23 INSPECTIONS DURING USE

(a) At any time during the agreement period the CO may require, but is not limited to inspections/weighing/tests as deemed necessary to determine that the Contractor’s equipment and/or personnel currently meet specifications. Government costs incurred during these inspections will not be charged to the Contractor.

(b) Should the inspection reveal deficiencies that require corrective action and subsequent re-inspection, the actual costs incurred by the Government may be charged to the Contractor.

(c) When the helicopter becomes unavailable due to mechanical breakdown, the Government reserves the right to inspect the aircraft after the Contractor’s mechanic has approved the aircraft for return to service. For items covered under 14 CFR 135.415, the Contractor shall furnish the CO/Regional Maintenance Inspector with a completed copy of FAA Form 8010-4,
SECTION B
TECHNICAL SPECIFICATIONS

Malfunction or Defect Report, or a Helicopter Association International (HAI) Maintenance Malfunction/Information Reporting Form 9 (as applicable).

B.24 PERIOD OF BASIC ORDERING AGREEMENT

This basic Ordering Agreement will be in effect for up to four years from date of award. The unit prices for individual orders will be in accordance with the pricing defined prior to the establishment of the initial agreement. This agreement may be discontinued by either party upon 30 day’s written notice.

B.25 AUTHORIZED ORDERING ACTIVITIES

(a) Type I & II Helicopter orders for services may be placed only by those identified herein to place orders. Orders for fire incidents and emergency support will only be placed by the National Interagency Coordination Center (NICC), located at the National Interagency Fire Center (NIFC) in Boise, Idaho. There may be occasions where orders for project work outside the fire incident/emergency support would be placed by the applicable agency Contracting Officer. If services are ordered by the Contracting Officer, NICC will be advised of aircraft status by the end user of those services. Contractors shall not accept orders or dispatches from sources other than NICC or the agency specific Contracting Officer.

This ordering agreement from the Department of Agriculture, U.S. Forest Service authorizes the Department of the Interior (DOI) to issue Task Order (TO) numbers in support of DOI as follows:

Fire - The Department of Interior (DOI), Contracting Officer (CO) will provide each CWN vendor a task order number to support all DOI fire suppression activities at award of the contract and every fiscal year, thereafter (https://www.doi.gov/aviation/agd/contracts). The task order is for invoicing purposes and the vendor is responsible for the input of the flight data into their own website account, Aviation Information Reporting Support (AIRS) and the submittal of their invoice through IPP. DOI will provide a copy of the detailed invoicing instructions to the CWN vendor upon receipt of their fire task order. The Resource Orders are issued by the National Interagency Coordination Center (NICC).

Search & Rescue (SAR) for National Park Service – The DOI Contracting Officer will provide the CWN vendor a SAR DOI Task Order number at the time an order is placed with NICC and that Task Order number will be provided to the USFS COR.

Non-Fire - project orders will be placed by the DOI CO and coordinated through, and with the NICC when the task order is issued to the contractor. The DOI CO shall perform all contract administration, payment processing, claims adjudication, and close-out of each DOI task order.

Each ordering agreement or TO will be signed by the agency’s designated Contracting Officer with payment being made as provided elsewhere in this agreement.

(b) Ordering Procedures

Orders for service will be placed with the contractor subject to the following:

(1) Orders for service will be placed with the Contractor as needed. Orders will be filled based on performance, cost and urgency. The Government will calculate performance and allowable payload for each helicopter on agreement. Computed performance,
SECTION B
TECHNICAL SPECIFICATIONS

allowable payload for conditions expected at the assigned work location, helicopter configuration, location of helicopter and crew at the time of the need may take precedence over other factors including cost when ordering helicopters.

(2) The Government does not guarantee the placement of any orders for service under the Agreement and the Contractor is not obligated to accept any orders. However, once the Contractor accepts an order, the Contractor is obligated to perform in accordance with the terms and conditions stated herein.

(3) It is the contractors' responsibility to keep the aircraft desk at NICC informed on the location and availability of their helicopter(s) for fire and project assignments. The Phone number at NICC is 1-208-387-5400 or for flight following 1-800-994-6312. If the contractor has not kept NICC currently informed on the location and status of the aircraft they will be considered not available for work under the agreement.

(c) Point-of-Hire

Point-of-Hire shall be the Contractor's Principle Base of Operations as specified in Section B or the location of aircraft at time-of-hire.

(d) Assigned Work Location(s)

The Assigned Work Location will be determined at the time the order for services is placed.

(e) Ordered Availability Periods

Helicopters and associated equipment and personnel shall be available as ordered by the CO and agreed to by the Contractor. After a period of availability has begun, the helicopter will not be released at the request of the Contractor until approved by the CO.

B.26 DAILY AVAILABILITY REQUIREMENTS

(a) Equipment. The helicopter and related equipment will be available 14 hours per day and will not be removed from the assigned work location without the approval of the Contracting Officer.

(1) Inclement weather plan: The Pilot in Command (PIC) is the final authority for the safety and security of the helicopter. When inclement weather may be a concern, both Pilot and Helicopter Manager/COR must develop and document a contingency plan in writing for the operational area to identify potential relocation destination(s) that will afford the best protection for the helicopter. Once agreed upon by both manager and pilot, the request to re-position or release the helicopter must be approved by aviation management staff (example: FAO, AOBD, UAO, UAM).

(b) Personnel. Personnel will be in one of the following categories of availability:

(1) Standby: Personnel will be on standby status each day. The beginning of the Standby period will be set by the Helicopter Manager after conferring with the COR at a minimum and may be adjusted from day-to-day. Once Standby begins, the standby period will continue for 9 consecutive hours regardless of the payment status of the helicopter. During the Standby period, with the exception of the first 30 minute period to
SECTION B
TECHNICAL SPECIFICATIONS

accommodate preflight, the personnel/helicopter shall be able to respond to a dispatch within 15-minutes unless an alternate response time is established by the CO/COR.

Dispatches that require extended flight planning due to non-local mobilization shall be able to respond with 60 minutes unless otherwise established by the HMGB/COR.

(2) Extended Standby (that period over 9 hours per day per authorized crew member) is not intended to compensate the contractor on a one-to one basis for all hours necessary to service and maintain the helicopter, nor is it paid while crew is traveling to and from place of lodging. Extended standby must be specifically ORDERED and documented on the Flight Use Invoice by the Government and only in unusual circumstances will the Government compensate the Contractor for extended standby when the helicopter is not also available for immediate dispatch. Extended Standby is not applicable to double-flight crews. Extended Standby applies only to the awarded number of compensable personnel provided with each helicopter.

(3) Authorized Break. During the standby period, requirements may be modified by the CO/COR to allow Contractor's personnel time off away from the assigned work location or to conduct routine maintenance. No deduction of availability will be made for such authorized breaks except when Contractor personnel fail to return to Standby upon request. The Contractor will provide the CO/COR with information on how to contact Contractor personnel. Personnel will be allowed 1-hour to return to standby status after the contact attempt is made. Failure to return to work within 1-hour will result in loss of availability.

(4) Release-from-Duty. The Contractor's personnel may be released and be considered off duty prior to completion of their individual crew duty limitation period. Once released, the Contractor personnel are not required to return to Standby status the same day. Service shall be recorded as fully available provided the CO/COR has approved release of the Contractor's personnel in advance. Service shall be recorded as fully available provided the CO has approved release of the Contractor's personnel in advance.

(5) Reserved

B.27 UNAVAILABILITY

(a) The Contractor will be considered to be “Unavailable” whenever equipment or personnel are unable to perform or fail to perform the requirements of this Contract. Also the aircraft will be considered unavailable when the pilot, mechanic, or fuel servicing vehicle driver cannot perform because of duty limitations unless a relief crew is provided.

Unavailability however, will not be assessed when pilot(s) has reached flight and/or duty limitations while performing under this Contract when the conditions in B.16 Flight and Duty Limitations occur.

Unavailability will be rounded up to the nearest quarter hour when a contractor fails to comply with requirements.

(b) Reserved
SECTION B
TECHNICAL SPECIFICATIONS

(c) Unavailability status will continue until the deficiency is corrected. It is the Contractor's responsibility to inform the CO/COR whenever the equipment or personnel become available. Inspection by the Government after a performance failure has occurred will be made as promptly as possible after the Contractor has given notice that the deficiency has been corrected. When Inspection reveals that the failure has been corrected, the Contractor will be considered in "Available" status from the time the Contractor gives notice to the Government that the deficiency has been corrected. The CO retains the right to require aircraft and personnel review and/or check flights at Contractor's expense.

When any unscheduled maintenance or repairs are performed for mechanical or equipment deficiencies, a DOI/USFS approved Maintenance Inspector and the Contracting Officer will be notified for "return to contract availability", before the aircraft may again be allowed to fly under the contract. Depending on the complexity of the maintenance or repair, "return to contract availability" may be given by electronic or verbal means.

Do not return aircraft having mechanical or equipment deficiencies to "contract availability" until the aircraft has been approved by an authorized aircraft inspector.

(d) Periods of Unavailability will be accumulated for the day and posted on the Flight Use Invoice as actual clock unavailability.

B.28 CWN PAYMENT PROCEDURES

(a) Services Received by the US Forest Service

(1) All flight time, daily availability and other authorized charges or deductions shall be recorded on a flight use invoice in Aviation Business System (ABS). At the end of each day data shall be entered and reviewed by the Government and the Contractor's Representative.

(2) Approved invoices will be packaged electronically for payment on a semi-monthly basis for submission through the ABS process and electronically forwarded to the contractor for review and approval. Corrections shall be returned electronically to the designated representative for resolution. Upon approval, the package will be electronically forwarded to the Albuquerque Service Center (ASC) for payment. Invoices accumulated during the first half of the month will be processed for payment about the 16th and those accumulated during the last of the month will be processed about the 1st of the following month.

Go to http://www.fs.fed.us/business/abs "Getting Started" for instructions and more information.

(b) Services received by the Department of the Interior

(1) The Contractor's pilot in command (PIC) and the appropriate Government representative in the field must complete and sign an Aircraft Use Report (AUR), AMD-23/23E or other form as directed by the DOI CO that documents the daily services.

(2) Upon completion of flight services, in accordance with paragraph (b) (2) (ii), vendor will initiate funding requests according to DOI invoicing procedures as directed by the DOI CO. CWN vendor is required to receive an AIRS account utilizing the AIRS User Access Management Form located at: https://www.doi.gov/aviation/agd/airs.
SECTION B
TECHNICAL SPECIFICATIONS

(i) All services to include flight time, daily availability and other authorized charges incurred under a DOI task order shall be recorded and submitted in accordance with DOI payment procedures that are provided to the CWN vendor.

(ii) Aircraft Use Reports may be submitted no sooner than every two weeks or upon release from a fire incident or project if less than two weeks. Services provided and related charges must be shown on a daily basis.

(iii) Similar to the USDA, funding for wildland fire suppression is obligated after the vendor has submitted their funding request to the DOI and validated by a Contracting Officer, per the DOI payment procedures. Upon completion of the first fire suppression activity, the task order will be obligated and executed and sent to the vendor. The same task order number will be used for subsequent assignments and funds will be obligated with a modification and executed as above.

(3) Once the contractor receives the email with the obligated task order, the contractor will submit electronically their invoice through the U.S. Department of the Treasury’s Invoice Processing Platform (IPP). The IPP website address is: https://www.ipp.gov. Contractor assistance with enrollment can be obtained by contacting the IPP Production Helpdesk via email ippgroup@bos.frb.org or phone (866) 973-3131.

(i) Under the DOI order, the following documents are required to be submitted as attachments to the IPP invoice:

(A) Completed AUR’s, (AMD Form 23/23E) or other form as directed by the DOI CO documenting daily services provided under the contract/order. The AUR or other form as directed by the DOI CO must be signed by the appropriate representatives of the Contractor and Government.

(B) Documentation required by the contract to support additional pay items (i.e. transportation worksheets, receipts, etc.).

(C) AIRS PDF detailed report downloaded from AIRS.

(4) Questions for services received by the Department of The Interior should be directed to the DOI/AQD Contracting Office at 208-433-5075 or after hours at 208-600-2679.

B.29 PAYMENT FOR FLIGHT

(a) Flight time will be computed in hours and tenths of hours as recorded by the collective activated flight hour meter (Hobbs) on the helicopter.

(b) Payment for flight time will be made only for government authorized flight.

(c) The Government does not guarantee any flight time.
SECTION B
TECHNICAL SPECIFICATIONS

B.30 PAYMENT FOR AVAILABILITY

(a) Availability will be paid at the applicable rate specified in the Schedule of Items only when Contractor's equipment and personnel meet the Daily Availability Requirements and are recorded in ABS for US Forest Service orders or as prescribed by the Department of Interior (DOI) in Section B.28 (b) for task orders in support of the DOI.

(b) Availability for aircraft and crewmembers (maximum 14-hours-single crew) will be ordered, measured, and recorded each day.

(c) Payment for availability will not commence until the aircraft and flight crew arrive at the Assigned Work Location and are available for standby. On the first day, if an aircraft arrives at the Assigned Work Location at or before 1200 hours (noon local time) a full day of availability will be paid. Aircraft arriving after 1200 hours (noon local time), will be paid for a half-day of Availability. For purposes of this clause, on the first and last day, duty time will be computed based on time zone at point of departure.

(d) On the last day at the Assigned Work Location, aircraft released from the Assigned Work Location at or before 1200 hours (noon local time) will be paid one half-day of Availability. Aircraft released after 1200 hours (noon local time) will be paid for a full day of Availability.

(e) No more than one day of Availability may be earned in a calendar day (0001 to 2400).

(f) When the aircraft and crewmembers have arrived at the Assigned Work Location and the fuel-servicing vehicle is enroute, the aircraft and crewmembers may be considered to be available for payment purposes by the CO.

(g) The awarded daily availability rate shall include all fixed and variable costs (depreciation, salaries, overnight allowances, travel costs to and from lodging, overhead, permanent shop facilities, etc.) incurred in providing continuous service exclusive of those costs directly attributed to actual flight.

B.31 PAYMENT FOR EXTENDED STANDBY

(a) Extended Standby (that period over the first 9 hours of standby per day, per authorized crewmember) will be measured in hours (rounded to the next full-hour and paid at the rate specified in the Schedule of Items) for all Extended Standby ordered by the Helicopter Manager/COR and performed by the Contractor when the crew meets the Standby requirement in accordance with Section B, Daily Availability Requirements.

(b) Extended Standby is not applicable on days when mobilization or demobilization is paid.

(c) The Contractor will not be compensated for Extended Standby when the aircraft is not available for immediate dispatch, except when authorized by the CO.

(d) Reserved

B.32 PAYMENT FOR PROJECT WORK

(a) Daily Availability Rate plus Specified Flight Rate Method
SECTION B
TECHNICAL SPECIFICATIONS

(1) The Contractor will be paid for availability and flight in accordance with B.29 Payment for Flight and B.30 Payment for Availability.

(2) Unavailability will be deducted in accordance with B.27 Unavailability.

(3) Any additional payments will be made in accordance with B.43 Miscellaneous Costs to the Contractor.

OR

(b) “For non-fire suppression missions, Project Flight Rate may be used”

(1) Services may be ordered for short periods of time (normally 1-day or less) to accomplish project work.

(2) When service is ordered under the Project Flight Rate specified in the Schedule of Items, payment will be made only for actual flight time performed. Daily availability rate is not applicable. When the Project Flight Rate is in effect and when the project extends for more than 1-day, incurred Remain-Over-Night (RON) costs will be reimbursed in accordance with the Federal Travel Regulations (FTRs).

(3) Services may also be ordered under the Daily Availability Rate specified in the Schedule of Items, plus the flight rate specified (Exhibit 12 Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart). For CWN, when Daily Availability payment is used, RON fees are not applicable.

(4) The method of payment shall be established prior to the start of the project. The selected method of payment will be used for the duration of the project.

(5) Reserved

(6) Reserved

(c) Ferry time of aircraft to and from the point of hire from the Contractor’s base of operations or current aircraft location, whichever is closer, will be paid at the applicable flight rate. If a fuel servicing vehicle is required, mileage to and from the point of use from the Contractor’s base of operations or current location that the fuel servicing vehicle is stationed, whichever is closer, will be paid at the rates stipulated in B.38 Payment for Fuel Servicing Vehicle Mileage.

B.33 RESERVED -

B.34 ORDERING AND PAYMENT FOR ADDITIONAL AIRCRAFT AND PERSONNEL

The CO may order an additional pilot or crewmember or aircraft on an intermittent basis to maximize usage of the helicopter. The pilot or crewmember or aircraft may be furnished at the option of the Contractor. All terms and conditions of the Agreement will apply except as set forth below:

(a) When ordered by the CO, each additional crewmember will be paid a lump sum of $500 per day for travel days and work days. This compensation is only for double crews ordered by the Government.
SECTION B
TECHNICAL SPECIFICATIONS

(b) Transportation costs shall be reviewed by the CO to determine reasonableness prior to ordering. Reasonable costs of roundtrip transportation, not to exceed the cost of transportation from the aircraft point-of-hire and return, will be paid. This does not apply to relief crews brought in by the Contractor on primary pilot or crews’ mandatory days off.

(c) Such aircraft will be released when the Governments need ceases to exist.

B.35 REIMBURSEMENT FOR MOBILIZATION AND DEMOBILIZATION COSTS

(a) During mobilization and demobilization on any day in which flight is performed, no daily Availability is earned, and flight crew are required to remain overnight to and/or from point of hire, a lump sum of $500 per authorized crew member will be paid.

(b) Mobilization and Demobilization is not applicable if the helicopter is reassigned. The rate in affect for a reassignment is the daily availability rate plus flight.

(c) Mobilization and Demobilization are not applicable when using project flight rate.

(d) Mobilization and Demobilization payment is not intended to compensate the Contractor on a one-to-one basis for incurred costs.

(e) The Contractor will be reimbursed for fuel service vehicle mileage, airport landing fees, airport use costs (tie-downs) truck permits or taxes at points-of-entry associated with performance under this Contract. Costs associated with preparing the aircraft for service will not be paid.

(f) The costs shall be necessary and reasonable in amount. Itemized receipts must support claims for reimbursement and must be kept on file by the contractor and made available to the CO upon request. Salary costs for Contractor employee(s) while in travel status will not be paid.

(g) Claims for reimbursement shall be documented on the FS 6500-122 or DOI Flight AUR (Aircraft Use Report) or AMD 23/23E. Itemized receipts must support claims for reimbursement and must be kept on file by the contractor. Copies of receipts are to be provided to the helicopter manager for review and approval but are not required to be submitted with the FS payments document. DOI reimbursement claims will be supported by itemized receipts which must be included with the AUR and uploaded as an attachment to the invoice in IPP.

(h) Failure to perform upon arrival at the Assigned Work Location may result in non-payment of all mobilization and demobilization costs.

(i) Aircraft released from the Assigned Work Location, demobilization costs paid back to the original point-of-hire. Prior to the aircraft departing, the manager shall coordinate with the pilot and demobilization costs estimated and paid as they actually occur.

(j) Should an aircraft relocate somewhere other than the original point-of-hire, demobilization costs will only be paid from the last assigned work location back to the original point-of-hire. If an aircraft does not return to the original point-of-hire but to another location, demobilization costs paid to either the original point-of-hire or final destination whichever is closer.
SECTION B
TECHNICAL SPECIFICATIONS

(k) Once an aircraft reaches its final destination whether point-of-hire, home base, or other location the pilot will relay the final demobilization numbers either to the manager or COR to close out the invoice.

(l) During mobilization, if cancellation occurs after flight has commenced, the Contractor in accordance with the above provisions will be compensated.

B.36 PAYMENT FOR SUBSTITUTE/REPLACEMENT HELICOPTER

When substitute or replacement aircraft are approved for use by the Contracting Officer, the following payment terms will apply:

(a) Availability Rate – The same rate applicable to the aircraft that is being substituted or replaced.

(b) Flight Rate – The rate applicable to the make, model, and series of the substitute or replacement aircraft.

B.37 LODGING & MEALS

No charge will be made for lodging or meals furnished by the Government.

B.38 PAYMENT FOR FUEL SERVICING VEHICLE MILEAGE

(a) A fuel-servicing vehicle is required for all fire support and non-fire project use.

(b) The price of the vehicle is included in the daily availability rate or Optional Use Flight rate offered for both fire and non-fire use.

(c) For CWN or outside the Exclusive Use MAP period, when dispatched by the Government, applicable mileage rates will be paid to and from the Assigned Work Location, beginning at the Contractor's Principle Base of Operations or from the location of the vehicle at the time of order, whichever is closer. Payment will be made only for miles driven in support of the aircraft.

(d) Reserved

Vehicle Mileage Schedule

$4.43 per mile - where the carrying capacity of aircraft fuel is 1,500 gallons or more

$3.20 per mile - where the carrying capacity of aircraft fuel is at least 750 gallons to 1,499 gallons

$2.47 per mile - where the carrying capacity of aircraft fuel is at least 350 gallons to 749 gallons

$1.73 per mile - where the carrying capacity of aircraft fuel is less than 350 gallons

B.39 PAYMENT FOR FUEL TRANSPORTATION

(a) The Government will reimburse the Contractor for costs incurred in transportation of helicopter fuel to sustain Government operations under the following conditions:
SECTION B
TECHNICAL SPECIFICATIONS

(1) When Contractor’s fuel servicing vehicle cannot travel to an assigned alternate base of operations due to lack of road access.

(2) When Contractor has to arrange for fuel support at an assigned alternate base of operation to provide a supply for helicopter flights until the Contractor’s fuel-servicing vehicle arrives on site.

(b) The CO will designate the method of transportation and the gallons to be transported.

(c) When the CO orders the Contractor to transport fuel by air, the flight time required to transport the fuel will be paid at the Agreement flight hour rate.

(d) When the CO orders transportation of fuel by commercial carrier, reimbursement will be based on supporting itemized paid receipts and provided to the CO, upon request.

(e) In the event the Government furnishes fuel to the Contractor, fuel cost will be charged based upon rates at the nearest accessible point fuel is commercially available. Such fuel costs will be deducted from any sums otherwise due the Contractor on the Flight Use Invoice.

B.40 PAYMENT FOR WILDLAND FIRE CHEMICALS

(a) Reserved

(b) Any wildland fire chemicals used by the Contractor shall be on the list of approved Wildland Fire Chemicals found at the following website: https://www.fs.fed.us/rm/fire/wfcs/index.htm.

B.41 CWN RELIEF CREW APPROVAL AND PAYMENT

(a) The Contractor may furnish a relief crew to meet the days off requirement in accordance with B.16, Flight Hour and Duty Limitations. Approval to furnish relief crews and costs for transporting of relief crews will be approved in advance by the helicopter manager. Approval will be noted on the payment invoice in the remarks section.

(b) The reasonable cost of transporting a relief crew to and from the current assigned work location of the Helicopter will be paid by the Government. Claims for reimbursement will be supported by itemized receipt(s), but do not need to be submitted with the Flight Use Report for payment purposes although must be available for review by the Helicopter Manager; i.e., itineraries supporting round trips, names of travelers, etc. This cost reimbursement is not applicable to primary crews. DOI reimbursement claims will be supported by itemized receipts which must be included with the Invoice/AMD-23 for payment. Salary costs for Contractor employee(s) while in travel status is not a cost for which the Government will reimburse the Contractor. Utilize Exhibit 32 (Transportation Worksheet) when providing this information.

(c) Relief Crew Costs will only be paid once every 14 days regardless of work schedules. The Government is entitled to 12 days of service under this agreement before relief costs are authorized for payment.

B.42 PAYMENT FOR OVERNIGHT ALLOWANCE

No payment for CWN personnel is authorized.
SECTION B
TECHNICAL SPECIFICATIONS

B.43 MISCELLANEOUS COSTS TO THE CONTRACTOR

(a) Reserved

(b) The Government will reimburse the contractor for any airport use costs the Contractor is required to pay when ordered to operate from an airport such as airport landing fees, tie-down charges, or other similar type costs.

(c) Miscellaneous, unforeseen costs incurred by the Contractor while performing under the terms of the Contract may be reimbursed at actual cost when approved by the CO. Examples of such items are airport landing fees, hanger fees (inclement weather), airport use costs (tie-downs) while at the designated or alternate base and rental car. Rental car expenditure shall be authorized prior to commitment and documented on the Flight Use Invoice accordingly. Supporting itemized paid receipts will be provided to the CO, upon request. Claims for reimbursement shall be documented on the Flight Use Report at the time incurred.

(d) Itemized receipts must support claims for reimbursement and must be kept on file by the contractor and made available to the CO upon request.

B.44 HELICOPTER MANAGER DELEGATED AUTHORITIES

A Helicopter Manager will be assigned to each helicopter furnished. In addition to directing the work of the Helicopter, the Helicopter Manager has the following delegated Agreement administration duties and authority:

(a) Complete Helicopter and Fuel Service Truck Pre-Use Checklist (Exhibit 14, Helicopter and Fuel Service Vehicle Pre-Use Checklist).

(b) Administer helicopter services as provided in the agreement.

(c) Secure compliance with all agreement provisions and specifications, and issue Work Orders/Notices of Non-Compliance as needed.

(d) Conduct investigations and prepare Statements of Findings when requested by the CO.

(e) Suspend operations pending the removal or reinstatement of unsatisfactory equipment or personnel by the CO.

(f) Coordinate temporary substitutions of helicopter(s) and pilot(s) with the CO.

(g) Initiate and sign correspondence and other agreement administration documents over the title "Helicopter Manager."

(h) Maintain Daily Diary of agreement activities.

(i) Document availability, flight times, and other payment items on the Flight Use Report and submit daily into ABS or completing the DOI AMD-23 form as applicable.

(j) Document and verify reasonable transportation costs for ordered additional personnel.

(k) Establish daily schedules.
SECTION B  
TECHNICAL SPECIFICATIONS

(l)  Approve authorized breaks.

(m) Review the Helicopter Data Record for Inspection and Approval currency.

(n) Review the Pilot’s and Mechanics Interagency Qualification Card(s) for currency and qualifications.

(o) Complete and submit Performance Report (Exhibit 15, Performance Report).

(p) Review Contractor Power Trend Analysis Graph.

(q) Government Helicopter Manager may ride in a Standard Category Type 2 Helicopter during point-to-point flights and initial attack dispatches. The following conditions shall be met when the Manager is on board:

(1) FAA approved passenger or crew seat with available restraint system as per B.4 (d) General Requirements. This seat shall be in conformity with the helicopter’s type certificate. The use of the observer’s position (jump seat) is not approved.

(2) Managers may not ride on Type 1 helicopters.

(3) Helicopter Managers shall not ride in helicopters certified as Restricted Category aircraft.

(r) Discuss, develop and document an Inclement Weather Plan (IWP), reference B.26 (a) (1).

B.45 DEFINITIONS

As used throughout this agreement, the following terms shall have the meaning set forth below:

Additional Personnel: Additional personnel specifically ordered by the CO where it is to the Government’s advantage to have additional availability of the helicopter (not to be confused with a relief crew furnished by contractor to replace primary crew).

Aircraft Accident: An occurrence associated with the operation of a helicopter, which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.

Aircraft Incident: An occurrence other than an accident, associated with the operation of a helicopter, which affects or could affect the safety of operations.

Aircraft Make, Model, and Series: A specific make, model, and series of aircraft including modification (e.g., a Bell 206B is not the same make, model, and series as a Bell 206L).

Airspace Conflict: A near mid-air collision, intrusion, or violation of airspace rules.

Alert Status: A status subject to flight and duty limitations, in which the Contractor has 1 hour to return to standby if ordered by the CO to do so.
SECTION B
TECHNICAL SPECIFICATIONS

Alternate Base:  A base, other than the host base, established to permit operation from the vicinity of a project area or incident.

Anchor:  The Interagency approved device manufactured to be the fixed point attached to the helicopter for rappel and cargo letdown operations.

Appropriate Flight Manual Hover Performance Chart:  A performance chart residing in either the original or supplemental portion of a rotorcraft flight manual (RFM) that the manufacturer or Supplemental Type Certificate (STC) holder deems appropriate for a given phase of flight or special purpose activity.  For example: Kaman K-1200 Rotorcraft Flight Manual Supplement No. 1 USFS Fire Fighting.

Assigned Work Location:  The location designated by the CO from which an ordered flight will originate.

Authorized Crewmember:  Those individuals specified in the “Schedule of Items” unless designated otherwise by the CO.

Authorized Flight or Flying Time:  The actual time that a helicopter is off the ground for the purpose of the task or tasks to which assigned under an ordered flight when such time is recorded by the pilot and approved by a designated Government Official as having been properly performed.

Aviation Hazard:  Any condition, act, or set of circumstances that exposes an individual to unnecessary risk or harm during aviation operations.

Base Cost:  The portion of the flight rate that is constant throughout the agreement period and not affected by changes in fuel prices.  Adjustments to the base cost will be made annually by the CO.

Call-When-Needed:  A term used to identify the furnishing of services on an “as needed basis” or “intermittent use” in government procurement agreements.  There is no guarantee the Government will place any orders and the Contractor is not obligated to accept any orders.  However, once an order is placed and the Contractor takes steps to perform, both sides are bound by the terms and conditions of the Agreement.

Cargo:  Any material thing carried by the aircraft.

Civil Twilight:  Begins in the morning, and ends in the evening when the center of the sun is geometrically 6° below the horizon.

Contractor:  An operator being paid by the Government for services.

Crewmember:  A person assigned to perform duty in an aircraft during flight time.

Duty:  That period that includes flight time, ground duty (pre- and post-flight inspections) of any kind, and standby or alert status at any location.

Empty Weight:  Means the weight of the airframe, engines, propellers, rotors, and fixed equipment.  Empty weight excludes the weight of the crew and payload, but includes the weight
SECTION B
TECHNICAL SPECIFICATIONS

of all fixed ballast, unusable fuel supply, undrainable oil, total quantity of engine coolant, and
total quantity of hydraulic fluid.

Equipped Weight:

**Standard Category Bucket Helicopters:** Equipped weight equals the Empty Weight (as
listed in the Weight and Balance Data) plus the weight of lubricants and onboard equipment
required by agreement (i.e., including but not limited to survival kit, rappel anchor, first aid
kit). Does not include the weight of the bucket and any associated suspension hardware.

**Restricted Category Bucket Helicopters:** Equipped weight equals the Empty Weight (as
listed in the Weight and Balance Data) plus the weight of lubricants and onboard equipment
required by agreement (i.e., including but not limited to survival kit, rappel anchor, first aid
kit). **Includes** the weight of the bucket and any associated suspension hardware.

**Tanked Helicopters:** Equipped weight equals the Empty Weight (as listed in the Weight and
Balance Data) plus the weight of lubricants and onboard equipment required by agreement
(i.e., including but not limited to survival kit, rappel anchor, first aid kit). **Includes** the weight
of a fixed tank and snorkel.

**Extended Standby:** Period following the 9 hours of standby up to 5 hours.

**External Load:** Any combination of load and line that is 50 feet or less in length.

**Fatal Injury:** Any injury, which results in death within 30-days of the accident.

**Federal Aviation Regulations:** Rules and regulations contained in Title 14 of the Code of
Federal Regulations.

**Ferry Flight:** Movement of helicopter under its own power from point-to-point.

**First Aid:** Any medical attention that involves no medical bill - If a physician prescribes medical
treatment for less than serious injury and makes a charge for this service, that injury becomes
"medical attention."

**Flight Crew:** Those Contractor personnel required by the Federal Aviation Administration to
operate the aircraft safely while performing under agreement to the Government.

**Flight Rate:** The agreement unit price per hour of flight time as found in the Flight Rate Chart or
Schedule of Items. (Includes base cost plus fuel costs)

**Flight Time:** Begins when the aircraft leaves the ground in takeoff for a given flight and ends
when the aircraft has landed.

**Forced Landing:** A landing necessitated by failure of engines, systems, components, or
incapacitation of a crewmember, which makes continued flight impossible, and which may or
may not result in damage.

**Fuel Cost:** The variable portion of the flight rate that is subject to change due to fuel price
change.
SECTION B
TECHNICAL SPECIFICATIONS

Form A: The Form A is a tabulation of all operating equipment that is or may be installed, and for which provision for fixed stowage has been made in a definite location in the helicopter. It provides a weight, arm, and moment of individual items. This is the primary document utilized to identify how a helicopter was precisely configured at the time of weighing. The items installed are indicated with a check mark or "x", where the items not installed are identified with a "0".

Form B: The Form B is a single-page form used for recording the scaled weighing data and computing the empty weight and balance of the helicopter. This document will provide the individual weights for each scale and show which type of scale was used to obtain the weight.

Form C: The Form C is a malleable list that updates the weight obtained from the Form B as equipment is added or removed. It additionally shows a continuous history of the basic weight, arm, and moment resulting from structural and equipment changes in service.

Fuel Endurance: Fuel required including a 20-minute reserve.

Fully Operational: Helicopter, pilot(s), other personnel, repairs, operating supplies, service facilities, and incidentals necessary for the safe operation of the helicopter both on the ground and in the air.

Fully Rated Capacity: The number of passenger seats or pounds of cargo load authorized in the applicable Type Certificate Data Sheet.

General Aviation: That portion of civil aviation that encompasses all facets of aviation except air carriers.

Ground Mishap, Aircraft: An aircraft mishap in which there is no intent to fly; however, the power plants and/or rotors are in operation and damage incurred requiring replacement or repair of rotors, propellers, wheels, tires, wing tips, flaps, etc., or an injury is incurred requiring first aid or medical attention.

Hazard: Any condition, act or set of circumstances that exposes an individual to unnecessary risk or harm during aviation operations.

Host Base: The initial location at which the aircraft will be made available for the purpose of providing aircraft services as identified under Exclusive Use.

Hover-in-ground-effect (HIGE): Maximum pressure altitude and temperature at which a helicopter can hover (at maximum gross weight) using the effects of ground cushion per the Flight Manual/Supplements and STC performance charts.

Hover-out-of-ground Effect (HOGE): Maximum pressure altitude and temperature at which a helicopter can hover (at maximum gross weight) without the effects of ground cushion per the Flight Manual/Supplements and STC performance charts.

Incident: An occurrence other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operations.

Incident-With-Potential: An incident that narrowly misses being an accident and in which the circumstances indicate significant potential for substantial damage or serious injury. Final classification will be determined by the agency Aviation Safety Manager.
SECTION B
TECHNICAL SPECIFICATIONS


Internal Cargo Compartments: An area within the helicopter specifically designed to carry cargo.

Law Enforcement: Those duties carried out by agency personnel together with personnel from cooperating agencies, to enforce various Federal laws applicable to trespass (those activities relating to timber, grazing, fire, occupancy and others). Other activities can include those that are illegal under the antiquities acts and the manufacturing, production, and trafficking of substances in violation of the Controlled Substances Act (16 U.S.C. 559b-f) and other illegal activities occurring on agency jurisdictional lands. Specific law enforcement activities can include surveillance (visual, infrared, or photographic), transportation of law enforcement personnel and persons in custody and transportation of property (both internally and externally). All helicopter activities including landings will occur at locations that are secured by law enforcement personnel or are locations removed from law enforcement actions.

Life-Threatening: A situation or occurrence of a serious nature, developing suddenly and unexpectedly and demanding immediate action to prevent loss of life.

Limited Use Helicopter: A limited use helicopter is an Interagency term used to denote a standard category helicopter that is designated and utilized in a limited role (not for passenger transport). See Standard Category.

Long-line: Any combination of load and line, attached to the cargo hook of the aircraft for the purpose of carrying an external load greater than 50 feet in length.

Maintenance Deficiency: An equipment defect or failure which affects or could affect the safety of operations, or that causes an interruption to the services being performed.

Mishap, Aviation: Mishaps include aircraft accidents, incidents-with-potential, aircraft incidents, aviation hazards and aircraft maintenance deficiencies.

Mountain Flying - Helicopter Pilot: 200 hours experience operating helicopters in mountainous terrain identified in 14 CFR 95 Subpart B-Designated Mountainous Area. Operating includes maneuvering and numerous takeoffs and landings to pinnacles, ridgelines and confined areas.

Night: The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time.

Occquant: Any crew or passenger that is aboard an aircraft.

Official Sunset and Sunrise: The times when the upper edge of the disk of the Sun is on the horizon, considered unobstructed relative to the location of interest. Atmospheric conditions are assumed to be average and the location is in a level region on the Earth’s surface.

Operational Control: The condition existing when an entity exercises authority over initiating, conducting or terminating a flight.

Operating Agency: An executive agency or any entity there of using agency aircraft, which it does not own.
SECTION B
TECHNICAL SPECIFICATIONS

Operator: Any person who causes or authorizes the operation of an aircraft, such as the owner, lessee, or bailee of an aircraft.

Optional Use Flight Rate: Hourly flight rate specified on the schedule of items inclusive of all costs.

Passenger: Any person aboard an aircraft who does not perform the function of a flight crewmember or crewmember.

Passenger Seating Capacity: Number of passenger seats excluding pilot(s).

Payload: The maximum allowable weight (passengers and/or cargo) that can be carried in any one mission.

Pilot-In-Command: The pilot responsible for the operation and safety of the aircraft during the time defined as flight time.

Point-of-Hire: Point-of-Hire shall be the Contractor's Principle Base of Operations as specified in Section A or the location of aircraft at time-of-hire.

Portable Electronic Device: Any kind of electronic device, typically but not limited to consumer electronics, brought on board the aircraft that is not permanently installed and part of the approved aircraft configuration. Electrical energy can be provided from internal sources, such as batteries, an aircraft power source or both. This includes transmitting PEDs (T-PEDs).

Precautionary Landing: A landing necessitated by apparent impending failure of engines, systems, or components, which makes continued flight inadvisable.

Principal Base of Operations: The primary operating location of a 14 CFR 121, 133, 135 or 137 certificate holder as established by the certificate holder.

Restricted Category: An aircraft that has been manufactured in accordance with the requirements of and accepted for use by an Armed Force of the United States and later modified for special purposes such as agriculture, forest and wildlife conservation, aerial surveying, patrolling, or any the operation specified by the FAA Administrator.

SAFECOM: Use to report any condition, observance, act, maintenance problem, or circumstance, which has potential to cause an aviation related mishap. The purpose of the SAFECOM form is not intended to be punitive in nature. It will be used to disseminate safety information to aviation managers, and also to aid in accident prevention by trend monitoring and tracking. See www.safecom.gov

Serious Injury: Any injury which: (1) requires hospitalization for more than 48-hours, commencing within 7-days from the date the injury was received; (2) results in a fracture of any bone (except simple fractures of fingers, toes or nose); (3) causes severe hemorrhages, nerve, muscle or tendon damage; (4) involves any internal organ; or (5) involves second or third-degree burns, or any burns affecting more than 5% of the body surface.

Sling Load: Jettisonable external load that is lifted free of land or water during the rotorcraft operation.
SECTION B
TECHNICAL SPECIFICATIONS

Special Use Missions:

Air Tactical Coordination (Air Attack): Coordination with other tactical aircraft during fire and other project operations.

Fire Surveillance/Reconnaissance: Patrolling in search of and scouting wildland fires; checking fuel types and fire behavior.

Reconnaissance (Non-Fire): Observation and fact-finding reconnaissance, i.e. wildlife monitoring, snow surveys, search and rescue, timber and range surveys, insect and disease surveys, law enforcement, and aerial photography.

Other: Cooperative use with other agencies, and other purposes mutually agreed upon by the Contractor and the Contracting Officer.

Standard Category Helicopter: Turbine powered helicopters certificated in the normal or transport category. Standard Category helicopters are operated and maintained for passenger carriage in accordance with (I.A.W) 14 CFR 135 by an operator holding an Air Carrier Certificate.

Substantial Damage: Any damage or failure which adversely affects the structural strength, performance or flight characteristics of the helicopter, and which would normally require major repair or replacement of the affected component. Engine failure or damage limited to an engine if only one engine fails or rotor or propeller blades and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wing tips are not considered “substantial damage” for the purpose of this part.

Type I (Heavy) Helicopter: A helicopter with a certified internal gross weight of over 14,001 pounds. Under the ICS helicopter typing system, a heavy helicopter is a Type 1 helicopter and has 10+ passenger seats (unless restricted category). Based on the KMAX limited use and its payload being over 3300 lbs it is considered a Type 1.

Type II (Medium) Helicopter: A helicopter with a certified internal gross weight between 7,001 and 14,000 pounds. Under the ICS helicopter typing system, a medium helicopter is a Type 2 helicopter and has 9 or less passenger seats (unless restricted category).

Type III (Light) Helicopter: A helicopter with a certified internal gross weight of less than 7,000 pounds. Under the ICS helicopter typing system, a light helicopter is a Type 3 helicopter and has 9 or less passenger seats.

Vertical Reference/External Load: Direct visual reference, by the pilot, of an external load/cargo being slung from beneath the helicopter with a line attached to the cargo hook and being removed or placed from the earths’ surface with precision.

SECTION B
TECHNICAL SPECIFICATIONS

### B.46 ABBREVIATIONS/ACRONYMS

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A&amp;P</td>
<td>Airframe &amp; Powerplant (Mechanic)</td>
</tr>
<tr>
<td>ABS</td>
<td>Aviation Business Systems</td>
</tr>
<tr>
<td>AC</td>
<td>Advisory Circular</td>
</tr>
<tr>
<td>AD</td>
<td>Airworthiness Directive</td>
</tr>
<tr>
<td>AIRS</td>
<td>Aviation Information Reporting Support</td>
</tr>
<tr>
<td>AFF</td>
<td>Automated Flight Following</td>
</tr>
<tr>
<td>AMI</td>
<td>Aviation Maintenance Inspector</td>
</tr>
<tr>
<td>AOBDBD</td>
<td>Air Operations Branch Director</td>
</tr>
<tr>
<td>ASC</td>
<td>Albuquerque Service Center</td>
</tr>
<tr>
<td>ASI</td>
<td>Aviation Safety Inspector - Airworthiness</td>
</tr>
<tr>
<td>ASP</td>
<td>Aviation Safety Plan</td>
</tr>
<tr>
<td>ATC</td>
<td>Air Traffic Control</td>
</tr>
<tr>
<td>ATCO</td>
<td>Air Taxi/Commercial Operators</td>
</tr>
<tr>
<td>ATU</td>
<td>Additional Telemetry Unit</td>
</tr>
<tr>
<td>BOA</td>
<td>Basic Ordering Agreement</td>
</tr>
<tr>
<td>CBA</td>
<td>Civil Aeronautics Board</td>
</tr>
<tr>
<td>CG</td>
<td>Center of Gravity</td>
</tr>
<tr>
<td>CO</td>
<td>Contracting Officer</td>
</tr>
<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
</tr>
<tr>
<td>COR</td>
<td>Contracting Officer's Representative</td>
</tr>
<tr>
<td>COTR</td>
<td>Contracting Officer's Technical Representative</td>
</tr>
<tr>
<td>CPARS</td>
<td>Contractor Performance Assessment Reporting System</td>
</tr>
<tr>
<td>CVR</td>
<td>Cockpit Voice Recorder</td>
</tr>
<tr>
<td>CWN</td>
<td>Call-when-Needed (Agreement)</td>
</tr>
<tr>
<td>DOI</td>
<td>Department of the Interior</td>
</tr>
<tr>
<td>DOT</td>
<td>Department of Transportation</td>
</tr>
<tr>
<td>ELT</td>
<td>Emergency Locator Transmitter</td>
</tr>
<tr>
<td>EPA</td>
<td>Environmental Protection Agency</td>
</tr>
<tr>
<td>ETA</td>
<td>Estimated Time of Arrival</td>
</tr>
<tr>
<td>FAA</td>
<td>Federal Aviation Administration</td>
</tr>
<tr>
<td>FAO</td>
<td>Forest Aviation Officer</td>
</tr>
<tr>
<td>FASD</td>
<td>Fire Applications Support Desk</td>
</tr>
<tr>
<td>FAR</td>
<td>Federal Acquisition Regulations</td>
</tr>
<tr>
<td>FDR</td>
<td>Flight Data Recorder</td>
</tr>
<tr>
<td>FPMPR</td>
<td>Federal Property Management Regulations</td>
</tr>
<tr>
<td>FSS</td>
<td>Flight Service Station</td>
</tr>
<tr>
<td>GPM</td>
<td>Gallons-Per-Minute</td>
</tr>
<tr>
<td>HIP</td>
<td>Helicopter Inspector Pilot</td>
</tr>
<tr>
<td>HOS</td>
<td>Helicopter Operations Specialist</td>
</tr>
<tr>
<td>IATB</td>
<td>Interagency Airtanker Board</td>
</tr>
<tr>
<td>ICAO</td>
<td>International Civil Aviation Organization</td>
</tr>
<tr>
<td>IFR</td>
<td>Instrument Flight Rules</td>
</tr>
<tr>
<td>IMC</td>
<td>Instrument Meteorological Conditions</td>
</tr>
<tr>
<td>MAP</td>
<td>Mandatory Availability Period/Availability Period</td>
</tr>
<tr>
<td>M&amp;IE</td>
<td>Meals and Incidental Expenses</td>
</tr>
<tr>
<td>MSL</td>
<td>Mean Sea Level</td>
</tr>
<tr>
<td>NTSB</td>
<td>National Transportation Safety Board</td>
</tr>
<tr>
<td>NOTAM</td>
<td>Notice to Airmen</td>
</tr>
</tbody>
</table>
### SECTION B

**TECHNICAL SPECIFICATIONS**

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>OAS</td>
<td>Office of Aviation Services</td>
</tr>
<tr>
<td>OLMS</td>
<td>Operational Load Monitoring System</td>
</tr>
<tr>
<td>PA</td>
<td>Public Address System</td>
</tr>
<tr>
<td>PASP</td>
<td>Project Aviation Safety Plan</td>
</tr>
<tr>
<td>PED</td>
<td>Portable Electronic Device</td>
</tr>
<tr>
<td>PIC</td>
<td>Pilot-in-Command</td>
</tr>
<tr>
<td>PTT</td>
<td>Push-To-Talk</td>
</tr>
<tr>
<td>RADS</td>
<td>Rope Assisted Delivery System</td>
</tr>
<tr>
<td>RAO</td>
<td>Regional Aviation Officer</td>
</tr>
<tr>
<td>RASM</td>
<td>Regional Aviation Safety Manager</td>
</tr>
<tr>
<td>RON</td>
<td>Remain-Over-Night</td>
</tr>
<tr>
<td>SIC</td>
<td>Second-in-Command/Co-Pilot</td>
</tr>
<tr>
<td>SPCC</td>
<td>Spill Prevention, Control and Countermeasure Plan Requirements</td>
</tr>
<tr>
<td>STC</td>
<td>Supplemental Type Certificate</td>
</tr>
<tr>
<td>TAS</td>
<td>Traffic Advisory System</td>
</tr>
<tr>
<td>TBO</td>
<td>Time between Overhaul</td>
</tr>
<tr>
<td>TCAS</td>
<td>Traffic Collision Avoidance System</td>
</tr>
<tr>
<td>TSO</td>
<td>Technical Standard Order</td>
</tr>
<tr>
<td>UAM</td>
<td>Unit Aviation Manager</td>
</tr>
<tr>
<td>UAO</td>
<td>Unit Aviation Officer</td>
</tr>
<tr>
<td>USFS</td>
<td>United States - Forest Service</td>
</tr>
<tr>
<td>VFR</td>
<td>Visual Flight Rules</td>
</tr>
<tr>
<td>VNE</td>
<td>Velocity Never Exceed</td>
</tr>
<tr>
<td>VSWR</td>
<td>Voltage Standing Wave Ratio</td>
</tr>
</tbody>
</table>
SECTION C
CONTRACT TERMS AND CONDITIONS

C.1 52.252-2 CLAUSES INCORPORATED BY REFERENCE (FEB 1998)

This agreement incorporates one or more clauses by reference, with the same force and effect
as if they were given in full text. Upon request, the Contracting Officer will make their full text
available. Also, the full text of a clause may be accessed electronically at this/these
address(es): www.acquisition.gov.

52.203-17 Contractor Employee Whistleblower Rights and Requirement to Inform
Employees of Whistleblower Rights (APR 2014)
52.204-4 Printed or Copied Double-Sided on Recycled Paper (MAY 2011)
52.204-19 Incorporation by Reference of Representations and Certifications (DEC 2014)
52.228-5 Insurance – Work on a Government Installation (JAN 1997)
52.245-1 Government Property (ALTERNATE I)(APR 2012)
52.245-9 Use and Charges (APR 2012)

C.2 CONTRACT TERMS AND CONDITIONS - COMMERCIAL ITEMS (52.212.4) (DEVIATION
2017-1) (OCT 2018)

(a) Inspection/Acceptance. The Contractor shall only tender for acceptance those items that
conform to the requirements of this contract. The Government reserves the right to inspect or
test any supplies or services that have been tendered for acceptance. The Government may
require repair or replacement of nonconforming supplies or re-performance of nonconforming
services at no increase in contract price. If repair/replacement or re-performance will not correct
the defects or is not possible, the Government may seek an equitable price reduction or
adequate consideration for acceptance of nonconforming supplies or services. The
Government must exercise its post-acceptance rights—

(1) Within a reasonable time after the defect was discovered or should have been
discovered; and

(2) Before any substantial change occurs in the condition of the item, unless the change
is due to the defect in the item.

(b) Assignment. The Contractor or its assignee may assign its rights to receive payment due as
a result of performance of this contract to a bank, trust company, or other financing institution,
including any Federal lending agency in accordance with the Assignment of Claims Act (31
U.S.C. 3727). However, when a third party makes payment (e.g., use of the Government-wide
commercial purchase card), the Contractor may not assign its rights to receive payment under
this contract.

(c) Changes. Changes in the terms and conditions of this contract may be made only by written
agreement of the parties.
SECTION C
CONTRACT TERMS AND CONDITIONS

(d) Disputes. This contract is subject to 41 U.S.C. chapter 71, Contract Disputes. Failure of the parties to this contract to reach agreement on any request for equitable adjustment, claim, appeal or action arising under or relating to this contract shall be a dispute to be resolved in accordance with the clause at FAR 52.233-1, Disputes, which is incorporated herein by reference. The Contractor shall proceed diligently with performance of this contract, pending final resolution of any dispute arising under the contract.

(e) Definitions. The clause at FAR 52.202-1, Definitions, is incorporated herein by reference.

(f) Excusable delays. The Contractor shall be liable for default unless nonperformance is caused by an occurrence beyond the reasonable control of the Contractor and without its fault or negligence such as, acts of God or the public enemy, acts of the Government in either its sovereign or contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, unusually severe weather, and delays of common carriers. The Contractor shall notify the Contracting Officer in writing as soon as it is reasonably possible after the commencement of any excusable delay, setting forth the full particulars in connection therewith, shall remedy such occurrence with all reasonable dispatch, and shall promptly give written notice to the Contracting Officer of the cessation of such occurrence.

(g) Invoice.

(1) The Contractor shall submit an original invoice and three copies (or electronic invoice, if authorized) to the address designated in the contract to receive invoices. An invoice must include—

(i) Name and address of the Contractor;

(ii) Invoice date and number;

(iii) Contract number, line item number and, if applicable, the order number;

(iv) Description, quantity, unit of measure, unit price and extended price of the items delivered;

(v) Shipping number and date of shipment, including the bill of lading number and weight of shipment if shipped on Government bill of lading;

(vi) Terms of any discount for prompt payment offered;

(vii) Name and address of official to whom payment is to be sent;

(viii) Name, title, and phone number of person to notify in event of defective invoice; and

(ix) Taxpayer Identification Number (TIN). The Contractor shall include its TIN on the invoice only if required elsewhere in this contract.
SECTION C
CONTRACT TERMS AND CONDITIONS

(x) Electronic funds transfer (EFT) banking information.

(A) The Contractor shall include EFT banking information on the invoice only if required elsewhere in this contract.

(B) If EFT banking information is not required to be on the invoice, in order for the invoice to be a proper invoice, the Contractor shall have submitted correct EFT banking information in accordance with the applicable solicitation provision, contract clause (e.g., 52.232-33, Payment by Electronic Funds Transfer—System for Award Management, or 52.232-34, Payment by Electronic Funds Transfer—Other Than System for Award Management), or applicable agency procedures.

(C) EFT banking information is not required if the Government waived the requirement to pay by EFT.

(2) Invoices will be handled in accordance with the Prompt Payment Act (31 U.S.C. 3903) and Office of Management and Budget (OMB) prompt payment regulations at 5 CFR Part 1315.

(h) Patent indemnity. The Contractor shall indemnify the Government and its officers, employees and agents against liability, including costs, for actual or alleged direct or contributory infringement of, or inducement to infringe, any United States or foreign patent, trademark or copyright, arising out of the performance of this contract, provided the Contractor is reasonably notified of such claims and proceedings.

(i) Payment.—

(1) Items accepted. Payment shall be made for items accepted by the Government that have been delivered to the delivery destinations set forth in this contract.

(2) Prompt payment. The Government will make payment in accordance with the Prompt Payment Act (31 U.S.C. 3903) and prompt payment regulations at 5 CFR Part 1315.

(3) Electronic Funds Transfer (EFT). If the Government makes payment by EFT, see 52.212-5 (b) for the appropriate EFT clause.

(4) Discount. In connection with any discount offered for early payment, time shall be computed from the date of the invoice. For the purpose of computing the discount earned, payment shall be considered to have been made on the date which appears on the payment check or the specified payment date if an electronic funds transfer payment is made.

(5) Overpayments. If the Contractor becomes aware of a duplicate contract financing or invoice payment or that the Government has otherwise overpaid on a contract financing or invoice payment, the Contractor shall—
SECTION C
CONTRACT TERMS AND CONDITIONS

(i) Remit the overpayment amount to the payment office cited in the contract along with a description of the overpayment including the—

(A) Circumstances of the overpayment \( e.g., \) duplicate payment, erroneous payment, liquidation errors, date(s) of overpayment;

(B) Affected contract number and delivery order number, if applicable;

(C) Affected line item or subline item, if applicable; and

(D) Contractor point of contact.

(ii) Provide a copy of the remittance and supporting documentation to the Contracting Officer.

(6) Interest.

(i) All amounts that become payable by the Contractor to the Government under this contract shall bear simple interest from the date due until paid unless paid within 30 days of becoming due. The interest rate shall be the interest rate established by the Secretary of the Treasury as provided in \textit{41 U.S.C. 7109}, which is applicable to the period in which the amount becomes due, as provided in (i)(6)(v) of this clause, and then at the rate applicable for each six-month period as fixed by the Secretary until the amount is paid.

(ii) The Government may issue a demand for payment to the Contractor upon finding a debt is due under the contract.

(iii) Final decisions. The Contracting Officer will issue a final decision as required by \textit{33.211} if—

(A) The Contracting Officer and the Contractor are unable to reach agreement on the existence or amount of a debt within 30 days;

(B) The Contractor fails to liquidate a debt previously demanded by the Contracting Officer within the timeline specified in the demand for payment unless the amounts were not repaid because the Contractor has requested an installment payment agreement; or

(C) The Contractor requests a deferment of collection on a debt previously demanded by the Contracting Officer (see \textit{32.607-2}).

(iv) If a demand for payment was previously issued for the debt, the demand for payment included in the final decision shall identify the same due date as the original demand for payment.
SECTION C
CONTRACT TERMS AND CONDITIONS

(v) Amounts shall be due at the earliest of the following dates:

(A) The date fixed under this contract.

(B) The date of the first written demand for payment, including any demand for payment resulting from a default termination.

(vi) The interest charge shall be computed for the actual number of calendar days involved beginning on the due date and ending on—

(A) The date on which the designated office receives payment from the Contractor;

(B) The date of issuance of a Government check to the Contractor from which an amount otherwise payable has been withheld as a credit against the contract debt; or

(C) The date on which an amount withheld and applied to the contract debt would otherwise have become payable to the Contractor.

(vii) The interest charge made under this clause may be reduced under the procedures prescribed in 32.608-2 of the Federal Acquisition Regulation in effect on the date of this contract.

(j) Risk of loss. Unless the contract specifically provides otherwise, risk of loss or damage to the supplies provided under this contract shall remain with the Contractor until, and shall pass to the Government upon:

(1) Delivery of the supplies to a carrier, if transportation is f.o.b. origin; or

(2) Delivery of the supplies to the Government at the destination specified in the contract, if transportation is f.o.b. destination.

(k) Taxes. The contract price includes all applicable Federal, State, and local taxes and duties.
SECTION C
CONTRACT TERMS AND CONDITIONS

(l) **Termination for the Government’s convenience.** The Government reserves the right to terminate this contract, or any part hereof, for its sole convenience. In the event of such termination, the Contractor shall immediately stop all work hereunder and shall immediately cause any and all of its suppliers and subcontractors to cease work. Subject to the terms of this contract, the Contractor shall be paid a percentage of the contract price reflecting the percentage of the work performed prior to the notice of termination, plus reasonable charges the Contractor can demonstrate to the satisfaction of the Government using its standard record keeping system, have resulted from the termination. The Contractor shall not be required to comply with the cost accounting standards or contract cost principles for this purpose. This paragraph does not give the Government any right to audit the Contractor’s records. The Contractor shall not be paid for any work performed or costs incurred which reasonably could have been avoided.

(m) **Termination for cause.** The Government may terminate this contract, or any part hereof, for cause in the event of any default by the Contractor, or if the Contractor fails to comply with any contract terms and conditions, or fails to provide the Government, upon request, with adequate assurances of future performance. In the event of termination for cause, the Government shall not be liable to the Contractor for any amount for supplies or services not accepted, and the Contractor shall be liable to the Government for any and all rights and remedies provided by law. If it is determined that the Government improperly terminated this contract for default, such termination shall be deemed a termination for convenience.

(n) **Title.** Unless specified elsewhere in this contract, title to items furnished under this contract shall pass to the Government upon acceptance, regardless of when or where the Government takes physical possession.

(o) **Warranty.** The Contractor warrants and implies that the items delivered hereunder are merchantable and fit for use for the particular purpose described in this contract.

(p) **Limitation of liability.** Except as otherwise provided by an express warranty, the Contractor will not be liable to the Government for consequential damages resulting from any defect or deficiencies in accepted items.

(q) **Other compliances.** The Contractor shall comply with all applicable Federal, State and local laws, executive orders, rules and regulations applicable to its performance under this contract.


(s) **Order of precedence.** Any inconsistencies in this solicitation or contract shall be resolved by giving precedence in the following order:
SECTION C

CONTRACT TERMS AND CONDITIONS

(1) The schedule of supplies/services.

(2) The Assignments, Disputes, Payments, Invoice, Other Compliances, Compliance with Laws Unique to Government Contracts, and Unauthorized Obligations paragraphs of this clause.

(3) The clause at 52.212-5.

(4) Addenda to this solicitation or contract, including any license agreements for computer software.

(5) Solicitation provisions if this is a solicitation.

(6) Other paragraphs of this clause.

(7) The Standard Form 1449.

(8) Other documents, exhibits, and attachments.

(9) The specification.

(t) Reserved

(u) Unauthorized Obligations

(1) Except as stated in paragraph (u)(2) of this clause, when any supply or service acquired under this contract is subject to any End User License Agreement (EULA), Terms of Service (TOS), or similar legal instrument or agreement, that includes any clause requiring the Government to indemnify the Contractor or any person or entity for damages, costs, fees, or any other loss or liability that would create an Anti-Deficiency Act violation (31 U.S.C. 1341), the following shall govern:

(i) Any such clause is unenforceable against the Government.

(ii) Neither the Government nor any Government authorized end user shall be deemed to have agreed to such clause by virtue of it appearing in the EULA, TOS, or similar legal instrument or agreement. If the EULA, TOS, or similar legal instrument or agreement is invoked through an “I agree” click box or other comparable mechanism (e.g., “click-wrap” or “browse-wrap” agreements), execution does not bind the Government or any Government authorized end user to such clause.

(iii) Any such clause is deemed to be stricken from the EULA, TOS, or similar legal instrument or agreement.
SECTION C
CONTRACT TERMS AND CONDITIONS

(2) Paragraph (u)(1) of this clause does not apply to indemnification by the Government that is expressly authorized by statute and specifically authorized under applicable agency regulations and procedures.

(v) Incorporation by reference. The Contractor’s representations and certifications, including those completed electronically via the System for Award Management (SAM), are incorporated by reference into the contract.

C.3 RESERVED

C.4 CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS – COMMERCIAL ITEMS (52.212-5) (MAY 2019) (DEVIATION 2017-1)

(a) The Contractor shall comply with the following Federal Acquisition Regulation (FAR) clauses, which are incorporated in this contract by reference, to implement provisions of law or Executive orders applicable to acquisitions of commercial items: (1) 52.203-19, Prohibition on Requiring Certain Internal Confidentiality Agreements or Statements (Jan 2017) (section 743 of Division E, Title VII, of the Consolidated and Further Continuing Appropriations Act 2015 (Pub. L. 113-235) and its successor provisions in subsequent appropriations acts (and as extended in continuing resolutions)).

(2) 52.204-23, Prohibition on Contracting for Hardware, Software, and Services Developed or Provided by Kaspersky Lab and Other Covered Entities (Jul 2018) (Section 1634 of Pub. L. 115-91).

(3) 52.209-10, Prohibition on Contracting with Inverted Domestic Corporations (Nov 2015)


(b) The Contractor shall comply with the FAR clauses in this paragraph (b) that the contracting officer has indicated as being incorporated in this contract by reference to implement provisions of law or Executive orders applicable to acquisitions of commercial items:


☒ (4) 52.203-17, Contractor Employee Whistleblower Rights and Requirement To Inform Employees of Whistleblower Rights (April 2014) (41 U.S.C. 4712 relating to whistleblower protections).
SECTION C
CONTRACT TERMS AND CONDITIONS


☐ (6) [Reserved]


☐ (11)[Reserved]


   ☐ (ii) Alternate I (Nov 2011) of 52.219-3.

☐ (13)(i) 52.219-4, Notice of Price Evaluation Preference for HUBZone Small Business Concerns (Oct 2014) (if the offeror elects to waive the preference, it shall so indicate in its offer) (15 U.S.C. 657a).

   ☐ (ii) Alternate I (Jan 2011) of 52.219-4.

☐ (14)[Reserved]


   ☐ (ii) Alternate I (Nov 2011).

   ☐ (iii) Alternate II (Nov 2011).


   ☐ (iii) Alternate II (Mar 2004) of 52.219-7.

☒ (17) 52.219-8, Utilization of Small Business Concerns (Oct 2018) (15 U.S.C. 637(d)(2) and (3)).

SECTION C
CONTRACT TERMS AND CONDITIONS

☐ (ii) Alternate I (Nov 2016) of 52.219-9.

☐ (iii) Alternate II (Nov 2016) of 52.219-9.

☐ (iv) Alternate III (Nov 2016) of 52.219-9.


☐ (19) 52.219-13, Notice of Set-Aside of Orders (Nov 2011) (15 U.S.C. 644(r)).

☒ (20) 52.219-14, Limitations on Subcontracting (Jan 2017) (15 U.S.C. 637(a)(14)).


☒ (23) 52.219-28, Post Award Small Business Program Rerepresentation (Jul 2013) (15 U.S.C. 632(a)(2)).

☐ (24) 52.219-29, Notice of Set-Aside for, or Sole Source Award to, Economically Disadvantaged Women-Owned Small Business Concerns (Dec 2015) (15 U.S.C. 637(m)).

☐ (25) 52.219-30, Notice of Set-Aside for, or Sole Source Award to, Women-Owned Small Business Concerns Eligible Under the Women-Owned Small Business Program (Dec 2015) (15 U.S.C. 637(m)).

☒ (26) 52.222-3, Convict Labor (June 2003) (E.O. 11755).

☐ (27) 52.222-19, Child Labor—Cooperation with Authorities and Remedies (Jan 2018) (E.O. 13126).

☒ (28) 52.222-21, Prohibition of Segregated Facilities (Apr 2015).

☒ (29) (i) 52.222-26, Equal Opportunity (Sep 2016) (E.O. 11246).

☐ (ii) Alternate I (Feb 1999) of 52.222-26.


☐ (ii) Alternate I (July 2014) of 52.222-35.


☐ (ii) Alternate I (July 2014) of 52.222-36.

SECTION C
CONTRACT TERMS AND CONDITIONS

☒ (33) 52.222-40, Notification of Employee Rights Under the National Labor Relations Act (Dec 2010) (E.O. 13496).


☒ (35) 52.222-54, Employment Eligibility Verification (Oct 2015). (E. O. 12989). (Not applicable to the acquisition of commercially available off-the-shelf items or certain other types of commercial items as prescribed in 22.1803.)

☐ (36) (i) 52.223-9, Estimate of Percentage of Recovered Material Content for EPA-Designated Items (May 2008) (42 U.S.C. 6962(c)(3)(A)(i)). (Not applicable to the acquisition of commercially available off-the-shelf items.)

☐ (ii) Alternate I (May 2008) of 52.223-9 (42 U.S.C. 6962(i)(2)(C)). (Not applicable to the acquisition of commercially available off-the-shelf items.)

☐ (37) 52.223-11, Ozone-Depleting Substances and High Global Warming Potential Hydrofluorocarbons (Jun 2016) (E.O.13693).

☐ (38) 52.223-12, Maintenance, Service, Repair, or Disposal of Refrigeration Equipment and Air Conditioners (Jun 2016) (E.O. 13693).

☐ (39) (i) 52.223-13, Acquisition of EPEAT®-Registered Imaging Equipment (Jun 2014) (E.O.s 13423 and 13514)


☐ (40) (i) 52.223-14, Acquisition of EPEAT®-Registered Television (Jun 2014) (E.O.s 13423 and 13514).

☐ (ii) Alternate I (Jun 2014) of 52.223-14.


☐ (42) (i) 52.223-16, Acquisition of EPEAT®-Registered Personal Computer Products (Oct 2015) (E.O.s 13423 and 13514).

☐ (ii) Alternate I (Jun 2014) of 52.223-16.

☒ (43) 52.223-18, Encouraging Contractor Policies to Ban Text Messaging while Driving (Aug 2011) (E.O. 13513).

☐ (44) 52.223-20, Aerosols (Jun 2016) (E.O. 13693).

☐ (45) 52.223-21, Foams (Jun 2016) (E.O. 13696).
SECTION C
CONTRACT TERMS AND CONDITIONS

  ☐ (ii) Alternate I (Jan 2017) of 52.224-3.


  ☐ (ii) Alternate I (May 2014) of 52.225-3.
  ☐ (iii) Alternate II (May 2014) of 52.225-3.
  ☐ (iv) Alternate III (May 2014) of 52.225-3.


☒ (50) 52.225-13, Restrictions on Certain Foreign Purchases (June 2008) (E.O.’s, proclamations, and statutes administered by the Office of Foreign Assets Control of the Department of the Treasury).


☐ (52) 52.226-4, Notice of Disaster or Emergency Area Set-Aside (Nov 2007) (42 U.S.C. 5150).

☐ (53) 52.226-5, Restrictions on Subcontracting Outside Disaster or Emergency Area (Nov 2007) (42 U.S.C. 5150).


☐ (57) 52.232-34, Payment by Electronic Funds Transfer—Other Than System for Award Management (Jul 2013) (31 U.S.C. 3332).


SECTION C
CONTRACT TERMS AND CONDITIONS

☐ (60) 52.242-5, Payments to Small Business Subcontractors (Jan 2017) (15 U.S.C. 637(d)(13)).

☐ (61) (i) 52.247-64, Preference for Privately Owned U.S.-Flag Commercial Vessels (Feb 2006) (46 U.S.C. Appx 1241(b) and 10 U.S.C. 2631).

☐ (ii) Alternate I (Apr 2003) of 52.247-64.

☐ (iii) Alternate II (Feb 2006) of 52.247-64.

(c) The Contractor shall comply with the FAR clauses in this paragraph (c), applicable to commercial services, that the Contracting Officer has indicated as being incorporated in this contract by reference to implement provisions of law or executive orders applicable to acquisitions of commercial items:

☐ (1) 52.222-17, Nondisplacement of Qualified Workers (May 2014) (E.O. 13495)


☐ (10) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations. (May 2014) (42 U.S.C. 1792).

(d) Comptroller General Examination of Record The Contractor shall comply with the provisions of this paragraph (d) if this contract was awarded using other than sealed bid, is in excess of the simplified acquisition threshold, and does not contain the clause at 52.215-2, Audit and Records -- Negotiation.
SECTION C
CONTRACT TERMS AND CONDITIONS

(1) The Comptroller General of the United States, or an authorized representative of the Comptroller General, shall have access to and right to examine any of the Contractor's directly pertinent records involving transactions related to this contract.

(2) The Contractor shall make available at its offices at all reasonable times the records, materials, and other evidence for examination, audit, or reproduction, until 3 years after final payment under this contract or for any shorter period specified in FAR Subpart 4.7, Contractor Records Retention, of the other clauses of this contract. If this contract is completely or partially terminated, the records relating to the work terminated shall be made available for 3 years after any resulting final termination settlement. Records relating to appeals under the disputes clause or to litigation or the settlement of claims arising under or relating to this contract shall be made available until such appeals, litigation, or claims are finally resolved.

(3) As used in this clause, records include books, documents, accounting procedures and practices, and other data, regardless of type and regardless of form. This does not require the Contractor to create or maintain any record that the Contractor does not maintain in the ordinary course of business or pursuant to a provision of law.

(e)

(1) Notwithstanding the requirements of the clauses in paragraphs (a), (b), (c) and (d) of this clause, the Contractor is not required to flow down any FAR clause, other than those in this paragraph (e)(1) in a subcontract for commercial items. Unless otherwise indicated below, the extent of the flow down shall be as required by the clause—


(ii) 52.203-19, Prohibition on Requiring Certain Internal Confidentiality Agreements or Statements (Jan 2017) (section 743 of Division E, Title VII, of the Consolidated and Further Continuing Appropriations Act, 2015 (Pub. L. 113-235) and its successor provisions in subsequent appropriations acts (and as extended in continuing resolutions)).

(iii) 52.204-23, Prohibition on Contracting for Hardware, Software, and Services Developed or Provided by Kaspersky Lab and Other Covered Entities (Jul 2018) (Section 1634 of Pub. L. 115-91).

(iv) 52.219-8, Utilization of Small Business Concerns (Oct 2018) (15 U.S.C. 637(d)(2) and (3)). in all subcontracts that offer further subcontracting opportunities. If the subcontract (except subcontracts to small business concerns) exceeds $700,000 ($1.5 million for construction of any public facility), the subcontractor must include 52.219-8 in lower tier subcontracts that offer subcontracting opportunities.

(v) 52.222-17, Nondisplacement of Qualified Workers (May 2014) (E.O. 13495). Flow down required in accordance with paragraph (1) of FAR clause 52.222-17.

(vi) 52.222-21, Prohibition of Segregated Facilities (Apr 2015).
SECTION C

CONTRACT TERMS AND CONDITIONS

(vii) 52.222-26, Equal Opportunity (Sep 2016) (E.O. 11246).


(x) 52.222-37, Employment Reports on Veterans (Feb 2016) (38 U.S.C. 4212).

(xi) 52.222-40, Notification of Employee Rights Under the National Labor Relations Act (Dec 2010) (E.O. 13496). Flow down required in accordance with paragraph (f) of FAR clause 52.222-40.


(xiv) 52.222-51, Exemption from Application of the Service Contract Labor Standards to Contracts for Maintenance, Calibration, or Repair of Certain Equipment--Requirements (May 2014) (41 U.S.C. chapter 67.)


(xvi) 52.222-54, Employment Eligibility Verification (Oct 2015) (E. O. 12989).

(xvii) 52.222-55, Minimum Wages Under Executive Order 13658 (Dec 2015).


(B) Alternate I (Jan 2017) of 52.224-3.


(xxi) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations. (May 2014) (42 U.S.C. 1792). Flow down required in accordance with paragraph (e) of FAR clause 52.226-6.
SECTION C
CONTRACT TERMS AND CONDITIONS

(xxii) 52.247-64, Preference for Privately-Owned U.S. Flag Commercial Vessels (Feb 2006) (46 U.S.C. Appx 1241(b) and 10 U.S.C. 2631). Flow down required in accordance with paragraph (d) of FAR clause 52.247-64.

(2) While not required, the Contractor may include in its subcontracts for commercial items a minimal number of additional clauses necessary to satisfy its contractual obligations.

C.5 STATEMENT OF EQUIVALENT RATES FOR FEDERAL HIRES (FAR 52.222-42) (MAY 2014)

In compliance with the Service Contract Labor Standards statute and the regulations of the Secretary of Labor (29 CFR part 4), this clause identifies the classes of service employees expected to be employed under the contract and states the wages and fringe benefits payable to each if they were employed by the contracting agency subject to the provisions of 5 U.S.C. 5341 or 5332.

This statement is for information only: It is not a wage determination.

<table>
<thead>
<tr>
<th>Employee</th>
<th>Class</th>
<th>Wage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft Pilot</td>
<td>GS-11</td>
<td>$29.33</td>
</tr>
<tr>
<td>Aircraft Mechanic—III</td>
<td>GS-12</td>
<td>$35.16</td>
</tr>
<tr>
<td>Aircraft Mechanic—II</td>
<td>GS-11</td>
<td>$29.33</td>
</tr>
<tr>
<td>Aircraft Mechanic—Helper</td>
<td>G S-5</td>
<td>$16.00</td>
</tr>
<tr>
<td>Truck Driver, Tractor Trailer</td>
<td>GS-8</td>
<td>$24.24</td>
</tr>
</tbody>
</table>

C.6 AVAILABILITY OF FUNDS (FAR 52.232-18) (APR 1984)

Funds are not presently available for this agreement. The Government’s obligation under this agreement is contingent upon the availability of appropriated funds from which payment for agreement purposes can be made. No legal liability on the part of the Government for any payment may arise until funds are made available to the Contracting Officer for this agreement and until the Contractor receives notice of such availability, to be confirmed in writing by the Contracting Officer.

C.7 PROPERTY AND PERSONAL DAMAGE

(a) The Contractor shall use every precaution necessary to prevent damage to public and private property.

(b) The Contractor shall be responsible for all damage to property and to persons, including third parties that occur as a result of his or his agents or employee’s fault or negligence. The term "third parties" is construed to include employees of the Government.

(c) The Contractor shall procure and maintain during the term of this agreement, and any extension thereof, aircraft and General Public Liability Insurance in accordance with 14 CFR 205. The parties named insured under the policy or policies shall be the CONTRACTOR and THE UNITED STATES OF AMERICA.

(d) The Contractor may be otherwise insured by a combination of primary and excess policies. Such policies shall have combined coverage equal to or greater than the combined minimums required.

92
SECTION C
CONTRACT TERMS AND CONDITIONS

(e) Policies containing exclusions for chemical damage or damage incidental to the use of equipment and supplies furnished under this agreement, or growing out of direct performance of the agreement, will not be acceptable. The chemical damage coverage may be limited to chemicals dispensed while performing firefighting activities.

(f) Prior to the commencement of work, the Contractor shall provide the CO with one copy of the insurance policy, or confirmation from the insurance company, certifying that the coverage described in this clause has been obtained.

C.8 NOTICE OF CONTRACTOR PERFORMANCE ASSESSMENT REPORTING SYSTEM (JULY 2010)

(a) The US Forest Service has implemented the Contractor Performance Assessment Reporting System (CPARS) for reporting all past performance information. One or more past performance evaluations will be conducted in order to record your agreement performance as required by FAR 42.15.

(b) The past performance evaluation process is a totally paperless process using CPARS. CPARS is a web-based system that allows for electronic processing of the performance evaluation report. Once the report is processed, it is available in the Past Performance Information Retrieval System (PPIRS) for Government use in evaluating past performance as part of a source selection action.

(c) We request that you furnish the Contracting Officer with the name, position title, phone number, and email address for each person designated to have access to your firm's past performance evaluation(s) for the agreement no later than 60 days after award. Each person granted access will have the ability to provide comments in the Contractor portion of the report and state whether or not the Contractor agrees with the evaluation, before returning the report to the Assessing Official. The report information must be protected as source selection sensitive information not releasable to the public.

(d) When your Contractor Representative(s) (Past Performance Points of Contact) are registered in CPARS, they will receive an automatically-generated email with detailed login instructions. Further details, systems requirements, and training information for CPARS are available at http://www.cpars.csd.disa.mil/. The CPARS User Manual, registration for Online Training for Contractor Representatives, and a practice application may be found at this site.

(e) Within 60 days after the end of a performance period, the Contracting Officer will complete an interim or final past performance evaluation and the report will be accessible at http://www.cpars.csd.disa.mil/. Contractor Representatives may then provide comments in response to the evaluation, or return the evaluation without comment.

Comments are limited to the space provided in Block 22. Your comments should focus on objective facts in the Assessing Official's narrative and should provide your views on the causes and ramifications of the assessed performance. In addition to the ratings and supporting narratives, blocks 1 - 17 should be reviewed for accuracy, as these include key fields that will be used by the Government to identify your firm in future source selection actions.
SECTION C
CONTRACT TERMS AND CONDITIONS

If you elect not to provide comments, please acknowledge receipt of the evaluation by indicating "No comment" in Block 22, and then signing and dating Block 23 of the form. Without a statement in Block 22, you will be unable to sign and submit the evaluation back to the Government. If you do not sign and submit the CPAR within 60 days, it will automatically be returned to the Government and will be annotated: "The report was delivered/received by the contractor on (date). The contractor neither signed nor offered comment in response to this assessment." Your response is due within 60 calendar days after receipt of the CPAR.

(f) The following guidelines apply concerning your use of the past performance evaluation:

(1) Protect the evaluation as "source selection information." After review, transmit the evaluation by completing and submitting the form through CPARS. If for some reason you are unable to view and/or submit the form through CPARS, contact the Contracting Officer for instructions.

(2) Strictly control access to the evaluation within your organization. Ensure the evaluation is never released to persons or entities outside of your control.

(3) Prohibit the use of or reference to evaluation data for advertising, promotional material, pre-award surveys, responsibility determinations, production readiness reviews, or other similar purposes.

(g) If you wish to discuss a past performance evaluation, you should request a meeting in writing to the Contracting Officer no later than seven days following your receipt of the evaluation. The meeting will be held in person or via telephone or other means during your 60-day review period.

(h) A copy of the completed past performance evaluation will be available in CPARS for your viewing and for Government use supporting source selection actions after it has been finalized.

C.9 INSPECTION AND ACCEPTANCE (AGAR 452.246-70) (FEB 1988)

The Contracting Officer or the Contracting Officer's duly authorized representative will inspect and accept the supplies and/or services to be provided under this agreement.

C.10 RESERVED

C.11 AFFIRMATIVE PROCUREMENT OF BIO BASED PRODUCTS UNDER SERVICE AND CONSTRUCTION CONTRACT (FAR 52.223-2) (SEPT 2013)

(a) In the performance of this contract, the contractor shall make maximum use of bio based products that are United States Department of Agriculture (USDA)-designated items unless—

(1) The product cannot be acquired—

(i) Competitively within a time frame providing for compliance with the contract performance schedule;

(ii) Meeting contract performance requirements; or

(iii) At a reasonable price.
SECTION C
CONTRACT TERMS AND CONDITIONS

(2) The product is to be used in an application covered by a USDA categorical exemption (see 7 CFR 3201.3(e)). For example, all USDA-designated items are exempt from the preferred procurement requirement for the following:

(i) Spacecraft system and launch support equipment.

(ii) Military equipment, i.e., a product or system designed or procured for combat or combat-related missions.

(b) Information about this requirement and these products is available at http://www.biopreferred.gov.

(c) In the performance of this contract, the Contractor shall—

(1) Report to http://www.sam.gov, with a copy to the Contracting Officer, on the product types and dollar value of any USDA-designated biobased products purchased by the Contractor during the previous Government fiscal year, between October 1 and September 30; and

(2) Submit this report no later than—

(i) October 31 of each year during contract performance; and

(ii) At the end of contract performance.

C.12 CONTRACTOR AUTHORIZED SIGNATURES

Contractor is to submit names, positions and contact information of all company individuals who are legally authorized to bind the company and sign contractual documents. Contractor is also required to advise and update the Contracting Officer whenever there are changes in these authorized individuals.

<table>
<thead>
<tr>
<th>Name</th>
<th>Position/Title</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Name</th>
<th>Position/Title</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

95
SECTION C
CONTRACT TERMS AND CONDITIONS

C.13 OPTION TO EXTEND SERVICES (FAR 52.217-8) (NOV 1999)

The Government may require continued performance of any services within the limits and at the rates specified in the contract. These rates may be adjusted only as a result of revisions to prevailing labor rates provided by the Secretary of Labor. The option provision may be exercised more than once, but the total extension of performance hereunder shall not exceed 6 months. The Contracting Officer may exercise the option by written notice to the Contractor within 20 Days.

C.14 ECONOMIC PRICE ADJUSTMENT SPECIFIED FLIGHT RATE CONTRACTS

(a) NON-FUEL PORTION OF THE SPECIFIED FLIGHT RATE

Agreement rates will be established in accordance with the following to reflect increases or decreases in the cost of performance of the agreement work. The increases or decreases used in establishing the rates will be those indicated by the changes in the following price indexes: The Non-Fuel Portion of the Specified Flight rate will be affected by:

TABLE 6-PRODUCER PRICE INDEXES

1. Commodity Group 1423 -- Aircraft Engines and Engine Parts
2. Commodity Group 1425 -- Aircraft Parts and Auxiliary Equipment

<table>
<thead>
<tr>
<th>Commodity Group 1423</th>
<th>Commodity Group 1425</th>
</tr>
</thead>
<tbody>
<tr>
<td>227.7</td>
<td>187.1</td>
</tr>
</tbody>
</table>

(b) FUEL PORTION OF THE SPECIFIED FLIGHT RATE

(1) During the entire agreement period of performance, flight rates will be adjusted to reflect increases and decreases to the prices of aviation fuel.

(2) For adjustment purposes, the baseline price of Jet A fuel is established at $5.18 per gallon. The unit prices are the average price for aviation fuel based upon the National Fuel Survey located at http://www.fs.fed.us/fire/contracting/helicopters_excl/helicopters_excl.htm.

(3) The adjustment to the fuel portion of the flight rate shall be the average difference multiplied by the fuel consumption rates located in the solicitation/ agreement for the applicable aircraft type.
SECTION C
CONTRACT TERMS AND CONDITIONS

4) An adjustment to the flight rate shall be made on May 16th of each agreement period, regardless of the variation in the fuel price to re-establish the baseline. Subsequent adjustments shall only be made if the fuel price is either 10% higher or lower than the unit price established when the last adjustment was made. The time-point where these adjustments would take place would be on July 16th and February 16th each year.

The adjustment to the fuel portion of the flight rate will be the determined variation amount multiplied by the fuel consumption rates found in Exhibit 12, Helicopter Services Hourly Flight Rates, Fuel Consumption and Weight Reduction Chart for the applicable aircraft type.

(c) PROJECT/OPTIONAL USE RATE

The Project/Optional use rate will not be adjusted. The Optional use rate will be in effect for each optional use period as bid in the schedule of items.

C.15 ECONOMIC PRICE ADJUSTMENT FOR EXTENDED STANDBY

The extended standby rate will be reviewed on an annual basis to ensure compliance with the Service Contract Act and an adjustment will be made if needed. The extended standby rate will be computed by taking the minimum wage rate from the Department of Labor Wage Determination (current at that time), for Nationwide Pilot, times 1.5 plus 20% for benefits, overhead and profit and rounded to the nearest dollar. If needed, adjusted rates will become effective annually on May 16th of each year.

C.16 ORDERING (FAR 52.216-18) (OCT 1995)

(a) Any supplies and services to be furnished under this agreement shall be ordered by issuance of delivery orders or task orders by the individuals or activities designated in the Schedule. Such orders may be issued from date of agreement award through 48 months (if all Options are exercised by the Government).

(b) All delivery orders or task orders are subject to the terms and conditions of this agreement. In the event of conflict between a delivery order or task order and this agreement, the agreement shall control.

(c) If mailed, a delivery order or task order is considered "issued" when the Government deposits the order in the mail. Orders may be issued orally, by facsimile, or by electronic commerce methods only if authorized in the Schedule.

C.17 PERIOD OF PERFORMANCE (AGAR 452.211-74) (FEB 1988)

(a) Period of Performance is the date of initial agreement award through 48 months after the award date. Should subsequent Option to Extend Services be exercised, the period of performance may be extended for up to 6 (six) additional months. Overall, the total performance length of the agreement could come to 54 months if all available options were exercised.
D.1 LIST OF EXHIBITS

Exhibit 1: First Aid Kit Aeronautical
Exhibit 2: Survival Kit Aeronautical
Exhibit 3: Alaska
Exhibit 4: Restraint Systems Condition Inspection Guidelines
Exhibit 5: Additional Suppression/Prescribed Fire
Exhibit 6: High Visibility Markings on Main Rotor Blades
Exhibit 7: Reserved – (Additional Avionics Equipment)
Exhibit 8: Fuel Servicing Equipment Requirements
Exhibit 9: Operations and Safety Procedures Guide For Helicopter Pilots
Exhibit 10: Interagency Guidelines for Vertical Reference/External Load Training
Exhibit 11: Helicopter Make/Model/Series List
Exhibit 12: Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart
Exhibit 13: Interagency Helicopter Load Calculation
Exhibit 14: Helicopter and Fuel Service Truck Pre-Use Checklist
Exhibit 15: Performance Report
Exhibit 16: Department of Labor Wage Determination
Exhibit 17: Reserved – (Supplemental Rappel Requirements – Equipment)
Exhibit 18: Contractor’s Verification of Individual Helicopter Pilot Requirements and Experience for Initial Interagency Approval
Exhibit 20: Aircraft Mechanic (Helicopter) Qualification Form
Exhibit 21: Weight and Balance Form (Example)
Exhibit 22: Reserved – (Gross Computed Weight Table)
Exhibit 23: Performance by Government-Furnished Pilot
Exhibit 24: FAA Overwater Kit
Exhibit 25: Litter Kit Provisions and Litter
Exhibit 26: Reserved – (Aerial Ignition)
Exhibit 27: Reserved – (Law Enforcement Short Haul Special Mission Qualifications)
Exhibit 28: Public Aircraft Operations
Exhibit 29: Vendor-Contractor QA/Evaluation/Safety Checks
Exhibit 30: Reserved – (Night Flying Operations)
Exhibit 31: Safety Management System (SMS) Components Questionnaire and Accident History
Exhibit 32: Transportation Worksheet
Exhibit 33: Reserved – (Additional Telemetry Unit (ATU))
EXHIBIT 1 - FIRST AID KIT AERONAUTICAL (B.4)

Each kit shall be in a dust-proof and moisture-proof container. The kit shall be on board the aircraft and accessible to the occupants. The contents shall include the following minimum items:

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Passenger Seats (0 – 9)</th>
<th>Passenger Seats (10 – 50)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adhesive bandage strips (3 inches long)</td>
<td>8</td>
<td>16</td>
</tr>
<tr>
<td>Antiseptic or alcohol wipes (packets)</td>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td>Emergency trauma dressing, 4 inch x 2'</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Triangular bandage, 40 inch (sling)</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Roller bandage, 4 inch x 5 yards (gauze)</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Adhesive tape, 1 inch x 5 yards (standard roll)</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>EMT trauma shears 51/2&quot;</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Body Fluids Barrier Kit:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 2-pair of latex gloves</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 1-face shield</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 1-mouth-to-mouth barrier</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 1-protective gown (optional)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 2-antiseptic towelettes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 1-biohazard disposal bag</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Combat Application Tourniquet (C-A-T) (optional)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: Splints are recommended if space permits.

The kit's contents which have expiration dates shall not be acceptable if past their expiration dates.
EXHIBIT 2 - SURVIVAL KIT AERONAUTICAL (LOWER 48) (B.4)

The contents shall include the following minimum items:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Knife</td>
<td>Signal Mirror</td>
</tr>
<tr>
<td>Non-Marine Aerial Flares (6-each)</td>
<td>Matches (2-small boxes in waterproof containers)</td>
</tr>
<tr>
<td>Food (2-days @ a minimum 1,000 calories per day, emergency rations per occupant)</td>
<td>Water (1-quart per occupant) (not required when operating over areas with adequate drinking water)</td>
</tr>
<tr>
<td>Space Blanket (1-per occupant)</td>
<td>Candles</td>
</tr>
<tr>
<td>Collapsible Water Bag</td>
<td>Whistle</td>
</tr>
<tr>
<td>Magnesium Fire Starter</td>
<td>Nylon Rope or Parachute Cord (50-feet)</td>
</tr>
<tr>
<td>Water Purification Tablets</td>
<td></td>
</tr>
</tbody>
</table>

Suggested Survival Kit Items Dependent Upon Terrain and Climate:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Container w/carrying Handle or Straps</td>
<td>Individual First Aid Kit</td>
</tr>
<tr>
<td>Large Plastic Bags</td>
<td>Signal Panels</td>
</tr>
<tr>
<td>Flashlight with Spare Batteries</td>
<td>Hand Saw or Wire Saw</td>
</tr>
<tr>
<td>Collapsible Shovel</td>
<td>Sleeping Bag (1-per two occupants)</td>
</tr>
<tr>
<td>Survival Manual (Arctic/Desert)</td>
<td>Snowshoes</td>
</tr>
<tr>
<td>Insect Repellant</td>
<td>Axe or Hatchet</td>
</tr>
<tr>
<td>Insect Head net (1-per occupant)</td>
<td>Collapsible fishing pole with an assortment of fishing tackle such as hooks, flies, lines, sinkers, etc.</td>
</tr>
<tr>
<td></td>
<td>Consistent with AK equipment</td>
</tr>
<tr>
<td>Personal ELT</td>
<td>Sunscreen</td>
</tr>
</tbody>
</table>

Note: A hand-held 760 channel VHF transceiver radio is recommended. It should be attached, or immediately accessible, to a crewmember rather than placed in the aircraft survival kit.

The kit's contents which have expiration dates shall not be acceptable if past their expiration dates.
SECTION D
EXHIBITS

EXHIBIT 3 - ALASKA (A.1, A.7, A.33)

The following provisions shall apply when operating in Alaska. All other provisions not expressly changed herein continue to apply.

NOTE: Contractors from the lower 48 dispatched to Alaska need to have insurance coverage for Alaska, in addition to having Operations Specifications that permit Alaska operations.

(a) General Equipment

Additional Equipment:

(1) One set of approved Tundra Boards or Snow Pads with accompanying FAA certification.

(2) Complete set of current aeronautical charts and navigation publications covering areas of operation within Alaska and Canada.

(3) Survival kit:

All aircraft will carry survival equipment. Survival kits will contain at least the following items and additional items required by local regulation as is appropriate for local climate and terrain conditions.

The minimum equipment to be carried during the summer months:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ax or hatchet (1), and Knife (1)</td>
<td>Water Purification Tablets</td>
</tr>
<tr>
<td>Magnesium Fire Starter</td>
<td>Mosquito repellant containing DEET</td>
</tr>
<tr>
<td>Whistle</td>
<td>Mosquito head net for each occupant</td>
</tr>
<tr>
<td>Signal Mirror</td>
<td>Candles (5 each)</td>
</tr>
<tr>
<td>Non-Marine Aerial Flares (6-each)</td>
<td>Space Blanket (1 per occupant)</td>
</tr>
<tr>
<td>Matches (2-small boxes in waterproof containers)</td>
<td>Nylon Rope or Parachute Cord (50-feet)</td>
</tr>
<tr>
<td>Food (Each occupant sufficient to sustain life for 1-week @ minimum of 1,000 calories per day)</td>
<td>Collapsible fishing pole with an assortment of fishing tackle such as hooks, flies, lines, sinkers, etc.</td>
</tr>
</tbody>
</table>

Personal Locator Beacon (PLB) (Note: required only if Aircraft ELT requires tools to be removed)

In addition to the above, the following shall be carried as minimum equipment from October 15 to April 1 of each year:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pair of Snowshoes (1)</td>
<td>Sleeping bag per two occupants (1)</td>
</tr>
<tr>
<td>Wool blanket or equivalent for each occupant over 4-years of age (1)</td>
<td></td>
</tr>
</tbody>
</table>
EXHIBIT 3 - ALASKA SUPPLEMENT (A.1, A.7, A.33) (Continued)

**Note:** A hand-held 760 channel VHF transceiver radio is recommended. It should be attached, or immediately accessible, to a crewmember rather than placed in the aircraft survival kit.

**FUEL SERVICING VEHICLE SPECIFICATIONS**

A fuel servicing vehicle and driver are not required.

The Government will furnish, transport, and store all aircraft fuel required at no expense to the Contractor.

Grades of Government-furnished fuel vary from location to location, and the Contractor shall use the grade available.

The appropriate type of fuel (Avgas or Jet fuel), in one of the following grades, will be available at each location:

<table>
<thead>
<tr>
<th>Avgas</th>
<th>Jet Fuel</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>Jet A</td>
</tr>
<tr>
<td>100LL</td>
<td>Jet A-50</td>
</tr>
<tr>
<td></td>
<td>Jet B</td>
</tr>
<tr>
<td></td>
<td>Jet-4 or JP-5 or JP-8</td>
</tr>
</tbody>
</table>

All lubricating oil, parts, and supplies shall be furnished and transported by the Contractor to the assigned work location.

The Contractor shall furnish for each aircraft a portable hand or electrically-operated fuel pump, barrel stem, hoses, and filtration system for refueling in remote areas.

The filtration system shall include a unit which accomplishes water separation with positive shut-off. The size of the filtration system unit shall be compatible with pump size. One acceptable three-stage unit is FACET part number 050871. If this model FACET is used, the third stage monitor should be a Velcon part number CDF-210K which is rated to 10 GPM. Also acceptable are Velcon filter spin on 5 micron cartridges, part number 40505SP, rated to 13 GPM; or Velcon VF-31 with 1 micron cartridge element, part number ACO-21005B, rated to 15 GPM. All filtering components shall be changed annually or sooner if needed, and the date of the change shall be placarded on the canister.

Two complete spare filter changes shall be furnished by the Contractor.

**AVAILABILITY OF MECHANICS –**

The mechanic shall be present for all operations in Alaska. The mechanic shall accompany the helicopter to any assigned work location. The cost of the mechanic shall be included in the Daily Availability Rate.
EXHIBIT 3 - ALASKA SUPPLEMENT (A.1, A.7, A.33) (Continued)

(b) Payment for Availability

Operations in Alaska will be scheduled by the Government in accordance with flight time/duty time limitations. The schedule will not exceed:

SINGLE CREW: Maximum 14 hour per day PIC, or PIC and SIC.

DOUBLE CREW: Maximum 24 hours per day.

Measurement of availability will be reduced, as specified below, for each hour or portion thereof service is listed as unavailable to the Government. Single or double crew Periods of Unavailability will be accumulated for the day and posted on the Flight Use Invoice as actual clock unavailability. There will no longer be a need to round to the nearest quarter hour or reduce unavailability by 1/56.

Availability, as measured above, will be paid at the applicable rate appearing in the Schedule of Items

(c) Payment for Extended Standby is Applicable for Alaska assignments.

(d) Transporting of Relief Crew

(e) AIRCRAFT FUEL. The cost of fuel furnished by the Contractor in lieu of Government Furnished fuel while operating in Alaska will be reimbursed to the Contractor as provided below:

GENERAL: The Contractor shall not charge any fuel acquired under this agreement directly to the Government. All fuel not otherwise furnished by the Government must be paid by or charged to the Contractor. The purchase must be approved by the Contracting Officer. Fuel related costs shall be recorded as a line entry (i.e., date, fuel charge, dollar amount, and use code fuel charge [FC]), shall be summarized under "Other Charges/Credits" on the Aircraft Use Report (OAS-23), or Flight Use Invoice, and shall be supported by paid legible, itemized invoices from the supplier. Itemized receipts must support claims for reimbursement and must be kept on file by the contractor. Copies of receipts to be provided to the helicopter manager for review and approval but are not required to be submitted with the payment document Certified true copies may be submitted in lieu of the original invoice.

Government furnished fuel used by the Contractor for maintenance flights, repositioning aircraft, crew transportation, or any other flight for the convenience of the Contractor, will be deducted from amounts due the Contractor at the rate specified in the current Hourly Flight Rate Fuel Consumption and Weight Reduction Chart.

(f) Adjustment for Flight Rate. The flight rate will be reduced to reflect a dry rate by multiplying the fuel consumption for make and model of aircraft by current jet fuel price in the current Hourly Flight Rate Fuel Consumption and Weight Reduction Chart. Mobilization and demobilization will be at the wet rate. The dry rate will be effective upon the first Government-Furnished-Fueling.
SECTION D
EXHIBITS

EXHIBIT 3 - ALASKA SUPPLEMENT (A.1, A.7, A.33) (Continued)

FERRY FLIGHTS THROUGH CANADA. Flights through Canada will be paid at the wet rate.

(g) Payment for Transportation of Helicopter Fuel: Not applicable in Alaska

(h) Wage Determination in effect is the one provided in the solicitation

The kit’s contents which have expiration dates shall not be acceptable if past their expiration dates.

EXHIBIT 4 - RERAINT SYSTEMS CONDITION INSPECTION GUIDELINES (B.4 (d) (8))

Federal Aviation Regulations require that occupant restraint systems are to be replaced in aircraft manufactured after July 1, 1951; such systems shall conform to standards established by the FAA. These standards are contained in Technical Standard Order TSO-C22g. Restraint system eligible for installation in aircraft may be identified by the marking TSO-C22g, TSO-C114 on the webbing, or by a military designation number since military systems comply with the strength requirements of the TSO. Aircraft manufacturer installed restraint systems with part numbers are acceptable. Each system shall be equipped with an approved metal-to-metal latching device.

Federal Aviation Regulations provide minimum inspection guidance, other than to state, that mildew and fraying may render the restraint system un-airworthy and that suspected webbing should be tested for tensile strength. The tensile strength requirement for a single person system is 525 pounds (most systems are rated at 1,500 pounds).

Unacceptable Condition Criteria:

<table>
<thead>
<tr>
<th>Webbing</th>
<th>Hardware</th>
<th>Stitching</th>
<th>TSO Tags</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frayed (5%)</td>
<td>Inoperable</td>
<td>Broken</td>
<td>Missing</td>
</tr>
<tr>
<td>Torn</td>
<td>Damaged</td>
<td>Excessive Wear</td>
<td>Illegible</td>
</tr>
<tr>
<td>Crushed</td>
<td>Corroded</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Swollen</td>
<td></td>
<td>Missing</td>
<td></td>
</tr>
<tr>
<td>Creased</td>
<td></td>
<td>Excessive Wear</td>
<td></td>
</tr>
<tr>
<td>Deteriorated</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

References:
14 CFR 91.205
14 CFR 21.607
AC 21-34
TSO-C22g
TSO-C114
SECTION D
EXHIBITS

EXHIBIT 5 - ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e))

NOTE 1: For Tank Operations reference B.10 (e) (4)

NOTE 2: There will be NO on-board mixing of wildland fire chemicals on Forest Service owned, contracted, chartered or leased aircraft.

(a) Fixed Suppressant/Retardant Delivery Tank with Self-Filling Capability

One (1) externally/externally mounted, fixed suppressant/retardant delivery tank. With a capacity commensurate with the maximum related lifting capability of the helicopter equipped with the tank at sea level on a standard day, meeting or exceeding the following specification:

(1) Door(s)

The Tank door(s) shall be designed such that:

(i) The frontal area of the retardant column is minimized.

(ii) The door(s) does not appreciably deflect the retardant when fully opened.

(iii) The tank and doors shall be leak proof, i.e. 1/2 gallon or less in a 24-hour period.

(iv) The doors shall be closeable in flight if the aircraft is not capable of landing with the door(s) open without damaging the door(s).

(2) Venting

(i) The tank shall be vented so that no more than 0.25 PSI negative pressure will be created in the tank head space during the fastest drop sequence.

(ii) The vent shall not leak during filling or normal flight maneuvers.

(3) Fill Port(s) (Not required for hover draft operations.)

(i) The fill port shall be a 3-inch Kamlock® fitting (male) and shall be located on the right and left side of the aircraft.

(ii) The fill port shall not leak or overflow during ground operations or during normal flight maneuvers.

(4) Controls (All controls for tank system shall be labeled as to function.)

(i) The door open switch shall be the same switch that opens the water bucket.

(ii) When required, the tank close switch shall be the same switch that closes the water bucket unless tank STC requires a different switch location.
(iii) All tanks shall be equipped with an independently controlled and operated emergency dump system enabling the entire load to be dropped in less than 6-seconds. This system shall use mechanical, pneumatic, or fluid pressure for operation.

(iv) Emergency systems operated by pneumatic or fluid pressure shall be isolated from the normal tank system pressure. Normal function or failure of the normal system shall not affect the emergency system pressure. Emergency systems dependent on normal operating aircraft or tank systems for initial charge shall have a pressure gauge or indicator readily visible to the crew. Emergency systems dependent on precharged bottles shall have a positive means of checking system charge during preflight.

(v) The primary emergency dump control shall be positioned within easy reach of the pilot and copilot while strapped in their respective seats. Electrically operated controls shall be wired directly to a source of power isolated from the normal aircraft electrical bus and protected by a fuse or circuit breaker of adequate capacity.

(5) Certifications

(i) Reserved

(ii) Weight and balance computations shall be made with the tank full, empty, and removed, showing the helicopter to remain within acceptable center of gravity limits at all times.

(iii) The tank shall accept filling at a rate sufficient to allow the tank to be filled to capacity in no more than 1-minute.

(6) For Type II helicopters

(i) Fixed Suppressant / Retardant Tank must be manufactured with an opening that allows use of the cargo hook for external load operations while tank is attached.

(ii) Extended Height landing gear that ensures a minimum of 12 inches clearance between the attached delivery tank and the level ground shall have an extended height access step or equivalent to provide a minimum of one step half the distance to the skid.

(7) For Type II Standard Category helicopters

(i) Snorkel will be removable.

(ii) Snorkel assembly will be Supplemental Type Certified (STC) to allow for personnel transport with the snorkel in the stowed position during day time operations.
SECTION D
EXHIBITS

EXHIBIT 5 - ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e)) (Continued)

(8) Reserved (For Type I helicopters)

(i) Tanked aircraft will display the last three numbers/letters of the aircraft registration on both sides of the aircraft. Numbers/letters will be high visibility/contrasting colors and a minimum 32 inches high and 5 inches wide. Number placement on the aircraft sides should give high consideration to visibility from the ground. If there is a duplication in Aircraft Identifier for substitute aircraft and/or if a fixed external tank is replaced or moved to a different airframe, contact your CO for direction.

Example: N282CL will display 2CL

(b) Suppressant Equipment

(1) Remote Cargo Hook

(i) As a minimum, the remote cargo hook shall be completely disassembled and inspected with repairs made as required, lubricated, and a full-load operational check in accordance with manufacturer’s recommendations.

(ii) All work shall be done in accordance with manufacturer’s maintenance manuals, as applicable.

(2) Long-lines 150 feet (as applicable)

(i) Rotation resistant wire rope

(A) Rotation resistant wire rope with swaged fittings rated in accordance with ANSI Standards.

(B) Fabrication and installation methods shall be in accordance with aircraft and ANSI Standards.

(ii) Synthetic Long Line

(A) Helicopter synthetic long-lines shall be constructed from the HMWPE (High Molecular Weight Polyethylene Equipment) or HMPE (High Molecular Polyethylene Equipment) family of rope fibers including brand names such as Spectra® by Allied Signal or fibers with similar properties.

(B) Working or Rated Load

(1) The working or rated load of a rope is the maximum static load that will be lifted by the rope. Working loads are based on a percentage of the approximate breaking or ultimate strength of the rope when new and unused. The working load shall be appropriate to the lifting capability of the helicopter.
SECTION D
EXHIBITS

EXHIBIT 5 - ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e)) (Continued)

(2) For reference, lifting capability for each category of helicopter is as follows:

<table>
<thead>
<tr>
<th>Type</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type I (Heavy)</td>
<td>4,500 lbs to 30,000 lbs or greater</td>
</tr>
<tr>
<td>Type II (Medium)</td>
<td>1,600 lbs to 4,500 lbs</td>
</tr>
<tr>
<td>Type III (Light)</td>
<td>750 lbs to 1,600 lbs</td>
</tr>
</tbody>
</table>

(C) Factor of Safety

A factor of safety of 7 shall be used for helicopter synthetic long-lines. Therefore, all ropes shall have an ultimate strength of seven times their rated or working load. For example, if a Type II (Medium) helicopter line will have a working load of 4,500 pounds, the rope shall have strength, when new, of at least 31,500 pounds. Rope diameters will vary depending on strength and type of rope.

(D) Knots and Splices

Knots are not permitted in the synthetic long-line. Knots can decrease rope strength by as much as 50%. Splices may be used in the assembly of the long-line, but no mid-line splicing repairs may be done. Re-splicing at the end of the line is permitted only if the rope is in good condition, and the new splice is done per manufacturer’s recommended splicing practices. Splices should always follow the manufacturer’s recommended splicing practices.

(E) Maintenance and Inspections

Manufacturer’s recommended maintenance and inspection procedures shall be complied with.
SECTION D
EXHIBITS

EXHIBIT 6 - HIGH VISIBILITY MARKINGS ON MAIN ROTOR BLADES (B.4 (d) (16))

Acceptable Paint Schemes

(a) Starting at blade tip, paint first 1/6th of blade length with gloss white. Paint second 1/6th of blade length with orange. Paint third 1/6th of blade length with gloss white. Paint next 1/3rd of blade length with orange. Paint remaining 1/6th of blade length with gloss white.

<table>
<thead>
<tr>
<th>White</th>
<th>Orange</th>
<th>White</th>
<th>Orange</th>
<th>White</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/6</td>
<td>1/6</td>
<td>1/6</td>
<td>1/3</td>
<td>1/6</td>
</tr>
</tbody>
</table>

(b) One black and one white blade.

(c) Paint schemes previously approved under Interagency Fire and Aviation Agreement.

(d) Paint schemes and color variations specified by manufacturer in a service bulletin, instructions, or other manufacturer published document or text.

EXHIBIT 7 - RESERVED – (Additional Avionics Equipment)
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21))

(a) General

(1) An approved fuel servicing vehicle (FSV) (truck, pump-house, or trailer) shall be provided with each helicopter. The FSV shall be inspected annually and possess current USFS or USDI-OAS inspection documentation.

(2) The fuel-servicing vehicle shall be capable of transporting fuel over rough mountainous terrain to include grades of up to 9%.

(3) Fuel tank/chassis combinations must meet DOT requirements.

(4) Fuel servicing vehicles shall be properly maintained, cleaned, and reliable. Tanks, plumbing, filters, and other required equipment shall be free of leaks, rust, scale, dirt, and other contaminants. Trailers used for storage and transport of fuel shall have an effective wheel braking system.

(5) Spare filters, seals, and other components of the fuel-servicing vehicle filtering system shall be stored in a clean, dry area in the fuel service vehicle. A minimum of one set is required to be with the vehicle.

(6) The fuel servicing vehicle tank capacity shall be sufficient to sustain 8-hours of flight (14-hours of flight when the aircraft is doubled crewed and required in the Schedule of Items). Barrels are not acceptable.

(7) All tanks will be securely fastened to the vehicle frame in accordance with DOT regulations and shall have a sump or sediment settling area of adequate capacity to provide uncontaminated fuel to the filter.

(8) A 10-gallon per minute filter and pump is the minimum size acceptable. Filter and pump systems sizes shall be compatible with the helicopter being serviced.

(9) The filter manufacturer’s Operating, Installation and Service Manual shall be with the FSV. Filters shall be changed in accordance with the filter manufacturer’s manual, at a minimum of every 12-months, whichever is less, and documented. The filter vessel shall be placarded indicating filter change date and documented in service vehicle log.

(10) Gasoline engine driven pumps shall be designed to pump fuel, have shielded or insulated ignition system, Forest Service approved spark arrester muffler, and a metal shield between the engine and pump. Other exposed terminal connections shall be insulated to prevent sparking in the event of contact with conductive material.

(11) FSV shall have deadman controls designed to allow operation while wearing gloves and be held for the time needed. A pistol grip deadman device at the end of the nozzle or an electronic control to stop the pump is acceptable.

(12) FSV shall have most current version of the Emergency Response Guidebook (ERG) on FSV either electronic or hardcopy.
EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(b) Equipment

(1) Each aircraft fuel servicing tank vehicle shall have two fire extinguishers, each having a rating of 20-B:C (more than 20 is acceptable) with one extinguisher mounted on each side of the vehicle. Extinguishers shall comply with NFPA 10 Standards for Portable Fire Extinguishers.

Note: FSV inspected after 1 January 2022 shall comply with the following:

Each FSV shall have two fire extinguishers, with one fire extinguisher mounted on each side. Extinguishers shall comply with NFPA 10 Standards for Portable Fire Extinguishers and each shall have a minimum rating of 40-B:C. Fire extinguishers with an A rating will not be acceptable.

(2) Fuel tanks shall be designed to allow contaminants to be removed from the sediment settling area.

(3) Only hoses compatible with aviation fuel shall be used for servicing. Hoses shall be kept in good repair. The hose shall be at least 50 feet in length, minimum of ½ the rotor diameter plus 20 feet for rapid refueling.

Note: FSV inspected after 1 January 2022 shall comply with the following:

(a) Aircraft fueling hose shall be removed from service after 10 years from date of manufacture.

(b) Aircraft fueling hose not placed into service within 2 years of the date of manufacture shall not be used.

(4) Fuel nozzle shall include a 100-mesh or finer screen (except for closed circuit systems), a dust protective device, and a bonding cable with clip or plug. No hold-open devices will be permitted.

(5) An accurate fuel-metering device for registering quantities in U.S. gallons of fuel pumped shall be provided. The meter shall be positioned in full view of the fuel handler while fueling the helicopter.

(6) Fuel servicing vehicle shall have adequate bonding cables.

(7) Fuel servicing vehicle shall comply with DOT and EPA requirements for transportation and storage of fuel, and shall carry sufficient petroleum product absorbent pads or materials to absorb or contain up to a 5-gallon petroleum product spill. The Contractor is responsible for proper disposal of all products used in the cleanup of a spill in accordance with the EPA, 40 CFR 261 and 262.

(8) All tank inlet ports, sump drains, and the fuel nozzle must be locked closed or stored inside locked compartments when not in use to preclude tampering, contamination, or improper drainage of the fuel supply.
SECTION D  
EXHIBITS  

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)  

(c) Markings  

(1) Each fuel-servicing vehicle shall have "NO SMOKING" signs with 3-inch minimum letters visible from both sides and rear of vehicle.  

(2) Each vehicle shall also be conspicuously and legibly marked to indicate the nature of the fuel. The marking shall be on each side and the rear in letters at least 3 inches high on a background of sharply contrasting color such as Avgas by grade or jet fuel by type. Example: Jet-A white on black background.  

(3) All fuel servicing vehicles shall be placarded in accordance with 49 CFR 172.  

(d) Filtering System (Three-Stage or Single-Stage is acceptable)  

(1) The first and third stage elements of a three-stage system and the elements of a single-stage system shall be new and installed by the Contractor during the annual inspection and witnessed by the Government Inspector, upon request.  

(2) The separator element (Teflon screen) of the three-stage system shall be inspected and tested as prescribed by the manufacturer during the inspection. The filter assembly shall be placarded with that data.  

(3) If equipped with a drain, the bottom of the filter assembly shall be mounted to allow for draining and pressure flushing into a container. If the unit is drained overboard, the fuel shall not come in contact with the exhaust system or the vehicle's wheels. If the unit is equipped with a water sight gauge, the balls shall be visible.  

(4) Three-Stage (filter, water separator, monitor) System:  

Fueling systems shall utilize a three-stage system such as a Facet Part Number 900442- 
GNG-220 for 20 gallon-per-minute (gpm) pump, or equal. A Facet Part Number 900443- 
GNG-210 for a 10 gallon-per-minute pump, or equal. An acceptable third-stage 
(monitor) unit is Velcon CDF-220 Series for 20-gpm flow or Velcon CDF-210E for 10 
gpm systems.  

(5) Single-Stage System or Three-in-One Filter Canister:  

Fueling systems shall utilize a single element system such as a Velcon filter canister 
with Aquacon cartridge of a size compatible with pumps flow rate.  

(6) Differential pressure gauge(s) shall be installed and readable. Example: Velcon VF- 
61 canister with an ACO-51201C cartridge.  

(e) Fuel Servicing  

(1) General
SECTION D  
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(i) The Contractor shall supply all aircraft fuel unless the Government exercises the option of providing fuel. All fuel provided by the Contractor will be commercial grade aviation fuel. Only fuels meeting the specifications of American Society for Testing and Materials (ASTM) D-1655 (Type Jet A, A-1 or B), MIL T-5624 (Grade JP-4 or JP-5) for turbine engine powered aircraft are authorized for use.

(ii) Fueling operations, including storage and handling, shall comply with the airframe and engine manufacturer's recommendations and all applicable FAA standards. NFPA Standard No. 407, Aircraft Fuel Servicing, shall be followed, except that no passengers may be on board during fueling operations.

(iii) The contractor shall ensure that they are in compliance with 40 CFR Part 112: Oil Pollution Prevention; Spill Prevention, Control, and Countermeasure Plan Requirements (SPCC). An SPCC plan is required for each fuel servicing vehicle used on this contract regardless of bulk storage container (tank) size.

(iv) Reserved

(2) Rapid Refueling

(i) There are two approved methods (CCR and Open Port) for fueling helicopters with engine(s) running.

(A) Closed Circuit Refueling (CCR). This method of refueling uses a CCR system designed to prevent spills, minimized fuel contamination, and prevent escape of flammable fuel vapors. Open port nozzle Emco Wheaton Model G457 or equivalent may be used in place of CCR system.

(B) Open Port. This method of refueling allows flammable fuel vapors to escape.

(ii) Rapid refueling of helicopters is permitted IAW NFPA 407 and the contractors approved rapid refueling plan. Rapid refueling authorization shall be annotated on the approval card. At a minimum the following requirements will be met:

(A) Rapid refueling is requested by the Government.

(B) The aircraft must be shut down after 4 hours of flight (Hobbs) time or 2 fuel cycles (whichever occurs first).

(C) Personnel providing onsite fire protection are briefed on the Contractor's rapid refueling procedures.

(D) Government personnel shall not refuel Contract aircraft unless the pilot requests Government assistance due to an emergency situation; or when the Government provides the fuel servicing system and dispensing personnel.

(E) The hose shall be at least 50 feet in length, minimum of \( \frac{1}{2} \) the rotor diameter plus 20 feet for rapid refueling.
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(F) No passengers may be on board during fueling operations.

(G) A copy of the contractors approved rapid refueling plan must be kept with FSV.

(f) Fuel Quality Control Procedures

Compliance with fuel quality control requirements is the responsibility of the contractor.

(1) Daily

Note 1: Individual clear glass one quart jars will be used for each sample port. Sample jars will be marked for each sample port and will be retained until the next sample is taken.

Note 2: After three consecutive samples from any port are taken without a clean sample, the FSV will be removed from service. An interagency FSV inspector must return the FSV to Contract Availability.

(i) Sample for and remove any containates from fuel tanks. A check will be performed each morning before the vehicle is moved, after every reloading of fuel, washing of equipment, and after a heavy rain or snowstorm.

(ii) Sample all filter/separator drain valves and check for containates.

(iii) Sample from open port fuel nozzle (downstream from filter). Any visual containates are not acceptable.

(2) During Helicopter Fueling Process

(i) Check sight gauge for water, if equipped

(ii) Visually monitor FSV for leaks.

(iii) Monitor differential pressure reading.

(3) Weekly

(i) With pump operating, pressure flush filter assembly. Continue flush operation until sample is clear, clean, and bright.

(ii) Sample from closed circuit nozzle for containates.

(iii) Check condition of covers, gaskets, and vents.

(iv) Inspect all fire extinguishers for broken seals, proper pressure, and recharge date. Replace as necessary.
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(v) Inspect hoses for abrasions, separations, or soft spots. Weak hoses will be replaced.

(4) Record Keeping. (Records shall be kept with the FSV) The fuel handler shall keep a record containing the following information: (as a minimum)

(i) Condition (clean, clear, bright, etc.) of fuel sample at:

(A) Nozzle

(B) Filter Sump

(C) Tank Sump

(ii) Differential pressure

(iii) Filter change (reason & date)

(iv) Record of source, location, when and quantity of fuel loaded into FSV

(v) Reserved

Note: When identified in Section A.12 as a required item, or when the Contractor elects to provide a P25 Digital VHF-FM Mobile Radio as optional for contract consideration, the below specifications shall be in effect.

(g) P25 Digital VHF-FM Mobile Radio

(1) A P25 Digital VHF-FM two-way mobile radio, with a matched broadband antenna (Antenna Specialists ASPR7490, Maxrad MWB5803, or equivalent), shall be installed in the fuel-servicing vehicle. The radio shall provide selection of analog wideband (25.0 kHz), analog narrowband (12.5 kHz), and P25 Digital narrowband (12.5 kHz), channel spacing on each channel operating from 150 MHz to 174 MHz. The radio shall be frequency-synthesized, equipped with a CTCSS sub-audible tone encoder having a minimum of 32 selectable tones meeting the current TIA/EIA-603 standard, and develop a minimum of 30 watts nominal output power.

(2) Transceivers shall be set to operate in the narrowband mode unless local requirements dictate otherwise. All radios must have the ability to be programmed in the field by the radio operator without the aid of a computer or the services typically found in a radio shop.

(3) The use of appropriate VHF-FM portable radios with suitable output power booster units is permissible. See the below VHF-FM Portable Radio section for portable radio requirements.

SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

Note 1: It is highly recommended that a programming “cheat sheet” accompany the fuel servicing vehicle.

Note 2: When identified in Section A.12 as a required item, or when the Contractor elects to provide a P25 Digital VHF-FM Portable Radio as optional for contract consideration, the below specifications shall be in effect.

(h) P-25 Digital VHF-FM Portable Radio

(1) A P25 Digital VHF-FM two-way portable radio operating from 150 MHz to 174 MHz. The radio shall provide selection of analog wideband (25.0 kHz), analog narrowband (12.5 kHz), and P25 Digital narrowband (12.5 kHz) channel spacing on each channel. The radio shall be frequency-synthesized, equipped with a CTCSS sub-audible tone encoder having a minimum of 32 selectable tones meeting the current TIA/EIA-603 standard, and develop a minimum of 1 watt nominal output power but no more than 10 watts nominal output power. Modified or Family Service Radios (FSR) are not acceptable.

(2) Transceivers shall be set to operate in the analog narrowband mode unless local requirements dictate otherwise. All radios must have the ability to be programmed in the field by the radio operator without the aid of a computer or the services typically found in a radio shop.

(3) When the above Fuel Service Vehicle Radio requirement is met with the use of a VHF-FM portable radio with output power booster, that portable VHF-FM radio may be used to comply with this section as long as the portable radio complies with all specified VHF-FM Portable Radio requirements. The VHF-FM portable radio used in the fuel service vehicle must be removable and still operate as a portable radio.

(4) At least two fully charged batteries per radio are required at the beginning of each shift when using rechargeable batteries. The contractor supplied batteries must operate the portable radio throughout the shift. It is highly recommended that all portable radios utilize an AA alkaline battery clamshell. A source of 115 VAC power may not be available for rechargeable batteries.

Note: It is highly recommended that a programming “cheat sheet” accompany the VHF-FM portable radio. Additionally, the radio should have a carrying case or chest pack carrier and utilize AA batteries.

SECTION D
EXHIBITS

EXHIBIT 9 - OPERATIONS AND SAFETY PROCEDURES GUIDE FOR HELICOPTER PILOTS

It is important for Agreement pilots to be familiar with the Agreement specifications. See Forest Service website: http://www.nifc.gov/aviation/av_documents/av_helicopters/SafetyBrief.pdf

Pilot operation briefings will emphasize the following areas:

(1) Pilot Authority and Responsibility
(2) Helicopter Management
(3) Operational Requirements
(4) Operating Limitations and Weather Requirements
(5) FM Radio and GPS Operations
(6) Flight Following and Flight Plans
(7) Incident Airspace
(8) Knowledge and Procedure Overview
(9) Regional Procedures
(10) Reference Web Sites
(11) Pilot Certification
(12) Verification of Long-Line and/or Snorkel Training
(13) Flight Hour requirements and experience verification
(14) Required documentation for pilot carding
SECTION D
EXHIBITS

EXHIBIT 10 - INTERAGENCY GUIDELINES FOR VERTICAL REFERENCE/EXTERNAL LOAD TRAINING (B.12 (f) (1))

National Interagency Helicopter Standards require that contractors develop a Vertical Reference / External Load Training Syllabus and that agreement pilots receive this training before applying for Agency Special Use approval. Each agreement pilot must have a current proficiency endorsement from the company’s chief pilot in order to qualify for a Flight Evaluation by an Interagency Helicopter Inspector Pilot.

The Applicant has demonstrated VTR proficiency with a 150' long-line by:

(1) Exhibiting knowledge of the elements of vertical reference / external load operations.
(2) Performing a thorough preflight briefing of ground personnel to include hookup procedures, signals, and pilot and ground personnel actions in the event of an emergency or hook malfunction.
(3) Visually determining that the cargo hook(s) and cables are installed properly and that electrical and manual releases are functioning properly.
(4) Ascending vertically using vertical reference techniques while centered over the load until the load clears the ground, then maintain a stable hover with a load 10 feet (+ - 5-feet) above the ground for 30 seconds. (The applicant should insure that the long-line does not become tangle on external parts of the helicopter).
(5) Controlling the hook movement and stopping load oscillations while in a hover.
(6) Maintaining positive control of the load throughout the flight while maintaining specified altitude within 50 feet, airspeed within 10 knots, and heading within 10 degrees.
(7) Maintaining the proper approach angle and rate of closure to establish an out-of-ground effect hover with the load 10 feet above the ground (+ - 5 feet) for 30 seconds and then placing the load within a 10-foot radius of the specified release/ touchdown point.
(8) Maintaining the proper approach angle and rate of closure to establish an out-of-ground effect hover within a confined area with the load 10 feet above the ground (+ - 5 feet) for 30 seconds and then placing the load within a 10-foot radius of the specified release/touchdown point.

NAME: ______________________ CERT NO: ______________________ □ INITIAL □ RECURRENT (Check One)

I certify that the above listed pilot has completed training as outlined in the National Interagency Helicopter Standards and meets the currency and performance requirements of this company’s Vertical Reference / External Load Training Manual and recommend him/her for evaluation.

CHIEF PILOT: ______________________ COMPANY: ______________________
Printed Name

CHIEF PILOT: ______________________ DATE: ______________________
Signature
SECTION D
EXHIBITS

EXHIBIT 10 - INTERAGENCY GUIDELINES FOR VERTICAL REFERENCE/EXTERNAL LOAD TRAINING (B.12 (f) (1)) (Continued)

National Interagency Helicopter Standards require that contractors develop a Vertical Reference training syllabus for pilots who fly helicopters with a fixed tank and snorkel and that agreement pilots receive initial and recurrent training before applying for agency Special Use approval. Each agreement pilot shall have a current proficiency endorsement from the company’s chief pilot in order to qualify for a Flight Evaluation Check by an Interagency Helicopter Inspector Pilot.

VERTICAL REFERENCE GUIDELINES FOR HELICOPTERS USING A FIXED TANK WITH SNORKLE

The pilot shall demonstrate proficiency with the snorkel by:

- Exhibiting knowledge of the elements of vertical reference operations.
- Performing a thorough preflight of the tank and snorkel
- Establishing a hover before takeoff by ascending vertically using vertical reference techniques while not dragging the snorkel.
- Establishing and maintaining the proper approach angle and rate of closure to establish a 5 foot snorkel height above the porta-tank and then lowering the snorkel into the tank. Maintain a stable hover for 30 seconds. Ascend vertically while keeping the snorkel clear of the edges of the tank until the snorkel is at least five (5) feet above the tank. Transition to forward flight without allowing the snorkel to settle back into the tank,

OR

- Establishing and maintaining a proper approach angle and rate of closure to establish a 5 foot snorkel height above the ground and over a circle of 8 to 10 feet in diameter. The circle shall be marked by paint or other easily identifiable material. From a stable hover, lower the aircraft until the snorkel head is touching the ground. Execute a 360 degree turn (left or right) while maintaining the snorkel head in contact with the ground within the circle and not allowing any part of the snorkel hose to touch the outside of the circle. The maneuver should be completed in 90-120 seconds,

AND

- Perform a landing while placing the main landing gear in a 6 foot diameter circle.

NAME: ________________________ CERT NO: ________________________  [ ] INITIAL  [ ] RECURRENT

I certify that the above listed pilot has completed training as outlined in the National Interagency Helicopter Standards and meets the currency and performance requirements of this company’s Vertical Reference / External Load Training Manual and recommend him/her for evaluation.

CHIEF PILOT: ________________________ COMPANY: ________________________

Printed Name

CHIEF PILOT: ________________________ DATE: ________________________

Signature
**SECTION D**

**EXHIBITS**

**EXHIBIT 11 - HELICOPTER MAKE/MODEL/SERIES LIST (B.21 (b))**

Grouping of like makes and models of aircraft allows determination of pilot authority. Differences training shall be completed for each of the makes/models in a grouping. Make/model qualification and currency are met with time flown in any aircraft in grouping.

When make/model/series currency is specified in the procurement document, only that specific make/model/series may be used to determine currency.

<table>
<thead>
<tr>
<th>Make</th>
<th>Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agusta</td>
<td>A-119</td>
</tr>
<tr>
<td>Agusta</td>
<td>AW-139</td>
</tr>
<tr>
<td>Bell</td>
<td>47 Series (All Recips)</td>
</tr>
<tr>
<td>Bell</td>
<td>47 Series (Sokol)</td>
</tr>
<tr>
<td>Bell</td>
<td>204B, 206B, 206B3</td>
</tr>
<tr>
<td>Bell</td>
<td>206L, 206L1, 206L3, 206L4</td>
</tr>
<tr>
<td>Bell</td>
<td>407</td>
</tr>
<tr>
<td>Bell</td>
<td>204, 205, 210, Eagle Single, UH-1, All Series</td>
</tr>
<tr>
<td>Bell</td>
<td>212, 412</td>
</tr>
<tr>
<td>Bell</td>
<td>214</td>
</tr>
<tr>
<td>Boeing</td>
<td>BV-107-II, KV-107-II</td>
</tr>
<tr>
<td>Boeing</td>
<td>BV-224, CH-47</td>
</tr>
<tr>
<td>Boeing</td>
<td>369 (500) Series</td>
</tr>
<tr>
<td>Boeing</td>
<td>MD-600N</td>
</tr>
<tr>
<td>Boeing</td>
<td>MD-900, 902</td>
</tr>
<tr>
<td>Enstrom</td>
<td>26 Series</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-315, SA-316, SA-319 (Alouette/Lama)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-318</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>AS 350 Series (A-star)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>AS-355 Series (Twin Star)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-341 (Gazelle)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-360</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-365 (Dauphin)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-330, AS-332 (Puma)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>MBB-105 Series</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>BK-117 Series</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>EC-145</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>EC-135</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>EC-120</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>BO-105</td>
</tr>
<tr>
<td>Hiller</td>
<td>12 Series (Recips)</td>
</tr>
<tr>
<td>Hiller</td>
<td>12 Series (Sokol)</td>
</tr>
<tr>
<td>Hiller</td>
<td>FH-1100</td>
</tr>
<tr>
<td>Hughes/Schweizer</td>
<td>269 (300) Series (Recips)</td>
</tr>
<tr>
<td>Schweizer</td>
<td>330</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-55, H-19 (Recip), S-55T</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-58, H-34 Series (Recip), S-58T Series</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-62</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-61 Series, SH-3</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-64, CH-54</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>CH-53</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-76 Series</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-70, Uh-60 Series</td>
</tr>
</tbody>
</table>

120
**SECTION D**

**EXHIBITS**

**EXHIBIT 12 - HELICOPTER SERVICES HOURLY FLIGHT RATES, FUEL CONSUMPTION, AND WEIGHT REDUCTION CHART (A.1, A.3 (a), B.10 (a) (6), B.32 (b) (3), B.36 (b))**

For contracts awarded 2018 - 2021 (CWN/Exclusive Use) - Effective July 16, 2019 (For Contracts Awarded 1/1/2018 and After)

<table>
<thead>
<tr>
<th>COMPANY</th>
<th>AIRCRAFT TYPE</th>
<th>FUEL CONSUMPTION (gph/hr)</th>
<th>MAY 16, 2019 HOURLY FLIGHT RATE ($/HR)</th>
<th>LOAD CALCULATION WEIGHT REDUCTION (lbs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>AEROSPATIALE</td>
<td>SA-319B</td>
<td>58</td>
<td>$1,967.25</td>
<td>190</td>
</tr>
<tr>
<td></td>
<td>SA-316B</td>
<td>58</td>
<td>$1,967.25</td>
<td>170</td>
</tr>
<tr>
<td></td>
<td>SA-318C</td>
<td>45</td>
<td>$1,974.67</td>
<td>200</td>
</tr>
<tr>
<td></td>
<td>SA-319B</td>
<td>45</td>
<td>$1,674.60</td>
<td>150</td>
</tr>
<tr>
<td></td>
<td>AS-330U</td>
<td>176</td>
<td>$8,483.74</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>AS-332-1</td>
<td>160</td>
<td>$8,248.53</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>SA-341G</td>
<td>45</td>
<td>$1,897.02</td>
<td>120</td>
</tr>
<tr>
<td></td>
<td>AS-350B</td>
<td>45</td>
<td>$1,214.45</td>
<td>190</td>
</tr>
<tr>
<td></td>
<td>AS-350BA</td>
<td>45</td>
<td>$1,298.01</td>
<td>130</td>
</tr>
<tr>
<td></td>
<td>AS-352B-1</td>
<td>45</td>
<td>$1,215.43</td>
<td>160</td>
</tr>
<tr>
<td></td>
<td>AS-350B-2</td>
<td>44</td>
<td>$1,206.13</td>
<td>160</td>
</tr>
<tr>
<td></td>
<td>AS-350B-3</td>
<td>50</td>
<td>$1,545.59</td>
<td>175</td>
</tr>
<tr>
<td></td>
<td>AS-350D</td>
<td>58</td>
<td>$1,153.70</td>
<td>190</td>
</tr>
<tr>
<td></td>
<td>AS-355F-1/355F-2</td>
<td>1.36</td>
<td>$1,425.67</td>
<td>140</td>
</tr>
<tr>
<td></td>
<td>AS-356N-1</td>
<td>67</td>
<td>$2,337.40</td>
<td>276</td>
</tr>
<tr>
<td></td>
<td>EC-120</td>
<td>61</td>
<td>$3,060.60</td>
<td>NOT ESTABLISHED</td>
</tr>
<tr>
<td></td>
<td>EC-130-B4</td>
<td>53</td>
<td>$1,236.44</td>
<td>NOT ESTABLISHED</td>
</tr>
<tr>
<td></td>
<td>EC-130-1</td>
<td>64</td>
<td>$1,450.94</td>
<td>220</td>
</tr>
<tr>
<td></td>
<td>EC-145</td>
<td>60</td>
<td>$2,003.28</td>
<td>NOT ESTABLISHED</td>
</tr>
<tr>
<td></td>
<td>EC-150B1</td>
<td>95</td>
<td>$2,473.93</td>
<td>NOT ESTABLISHED</td>
</tr>
<tr>
<td></td>
<td>EC-225</td>
<td>163</td>
<td>$4,146.33</td>
<td>NOT ESTABLISHED</td>
</tr>
<tr>
<td>BELL:</td>
<td>470/COLOY</td>
<td>23</td>
<td>$720.93</td>
<td>120</td>
</tr>
<tr>
<td></td>
<td>200H (LH-1 Series)</td>
<td>80</td>
<td>$1,137.00</td>
<td>200</td>
</tr>
<tr>
<td></td>
<td>204 Super B</td>
<td>90</td>
<td>$1,092.72</td>
<td>200</td>
</tr>
<tr>
<td></td>
<td>205A-1</td>
<td>88</td>
<td>$1,035.40</td>
<td>260</td>
</tr>
<tr>
<td></td>
<td>205A-1+</td>
<td>90</td>
<td>$1,047.82</td>
<td>260</td>
</tr>
<tr>
<td></td>
<td>205B-2</td>
<td>100</td>
<td>$1,914.16</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>206B-3</td>
<td>27</td>
<td>$929.59</td>
<td>130</td>
</tr>
<tr>
<td></td>
<td>206L-1</td>
<td>52</td>
<td>$1,195.11</td>
<td>150</td>
</tr>
<tr>
<td></td>
<td>206L-3/1 (220P)</td>
<td>58</td>
<td>$1,314.12</td>
<td>180</td>
</tr>
<tr>
<td></td>
<td>206L-4</td>
<td>38</td>
<td>$1,134.12</td>
<td>180</td>
</tr>
<tr>
<td></td>
<td>210</td>
<td>50</td>
<td>$1,047.02</td>
<td>260</td>
</tr>
<tr>
<td></td>
<td>210 Single Lion</td>
<td>50</td>
<td>$2,056.10</td>
<td>260</td>
</tr>
<tr>
<td></td>
<td>212/212H</td>
<td>106</td>
<td>$2,215.90</td>
<td>390</td>
</tr>
<tr>
<td></td>
<td>212A</td>
<td>166</td>
<td>$3,377.26</td>
<td>350</td>
</tr>
<tr>
<td></td>
<td>214-2161F</td>
<td>145</td>
<td>$3,171.89</td>
<td>290</td>
</tr>
<tr>
<td></td>
<td>214-216T1</td>
<td>133</td>
<td>$3,098.07</td>
<td>420</td>
</tr>
<tr>
<td></td>
<td>222A</td>
<td>70</td>
<td>$2,348.98</td>
<td>NOT ESTABLISHED</td>
</tr>
<tr>
<td></td>
<td>222B</td>
<td>83</td>
<td>$2,449.08</td>
<td>NOT ESTABLISHED</td>
</tr>
<tr>
<td></td>
<td>222C-222U</td>
<td>63</td>
<td>$2,419.08</td>
<td>NOT ESTABLISHED</td>
</tr>
</tbody>
</table>

**REV 6-17-19**

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
</table>

| BOEING: | BV-107/CH-46 | 186 | $4,579.09 | N/A |
|        | BV-234/CH-47 | 405 | $7,343.75 | N/A |
| HILLER: | RH-34        | 190 | $2,795.50 | 20 |
|        | H-1108B      | 22  | $1,263.53 | 30 |
|        | H-128D/COLOY | 23  | $729.52   | 40 |
| KAMAN:  | H-423F       | 12  | $1,747.10 | N/A |
|        | K-1200       | 88  | $2,296.51 | N/A |
| LEONARDO | AW 119 KGALA | 55  | $3,164.25 | 200 |
| HELICOPTERS: | AW 199 | 120 | $2,025.95 | 205 |
|        | EH 111       | 211 | $2,739.65 | NOT ESTABLISHED |
|        | MO 105C38    | 55  | $1,520.67 | 180 |
|        | BK 117       | 77  | $1,592.41 | 160 |
| MCDONNELL: | 520N        | 29  | $595.05   | 110 |
| DUGLAS: | 520E        | 82  | $977.57   | 120 |
|        | 520F        | 34  | $1,036.23 | 120 |
|        | 520N        | 41  | $1,046.40 | 150 |
|        | 600/902      | 69  | $1,046.18 | 210 |
| SIKORSKY: | CH 503       | 425 | $7,588.24 | N/A |
|        | CH 545/545-64 | 596 | $7,045.20 | N/A |
|        | CH 546/546-84 | 592 | $7,045.20 | N/A |
|        | 2-25T        | 115 | $2,770.96 | 400 |
|        | 3-25T        | 115 | $2,770.96 | 400 |
|        | 4-35T        | 115 | $4,492.47 | 550 |
|        | 5-42A        | 115 | $5,245.95 | 300 |
|        | 4-79/140      | 426 | $4,290.43 | N/A |
|        | 3-79/140      | 170 | $2,516.30 | NOT ESTABLISHED |
|        | 2-79/140      | 107 | $3,046.47 | NOT ESTABLISHED |

AVERAGE GALLON PRICE: $3.16
SECTION D
EXHIBITS

EXHIBIT 13 - INTERAGENCY HELICOPTER LOAD CALCULATION (A.3, B.10 (a) (5), B.10 (b) (2))

Vendors shall use Computed Gross Weight for load calculation purposes for submitting proposals. For field operations use current temperature and elevation for performance planning purposes.

An Out of Ground (OGE) power check will be performed for either the takeoff or landing, whichever is most restrictive. Refer to Tech Bulletin No. IATB 17-01, dated November 10, 2016. Bulletins can be found at: [http://www.fs.fed.us/fire/av_safety/promotion/Technical_Bulletins/index.html](http://www.fs.fed.us/fire/av_safety/promotion/Technical_Bulletins/index.html).

Instructions
A load calculation must be completed daily. A new calculation is required when operating conditions change (±1000’ in elevation or ±5°C in temperature) or when the Helicopter Operating Weight changes (such as changes to the Equipped Weight, changes in flight crew weight or a change in fuel load).

All blocks must be completed. Pilot must complete all header information and Items 1-13. Helicopter Manager completes Items 14 & 15.

1. DEPARTURE – Name of departure location and current Pressure Altitude (PA, read altimeter when set to 29.92) and Outside Air Temperature (OAT, in Celsius) at departure location.

2. DESTINATION – Name of destination location and PA & OAT at destination. If destination conditions are unknown, use MSL elevation from a map and Standard Lapse Rate of 2°C/1000’ to estimate OAT.

Check the box in Line 1 (Departure) or Line 2 (Destination) to indicate the most restrictive values used to obtain Computed Gross Weight in Line 7b.

3. HELICOPTER EQUIPPED WEIGHT – Equipped Weight equals the Empty Weight (as listed in the Weight and Balance Data) plus the weight of lubricants and onboard equipment required by agreement (i.e. survival kit, rappel bracket).

4. FLIGHT CREW WEIGHT – Weight of the Pilot and any other assigned flight crewmembers on board (i.e. Co-pilot, flight engineer, navigator) plus the weight of their personal gear to include PFD’s.

5. FUEL WEIGHT – Number of gallons onboard X the weight per gallon (Jet Fuel = 7.0 lbs/gal; AvGas = 6.0 lbs/gal)

6. OPERATING WEIGHT – Add items 3, 4 and 5.

7a. PERFORMANCE REFERENCES – List the specific Flight Manual supplement and hover performance charts used to derive Computed Gross Weight for Line 7b. Separate charts may be required to derive HIGE, HOGE and HOGE-J. HIGE: use Hover-In-Ground-Effect, External/Cargo Hook Chart (if available). HOGE & HOGE-J: use Hover-Out-Ground-Effect charts for all HOGE operations.
SECTION D
EXHIBITS

EXHIBIT 13 - INTERAGENCY HELICOPTER LOAD CALCULATION (A.3, B.10 (a) (5),
B.10 (b) (2)) (Continued)

7b. COMPUTED GROSS WEIGHT - Compute gross weights for HIGE, HOGE and HOGE-J from
appropriate Flight Manual hover performance charts using the Pressure Altitude (PA) and
temperature (OAT) from the most restrictive location, either Departure or Destination. Check the
box in Line 1 (Departure) or Line 2 (Destination) to indicate which values were used to obtain
Computed Gross Weight.

8. WEIGHT REDUCTION – The Government Weight Reduction is required for all “non-
jettable” loads. The Weight Reduction is optional (mutual agreement between Pilot and
Helicopter Manager) when carrying jettable loads (HOGE-J) where the pilot has total
jettable control. The appropriate Weight Reduction value, for make & model, can be found in the
current helicopter procurement document (agreement).


10. GROSS WEIGHT LIMITATION – Enter applicable gross weight limit from Limitations
section of the basic Flight Manual or the appropriate Flight Manual Supplement. This may be
Maximum Gross Weight Limit for Take-Off and Landing, a Weight/Altitude/Temperature (WAT)
limitation or a Maximum Gross Weight Limit for External Load (jettable). Limitations may
vary for HIGE, HOGE and HOGE-J. Refer to Tech Bulletin No. 2011-03, dated September 14,
2011. Bulletins can be found at:

11. SELECTED WEIGHT – The lowest weight, either line 9 or 10, will be entered for all loads.
Applicable limitations in the Flight Manual must not be exceeded.

12. OPERATING WEIGHT – Use the value entered in Line 6.

13. ALLOWABLE PAYLOAD – Line 11 minus Line 12 is the maximum allowable weight
(passengers and/or cargo) that can be carried for the mission. Allowable Payload may differ for
HIGE, HOGE and HOGE-J.

14. PASSENGERS AND/OR CARGO – Enter passenger names and weights and/or type and
weights of cargo to be transported. Include mission accessories, tools, gear, baggage, etc. A
separate manifest may be used.

15. ACTUAL PAYLOAD – Total of all weights listed in Item 14. Actual payload must not exceed Allowable Payload for the intended mission profile, i.e. HIGE, HOGE or HOGE-J.

Both Pilot and Helicopter Manager must review and sign the form. Check if HazMat is being
transported. Manager must inform the pilot of type, quantity and location of HazMat onboard.
### SECTION D
EXHIBITS

EXHIBIT 13 - INTERAGENCY HELICOPTER LOAD CALCULATION (A.3, B.10 (a) (5), B.10 (b) (2)) (Continued)

<table>
<thead>
<tr>
<th>INTERAGENCY HELICOPTER LOAD CALCULATION</th>
<th>MODEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>OAS-67/FS 5700-17 (11/03)</td>
<td>N#</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PILOT(S)</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MISSION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>1</th>
<th>DEPARTURE</th>
<th>PA</th>
<th>OAT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2</th>
<th>DESTINATION</th>
<th>PA</th>
<th>OAT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3</th>
<th>HELICOPTER EQUIPPED WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>4</th>
<th>FLIGHT CREW WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>5</th>
<th>FUEL WT (gallons X 7 lbs per gal)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>6</th>
<th>OPERATING WEIGHT (3 + 4 + 5)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Non-Jettisonable</th>
<th>Jettisonable</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIGE</td>
<td>HOGE</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7a</th>
<th>PERFORMANCE REF (List page/chart from FM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7b</th>
<th>COMP GROSS WT (FM Performance section)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>8</th>
<th>WT REDUCTION (Per for all Non-Jettisonable)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>9</th>
<th>ADJUSTED WEIGHT (7a minus 8)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>10</th>
<th>GROSS WT LIMIT (FM Limitations Section)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>11</th>
<th>SELECTED WEIGHT (Lowest of 9 or 10)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>12</th>
<th>OPERATING WEIGHT (From Line 6)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>13</th>
<th>ALLOWABLE PAYLOAD (11 minus 12)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>14</th>
<th>PASSENGERS/CARGO MANIFEST</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>15</th>
<th>ACTUAL PAYLOAD (Total of all weights listed in item 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Line 15 must not exceed Line 13 for the intended mission</td>
</tr>
</tbody>
</table>

PILOT SIGNATURE: ___________________________  MGR SIGNATURE: ___________________________

Yes___  No___  HazMat
# SECTION D

## EXHIBITS

### EXHIBIT 14 - HELICOPTER AND FUEL SERVICE TRUCK PRE-USE CHECKLIST

<table>
<thead>
<tr>
<th>Date:</th>
<th>Aircraft Make/Model:</th>
<th>N #:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vendor:</td>
<td>Pilot(s) Name(s):</td>
<td>Card Expiration Date(s):</td>
</tr>
<tr>
<td>Pilot(s) Carded For Intended Mission(s)?</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>A/C Card Expiration Date:</td>
<td>A/C Carded For Intended Missions:</td>
<td>Yes</td>
</tr>
<tr>
<td>Departure Base:</td>
<td>Departure Hobbs Reading:</td>
<td>Arrival Hobbs Reading:</td>
</tr>
<tr>
<td>Copy of Contract on Board Aircraft:</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Fire shelter training documentation on site (each vendor personnel)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire shelter on FSV, Aircraft and Maintenance Pod (1 for each vendor personnel)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>50/100-Hr., Progressive, Or Other Inspection Program Up-To-Date:</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Entries Indicating Damage To Aircraft:</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Form HCM-S &quot;Turbine Engine Performance Analysis&quot; Onboard Aircraft:</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Power Check Completed/Results Satisfactory:</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Comments:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### CONDITION OF HELICOPTER

<table>
<thead>
<tr>
<th>Item</th>
<th>OK</th>
<th>Document Inoperable Or Damaged Equipment (Dents, Tears, Leaks, Etc.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Skin and Exterior</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Windows</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Occlus</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upholstery</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cargo Compartment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Skids/Wheels</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fixed Tank</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comments:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### REQUIRED HELICOPTER EQUIPMENT INSTALLED AND OPERATIVE (CONSULT CONTRACT)

<table>
<thead>
<tr>
<th>Item</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seat Belts and Harnesses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hi-Visibility Paint on Main Rotor Blades</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VHF-FM Radio</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VHF-AM 760 Channel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auxiliary Radio Adapter</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GPS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Skid Gear</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nine-Pin Connector (Type II and III Helicopters)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Strobe Light(s)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Survival Kit</td>
<td></td>
<td></td>
</tr>
<tr>
<td>First Aid Kit</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Extinguisher(s)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cargo Hook</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Convex Mirror</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buckets (Appropriate Sizes)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Anti-Theft Security Measures in Place</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comments:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### REQUIRED SERVICE TRUCK EQUIPMENT INSTALLED AND OPERATIVE (CONSULT CONTRACT)

<table>
<thead>
<tr>
<th>Item</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spare Set of Filters</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Extinguisher(s) Current Inspection</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hazmat Marking and Placards</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inspection Sticker</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Filter Change Date Placarded</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bonding Cables</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel Quality Control Log</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Absorbent Materials for Spills</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beginning Odometer Reading:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comments:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Signature of Inspecting Govt. Representative &amp; Pilot</th>
<th>Print Name</th>
<th>Date</th>
</tr>
</thead>
</table>
### EXHIBIT 15 - PERFORMANCE REPORT

**EVALUATION REPORT ON CONTRACTOR PERFORMANCE**

"CPARS Compatible Format"

**SOURCE SELECTION INFORMATION**

**NOT FOR PUBLIC RELEASE** (see FAR 3.104 & 42.1503)

*Email to: SM.FS.cwn_cpars@usda.gov*

<table>
<thead>
<tr>
<th>AGENCY / USER</th>
<th>CONTRACT NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ADDRESS</th>
<th>CONTRACTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CITY / STATE / ZIP</th>
<th>PERIOD OF PERFORMANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FROM</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTRACT COR</th>
<th>LOCATION OF PERFORMANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROGRAM TITLE</th>
<th>AIRCRAFT FLIGHT SERVICES:</th>
<th>AIRCRAFT TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>☐ AIRPLANE</td>
<td>☐ HELICOPTER</td>
</tr>
<tr>
<td></td>
<td>☐ OTHER – specify</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AIRCRAFT TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTRACT EFFORT DESCRIPTION (check all that apply)</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ EXCLUSIVE USE</td>
</tr>
<tr>
<td>☐ FIRE MANAGEMENT</td>
</tr>
<tr>
<td>☐ OTHER MISSION – specify</td>
</tr>
</tbody>
</table>

**INSTRUCTIONS:** This form can be completed on the computer or printed and completed by hand. Use the mouse to navigate. To check or uncheck a box, *double click* the box. If further direction is required on how to complete this evaluation or where to submit it, please contact your Contracting Officer. Comment boxes are formatted to automatically wrap the entered text. Check the box that best describes the level in which the Contractor supported the area described. Comments are essential and must substantiate your rating selection. **N/A = not applicable.** If additional space is required, use page 2 of the form or attach additional page(s).

**SEE PAGE 4 FOR EVALUATION RATINGS DEFINITIONS**

1. **Quality.** Contractor was professional and conformed to contract requirements. Was capable, efficient and effective in supporting the programs of this contract. Provided well maintained equipment and highly qualified personnel.

   ☐ N/A  ☐ Exceptional  ☐ Very Good  ☐ Satisfactory  ☐ Marginal  ☐ Unsatisfactory

   **COMMENTS:**

2. **Schedule.** Contractor was prepared and available to begin work on contract start date and provided daily coverage during the contract period with little to no disruption or unavailability. Contractor kept COR informed of crew exchanges, maintenance issues, etc.

   ☐ N/A  ☐ Exceptional  ☐ Very Good  ☐ Satisfactory  ☐ Marginal  ☐ Unsatisfactory

   **COMMENTS:**
### SECTION D
EXHIBITS

<table>
<thead>
<tr>
<th>3. Cost Control. How well does the contractor control operating costs? (Check N/A if this is a Firm Fixed price or Firm Fixed Price with Economic Price Adjustment contract)</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ N/A</td>
</tr>
</tbody>
</table>

**COMMENTS:**

<table>
<thead>
<tr>
<th>4. Management. Contractor and on-site representatives were professional, well qualified, and committed to customer satisfaction and safety of operations. Contractor provided necessary support for key personnel and if applicable, took necessary action to correct or replace any personnel.</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ N/A</td>
</tr>
</tbody>
</table>

**COMMENTS:**

<table>
<thead>
<tr>
<th>5. Small Business. How does the contractor support small business? (Check N/A unless this is a large business and a subcontracting plan is required)</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ N/A</td>
</tr>
</tbody>
</table>

**COMMENTS:**
### SECTION D

#### EXHIBITS

6. Regulatory Compliance. How well does the contractor comply with governing regulations such as the Federal Aviation Regulation or others.

- [ ] N/A  [ ] Exceptional  [ ] Very Good  [ ] Satisfactory  [ ] Marginal  [ ] Unsatisfactory

**COMMENTS:**


7. Other – Safety. Contractor and on-site representatives attitude and efforts, as well as actual application, towards aircraft safety and general safety of operations?

- [ ] N/A  [ ] Exceptional  [ ] Very Good  [ ] Satisfactory  [ ] Marginal  [ ] Unsatisfactory

**COMMENTS:**


8. Customer Satisfaction. Identify to what level you were satisfied with the services provided under this contract. If given the opportunity, would you hire this contractor again to accomplish a similar project?  [ ] yes  [ ] No

- [ ] N/A  [ ] Exceptional  [ ] Very Good  [ ] Satisfactory  [ ] Marginal  [ ] Unsatisfactory

**COMMENTS:**


9. Other Areas:

- [ ] N/A  [ ] Exceptional  [ ] Very Good  [ ] Satisfactory  [ ] Marginal  [ ] Unsatisfactory
<table>
<thead>
<tr>
<th>10. Other Areas:</th>
<th>□ N/A</th>
<th>□ Exceptional</th>
<th>□ Very Good</th>
<th>□ Satisfactory</th>
<th>□ Marginal</th>
<th>□ Unsatisfactory</th>
</tr>
</thead>
<tbody>
<tr>
<td>11. Other Areas:</td>
<td>□ N/A</td>
<td>□ Exceptional</td>
<td>□ Very Good</td>
<td>□ Satisfactory</td>
<td>□ Marginal</td>
<td>□ Unsatisfactory</td>
</tr>
<tr>
<td>12. Other Areas:</td>
<td>□ N/A</td>
<td>□ Exceptional</td>
<td>□ Very Good</td>
<td>□ Satisfactory</td>
<td>□ Marginal</td>
<td>□ Unsatisfactory</td>
</tr>
</tbody>
</table>

Additional comments to support your response to any item above or other items (will not be posted on CPARS website)

Name, Title of Individual Completing this Form (include agency, phone and electronic address)

Signature
<table>
<thead>
<tr>
<th>RATING</th>
<th>DEFINITION</th>
<th>NOTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exceptional</td>
<td>Performance meets contractual requirements and exceeds many to the Government's benefit. The contractual performance of the element being assessed was accomplished with few minor problems for which corrective actions taken by the Contractor was highly effective.</td>
<td>To justify an Exceptional rating, identify multiple significant events and state how they were of benefit to the Government. A singular benefit, however, could be of such magnitude that it alone constitutes an Exceptional rating. Also there should have been NO significant weaknesses identified.</td>
</tr>
<tr>
<td>Very Good</td>
<td>Performance meets contractual requirements and exceeds some to the Government's benefit. The contractual performance of the element being assessed was accomplished with some minor problems for which corrective actions taken by the Contractor was effective.</td>
<td>To justify a Very Good rating, identify a significant event and state how it was a benefit to the Government. There should have been no significant weaknesses identified.</td>
</tr>
<tr>
<td>Satisfactory</td>
<td>Performance meets contractual requirements. The contractual performance of the element being assessed contains some minor problems for which corrective actions taken by the Contractor appear or were satisfactory.</td>
<td>To justify a Satisfactory rating, there should have been only minor problems, or major problems the contractor recovered from without impact to the contract. There should have been NO significant weaknesses identified.</td>
</tr>
<tr>
<td>Marginal</td>
<td>Performance does not meet some contractual requirements. The contractual performance of the element being assessed reflects a serious problem for which the Contractor has not yet identified corrective actions. The Contractor’s proposed actions appear only marginally effective or were not fully implemented.</td>
<td>To justify Marginal performance, identify a significant event in each category that the Contractor has trouble overcoming and state how it impacted the Government. A Marginal rating should be supported by referencing the management tool that notified the Contractor of the contractual deficiency. (e.g., quality, schedule, business relations, management of key personnel, safety report or letter)</td>
</tr>
<tr>
<td>Unsatisfactory</td>
<td>Performance does not meet most contractual requirements and recovery is not likely in a timely manner. The contractual performance of the element contains a serious problem(s) for which the contractor's corrective actions appear or were ineffective.</td>
<td>To justify an Unsatisfactory rating, identify multiple significant events in each category that the Contractor had trouble overcoming and state how it impacted the Government. A singular problem, however, could be of such serious magnitude that it alone constitutes an unsatisfactory rating. An Unsatisfactory rating should be supported by referencing the management tools used to notify the contractor of the contractual deficiencies (e.g., management, quality, safety, etc.)</td>
</tr>
</tbody>
</table>

130
SECTION D
EXHIBITS

EXHIBIT 16 - DEPARTMENT OF LABOR WAGE DETERMINATIONS

DEPARTMENT OF LABOR WAGE DETERMINATION INFORMATION

This agreement includes the Department of Labor (DOL) wage determination specified below. In order to reduce the size, the following information has been extracted from the wage determination listed below and identifies the occupation of service employees that would typically be employed on this type of agreement. To receive the wage determination in its entirety, please contact the issuing office.

DOL WAGE DETERMINATION NO. 1995-0222, REV. 49 DATED 07/16/2019

Area: Nationwide

Applicable Occupation: Airplane Pilot Minimum Hourly Wage: $29.94

DOL WAGE DETERMINATION NO. 1995-0221, REV. 48 DATED 7/16/2019

Area: Nationwide

Applicable Occupation
Aircraft Mechanic II Minimum Hourly Wage: $31.95
Aircraft Mechanic III Minimum Hourly Wage: $33.39
Aircraft Mechanic—Helper Min. Wage: $23.42
Truck Driver, Tractor Trailer Min. Wage: $19.80

FRINGE BENEFITS REQUIRED AND APPLICABLE FOR THE OCCUPATIONS IDENTIFIED ABOVE

1. Health & Welfare: $4.54 per hour or $181.60 per week or $786.93 per month

2. Vacation: 2 weeks paid vacation after 1 year of service with a Contractor or successor; 3 weeks after 5 years; 4 weeks after 15 years. Length of service includes the whole span of continuous service with the present Contractor or successor, wherever employed, and with the predecessor Contractors in the performance of similar work at the same Federal facility. (Reg. 29 CFR 4.173)


EXHIBIT 17 – RESERVED- (Supplemental Rappel Requirements- Equipment)
SECTION D EXHIBITS

EXHIBIT 18 - CONTRACTOR'S VERIFICATION OF INDIVIDUAL HELICOPTER PILOT REQUIREMENTS AND EXPERIENCE FOR INITIAL INTERAGENCY APPROVAL (B.12 (c) (9), B.20 (i) (2))

AMD-60B (12/09) / FS-5700-20a (pending)

CONTRACTOR'S VERIFICATION OF INDIVIDUAL HELICOPTER PILOT REQUIREMENTS AND EXPERIENCE FOR INITIAL INTERAGENCY APPROVAL

Note: This form is required prior to initial (first-time) approval/carding. This form is not for pilots previously approved or carded by the USDA Forest Service or DOI, Office of Aviation Services (formerly Office of Aircraft Services).

The Contractor must ensure that a pilot who is presented for initial carding meets all requirements as outlined in the contract's Section B, Technical Specifications/Pilot Qualifications, after award. The Contractor must verify all pilot hours submitted on this form as determined from a certified pilot log or permanent record to ensure accuracy. In addition, the Contractor must identify previous employers and submit the information on this form. The information provided by the pilot on USFS Form FS-5700-20A or OAS Form 64B, Interagency Helicopter Pilot Qualifications and Approval Record, prior to approval needs to be verified as accurate by the Contractor. The information submitted is subject to verification by an interagency pilot inspector.

Date (mm/dd/yyyy):

Company's name:

Pilot's name:

Pilot's total helicopter pilot-in-command hours (verified from pilot's logbook or permanent record):

Pilot's information and flight time/experience as submitted for initial carding on OAS-64B or FS-5700-20a verified as accurate? Check if yes: □

<table>
<thead>
<tr>
<th>Previous Employers:</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Previous Employer</td>
<td>Address &amp; Telephone No.</td>
<td>Current Contractor</td>
<td>Period Employed</td>
<td>Make/Model(s) flown and PIC Hours in each</td>
<td></td>
</tr>
<tr>
<td>1.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Helicopter Training Courses Completed:

<table>
<thead>
<tr>
<th>Name of Course &amp; Provider</th>
<th>Address &amp; Telephone Number</th>
<th>Contact Name &amp; Telephone No.</th>
<th>Date of Completion</th>
<th>Flight Hours Committed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Comments (use additional sheets if necessary):

Check one: □ Chief Pilot □ Director of Operations □ Other

Print name:  Sign name:
SECTION D
EXHIBITS

EXHIBIT 19 - “ON CONTRACT” PILOT OPERATIONAL TRAINING (B.10 (a) (3))

Pilot “operational training” may be accomplished “on contract” provided the following criteria are met.

(a) Training will be conducted in carded helicopters.

(b) Training shall not interfere with the Scope of the Contract (government will determine what constitutes interference). Note: Will be reviewed at pre-work conference.

(c) Training may be suspended or terminated by the government at any time.

(d) Contractor shall be responsible for all travel, per diem, and wage expenses of trainee pilots.

(e) Contractor has an OAS / USFS approved “Pilot Operational Training Plan”. Plan shall contain at a minimum:

   (1) Intent of program

   (2) Responsibilities of Chief Pilot, Trainer and Trainee

   (3) Safety

   (4) Ground Training Syllabus minimum requirements:
       
       (i) Operations and Safety Procedures Guide.

       (ii) FAR Review

       (iii) PPE

       (iv) Contract

       (v) Load Calc

       (vi) Performance Planning

       (vii) Weight & Balance


(5) Flight Training Syllabus minimum requirements;

   (i) Lesson plans for all special use tasks required by the procurement document.

   (ii) Special use tasks will be trained to the standards set forth in the Interagency Helicopter Practical Test Standards.
SECTION D
EXHIBITS

EXHIBIT 19 - "ON CONTRACT" PILOT OPERATIONAL TRAINING (B.10 (a) (3)) (Continued)

(6) Training documentation & tracking procedures

   (i) Contractor shall maintain training records documenting all phases of pilot training.

   (ii) Training records are subject to Quality Assurance/Compliance reviews at any time by the government.

(7) Evaluation Process by the Trainer

(8) Process to submit trainee for carding evaluation.

(f) Pilot operational training plan shall be approved by the National Helicopter Standardization Pilot (USFS) or the National Helicopter Specialist (OAS).

(g) Training shall be accomplished only by an interagency approved “Pilot Trainer” meeting the following criteria:

   (1) Current and valid CFI Rotorcraft-Helicopter or designated as an approved company instructor.

   (2) Has held an interagency pilot card for a minimum of 2 of the last 5 years.

   (3) A current and valid interagency pilot card endorsed for all missions in which training is to be provided and is endorsed as “Designated Pilot Trainer”.

   (4) Pilot trainer endorsement may be revoked at the government’s discretion.

(h) “Trainee Only Pilots” shall meet the following criteria:

   (1) For aircraft requiring 2 pilots, has met the requirements set forth in 14 CFR part 61

   (2) Has submitted the documentation as outlined in B.20.

   (3) Holds a current and valid Interagency Pilot Card with the endorsement, “Trainee Only” pilot.

   (4) “Trainee Only” pilots are authorized to receive training in all missions that the “Pilot Trainer” is endorsed to perform.

   (5) Operational training flight hours may be used to satisfy all but the initial 10 hours of the required flight hours for “weight class”.

   (6) Operational training flight hours may be used to satisfy all but the initial 10 hours of the required flight hours for “make and model”.

   (7) Operational training flight hours may be used to satisfy the required flight hours for “Mountain Flying – Make and Model”.

134
SECTION D
EXHIBITS

EXHIBIT 19 - "ON CONTRACT" PILOT OPERATIONAL TRAINING (B.10 (a) (3)) (Continued)

(8) Operational flight training will not be used to accomplish the contractually required 10 flight hours of Long-Line training.

(9) "Trainee Only" pilots are limited to receive training in no more than one aircraft make and model per calendar year.

(i) Contractors awarded up to three items may be authorized two "Pilot Trainers". If awarded four or more items, contractor may be authorized four "Pilot Trainers".

(j) Contractors will be authorized two "Trainee Only" pilots per "Pilot Trainer" at any time.

(k) Contractors shall submit training records and a formal request recommending the "Trainee Only" pilot for evaluation by a Helicopter Inspector Pilot. The pilot trainer shall have verified that the trainee has met all contract minimum flight hour requirements and that the trainee is proficient in all special use missions required by the procurement document.

(l) Any deviation from this exhibit must be approved by an Alternate Means of Compliance (AMOC) issued by the National Helicopter Standardization Pilot or the National Helicopter Specialist and the appropriate Contracting Officer.
SECTION D
EXHIBITS

EXHIBIT 20 - AIRCRAFT MECHANIC (HELICOPTER) QUALIFICATION FORM (B.12 (h) (5))

U.S. Department of Agriculture - Forest Service

AIRCRAFT MECHANIC (HELICOPTER)

<table>
<thead>
<tr>
<th>Agreement No.</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>Date of Birth</td>
</tr>
<tr>
<td>Employer</td>
<td>Office Phone</td>
</tr>
<tr>
<td>FAA Certificates: Type</td>
<td>No.</td>
</tr>
<tr>
<td>Total Years Experience</td>
<td>Total Years Experience as Licensed Mechanic</td>
</tr>
</tbody>
</table>

Record of Special Training (Factory Schools, etc.)

<table>
<thead>
<tr>
<th>Name of Course</th>
<th>Location</th>
<th>Year Attended</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Record of Past Performance (Previous Three Years)

<table>
<thead>
<tr>
<th>Dates</th>
<th>Location</th>
<th>Employer/Supervisor</th>
<th>Phone No.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Record of maintaining helicopters Under Field Conditions:

<table>
<thead>
<tr>
<th>Dates</th>
<th>Location (Designated Base)</th>
<th>Type of Agreement</th>
<th>Type Helicopter</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* "Field Condition" is defined as maintaining the helicopter away from the contractor's base of operation with minimal supervision
SECTION D
EXHIBITS

EXHIBIT 20 - AIRCRAFT MECHANIC (HELICOPTER) QUALIFICATION FORM (B.12 (h) (5))
(Continued)

I certify that the information listed by me on this form is true and correct summary of my aircraft maintenance experience. I have read the Maintenance Section of this agreement and understand the terms and conditions. I have received/provided the training as required in B.12(h) (4).

Date

Mechanic Signature

Date

Company Representative

(Inspectors Use Only)

Mechanic meets the Experience Requirements of the Agreement and is approved to perform maintenance on:

Type and Model of Helicopter(s)

Type and Model Engine(s)

Date

USFS Maintenance Inspector
**EXHIBIT 21 - WEIGHT AND BALANCE FORM (EXAMPLE) (A.3, B.5 (a) (15 & 17))**

<table>
<thead>
<tr>
<th>Location and Description of Item</th>
<th>Weight (In A/C)</th>
<th>Arm (In A/C)</th>
<th>Moment (In A/C)</th>
<th>Lat. Arm</th>
<th>Lat. Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fuselage:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ballast</td>
<td>25.3</td>
<td>8.5</td>
<td>215.1</td>
<td>3.4</td>
<td></td>
</tr>
<tr>
<td>Battery</td>
<td>52.5</td>
<td>8.5</td>
<td>446.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cabin:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Instruments</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Radios</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Automated Flight Following</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seats</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Engine Deck:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rotor brake</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T-53 engine</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>212 Rotor Assy</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Tail:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fast Fin</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Strake Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>212 Tail Rotor Assy</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Strobe Light</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Removable Equipment:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fill Pump</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rappel Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Survival Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>First Aid Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Tank</td>
<td>395.2</td>
<td>125</td>
<td>49400</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

X: Item was on the aircraft at the time aircraft was weighed or is included in the basic weight.
O: Item was off the aircraft at the time aircraft was weighed or is not included in the basic weight.
C: Item is on Form C when installed.
### EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)

<table>
<thead>
<tr>
<th>Page</th>
<th>A/C Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Date Weighed</th>
<th>Date Weighed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Form A**: List of approved equipment

<table>
<thead>
<tr>
<th>Location and Description of Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
<th>Lat. Arm</th>
<th>Lat. Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>In A/C</th>
<th>ON 'C' Chart</th>
<th>In A/C</th>
<th>ON 'C' Chart</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*X*: Item was on the aircraft at the time aircraft was weighed or is included in the basic weight.

*O*: Item was off the aircraft at the time aircraft was weighed or is not included in the basic weight.

*C*: Item is on Form C when installed.
### SECTION D

**EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)**

#### Make, Model, Series
- Bell, 205A -1

#### Registration Number
- N12345

#### Serial Number
- 86666

#### Date
- 9/15/2006

#### Datum is
- 7.60° aft of cabin nose

#### Leveling Means
- Plumb line from top of left main door frame

#### Weighing Procedures References

#### Scale Readings

<table>
<thead>
<tr>
<th>Scale</th>
<th>Reading</th>
<th>Tare</th>
<th>Net Weight</th>
<th>Long. Arm</th>
<th>Moment</th>
<th>Lat. Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left Front or Nose</td>
<td>1478</td>
<td>0</td>
<td>1478</td>
<td>+ 61.69</td>
<td>91177.8</td>
<td>- 30</td>
<td>44340</td>
</tr>
<tr>
<td>Right Front</td>
<td>1116</td>
<td>0</td>
<td>1116</td>
<td>+ 61.69</td>
<td>68846.1</td>
<td>+ 30</td>
<td>33480</td>
</tr>
<tr>
<td>Left Aft or Tail</td>
<td>1215</td>
<td>0</td>
<td>1215</td>
<td>+ 211.58</td>
<td>257098.7</td>
<td>- 30</td>
<td>36450</td>
</tr>
<tr>
<td>Right Aft</td>
<td>1974</td>
<td>0</td>
<td>1974</td>
<td>+ 211.58</td>
<td>417658.9</td>
<td>+ 30</td>
<td>59220</td>
</tr>
</tbody>
</table>

**Basic Weight**
- Total: 5783 kg
- 144.46 ft
- 834752.5 in
- 2.06 in
- 11910 in

#### Fluids (Fuel & Oil and Etc) at Time of Weighing

<table>
<thead>
<tr>
<th>Fuel</th>
<th>Full</th>
<th>Defueled</th>
<th>Drained</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil Engine</td>
<td>X</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Oil Transmission</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Tail Gearboxes</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hydraulic Fluid</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes**
- Oil and unusable fuel in basic weight

#### Items Weighed not part of Basic Weight

<table>
<thead>
<tr>
<th>Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Useable fuel (if full)</td>
<td>1457.5</td>
<td>+ 150.4</td>
<td>219208</td>
</tr>
</tbody>
</table>

**Total (→)**
- 1457.5 kg

#### Items not Weighed but part of Basic Weight

<table>
<thead>
<tr>
<th>Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unusable fuel (if drained)</td>
<td>16.5</td>
<td>+ 144</td>
<td>3276</td>
</tr>
</tbody>
</table>

**Total (+)**

#### Adjusted Basic Weight of Aircraft as Weighed

<table>
<thead>
<tr>
<th>CG</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Total Basic Weight of Aircraft as Weighed

<table>
<thead>
<tr>
<th>Weight</th>
<th>Longitudinal EW. CG + 144.46</th>
<th>Lateral EW. CG + 2.06</th>
</tr>
</thead>
<tbody>
<tr>
<td>5783</td>
<td>834752</td>
<td>11910</td>
</tr>
</tbody>
</table>

#### Aircraft Weighed By

<table>
<thead>
<tr>
<th>Print Name :</th>
<th>Signature :</th>
<th>Certificate Type and Number :</th>
</tr>
</thead>
</table>

#### Scales

<table>
<thead>
<tr>
<th>Type :</th>
<th>Serial Number :</th>
<th>Calibration Date :</th>
</tr>
</thead>
</table>

---

140
### SECTION D
EXHIBITS

**EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)**

**Form B : Aircraft Weighing Record**

<table>
<thead>
<tr>
<th>Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Datum is</td>
<td>Leveling Means</td>
<td>Weighing Procedures References</td>
<td>Scale Location</td>
</tr>
</tbody>
</table>

#### Scale Readings

<table>
<thead>
<tr>
<th>Scale</th>
<th>Reading</th>
<th>Tare</th>
<th>Net Weight</th>
<th>Long. Arm</th>
<th>Moment</th>
<th>Lat. Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left Front or Nose</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right Front</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Left Aft or Tail</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right Aft</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Scale</th>
<th>Basic Weight</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reading</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tare</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Net Weight</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Long. Arm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Moment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lat. Arm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Moment</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Fuel & Oil at Time of Weighing

<table>
<thead>
<tr>
<th>Fuel</th>
<th>Full</th>
<th>Defueled</th>
<th>Drained</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil Engine</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Transmission</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Tail Gearboxes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hydraulic Fluid</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Notes

<table>
<thead>
<tr>
<th>Fuel &amp; Oil at Time of Weighing</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel</td>
<td></td>
</tr>
<tr>
<td>Oil Engine</td>
<td></td>
</tr>
<tr>
<td>Oil Transmission</td>
<td></td>
</tr>
<tr>
<td>Oil Tail Gearboxes</td>
<td></td>
</tr>
<tr>
<td>Hydraulic Fluid</td>
<td></td>
</tr>
</tbody>
</table>

#### Items Weighed not part of Basic Weight

<table>
<thead>
<tr>
<th>Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
</tr>
</thead>
</table>

#### Items not Weighed but part of Basic Weight

<table>
<thead>
<tr>
<th>Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Total (-)</th>
<th>Total (+)</th>
</tr>
</thead>
</table>

#### Adjusted Basic Weight of Aircraft as Weighed

<table>
<thead>
<tr>
<th>CG</th>
<th>Moment</th>
</tr>
</thead>
</table>

#### Total Empty Weight of Aircraft as Weighed

<table>
<thead>
<tr>
<th>Longitudinal EW, CG</th>
<th>Lateral EW CG</th>
</tr>
</thead>
</table>

#### Aircraft Weighed By

<table>
<thead>
<tr>
<th>Print Name :</th>
<th>Type :</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signature :</td>
<td>Serial Number :</td>
</tr>
<tr>
<td>Certificate Type and Number :</td>
<td>Calibration Date :</td>
</tr>
</tbody>
</table>

Scales
### Exhibit 21 - Weight and Balance Form (A.3, B.5 (a) (15 & 17)) (Continued)

**Form C: Weight & Balance Running Total (EXAMPLE)**

<table>
<thead>
<tr>
<th>Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Page Number</th>
<th>Date: mm/dd/yyyy</th>
<th>Description of Item</th>
<th>Weight Change</th>
<th>Current Total Equipped Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>1 of 7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Aircraft as weighed</td>
<td>1100</td>
<td>+144.46</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5783.0</td>
<td>+834752.5</td>
</tr>
<tr>
<td>Bell, 205A-1</td>
<td>N12345</td>
<td>66666</td>
<td></td>
<td>7/15/2010</td>
<td>Survival Kit</td>
<td>10100</td>
<td>5833.5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>+125.5</td>
<td>+10100.0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Rappel Mount kit</td>
<td>3820</td>
<td>5871.7</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>+100</td>
<td>+3820.0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7/15/2010</td>
<td>Sorenson Tank and Snorkel</td>
<td>48894.8</td>
<td>6261.3</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>+125.5</td>
<td>6269.3</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Fire Shelter</td>
<td>564.8</td>
<td>6269.3</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>+70.6</td>
<td>+564.8</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7/15/2010</td>
<td>Cleaning Supplies/Xtra Oil</td>
<td>5810</td>
<td>6289.3</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>+280.5</td>
<td>6299.3</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Ladder</td>
<td>2854</td>
<td>+2854.0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>+285.4</td>
<td>6306.3</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Log Books</td>
<td>511.7</td>
<td>+7022.5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>+73.1</td>
<td>6331.3</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7/15/2010</td>
<td>Tool Box</td>
<td>7022.5</td>
<td>+144.40</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>+280.9</td>
<td>6331.3</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>+144.40</td>
<td>+914139.3</td>
</tr>
</tbody>
</table>
## EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)

### Form C: Continuous History of Equipped Weight After Weighing

<table>
<thead>
<tr>
<th>Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Page Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date mm/dd/yyyy</td>
<td>Description of Item</td>
<td>Weight Change</td>
<td>Current Total Equipped Weight</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Added (+)</td>
<td>Removed (-)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Weight</td>
<td>Arm</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Weight</td>
<td>Arm</td>
</tr>
</tbody>
</table>

143
EXHIBIT 22 - RESERVED – (Computed Gross Weight)
SECTION D
EXHIBITS

EXHIBIT 23 - PERFORMANCE BY GOVERNMENT-FURNISHED PILOT (A.14)

(a) General

(1) The following provisions shall apply to the performance of work under the contract, on an intermittent and short term basis, when the utilization of a qualified Government pilot is authorized by the Contractor. All other provisions not expressly changed herein continue to apply.

(2) Qualified Government Pilots may operate Contractor aircraft on a case by case basis, upon written approval of the Regional Aviation Officer (RAO) and the CO.

(3) Government pilot operations will be in compliance with the USDA Forest Service Manual (FSM) 5700 or Department of the Interior, Departmental Manual (DM), Parts 350-354 Aviation Management and Title 14, Part 91 of the CFR, including those portions that apply to civil aircraft except as noted in the agency manuals. It is not intended that Government pilots meet all requirements of B.12.

(4) Appropriate records to establish the qualifications and experience of the Government pilot will be furnished to the Contractor upon request.

(5) The Contractor may conduct check rides and/or training of Government pilots for familiarization in the Contractor's helicopters. The cost of check rides and flight training, if required, will be borne by the Government.

(6) Approval of a Government pilot to perform work under the contract rests solely with the Contractor.

(7) The clause Loss, Damage, or Destruction, is applicable to this contract when the Contractor authorizes performance by a Government pilot.

(8) The payment provisions of the contract remain unchanged.

(9) Shall not function as Contractor's scheduled relief pilot.

(b) Loss, Damage, or Destruction

(1) The Contractor shall indemnify and hold the Government harmless from any and all losses or damage to the aircraft furnished under this contract except as delineated below. For the purpose of fulfilling the contractor's obligation under this clause, the Contractor shall procure and maintain during the term of this contract, and any extension thereof, hull insurance meeting FAA requirement, acceptable to the Contracting Officer (CO). The Contractor's insurance coverage shall apply to pilots furnished by the Government to operate this aircraft. The contractor shall procure and maintain during the term of this contract, and any extension thereof, aircraft public liability insurance in accordance with 14 CFR, Parts 198 and 205. The parties names insured under the policies shall be the Contractor and the United States of America. The Contractor may request a list of Government pilots, by name, and qualifications for potential pilots from the CO.
SECTION D
EXHIBITS

EXHIBIT 23 - PERFORMANCE BY GOVERNMENT-FURNISHED PILOT (A.14) (Continued)

(2) Prior to the commencement of work hereunder, the Contractor shall furnish the CO with a copy of the insurance policy or policies or a certificate of insurance issued by the underwriter(s) showing that the coverage required by this clause has been obtained.

(3) Each policy or certificate evidencing the insurance shall contain an endorsement that provides that the insurance company will notify the CO thirty (30) days prior to the effective date of any cancellation or termination of any policy or certificate or any modification of a policy or certificate that adversely affects the interest of the Government in such insurance. The notice shall be sent by registered mail and shall identify this contract, the name and address of the Contracting Officer, the policy, and the insured. The Contractor, prior to commencement of work, shall submit to the Contracting Officer one copy of the insurance policy, or confirmation from the insurance company, certifying that the coverage described in this clause has been obtained.

(4) If the aircraft is damaged or destroyed while in the custody and control of the Government, the maximum liability to the Government shall not exceed the Contractor’s deductible (if any) stipulated in the insurance coverage. The Contractor’s deductible as stipulated in the insurance coverage shall not exceed:

   (i) In-Motion Accidents - Up to 5% of the current insured value of the aircraft as stated in the policy.

   (ii) Not In-Motion Accidents – Up to $1,000.00 per accident.

(5) Such reimbursement shall not be made; however, for loss or damage to the aircraft resulting from (1) normal wear and tear, (2) negligence or fault in maintenance of the aircraft by the Contractor, or (3) defect in construction of the aircraft or a component thereof.

(6) If damage to the aircraft is established to be the fault of the Government, availability payments will be made to the Contractor during the repair period. The Government may, at its option, make necessary repairs or return the aircraft to the Contractor for repair. In the event the aircraft is lost, destroyed, or damaged so extensively as to be beyond repair, no rental payment will be made to the Contractor thereafter.

(7) The contractor shall use every precaution necessary to prevent damage to public and private property. The Contractor shall be responsible for all damage to property and to persons, including third parties that occur as a result of their or their agent’s or employee’s fault or negligence. The term “third parties” is construed to include employees of the Government. The Contractor may be otherwise insured by a combination of primary and excess policies. Such policies must have combined coverage equal to or greater than the combined minimums required.
SECTION D
EXHIBITS

EXHIBIT 23 - PERFORMANCE BY GOVERNMENT-FURNISHED PILOT (A.14) (Continued)

(8) Any failure to agree as to the responsibility of the Contractor under this clause shall, after a final finding and determination by the CO, be considered a dispute within the meaning of the “Disputes” clause of this contract.

(9) The Government shall not be liable for damages to contractor equipment or personnel provided under this contract except for damages caused by Government personnel acting within the scope of their official duties as compensable under the Federal Tort Claims Act, 28 U.S.C. 2671-2680.
SECTION D
EXHIBITS

EXHIBIT 24 - FAA OVER WATER KIT (A.12)

(a) Weather guidelines: Ceiling of 500 feet and visibility of three miles offshore.

(b) Personal Protective Equipment:

(1) Flotation/survival vests shall be worn by all occupants when flying beyond power-off gliding distance to shore.

(2) A flotation/survival vest shall be provided by the Contractor for each seat available in the helicopter. The contents of this vest shall be as follows:

   (i) Dual inflation bladders TSO-C13c or equal.

   (ii) Water activated light attached to vest TSO-C85.

   (iii) Dye marker.

   (iv) Whistle or other Coast Guard-approved noise device.

   (v) Mirror for signaling.

(3) A flotation/survival vest shall be provided by the contractor for the pilot. The contents of this vest shall be as follows:

   (i) All the contents of subsection 2 above.

   (ii) One FAA-approved 406 MHz Emergency Locator Transmitter (ELT), Coast Guard-approved 406 MHz Emergency Position Indicating Radio Beacon (EPIRB), or FCC-approved 406 MHz Personal Locator Beacon (PLB). This shall be of a size that allows the ELT/EPIRB/PLB to be carried on the flotation/survival vest and shall not impede egress from the aircraft.

   (iii) Two smoke markers for daytime distress signaling.

Note: The flotation/survival vests used satisfactorily in the past have been assembled from components (i.e., durable nylon mesh vest with an inner flotation device; pockets available in the vest allowed for required equipment storage, etc.) available from a variety of marine survival equipment suppliers.

(c) Life Raft: A double chamber life raft(s) shall be provided for each helicopter with a "rated capacity" equal to the seating capacity of the aircraft (pilot and passengers).

Note: Personal Locator Beacon (PLB) with same specifications in (b) (3) (ii) above shall be provided by the government for all passengers.
SECTION D  EXHIBITS

EXHIBIT 25 - LITTER KIT PROVISIONS AND LITTER (A.12)

Litter Kit must be designed to facilitate rapid conversion of the helicopter to an air ambulance configuration. The Litter Kit shall provide for transporting one or two litter patients as well as one or two attendants. The kit shall consist of a minimum one folding litter and support structure, attaching hardware, and one special door. The special door shall incorporate provisions for quick installation which will permit high speed and/or long distance transportation of patients and attendants in comfort.

Included in the kit may be a basic shape door window glass panels for quick interchange with a bubble glass panel for normal operation.

Operations:

With litters installed, operations must be conducted in accordance with the rotorcraft flight manual supplement.

Equipped Weight and Gross Weight Limitations:

Equipped weight of the helicopter with kit and litter shall be computed and listed on the running weight charts. Center of Gravity Limitations:

Before each flight with a litter patient a weight and balance shall be computed.

EXHIBIT 26 – RESERVED – (Aerial Ignition)

EXHIBIT 27 – RESERVED – (Law Enforcement Short Haul Special Mission Qualifications & Requirements)
EXHIBIT 28 - PUBLIC AIRCRAFT OPERATIONS

This Exhibit serves as notice that you may be conducting Public Aircraft Operations (PAO) while under contract to the United States Forest Service (USFS). Flights ordered and conducted under this contract may be considered Public Aircraft Operations.

FAA Advisory Circular 00-1.1B can be referenced at hyperlink below:

https://www.faa.gov/documentlibrary/media/advisory_circular/ac_00.1-1b.pdf

After contract award, the contractor/company is responsible for providing the following information to the Federal Aviation Administration Flight Standards District Office that your 133, 135 and/or 137 Certificates are issued by. In addition, a copy of this document is required to be carried in each aircraft listed below.

**Civil Operator**: Name your Certificates are Held Under

**Aircraft Type (Fixed-Wing or Helicopter)**: Make/Model/Series

**Name of Aircraft Owner**: Name on Aircraft Registration

**Aircraft Registration Number(s)**: N Number(s) of Aircraft on Contract

**Contract Number**: 12024BXXXXXX

**Contract Type and Service**: EU/CWN, Airtanker/Helicopter/Light FW, etc. Services

**Date of Contract**: Contract Award Date

**Date of Proposed First Flight as a PAO**: Effective Date of Contract

**Date PAO Declaration Expires**: This date should be the final day of the contract period of performance – including the base period of the contract plus all possible option years.

**Public Aircraft Operations are being conducted under contract by**: U.S. Forest Service, 1400 Independence Avenue SW, Washington DC 20250

**Acquisition Management Official**: Robert Hoffman, Contracting Officer, robert.hoffman@usda.gov or (208) -387-5681.


Please contact Assistant Director of Aviation at (202) 205-1410 with comments or questions regarding the PAO declaration.
SECTION D
EXHIBITS

EXHIBIT 29 - VENDOR-CONTRACTOR QA/EVALUATION/SAFETY CHECKS

Type 1 aircraft are authorized to utilize an aircraft seat (non-pilot station) to conduct evaluations on company pilots for the purpose of Quality Assurance, CRM/Safety evaluations while on an operational mission. Type 2 aircraft are authorized to utilize a pilot position to conduct the above evaluations.

Restrictions are as follows:

(a) Limited to 1 (one) fuel cycle per crew on an operational mission.

(b) Must meet PPE and Fire Shelter requirement.

(c) Jump seat must be an FAA approved seat with approved restraint system.

(d) A minimum of 24 hours’ notice must be given to the Helicopter Manager/COR. The COR/Helicopter Manager will have the final approval authority.

(e) The only authorized personnel to conduct evaluations are; Chief Pilots, Chief flight instructors, Company Safety managers. If they have access to flight controls (Type 2) they are restricted from flying the aircraft unless they have a current interagency card. Companies will submit the names of the personnel that are in these positions to the National Helicopter Standardization Pilot for approval.

(f) Evaluation program must be addressed in the company’s SMS or operations specs and include procedures for addressing summary of findings/mitigations.

(g) Relief pilot safety orientation flight is authorized provided the flight is an operational mission, is limited to 1 (one) fuel cycle and will be counted as a duty day.

(h) An end of season summary of findings will be provided to the National Helicopter Standardization Pilot or National Helicopter Program Manager.

EXHIBIT 30 – RESERVED – (Night Flying Operations)
SECTION D
EXHIBITS

EXHIBIT 31 - SAFETY MANAGEMENT SYSTEM (SMS) COMPONENTS QUESTIONNAIRE AND ACCIDENT HISTORY

The FS aviation program views Safety Management Systems (SMS) as a critical element for contract evaluation. **A complete response is required.**

(a) Safety Management System Components

The FS aviation program uses Safety Management Systems (SMS) agency-wide approach to aviation operations that includes safety management policy, safety risk management, safety assurance and safety promotion. Provide evidence of your SMS program as described below.

**Note:** Under the column heading OFFEROR ACTION REQUIRED on the form, the documentation provided must describe the policy or process used to meet the standard with completed evidence. Blank forms are not acceptable as evidence. For example, for audit evidence under Safety Assurance, a certificate of an SMS audit serves as evidence; or a copy of a "self-validated" SMS audit will suffice. If no action is stated, simply mark the column with a Y, N or N/A where applicable.

The International Standard for Business Aircraft Operations (IS-BAO) and the Federal Aviation Administration (FAA) in AC120.92A can provide the explanations and examples of the requested standards below.

<table>
<thead>
<tr>
<th>SAFETY MANAGEMENT SYSTEM COMPONENTS</th>
<th>Y</th>
<th>N</th>
<th>NA</th>
<th>OFFEROR ACTION REQUIRED</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Standard</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Safety Policy and Objectives</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1a Are key safety personnel appointed? Is there an identified trained Aviation Safety Manager?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>1b Does the company have an organizational structure (organizational chart) that clearly defines duties, authorities and accountabilities?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>1c Where the company has more than one operating base, has the management structure addressed the management responsibilities at each location?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>Operations Manual</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1d</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Does the Operations Manual contain a flight operations and aircraft maintenance policy?</td>
<td></td>
<td></td>
<td></td>
<td>Describe</td>
</tr>
<tr>
<td>- Does the Operations Manual contain an operational control system and SOP’s?</td>
<td></td>
<td></td>
<td></td>
<td>Provide evidence.</td>
</tr>
<tr>
<td>- Is the Operations Manual approved by management (CEO)?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SAFETY MANAGEMENT SYSTEM COMPONENTS</td>
<td>Y</td>
<td>N</td>
<td>NA</td>
<td>OFFEROR ACTION REQUIRED</td>
</tr>
<tr>
<td>------------------------------------</td>
<td>---</td>
<td>---</td>
<td>----</td>
<td>-------------------------</td>
</tr>
<tr>
<td><strong>Standard</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Is the Operations Manual amended or revised as necessary to ensure that the information contained in it is kept up to date?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>• Have the employees been trained on the Operations Manual?</td>
<td></td>
<td></td>
<td></td>
<td>Provide evidence.</td>
</tr>
<tr>
<td>• Does the Operations Manual reflect the type operation that is being contracted for?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td><strong>Emergency Response Plan</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1e</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Do you have an internal emergency response plan?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>• Is the Accident / Emergency Plan available to all employees?</td>
<td></td>
<td></td>
<td></td>
<td>Describe</td>
</tr>
<tr>
<td>• Are personnel who have a role in the emergency response plan trained in their role, and is the plan exercised periodically in order to test its integrity?</td>
<td></td>
<td></td>
<td></td>
<td>Provide evidence.</td>
</tr>
<tr>
<td><strong>Safety Risk Management</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Does the company have a Risk Management Policy?</td>
<td></td>
<td></td>
<td></td>
<td>Provide evidence.</td>
</tr>
<tr>
<td>Has the company developed and maintained a Risk Management Process to:</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence. No blank forms.</td>
</tr>
<tr>
<td>2b</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Identify Hazards</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Risk Analysis (Exposure)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Risk Assessment (Severity and likelihood)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Decision Making (Mitigations)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Validation of Control (Controls effective)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2c</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Does the company have an Operational Risk Management (ORM) Worksheet or Flight Risk Analysis Tool (FRAT)* Worksheet.</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>2d</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is there a process to elevate the risk decision outcome? i.e. Chief Pilot? CEO?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td><strong>Safety Assurance</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Have operations (internal or external) audits been conducted in this past field season?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence of this audit.</td>
</tr>
<tr>
<td>3b</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is there an Action Plan (AP) developed from the audits?</td>
<td></td>
<td></td>
<td></td>
<td>Provide your latest plan.</td>
</tr>
<tr>
<td>3c</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Does the company have a Quality Assurance Program?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
</tbody>
</table>
### SECTION D
**EXHIBITS**

| 3d | Has the company developed and maintained a means of: monitoring and measuring safety performance, identifying and managing organizational changes that may affect safety, ensuring continual improvement? | What action has your company taken and/or plans to facilitate change? Describe and provide evidence. |
| 3e | Does the company have a training program that ensures personnel are trained and competent to perform their assigned duties? | Do you have a process that can train your pilots and mechanics, both initially and annually, on the requirements of this contract? Describe and provide evidence. |
| 3f | Does the company have a separate training program for: pilots, maintenance personnel, fuelers / truck drivers? | Describe and provide evidence. |

### Safety Promotion

| 4a | Has the company developed and maintained a formal means of safety communication (like SAFECOM) | Briefly describe technology your company has acquired to facilitate communication with deployed pilots. Describe and provide evidence. |
| 4b | Are there lessons-learned developed from incidents/accidents? Are they shared with the company personnel? | Provide evidence. |
| 4c | Is a Safety Award system in place? | Describe |

(b) Accident History for the previous 5 years: Include all aircraft that have operated under your Operating Certificates (fixed wing and rotor wing). Complete the blocks that apply to your company accident history.

(1) Total number of flight hours for the previous 5 years: ________________

(2) Number of aircraft accidents reported to NTSB in the previous 5 years: _____

If your company has had an accident in the last 5 years provide an accident prevention action plan or evidence of actions taken to prevent future accidents.

If you had an accident that was reported to the NTSB and it was downgraded to an incident, you must provide evidence from the NTSB.
EXHIBIT 32 - TRANSPORTATION WORKSHEET

When assigned to an alternate base, the Contractor will be paid for actual necessary and reasonable costs associated with transporting authorized personnel (relief crew). The Contractor is responsible for advising the on-site Government representative(s) of the anticipated cost associated with transporting relief (and/or maintenance) personnel to the alternate base prior to the relief exchange. Claims must be supported by itemized invoices, summarized on this worksheet, and submitted to the COR.

See contract clause "Transportation Costs Associated with Operating Away From the Designated Base" for detailed information

<table>
<thead>
<tr>
<th>VENDOR:</th>
<th>AIRCRAFT TAIL NUMBER:</th>
</tr>
</thead>
<tbody>
<tr>
<td>DATE</td>
<td>ALTERNATE BASE LOCATION</td>
</tr>
</tbody>
</table>
### EXHIBIT 32 - TRANSPORTATION WORKSHEET (Continued) (Use Extra Sheets If Needed)

<table>
<thead>
<tr>
<th>AC Location</th>
<th>Pilot Name(s)</th>
<th>Travel In</th>
<th>Travel Out</th>
<th>Airline Ticket</th>
<th>Rental Car</th>
<th>Rental Car Gas</th>
<th>*POV-auto (GSA rate x miles)</th>
<th>*POV-aircraft (GSA rate x SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mechanic Name(s)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel Service Driver Name(s)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Applicable (yr.) - Rate per mile x nautical miles (NM)  
http://www.gsa.gov/mileage

*Applicable (yr.) - Rate per mile x statute miles (SM)  
(1NM equals 1.15077945 SM)  
http://www.gsa.gov/mileage
EXHIBIT 33 – RESERVED – (Additional Telemetry Unit (ATU))
U.S. DEPARTMENT OF AGRICULTURE
FOREST SERVICE

CONTRACT NO.: (b)(4)

PROJECT: NATIONAL CALL-WHEN-NEEDED TYPE I & II HELICOPTER SERVICES

CONTRACTOR: ERICKSON INCORPORATED
5550 SW MACADAM AVENUE STE 200
PORTLAND, OR 97239

TELEPHONE: 1 (971) 255-5001

AWARDING OFFICE: U.S. FOREST SERVICE - CONTRACTING NATIONAL INTERAGENCY FIRE CENTER OWYHEE BUILDING - MS 1100
3833 S DEVELOPMENT AVE
BOISE, ID 83705-5354

ROBERT HOFFMAN
CONTRACTING OFFICER
TELEPHONE: 208-387-5681
FAX: 208-387-5384
robert.hoffman@usda.gov
# TABLE OF CONTENTS

**SECTION A – REQUIREMENTS AND PRICES**

**STANDARD FORM 1449**

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.1</td>
<td>SCHEDULE OF ITEMS</td>
<td>3</td>
</tr>
<tr>
<td>A.2</td>
<td>PRINCIPAL BASE OPERATION</td>
<td>4</td>
</tr>
<tr>
<td>A.3</td>
<td>AIRCRAFT PERFORMANCE SPECIFICATIONS</td>
<td>4</td>
</tr>
<tr>
<td>A.4</td>
<td>ENGINE REQUIREMENTS</td>
<td>6</td>
</tr>
<tr>
<td>A.5</td>
<td>CREW COVERAGE</td>
<td>6</td>
</tr>
<tr>
<td>A.6</td>
<td>MAXIMUM COMPLEMENT OF PERSONNEL BY AIRCRAFT TYPE</td>
<td>6</td>
</tr>
<tr>
<td>A.7</td>
<td>ACCEPTABLE WORK SCHEDULES</td>
<td>7</td>
</tr>
<tr>
<td>A.8</td>
<td>STANDBY HOURS PER DAY</td>
<td>7</td>
</tr>
<tr>
<td>A.9</td>
<td>EXTENDED STANDBY Hourly RATE</td>
<td>7</td>
</tr>
<tr>
<td>A.10</td>
<td>OVERNIGHT STANDARD PER DIEM RATE ALLOWANCE</td>
<td>7</td>
</tr>
<tr>
<td>A.11</td>
<td>OPERATIONS IN ALASKA, CARIBBEAN, CANADA, OR MEXICO</td>
<td>7</td>
</tr>
<tr>
<td>A.12</td>
<td>CONTRACTOR FURNISHED SPECIAL REQUIREMENTS</td>
<td>8</td>
</tr>
<tr>
<td>A.13</td>
<td>CONTRACT PILOT QUALIFICATION</td>
<td>8</td>
</tr>
<tr>
<td>A.14</td>
<td>GOVERNMENT PILOT</td>
<td>8</td>
</tr>
<tr>
<td>A.15</td>
<td>ADDITIONAL INFORMATION</td>
<td>9</td>
</tr>
<tr>
<td>A.16</td>
<td>PUBLIC AIRCRAFT OPERATIONS</td>
<td>9</td>
</tr>
<tr>
<td>A.17</td>
<td>AIRCRAFT PERFORMANCE CHARTS</td>
<td>9</td>
</tr>
</tbody>
</table>

**SECTION B – TECHNICAL SPECIFICATIONS**

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>B.1</td>
<td>SCOPE OF AGREEMENT</td>
<td>10</td>
</tr>
<tr>
<td>B.2</td>
<td>CERTIFICATIONS</td>
<td>11</td>
</tr>
<tr>
<td>B.3</td>
<td>GOVERNMENT FURNISHED INFORMATION</td>
<td>12</td>
</tr>
<tr>
<td>B.4</td>
<td>HELICOPTER REQUIREMENTS</td>
<td>12</td>
</tr>
<tr>
<td>B.5</td>
<td>HELICOPTER MAINTENANCE</td>
<td>20</td>
</tr>
<tr>
<td>B.6</td>
<td>AIRCRAFT AND EQUIPMENT SECURITY</td>
<td>22</td>
</tr>
<tr>
<td>B.7</td>
<td>AVIONICS REQUIREMENTS</td>
<td>22</td>
</tr>
<tr>
<td>B.8</td>
<td>DATA, IMAGES AND VOICE RECORDINGS</td>
<td>32</td>
</tr>
<tr>
<td>B.9</td>
<td>RESERVED – (Extended Standby Hourly Rate)</td>
<td>32</td>
</tr>
<tr>
<td>B.10</td>
<td>OPERATIONS</td>
<td>32</td>
</tr>
<tr>
<td>B.11</td>
<td>CONTRACTOR’S ENVIRONMENTAL RESPONSIBILITIES</td>
<td>37</td>
</tr>
<tr>
<td>B.12</td>
<td>PERSONNEL</td>
<td>38</td>
</tr>
<tr>
<td>B.13</td>
<td>CONDUCT AND REPLACEMENT OF PERSONNEL</td>
<td>43</td>
</tr>
<tr>
<td>B.14</td>
<td>SUSPENSION AND REVOCATION OF PERSONNEL</td>
<td>44</td>
</tr>
<tr>
<td>B.15</td>
<td>SUBSTITUTION OR REPLACEMENT OF PERSONNEL, HELICOPTER, AND EQUIPMENT</td>
<td>45</td>
</tr>
<tr>
<td>B.16</td>
<td>FLIGHT HOUR AND DUTY LIMITATIONS</td>
<td>45</td>
</tr>
<tr>
<td>B.17</td>
<td>ACCIDENT PREVENTION AND SAFETY</td>
<td>48</td>
</tr>
<tr>
<td>B.18</td>
<td>MISHAPS</td>
<td>49</td>
</tr>
<tr>
<td>B.19</td>
<td>PERSONAL PROTECTIVE EQUIPMENT</td>
<td>50</td>
</tr>
<tr>
<td>B.20</td>
<td>INSPECTION AND ACCEPTANCE</td>
<td>52</td>
</tr>
<tr>
<td>B.21</td>
<td>PRE-USE INSPECTION EXPENSES</td>
<td>56</td>
</tr>
<tr>
<td>B.22</td>
<td>RE-INSPECTION EXPENSES</td>
<td>56</td>
</tr>
<tr>
<td>B.23</td>
<td>INSPECTIONS DURING USE</td>
<td>56</td>
</tr>
<tr>
<td>B.24</td>
<td>PERIOD OF BASIC ORDERING AGREEMENT</td>
<td>57</td>
</tr>
<tr>
<td>B.25</td>
<td>AUTHORIZED ORDERING ACTIVITIES</td>
<td>57</td>
</tr>
<tr>
<td>B.26</td>
<td>DAILY AVAILABILITY REQUIREMENTS</td>
<td>58</td>
</tr>
<tr>
<td>B.27</td>
<td>UNAVAILABILITY</td>
<td>59</td>
</tr>
</tbody>
</table>
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>B.28</td>
</tr>
<tr>
<td>B.29</td>
</tr>
<tr>
<td>B.30</td>
</tr>
<tr>
<td>B.31</td>
</tr>
<tr>
<td>B.32</td>
</tr>
<tr>
<td>B.33</td>
</tr>
<tr>
<td>B.34</td>
</tr>
<tr>
<td>B.35</td>
</tr>
<tr>
<td>B.36</td>
</tr>
<tr>
<td>B.37</td>
</tr>
<tr>
<td>B.38</td>
</tr>
<tr>
<td>B.39</td>
</tr>
<tr>
<td>B.40</td>
</tr>
<tr>
<td>B.41</td>
</tr>
<tr>
<td>B.42</td>
</tr>
<tr>
<td>B.43</td>
</tr>
<tr>
<td>B.44</td>
</tr>
<tr>
<td>B.45</td>
</tr>
<tr>
<td>B.46</td>
</tr>
</tbody>
</table>

## SECTION C – CONTRACT TERMS AND CONDITIONS

<table>
<thead>
<tr>
<th>Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>C.1</td>
</tr>
<tr>
<td>C.2</td>
</tr>
<tr>
<td>C.3</td>
</tr>
<tr>
<td>C.4</td>
</tr>
<tr>
<td>C.5</td>
</tr>
<tr>
<td>C.6</td>
</tr>
<tr>
<td>C.7</td>
</tr>
<tr>
<td>C.8</td>
</tr>
<tr>
<td>C.9</td>
</tr>
<tr>
<td>C.10</td>
</tr>
<tr>
<td>C.11</td>
</tr>
<tr>
<td>C.12</td>
</tr>
<tr>
<td>C.13</td>
</tr>
<tr>
<td>C.14</td>
</tr>
<tr>
<td>C.15</td>
</tr>
<tr>
<td>C.16</td>
</tr>
<tr>
<td>C.17</td>
</tr>
</tbody>
</table>

## SECTION D – EXHIBITS

<table>
<thead>
<tr>
<th>Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>D.1</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>EXHIBIT</th>
<th>TITLE</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 -</td>
<td>ALASKA (A.1, A.7, A.33)</td>
<td>101</td>
</tr>
<tr>
<td>4 -</td>
<td>RERAINT SYSTEMS CONDITION INSPECTION GUIDELINES (B.4 (d) (8))</td>
<td>104</td>
</tr>
<tr>
<td>5 -</td>
<td>ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e))</td>
<td>105</td>
</tr>
<tr>
<td>6 -</td>
<td>HIGH VISIBILITY MARKINGS ON MAIN ROTOR BLADES (B.4 (d) (16))</td>
<td>109</td>
</tr>
<tr>
<td>7 -</td>
<td>RESERVED – (Additional Avionics Equipment)</td>
<td>109</td>
</tr>
<tr>
<td>8 -</td>
<td>FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21))</td>
<td>110</td>
</tr>
<tr>
<td>9 -</td>
<td>OPERATIONS AND SAFETY PROCEDURES GUIDE FOR HELICOPTER PILOTS</td>
<td>117</td>
</tr>
<tr>
<td>10 -</td>
<td>INTERAGENCY GUIDELINES FOR VERTICAL REFERENCE/EXTERNAL LOAD TRAINING (B.12 (f) (1))</td>
<td>118</td>
</tr>
<tr>
<td>11 -</td>
<td>HELICOPTER MAKE/MODEL/SERIES LIST (B.21 (b))</td>
<td>120</td>
</tr>
<tr>
<td>12 -</td>
<td>HELICOPTER SERVICES HOURLY FLIGHT RATES, FUEL CONSUMPTION</td>
<td>121</td>
</tr>
<tr>
<td>13 -</td>
<td>INTERAGENCY HELICOPTER LOAD CALCULATION (A.3, B.10 (a) (5))</td>
<td>122</td>
</tr>
<tr>
<td>14 -</td>
<td>HELICOPTER AND FUEL SERVICE TRUCK PRE-USE CHECKLIST</td>
<td>125</td>
</tr>
<tr>
<td>15 -</td>
<td>PERFORMANCE REPORT</td>
<td>126</td>
</tr>
<tr>
<td>16 -</td>
<td>DEPARTMENT OF LABOR WAGE DETERMINATIONS</td>
<td>131</td>
</tr>
<tr>
<td>17 -</td>
<td>RESERVED – (Supplemental Rappel Requirements- Equipment)</td>
<td>131</td>
</tr>
<tr>
<td>18 -</td>
<td>CONTRACTOR'S VERIFICATION OF INDIVIDUAL HELICOPTER PILOT REQUIREMENTS AND EXPERIENCE FOR INITIAL INTERAGENCY APPROVAL (B.12 (c) (9), B.20 (i) (2))</td>
<td>132</td>
</tr>
<tr>
<td>19 -</td>
<td>&quot;ON CONTRACT&quot; PILOT OPERATIONAL TRAINING (B.10 (a) (3))</td>
<td>133</td>
</tr>
<tr>
<td>20 -</td>
<td>AIRCRAFT MECHANIC (HELICOPTER) QUALIFICATION FORM (B.12 (h) (5))</td>
<td>136</td>
</tr>
<tr>
<td>21 -</td>
<td>WEIGHT AND BALANCE FORM (EXAMPLE) (A.3, B.5 (a) (15 &amp; 17))</td>
<td>138</td>
</tr>
<tr>
<td>22 -</td>
<td>RESERVED – Computed Gross Weigh</td>
<td>144</td>
</tr>
<tr>
<td>23 -</td>
<td>PERFORMANCE BY GOVERNMENT-FURNISHED PILOT (A.14)</td>
<td>145</td>
</tr>
<tr>
<td>24 -</td>
<td>FAA OVER WATER KIT (A.12)</td>
<td>148</td>
</tr>
<tr>
<td>25 -</td>
<td>LITTER KIT PROVISIONS AND LITTER (A.12)</td>
<td>149</td>
</tr>
<tr>
<td>26 -</td>
<td>RESERVED – (Aerial Ignition)</td>
<td>149</td>
</tr>
<tr>
<td>27 -</td>
<td>RESERVED – (Law Enforcement Short Haul Special Mission Qualifications &amp; Requirements)</td>
<td>149</td>
</tr>
<tr>
<td>28 -</td>
<td>PUBLIC AIRCRAFT OPERATIONS</td>
<td>150</td>
</tr>
<tr>
<td>29 -</td>
<td>VENDOR-CONTRACTOR QA/EVALUATION/SAFETY CHECKS</td>
<td>151</td>
</tr>
<tr>
<td>30 -</td>
<td>RESERVED – (Night Flying Operations)</td>
<td>151</td>
</tr>
<tr>
<td>31 -</td>
<td>SAFETY MANAGEMENT SYSTEM (SMS) COMPONENTS QUESTIONNAIRE AND ACCIDENT HISTORY</td>
<td>152</td>
</tr>
<tr>
<td>32 -</td>
<td>TRANSPORTATION WORKSHEET</td>
<td>155</td>
</tr>
<tr>
<td>33 -</td>
<td>RESERVED – (Additional Telemetry Unit (ATU))</td>
<td>157</td>
</tr>
</tbody>
</table>
# Solicitation/Contract/Order for Commercial Items

**Offeror to Complete Blocks 12, 17, 23, 24, & 30**

## 1. Requisition Number
- 12-00000123

## 2. Contract No.
- 5041-00-00000000

## 3. Assigned Effective Date
- 01/01/2020

## 4. Order Number
- 5041-00-00000000

## 5. Solicitation Number
- B(4)

## 6. Solicitation Issue Date
- August 01, 2019

## 7. For Solicitation Information Call
- ROBERT HOFFMAN
- Telephone Number: 208-387-5881
- September 3, 2019, 2:00 PM MDT

## 9. Issued by
- NATIONAL INTERAGENCY FIRE CENTER
  - U.S. FOREST SERVICE - CONTRACTING OFFICE
  - OWYHEE BUILDING - MS 1100
  - 3833 S. DEVELOPMENT AVE
  - BOISE, ID 83705-5354

## 10. This Acquisition is
- ☒ UNRESTRICTED
- ☐ SET ASIDE: 100% FOR:
  - ☐ SMALL BUSINESS
  - ☐ HUBZONE SMALL BUSINESS
  - ☐ SERVICE-DISABLED VETERAN-OWNED SMALL BUSINESS
  - ☐ WOMEN-OWNED SMALL BUSINESS
  - ☐ E.O. 13665
  - ☐ SIZE STANDARD:
- Number of Employees: 1500

## 11. Delivery For FOB Destination
- Unless Block is Marked

## 12. Discount Terms
- ☐ 15a. This Contract is a
  - B(4) RATED ORDER UNDER DPAS (16 CFR 700)

## 13.変わる Binding
- Method of Solicitation
- ☐ HSP
- ☐ IFR
- ☐ RFP

## 14. Administered By
- Same As Item 9

## 15. Contractor of Offeror
- Erickson Incorporated
  - 5500 SW Macadam Avenue
  - Ste 200
  - Portland, Oregon 97239

## 16a. Payment Will be Made By
- ALBUQUERQUE SERVICE CENTER
  - INCIDENT BUSINESS - CONTRACTS
  - 1018 SUN AVENUE, NE
  - ALBUQUERQUE, NM 87109

## 17. Check if Remittance Is Different and Put Such Address in Offer
- ☐

## 18. Submit Invoices to Address Shown in Block 16 unless Block Below is Checked
- ☐ See Addendum

## 20. Schedule of Supplies/Services

<table>
<thead>
<tr>
<th>Item No.</th>
<th>National Call When Needed (CWN) Heavy (Type I) and Medium (Type II) Helicopter Services</th>
</tr>
</thead>
</table>

## 25. Accounting and Appropriation Data

- ☒ 27a. Solicitation Incorporates by Reference FAR 52.212-1, 52.212-4, 52.212-6, 52.212-5 are Attached. Addenda are not attached.
- ☐ 27b. Contractual/Order Incorporates by Reference FAR 52.212-1, 52.212-4, 52.212-5 is Attached. Addenda are not attached.

## 28. Award of Contract
- ☐ 28a. Award of contract: Reference date your offer on solicitation (block 5) including any additions or changes which are set forth herein. is accepted as to items.

## 30. Signature of Offeror/Contractor
- ROBERT HOFFMAN
  - Digitally signed by ROBERT HOFFMAN
  - Date: 2020.05.8 12:08:23 -07'00

## 31. Name and Title of Signed
- Brittany Wise, Vice President & General Mgr.
- 01 Sept 2019

---

**RECEIVED**

**SEP 04 2019**

**CONTRACTING OFFICE**

**USDA FOREST SERVICE**
SECTION A
REQUIREMENTS AND PRICES

GENERAL

To obtain the services for Heavy and Medium (Type I and II) Helicopters fully operated, meeting the technical requirements of this solicitation and the specifications for operation on an on call, Call When Needed (CWN) basis by multiple agencies party to various National Interagency Fire Center (NIFC) inter-agency agreements.

It is the intent of this solicitation to award multiple Basic Ordering Agreements (BOA’s). These BOA’s will be a duration of 48 months with an Option to extend services for up to six additional months. Award of BOA’s will be made to offerors proposing reasonable prices and submitting technically acceptable proposals. The Government will determine price reasonableness based on historical pricing.

Awards will not be made for helicopters considered unsuitable for the Government’s need, or at prices determined to be unreasonable. Materially unbalanced offers may be rejected.

ORDERS AND PROCEDURES

(1) Delivery or performance shall be made only as authorized by orders issued in accordance with the B.25 AUTHORIZED ORDERING ACTIVITIES paragraph.

Subject to any limitations elsewhere in this contract, the Contractor shall furnish to the Government all services specified in the Schedule and called for by orders issued in accordance with the Ordering Agreement. The Government may issue orders requiring performance at multiple locations.

(2) Call When Needed Helicopter flight services for All Risk Management to be furnished under this agreement shall be ordered by issuance of a task order (resource order). Orders for fire incidents and emergency support will only be placed by the National Interagency Coordination Center (NICC), after coordination with the National Aviation Coordinator or National Assistant Helicopter Operations Specialist, located at the National Interagency Fire Center (NIFC) in Boise, Idaho or activities designated in the agreement. After coordination with the National Aviation Coordinator and approval by the Contracting Officer, Resource Orders for project flight services may be ordered on a case by case basis, subject to agency procurement requirements.

The Department of Interior (DOI), Interior Business Center (IBC), Contracting Officer (CO) is authorized to place Task Orders directly with the contractor in accordance with the terms and conditions of this Basic Ordering Agreement All Risk Management as follows:

Fire - The DOI Contracting Officer will provide each CWN vendor a task order number to support all DOI fire suppression activities at award of the contract and every fiscal year, thereafter. The task order is for invoicing purposes and the vendor is responsible for the input of the flight data into their own website account, Aviation Information Reporting Support (AIRS) and the submittal of their invoice through IPP. DOI will provide a copy of the detailed invoicing instructions to the CWN vendor upon receipt of their fire task order. The Resource Orders for fire suppression activities are issued by the National Interagency Coordination Center (NICC).

Search & Rescue (SAR) for National Park Service – The DOI Contracting Officer will provide the CWN vendor a SAR DOI Task Order number at the time an order is placed with NICC and that Task Order number will be provided to the USFS COR.
SECTION A
REQUIREMENTS AND PRICES

Non-Fire - Project orders will be placed by the DOI CO and coordinated through, and with the NICC when the task order is issued to the contractor. The DOI CO shall perform all contract administration, payment processing, claims adjudication, and close-out of each DOI task order.

(3) At the time of dispatch or re-assignment, the Government dispatch center will provide a Resource Order Form, including an incident project name, Incident project order number and the appropriate Government Agency (USFS or DOI) agreement number or task order number supporting the suppression assignment. The DOI Task Order numbers can be found at the following website:

https://www.doigov/aviation/agd/contracts

An order may be made orally or electronically, but will be confirmed in writing by a Government resource order for the USFS or DOI. If the incident is in support of DOI, the Resource Order will be related to the issued fire task or SAR order number. The contractor shall provide the resource order to the Government's authorized representative upon arrival at the incident. Additionally, for DOI support, the vendor must provide the issued fire or SAR task order number. The contractor shall follow the procedures as stated in Contract Paragraph C-28, Payment Procedures.

(4) All resource/task orders are subject to the terms and conditions of this contract. In the event of conflict between a task order and this contract, the contract shall control.

(5) If the Government places a request and the vendor cannot meet the mission requirements, specified time frames, or if the Contractor does not accept the order, the Government may acquire the required services from another source.
SECTION A
REQUIREMENTS AND PRICES

A.2 PRINCIPAL BASE OPERATION

Offeror shall enter the location of the “Principle Base of Operation” in accordance with the definitions found in Section C for the offered aircraft.

4002 Cirrus Dr. Medford  Oregon 97504
Location (Physical Address)  State

A.3 AIRCRAFT PERFORMANCE SPECIFICATIONS (MINIMUM) TO BE USED FOR PROPOSAL EVALUATION PURPOSES AND AIRCRAFT WEIGHING AND WEIGHT VALIDATION

(a) Performance shall be based on minimum engine specification. Aircraft performance capabilities shall be determined by using the Standard Interagency Helicopter Load Calculation Method. (Exhibit 13, Interagency Helicopter Load Calculation)

Performance enhancing data (Power Assurance Checks, wind charts, etc.) shall not be used. Only FAA approved charts based on minimum specification engine performance shall be used. As an example, Kaman K-1200 helicopters shall only use minimum specification engine performance data calculated from Rotorcraft FMS NO. 1, (USFS Fire Fighting).

Use (Exhibit 13, Interagency Helicopter Load Calculation and Exhibit 12, Hourly Flight Rates, Fuel consumption, and Weight Reduction Chart) per aircraft type and the appropriate Hover Ceiling Charts (HOGE and HIGE) from the approved Rotorcraft Flight Manual with current supplements and changes as applicable.

For field operations use current temperature and elevation for performance planning purposes.

(b) Aircraft Weighing and Weight Validation

(1) The aircraft’s equipped weight is determined using weight and balance data, which was determined by actual weighing of the aircraft in accordance with the manufacturer’s requirements and configured in accordance with the agreement specifications, as proposed. Additional weighing criteria:

(i) The weighing shall be accomplished by the Contractor or their agent.

(ii) All weighing of aircraft shall be performed on scales that have been certified as accurate within the previous one (1) year. The certifying entity may be any accredited weights and measures laboratory using standards traceable to the National Institute of Standards and Technology (NIST). The scales will be listed by make, model and calibration date in the aircrafts weight and balance documentation (See Form B, Exhibit 21).

(iii) Weighing shall be:

(A) Accomplished within 12 months prior to the due date of proposal submission, and
SECTION A
REQUIREMENTS AND PRICES

(1) For aircraft on the companies operating certificate that are currently operating or outside of the US, the current operating weight and balance will be submitted. These aircraft will be required to be weighed within 12 months prior to initial contract inspection.

(B) At an interval of 24 months thereafter and/or

(C) Following any major repair or major alteration or change to the equipment list, which significantly affects the center of gravity of the aircraft.

(iv) Helicopter(s) under this solicitation shall:

(A) Remain at or below the contracted helicopter equipped weight as proposed in the base year of the agreement. When there is a difference in the aircraft's weight between different sets of scales, scales shall be allowed a maintenance tolerance of .2 % (two tenths of a percent) of the scale reading for each set of scales. For example, a helicopter that weighed 6000 lbs on one scale set would be allowed a 12 lb tolerance on each scale set when compared. (Ref. NIST Handbook 44, Table 6).

(B) Be allowed a total of 1% above the contracted helicopter equipped weight as proposed during the combined agreement option periods.

(v) Cowlings, doors and fairings shall not be removed to meet agreement equipped weight for performance.

(vi) If the government requires additional equipment after agreement award, no penalty will be assessed.

(2) Reserved

Tier 1 Performance Specifications:

CAPABILITY OF:

At 7,000 feet pressure altitude and 20°C with ☐ non-jettisonable ☑ jettisonable

☑ Hovering out of ground effect (HOGE)

The payload of 3,300 pounds, as determined by Exhibit 13, Standard Interagency Load Calculation form, using a standard pilot weight of 200 pounds and fuel for one hour and 30 minutes (01+30) as determined by Exhibit 12, Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart.

Note: See schedule of items for tank or bucket requirements.
SECTION A
REQUIREMENTS AND PRICES

Tier 2 Performance Specifications:

CAPABILITY OF:

At 5,000 feet pressure altitude and 30°C with □ non-jettisonable  ☑ jettisonable
☐ Hovering out of ground effect (HOGE)

The payload of 1600 pounds, as determined by Exhibit 13, Standard Interagency Load Calculation form, using a standard pilot weight of 200 pounds and fuel for one hour and 30 minutes (01+30) as determined by Exhibit 12, Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart.

Note: See schedule of items for tank or bucket requirements.

Aircraft Performance Specifications: (FAA approved minimum specification charts only) to be used for proposal evaluation purposes

A.4 ENGINE REQUIREMENTS

Turbine engine(s)

A.5 CREW COVERAGE

The number of persons required will be the minimum complement of personnel while operating under this agreement, additional positions may be offered to staff and support the helicopters.

☐ One Pilot Crew or  ☑ Two Pilot crew or  □ Three Pilot crew

And

☐ 7-Day Coverage (See Chart Below)

<table>
<thead>
<tr>
<th>COVERAGE</th>
<th>FUEL SERVICING VEHICLE DRIVER</th>
<th>MECHANIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>7-Day Coverage</td>
<td>Full Time FSVD Required</td>
<td>Full Time Mechanic(s) Required</td>
</tr>
</tbody>
</table>

A.6 MAXIMUM COMPLEMENT OF PERSONNEL BY AIRCRAFT TYPE

Type I (Heavy) Helicopters - A maximum of 10 Personnel may be paid as per the payment clause.

Type II (Medium) Helicopter - A maximum of 4 Personnel may be paid as per the payment clause.

Note: Managers may pay up to the Maximum Compliment.
SECTION A
REQUIREMENTS AND PRICES

A.7 ACCEPTABLE WORK SCHEDULES (NEED TO CHECK ONE)

☐ 12/2  ☒ 12/12  ☒ Other (If “Other” is checked, Identify requested schedule, which is subject to approval by Contracting Officer)

Erickson’s preferred pilot rotation schedule is 12/12, however, there are assignments that may require consideration for a 12/6 rotation. Erickson will obtain approval from the CO before deviating from a 12/12 rotational schedule for the pilot crew.

Erickson’s requests a 14/14 maintenance rotational schedule. Erickson will obtain approval from the CO prior to assignment.

Note: All Personnel shall be under the same work schedule with the exception of Maintenance Personnel. Maintenance Personnel may work a 14/14 schedule. If maintenance personnel work 14 days on, they must take 14 days off, unless approved by the Contracting Officer. Days off schedule may vary. A 14/14 schedule must be requested by checking “Other” and subject to approval by the Contracting Officer.

A.8 STANDBY HOURS PER DAY

9 Hours Standby per day

A.9 EXTENDED STANDBY HOURLY RATE

(a) The extended standby rate will be reviewed on an annual basis to ensure compliance with the Service Contract Act and an adjustment will be made if needed. The extended standby rate will be computed by taking the minimum wage rate from the Department of Labor Wage Determination (current at that time), for Nationwide Pilot, times 1.5 plus 20% for benefits, overhead and profit and rounded to the nearest dollar. If needed, adjusted rates will become effective annually on February 16 of each year.

(b) Extended standby is not intended to compensate the Contractor on a one-to-one basis for all hours necessary to service and maintain the aircraft.

(c) The current rate is $52.00 per hour.

A.10 OVERNIGHT STANDARD PER DIEM RATE ALLOWANCE

Rates as published in Federal Travel Regulations See Section B.37 and B.42

A.11 OPERATIONS IN ALASKA, CARIBBEAN, CANADA, OR MEXICO (Contractor to check all that apply).

Contractor has authorization as indicated in FAA 135 Operation Specifications (if contractor has an FAA 135 Certificate) for operations in the following locations. If Contractor has no FAA 135 Certificate, please select areas of operations willing to accept. If accepting work in Alaska, contractor shall meet the requirements of Exhibit 3 prior to mobilizing to Alaska.

☒ ALASKA ☒ CARIBBEAN ☒ CANADA ☒ MEXICO

Erickson maintains all required insurance policies necessary to operate in Alaska.
SECTION A
REQUIREMENTS AND PRICES

A.12 CONTRACTOR FURNISHED SPECIAL REQUIREMENTS (Note that exceptions may apply)

Additional Offered Equipment

The Offeror may offer items or services in addition to those listed below. Where no provision is made for a daily rate, the cost for furnishing such equipment shall be included in the daily availability rate. Offeror shall provide specifications on the items or services offered. Offered items may be awarded based on the needs of the Government and when prices are determined to be reasonable.

If additional offered equipment is provided by Contractor, see appropriate Exhibits, if applicable.

Daily rates for additional equipment will be paid only if ordered by the CO.

<table>
<thead>
<tr>
<th>Description</th>
<th>Capacity</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seeder</td>
<td></td>
<td></td>
<td>Day</td>
<td>$</td>
</tr>
<tr>
<td>Fertilizer Spreader</td>
<td></td>
<td></td>
<td>Day</td>
<td>$</td>
</tr>
<tr>
<td>X Fixed Suppressant/Retardant Delivery Tank</td>
<td>2,650</td>
<td>20 +</td>
<td>Day</td>
<td>$ Included</td>
</tr>
<tr>
<td>Dip Tank/Water Pumps</td>
<td></td>
<td></td>
<td>Day</td>
<td>$</td>
</tr>
<tr>
<td>X Spill Containment Barrier</td>
<td></td>
<td></td>
<td>Day</td>
<td>$ Included</td>
</tr>
<tr>
<td>Tundra Boards or Snow Pads</td>
<td></td>
<td></td>
<td>Day</td>
<td>$</td>
</tr>
<tr>
<td>Aerial Ignition (See Exhibit 26)</td>
<td></td>
<td></td>
<td>Day</td>
<td>$</td>
</tr>
<tr>
<td>Infrared Capability</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Short Haul Capability (See Exhibit 27)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hoist Capability</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Floats/Pop-outs</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Equipment Offered</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

A.13 CONTRACT PILOT QUALIFICATION

Pilots performing on this contract will meet the requirements of Section B.12 (c) & (d) and B.20. Contractors will offer pilots approved or eligible for approval in the mission tasks selected below. All pilots offered may be evaluated in accordance with B.12 (b) (2) or when requested by the CO.

☑ Low Level (Recon and Surveillance)  Required
☑ Helitack/Passenger Transport  Required For All Standard Category Type II Aircraft
☑ External Load (belly hook)  Required For All Type II
☐ Water/Retardant Delivery  Required For All Bucket and Tank aircraft
☐ Longline VTR (150')  Required For Type I and Type II Bucket aircraft
☐ Snorkel  Required All Tanked Items
☐ Mountainous Terrain Flight  Required

A.14 GOVERNMENT PILOT

Contractor ☑ will ☐ will not authorize performance of work under the contract by a Government Pilot. (See Exhibit 23)
SECTION A
REQUIREMENTS AND PRICES

A.15 ADDITIONAL INFORMATION

Additional information that is required to be submitted with your proposal is contained in Section E, Instructions to Offerors-Commercial Items (FAR 52.212-1) (Tailored).

A.16 PUBLIC AIRCRAFT OPERATIONS

After contract award, the contractor/company should declare Public Use by completing Exhibit 28 Public Aircraft Operations.

Refer to FAA AC 00-1.1A:
https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_00-1_1A.pdf

A.17 Aircraft Performance Charts

Submit the aircraft performance charts that will be used in computing the Interagency Load Calculations. These aircraft performance charts will be part of the agreement award. The Contractor shall provide updated charts when the aircraft performance charts submitted are no longer valid.
B.1 SCOPE OF AGREEMENT

(a) The intent of this solicitation and any resultant agreement is to obtain helicopters fully operated by qualified and proficient personnel and equipped to meet specifications contained herein for offered helicopters used in the administration and protection of Public Lands.

(b) The Contractor shall keep and maintain programs necessary to assure safety of ground and flight operations. The development and maintenance of these programs are a material part of the performance of the contract. (See Section E Synopsis of Safety Program) Examples of such programs include but are not limited to: 1) Personnel Activities, 2) Maintenance, 3) Safety and 4) Compliance with Regulations.

(c) The primary purpose of this solicitation and resulting agreements is to obtain Call When Needed Helicopter Services to supplement the US Forest Service's natural resource and fire suppression programs. These services will predominately support additional needs over and above the requirements of Exclusive Use helicopter contracts. However, at times, these agreements may be utilized to obtain pricing and requirements for extended periods to supplement exclusive use contracts. This would only be under unusual circumstances such as an unusually severe fire season or unexpected terminations or non-renewals of exclusive use contracts.

(d) The helicopter furnished will be used for incident support and may also be used for project, law enforcement, and administrative flights. If contractor agrees to perform law enforcement, such agreement shall be in writing.

(e) The Government has Interagency and cooperative agreements with Federal and State Agencies and private landholders. Helicopters may be dispatched under this contract for such use.

(f) The Contracting Officer (CO) may by mutual agreement, release the Contractor from the contract for short periods of time to perform outside work for other Federal, State, or local agencies or private parties. During the period of such release, the U.S. Forest Service (USFS) shall not be responsible for any payment or liability.

(g) The Department of Interior (DOI), Contracting Officer (CO) will provide each CWN vendor a task order number to support all DOI fire suppression activities at award of the contract and every fiscal year, thereafter (https://www.doi.gov/aviation/agd/contracts). In addition, if a National Park Service Search & Rescue (SAR) mission is required, the DOI Contracting Officer will provide the CWN vendor a SAR DOI task order number and will ensure to provide that to the USFS COR. The task order is for invoicing purposes and the vendor is responsible for the input of the flight data into their own website account, Aviation Information Reporting Support (AIRS) and the submittal of their invoice through IPP. DOI will provide a copy of the detailed invoicing instructions to the CWN vendor upon receipt of their fire task order. The Resource Orders are issued by the National Interagency Coordination Center (NICC).

(h) Non-Fire - the DOI CO has the authority to place Task Orders directly with the contractor in accordance with the terms and conditions of this Basic Ordering Agreement in support of non-suppression activities (projects). Project orders will be placed by the DOI CO and coordinated through, and with the NICC when the task order is issued to the contractor. The DOI CO shall perform all contract administration, payment processing, claims adjudication, and close-out of each DOI task order.

(i) The contractor will keep their individual contracted helicopters, respective status, of either “available” or “non-available,” current with the National Interagency Coordination Center (NICC). Notification to NICC of the availability status may be accomplished by telephone at (208) 387-5400, by FAX at (208) 387-5414 or 5663.
SECTION B
TECHNICAL SPECIFICATIONS

B.2 CERTIFICATIONS

(a) General

(1) Contractors shall be currently certificated to meet 14 Code of Federal Regulations (CFR), 133 (External Load Operations), 135 (Commuter and On Demand Operations and Rules Governing Person on Board Such Aircraft), and 137 (Agricultural Aircraft Operations), as applicable. Any helicopter offered shall be listed by make, model, series, and registration number on the Operators Certificates.

(2) Helicopters shall conform to the approved type design (normal or transport), be maintained and operated in accordance with type certificate requirements notwithstanding the aviation regulations of the State in which the helicopter may be operated except those requirements specifically waived by the CO. If an operator has a 135 certificate, the aircraft will be maintained in accordance with their FAA approved maintenance program. 14 CFR Part 133 and 137 helicopters will be maintained in accordance with the type certificate and applicable supplement type certificates (STC).

(3) Reserved

(4) Each helicopter shall operate in accordance with an approved 14 CFR Part 133, Rotorcraft Load Combination Flight Manual (RLCFM), unless the CO specifically waives the requirement. A copy of the RLCFM shall be kept with the aircraft at all times.

(b) Standard Category Helicopters

(1) All passenger-carrying flights, regardless of the number of passengers carried, shall be conducted in accordance with the Contractor's 14 CFR Part 135 operations specifications.

(2) Helicopters shall be certificated in Normal or Transport Category.

(3) The Government may elect not to utilize individual Standard Category helicopter for passenger transport.

(4) Helicopters shall carry their fully rated capacity of cargo for suppressant/retardant as determined by use of the approved weight and balance performance data.

(c) Restricted Category Helicopters

(1) Helicopter(s) certificated in Restricted Category shall have been issued a Special Airworthiness Certificate.

(i) Aircraft is required to have a Special Airworthiness Certificate prior to initial contract inspection.

(2) Helicopter(s) configured from aircraft types that have FAA Type Certificates obtained by the helicopter manufacturer shall incorporate the manufacturer's designated changes to bring the helicopter into conformity with their type design, excluding passenger configuration requirements. All applicable Airworthiness Directives and mandatory manufacturer Service Bulletins shall be accomplished.
SECTION B
TECHNICAL SPECIFICATIONS

(3) Helicopter(s), which are configured from former military aircraft, which have FAA Type Certificates based upon military operation in lieu of a manufacturer’s Type Certificate, shall have all applicable Time Compliance Technical Orders (TCTO’s), military Service Bulletins, and Safety-of-Flight Messages accomplished. This includes any directives, which refer to later models of the same type, which were issued after the earlier models had left the military inventory. When FAA approvals establish more restrictive limits, such limits will prevail.

(4) Helicopters shall carry their fully rated capacity of cargo for suppressant/retardant as determined by use of the approved weight and balance performance data.

B.3 GOVERNMENT FURNISHED INFORMATION

(a) Reserved

(b) The following information must be down-loaded by the contractor and kept on aircraft:


(2) Reserved

(c) Wildland Fire Chemicals listed on the current Qualified Product List (QPL) may be provided by the Government as needed in accordance with the most current QPL as specified at https://www.fs.fed.us/rm/fire/wfcs/index.htm.

(d) The following may be provided to the Contractor at the convenience of the Government.

AUX-FM adapter cable with portable radio

B.4 HELICOPTER REQUIREMENTS

(a) General

(1) Helicopter shall be maintained in accordance with all applicable 14 CFR requirements, mandatory manufacturers’ bulletins as required or identified by the FS and/or DOI, and all applicable FAA Airworthiness Directives (AD).

(2) All required documents needed to verify the data in Form FS-5700-21a or OAS 36b; Helicopter Data Record (including airframe logs, engine logs, compliance with mandatory manufacturer’s bulletins, FAA AD compliance, listing of installed STC’s, and helicopter status record, etc.) shall be made available to FS or DOI inspector(s). A status sheet containing the status of inspections, Airworthiness Directives and components having time/life limits will be available with each helicopter.
SECTION B
TECHNICAL SPECIFICATIONS

(3) Unless authorized by an approved Minimum Equipment List (MEL), the helicopter shall not be approved or used if any accessory or instrument listed on the helicopter type certificate data sheet is inoperative. However, all items required by this agreement may not be placed on an MEL as non-operational unless approved by a government Aviation Maintenance Inspector or the CO. As an example the following equipment, when inoperative, cannot be placed on an MEL with the helicopter continuing to be utilized under agreement.

   (i) Emergency Locator Transmitter
   (ii) VHF-AM Transceiver (at least one must be operational)
   (iii) P25 Digital VHF-FM Transceiver (at least one must be operational)
   (iv) Transponder and altitude reporting system (at least one must be operational)
   (v) Static pressure, altimeter, and automatic altitude reporting system (at least one must be operational and connected to an operational transponder and altitude reporting system)

(4) Helicopter shall not be approved if any component time in service exceeds the manufacturers' recommended Time Between Overhaul (TBO) or FAA-approved extension. All inspection times and intervals shall comply with the Contractor's FAA approved maintenance program.

(5) Complete set of current aeronautical charts covering area of operation. The Contractor shall be responsible for providing navigation publications. FAA approved "electronic" flight bags meet this requirement.

(b) Condition of Equipment

(1) Contractor-furnished aircraft and equipment shall be operable, free of damage, and in good repair. Helicopter systems and components shall be free of leaks except within limitations specified by the manufacturer.

(2) All windows and windshields shall be clean and free of scratches, cracks, crazing, distortion, or repairs, which hinder visibility. Repairs such as safety wire lacing and stop drilling of cracks are not acceptable permanent repairs. Prior to acceptance, all temporarily repaired windows and windshields shall have permanent repairs completed or shall be replaced.

(3) The helicopter interior shall be clean and neat. There shall be no un repaired tears, rips, cracks, or other damage to the interior. The exterior finish, including the paint, shall be clean, neat, and in good condition (i.e. no severe fading or large areas of flaking or missing paint etc.). Military or other low visibility paint schemes are unacceptable. Any corrosion shall be within manufacturer or FAA acceptable limits.
SECTION B
TECHNICAL SPECIFICATIONS

(c) Center of Gravity

(1) All helicopters shall be configured so that the center of gravity will remain within the FAA approved Flight Manual published limits for all load requirements and full range of fuel conditions, including ferry with minimum crew without subtraction or addition of ballast.

(2) All helicopters shall be loaded such that the center of gravity will remain within allowed limit during the flight. Actual weights will be used for flight calculation.

(3) When the equipped weight of the helicopter, as noted by registration number in Section B, Schedule of Items changes, the Contractor shall notify the CO of the change and submit a new weight and balance as required by the Agreement.

(d) General Equipment (as applicable)

Helicopters shall be configured with the equipment required by 14 CFR and approved for make and model furnished. In addition, the following will be required:

(1) A copy of the Awarded Agreement and modification(s) shall remain in the helicopter during the Agreement period(s). The flight manual supplements (performance charts) and Load Calculations as submitted with the contractor's proposal were utilized in aircraft performance evaluations for award of the Basic Ordering Agreement (BOA). These documents, by virtue of the agreement award were incorporated into the BOA. These are also required to be kept with the helicopter through the life of the agreement, in addition to the aforementioned agreement and modification(s) associated with it, as a complete Agreement package. This is irrespective of the fact that these performance charts are included in the Flight Manual, which is not, in turn, a substitute for a complete Agreement package being with the helicopter.

(2) Instrumentation required by the Type Certificate and 14 CFR for use with the make and model furnished.

(3) Free air temperature gauge.

(4) Approved helicopter lighting for night operation in accordance with 14 CFR 91.209, plus instrument lights.

(5) First Aid Kit Aeronautical (Exhibit 1, First Aid Kit Aeronautical)

(6) Survival Kit Aeronautical (Exhibit 2, Survival Kit Aeronautical, Lower 48 and Exhibit 3 Alaska Supplement; weight of Survival Kit shall be considered as an addition to the equipped weight of the aircraft and will be documented on the C-chart or equipment list)

(7) Additional Suppression/Prescribed Fire Equipment (Exhibit 5, Additional Suppression/Prescribed Fire Equipment) as applicable.

(8) Seats, Seatbelts and Shoulder Harnesses

    (i) Seat belts for all seats. One set of individual lap belts for each occupant.
SECTION B
TECHNICAL SPECIFICATIONS

(ii) FAA-approved double-strap shoulder harness with automatic or manual locking inertia reels for each front seat occupant. Shoulder straps and lap belts shall fasten with one single-point, metal-to-metal and quick-release mechanism. Standard factory shoulder harnesses are acceptable for Aerospatiale and Bell transport category helicopters. Military style harnesses are acceptable. (Exhibit 4, Restraint Systems Condition Inspection Guidelines).

(iii) For Type II (Medium) Helicopters: FAA approved shoulder harness (single diagonal strap with inertia reel) for each aft cabin passenger position. Shoulder harness straps and lap belts must fasten with a single-point, metal-to-metal, and a quick-release mechanism.

(iv) Reserved

(v) All Seats, Seat Belts and Shoulder Harnesses for all helicopters must either be:

(A) An OEM installation

(B) STC’d

(C) Approved for installation by an FAA Form 8110-3 with all DER supporting engineering substantiation documentation attached or

(D) Field Approved for installation with supporting FAA Form 8110-3 and all DER supporting engineering substantiation documentation attached

(vi) Installations substantiated to the requirements 14 CFR Part 29 are most desirable. All data pertinent for these installations shall be available for review by the Forest Service prior to agreement award. Installations of a seat, seat belt or shoulder harness are not acceptable as a minor alteration. Seatbelt and shoulder harness installations should follow the guidelines and best practices of FAA Advisory Circular (AC) 21-25A and 21-34. Field Approvals based on previously approved installations must match Make and Model. Field Approvals using previously approved "generic" Field Approvals are not acceptable, i.e. a Field Approval for a Bell 212, based on a previously approved similar installation for an S-58, would not be acceptable.

(9) One flight hour meter (Hobbs) installed in a location observable from the cockpit.

The meter shall be wired in series with a switch on the collective control, and a switch that is activated by engine or transmission oil pressure.

OR

For helicopters with a landing gear incorporating an extendable strut, the hour meter may be activated by a switch mounted in such a manner as to only operate when the strut is fully extended.

The hour meter shall record actual flight time in hours and tenths of an hour only.
SECTION B
TECHNICAL SPECIFICATIONS

(10) Operations from other than the manufacturer's designated pilot station (right seat in most helicopters) are allowed only with an approved FAA Supplemental Type Certificate (STC) or field approval and designation on the aircraft Interagency Data Card. For single piloted aircraft, field approvals in lieu of STCs are not acceptable unless the appropriate crew door has been modified with bubble window (if available) and operational gauges installed in the door that can be viewed by the pilot while performing vertical reference operations.

(11) Convex mirror for observation of external loads and landing gear (not required for aircraft equipped ONLY for vertical reference operations).

(12) As required by 14 CFR, fire extinguisher(s) shall be a hand-held bottle, fully charged, with a minimum 2-B:C rating, maintained in accordance with NFPA 10 and mounted with a quick release attachment accessible to the flight crew while seated.

(13) Standard Category helicopters with a floor height greater than 18-inches shall have an approved personnel access step to assure safe entrance and exit from each door of the helicopter. A section of external cargo rack may be utilized as a step by providing a clear space covered with non-skid material. (Not required for Type 1 helicopters).

(14) Reserved

(15) One or more independently switched white strobe light(s) mounted on top of the helicopter or otherwise visible from above. An LED aviation red strobe installed by the OEM or Supplemental Type Certificate will also fulfill this requirement. In order to meet agreement specifications, Contractors shall obtain FAA approval (FAA Form 337) to alter the aircraft, if applicable.

Each anti-collision light shall be aviation red and shall meet the applicable requirements of 14 CFR Part 27.1401 or Part 29.1401.

(16) High visibility markings on main rotor blades (Exhibit 6, High Visibility Markings on Main Rotor Blades).

(17) Remote and Cargo Hook

   (i) Cargo Hook

   (A) One keeperless cargo hook that is capable of being loaded and locked in a single motion with one hand, and is rated at the maximum lifting capacity of the aircraft. Not required for Type I helicopters.

   (B) As a minimum, the cargo hook shall be completely disassembled and inspected with repairs made as required, lubricated, and a full-load operational check in accordance with manufacturer's recommendations.
SECTION B
TECHNICAL SPECIFICATIONS

(ii) Remote Hook/Long line

(A) One remote cargo hook capable of being loaded and locked in a single motion with one hand, and is rated at the maximum lifting capacity of the aircraft and a minimum of 150 feet of long line. Long line may consist of multiple segments and none shorter than 50 feet as per Exhibit 5.

(B) For Power requirements see Exhibit 5

(18) Variable capacity collapsible bucket(s) (Required for all bucket helicopters and Type II and III tanked helicopters)

(i) All Buckets

(A) One (1) collapsible, variable capacity water/retardant buckets shall be furnished under this Contract. Bucket must be capable of being transported in cabin or baggage compartment or external basket of the helicopter.

(B) The bucket, at 100 percent of manufacturers rated capacity (+/-5%) shall be commensurate with the maximum OGE lifting capability of the helicopter at 5000 PA and 30 degrees C and use 200 pounds for each pilot and 1 1/2 hours of total fuel or the manufacturer recommended size/model bucket by helicopter make and model shall be used. The bucket shall be capable of being operated with all increments of the long-line.

(C) An Operations Manual for the type bucket(s) provided shall be available on site.

(D) Environmental operating conditions may dictate the need for more than one size bucket.

(E) Shall be leak free (1/2 gallon or less in a 24-hour period)

(ii) Non-Gated buckets and non-powerfill buckets

(A) A second variable capacity water/retardant is required. At 100% capacity, the second bucket shall be no more than 10% greater than the minimum capacity of the primary bucket.

(B) Bucket capacity at each position or adjustment level shall be marked on the bucket. Collapsible buckets with cinch straps shall only be adjusted to marked graduations (i.e., 90%, 80%, and 70%). Intermediate graduations or capacities below the manufacturer's minimum graduation (by tying knots, etc.) are prohibited.

(C) Either the weight of the bucket or capacity at each adjustment level shall be marked on the bucket or the operator shall have a written statement of the maximum capacity (weight) at each adjustment point.
SECTION B
TECHNICAL SPECIFICATIONS

(iii) Gated Buckets and Powerfill buckets

(A) Requires electronic hook load measuring system that provides cockpit readout of the actual weight.

(B) Either the weight of the bucket or capacity shall be marked on the bucket or the operator shall have a written statement of the maximum capacity (weight).

(C) If powerfill equipped, bucket must fill to maximum capacity in no more than 90 seconds.

(19) For Type I Helicopters

(i) Tanked aircraft will display the last three numbers/letters of the aircraft registration on both sides of the aircraft. Numbers/letters will be high visibility/contrasting colors and a minimum 32 inches high and 5 inches wide. Number placement on the aircraft sides should give high consideration to visibility from the ground. If there is a duplication in Aircraft Identifier for substitute aircraft and/or if a fixed external tank is replaced or moved to a different airframe, contact your CO for direction.

All other tank numbers (ex: 700 series) must be removed from aircraft when hired on this agreement.

Example: N282CL will display 2CL

(20) Reserved

(21) Fuel Servicing Vehicle (See Exhibit 8 Fuel Servicing Equipment Requirements) (Not required for Alaska).

(22) FAA Approved Extended Height/High Skid Landing Gear (if available by STC or aircraft manufacturer).

(23) FAA approved high visibility, pulsating, forward facing, conspicuity lighting.

(24) FAA approved locking cap(s) on all fuel filler ports. Single point refueling port dust caps need not have an FAA approved locking device.

(25) FAA approved Wire Cutters, for Standard Category personnel transport helicopters only.

(26) FAA approved floor protection. Helicopters shall have floor protection within the cargo area. Floor protection is not required within the passenger seating areas. Floor protection in both seating and cargo areas shall not be in excess of ½ inch to allow for installation of all passenger seats and access to all installed anchor points. (Not applicable to Type 1 or restricted category helicopters.)
SECTION B
TECHNICAL SPECIFICATIONS

(27) Internal baggage compartment/external cargo basket/racks. For Type II Standard Category Aircraft. All cargo restraint anchor locations must have cargo rings installed. Minimum of fifteen (15) cubic feet of cargo space with isolated internal baggage compartment(s) capable of accommodating 58-inch long shovels, rakes, and other fire fighting tools (requires rear bulkhead modification of baggage compartment of some models).

External cargo basket(s)/rack(s) with a closing mechanical latching lid, if available, may be provided in lieu of baggage compartments, which cannot be modified to accept fire tools. The lid shall cover the entire basket/rack. Cargo basket/rack shall be at least 4-inches deep and shall not hamper ingress and egress of personnel from the cabin area. The devices shall be simple in function and have the capacity of being installed quickly. All cargo will be loaded, contained and restrained in a FAA Approved manner that is compliant with the aircraft’s approved flight manual and the operator’s 135 Operations Manual.

All helicopters equipped with an external basket must have an FAA STC or field approval applicable for make and model, for dimension, load carrying capability and material construction. The basket will have a hinged top with a suitable method to secure the top closed in flight, to prevent the contents from exiting.

All helicopters shall have FAA approved internal cargo area restraints or barriers which extend from the floor to the ceiling, isolating the passenger area from the cargo area (transmission wells), sliding door area and will not compromise passenger ingress and egress. Cargo behind soft passenger seats must be restrained while seats are occupied per 14 CFR Part 29 requirements. Restraints or barriers must be capable of being removed within 15 minutes. Restraints within the cargo area of the transmission wells shall have netting restraints only.

(28) Reserved

(29) Engine inlet air filtration system/particle air separator for all medium and light helicopters.

(30) Heating system for windshield de-fog.

(31) Kit for disposal of fuel during start-up/shut down; i.e., EPA Bell Kit if commercially available.

(32) Reserved

(e) Reserved
B.5 HELICOPTER MAINTENANCE

(a) General

(1) The Contractor shall be capable of providing field maintenance support to each helicopter for extended periods during heavy use.

(2) Helicopters shall be operated and maintained in accordance with 14 CFR requirements and manufacturers’ recommendations. Special equipment and/or modification of the helicopter to meet requirements of this contract shall be inspected, repaired, and altered in accordance with 14 CFR requirements and manufacturer’s recommendations or engineered data and, if required, be FAA approved. All "time change" components, including engines, shall be replaced upon reaching the factory recommended time, or FAA approved extension if applicable. Helicopters operated with components and accessories on approved TBO extension programs are acceptable, provided the Contractor who provides the helicopter is the holder of the approved extension authorization (not the owner if the helicopter is leased), and shall operate in accordance with the extension.

(3) FAA, CFR 14, Part 145 Repair Stations, may be used for specific maintenance functions that the repair station is certified for. The helicopter must be returned to service under the repair station certificate, and not under an individual's certificate for the repair station; for example repairman or A&P mechanic. The repair station may not be used in lieu of a carded mechanic if required by this contract.

(4) Contract performance may subject the helicopter engine to frequent smoke, sand and dust ingestion. All helicopters shall comply with the erosion inspection procedures at the recommended intervals in accordance with the engine operation and maintenance manual for the Contracted aircraft.

(5) All maintenance performed shall be recorded in accordance with 14 CFR 43 and 91 including helicopter time-in-service and hour meter reading.

(6) A copy of the current maintenance record required by 14 CFR 91 shall be kept with the aircraft, and at least every 12 flight hours or 7 days- whichever occurs first; transmitted to the operator’s home office (Location that Certificate is held).

(7) Maintenance of aircraft records shall be in accordance with the FAA Advisory Circular (AC) No. 43-9C as revised.

(8) Contractor shall notify the Contracting Officer Representative (COR) at least 16 flight hours prior to the initiation of any maintenance inspection. In addition the Contractor shall immediately notify the COR of any change of an engine, power train, control, or major airframe component and circumstances inducing the change.

(9) Routine maintenance shall be performed before or after the daily standby or as approved by the COR.

(10) All inspection times and intervals shall comply with the Contractor's FAA Approved Maintenance Program.
SECTION B
TECHNICAL SPECIFICATIONS

(11) Inspections shall be performed in a maintenance facility, or in the best field conditions available.

(12) Reserved

(13) Reserved

(14) Reserved

(15) All weighing of aircraft shall be performed on scales that have been certified as accurate within the previous one (1) year. The certifying entity may be any accredited weights and measures laboratory using standards traceable to the National Institute of Standards and Technology (NIST). The scales shall be listed by make model and calibration date in the aircraft's weight and balance documentation (See Form B, Exhibit 21).

(i) For aircraft on the companies operating certificate that are currently operating outside of the US, the current operating weight and balance will be submitted. These aircraft will be required to be weighed within 12 months prior to initial contract inspection.

(16) Helicopter(s) under initially awarded agreements(s) under this solicitation shall remain at or below contracted helicopter equipped weight as proposed in the base year of the agreement. Helicopters will be allowed a total of 1% above the awarded contracted helicopter equipped weight as proposed during the combined agreement renewal periods. The helicopter’s equipped weight is determined using weight and balance data which was determined by actual weighing of the aircraft within 12 months prior to the due date of proposal submission and 24 months thereafter or following any major repair or major alteration or change to the equipment list which significantly affects the center of gravity of the aircraft. If the government requires additional equipment after agreement award no penalty will be assessed.

(17) A list of equipment installed in the aircraft at the time of weighing shall be compiled. The equipment list shall include the name, weight, arm and moment of each item installed. Items that may be easily removed or installed for aircraft configuration changes (seats, doors, radios, cargo hook, baskets, special mission equipment, etc.) shall also be listed including the name, weight, arm and moment of each item. Each page of the equipment list shall identify the specific aircraft by serial and registration number. Each page of the equipment list shall be dated indicating the last date of actual weighing or computation. The weight and balance shall be revised each time equipment is removed or installed which more than negligibly affects the center of gravity of the aircraft. See Exhibit 21 for an acceptable example.

(18) When the contract equipped weight of the aircraft, as noted by registration number in Section A, Schedule of Items, changes, the Contractor shall notify the CO of the change and submit a revised weight and balance as required by the Agreement.
SECTION B
TECHNICAL SPECIFICATIONS

(b) Turbine Engine Power Assurance Checks

(1) A power assurance check shall be accomplished on the first day of operation, and thereafter within each 10-hour interval of contracted flight operation unless prohibited by environmental conditions (i.e. weather, smoke). The power assurance check shall be accomplished by the contractor in accordance with the Rotorcraft Flight Manual or approved company performance monitoring program. A current record of the power assurance checks will be maintained with the aircraft under this Agreement and any renewal periods.

(2) Helicopters with power output below the minimum published performance charts or if the trend analysis indicates significant deterioration in performance the aircraft shall be removed from service. The power condition shall be corrected before return to service and agreement availability.

c) Maintenance Flights

A functional maintenance flight shall be performed following overhaul, repair, and/or replacement of any engine, power train, rotor system or flight control equipment, and following any adjustment of the flight control systems before the helicopter is returned to service. The flight will be performed at the Contractor’s expense. Results of the maintenance flights shall be reported to and approved by the FS or DOI Aviation Maintenance Inspector before the helicopter is returned to Agreement availability.

d) Reserved

e) Calibrated Tools

All Torque wrenches and measuring devices must be calibrated annually. A decal showing current calibration must be affixed to each tool showing calibration date.

B.6 AIRCRAFT AND EQUIPMENT SECURITY

(a) The security of Contractor provided helicopter and equipment is the responsibility of the Contractor.

(b) Helicopter shall be electrically and/or mechanically disabled by two independent security systems whenever the helicopter is unattended. Deactivating security systems shall be incorporated into preflight checklists to prevent accidental damage to the helicopter or interfere with safety of flight.

(c) Examples of unacceptable disabling systems are:

(1) Locked door/windows; and/or

(2) Fenced parking areas.

B.7 AVIONICS REQUIREMENTS

(a) Minimum Requirements
SECTION B
TECHNICAL SPECIFICATIONS

All avionics used to meet this agreement shall comply with the requirements of paragraph (b) Avionics Specifications and paragraph (c) Avionics Installation and Maintenance Standards. The following are the minimum avionics which shall be installed. Additional avionics may be required in section B of this agreement.

(1) All Helicopters

(i) One VHF-AM Radio (COM 1)

(ii) One VHF-FM Radio (FM 1)

(iii) One Auxiliary FM system (AUX FM) {Not required in heavy helicopters with 2 VHF-FM radios installed or KMAX}

(iv) One Global Positioning System (GPS)

(v) An Intercom System (ICS) {Not required in single occupant aircraft}

(vi) Audio Control systems applicable to the type of aircraft offered

(vii) An Emergency Locator Transmitter (ELT)

(viii) An Automated Flight Following System (AFF)

(ix) One Transponder

(x) One Altimeter and Automatic Pressure Altitude Reporting system

(xi) One Auxiliary Power Source (3 Pin) {Not required in helicopters not approved for passengers}

(xii) One Bucket/Torch Connector (9 Pin) {Not required in heavy helicopters}

(xiii) Lighting for night operations in accordance with 14 CFR 91.205 (c)

(xiv) Lighting for all instruments required by 14 CFR 91.205 (b)

(xv) ADS-B OUT will be required beginning January 1st 2020

(2) Reserved

(3) Reserved

(4) Helicopters approved for Air Tactical operations

Helicopters may be approved for Air Tactical operations provided they meet the requirements of (a) (1) (iii) through (a) (1) (xv) and the following requirements based on the type of Air Tactical approval. These requirements are for optional mission approval only. Paragraph (a) (1) and additional requirements in section A shall remain the minimum required avionics for aircraft under this agreement.
SECTION B
TECHNICAL SPECIFICATIONS

(i) Type I

(A) Two VHF-AM Radios (COM 1 & COM 2)

(B) Two VHF-FM Radios (FM 1 & FM 2)

(C) Radio transmit capability from the aft passenger compartment connected to the SIC/observer Audio Control system. An Aft Audio Control system for this position is acceptable.

(ii) Type II

(A) Two VHF-AM Radios (COM 1 & COM 2)

(B) One VHF-FM Radio (FM 1)

(C) Radio transmit capability from the aft passenger compartment connected to the SIC/observer Audio Control system. An Aft Audio Control system for this position is acceptable.

(iii) Type III

(A) Two VHF-AM Radios (COM 1 & COM 2)

(B) One VHF-FM Radio (FM 1)

(b) Avionics Specifications

All avionics used to meet this agreement shall comply with the following requirements and paragraph (c) Avionics Installation and Maintenance Standards.

(1) Communications systems

Transmitters shall not open squelch on, or interfere with, other AM or FM transceivers on the aircraft which are monitoring different frequencies. Transmit interlock functions shall not be used with communication transceivers. (This paragraph does not apply to single pilot helicopters which are not approved for passengers or non-fire aircraft.)

(i) VHF-AM Radios

VHF-AM radios shall be TSO approved aeronautical transceivers, permanently installed, and operate in the frequency band of 118.000 to 136.975 MHz with a minimum of 760 channels in no greater than 25 KHz increments. Transmitters shall have a minimum of 5 Watts carrier output power.

(ii) VHF-FM Radios

All aircraft approved for fire operations shall use P25 Digital VHF-FM transceivers meeting the specifications of FS/OAS A-19. FM radios used in all aircraft shall be agency approved. FS/OAS A-19 and a list of currently approved
SECTION B
TECHNICAL SPECIFICATIONS

FM radios can be found on the following website:
http://www.nifc.gov/NIICD/documents.html. The following requirements shall be met.

(A) VHF-FM radios shall be aeronautical transceivers, permanently installed in a location that is convenient to the PIC and SIC/observer, and operate in the frequency band of 138 to 174 MHz. All usable frequencies shall be programmable in flight. Narrowband and digital operation shall be selectable by channel for both MAIN and GUARD operation. Carrier output power shall be 6-10 Watts nominal.

(B) Transceivers shall have a GUARD capability constantly monitoring on all GUARD transmissions. Simultaneous monitoring of MAIN and GUARD is required. Scanning of GUARD is not acceptable. Aircraft not approved for Air Tactical operation only require one FM GUARD receiver.

(C) Transceivers shall have the capability of encoding CTCSS subaudible tones on all channels. A minimum of 32 tones meeting the current TIA/EIA-603 standards shall be selectable.

(D) Transceivers shall have the capability to display both receiver and transmitter frequencies. Activation indicators for transmit and receive shall be provided for both MAIN and GUARD operation.

(E) The radio shall use an external broadband antenna covering the frequency band of 138 to 174 MHz (Comant CI-177-1 or equivalent).

(iii) Auxiliary FM systems (AUX FM)

An interface to properly operate a portable FM radio through the aircraft audio control systems shall be provided using an MS3112E12-10S type bulkhead mounted connector with contact assignments as specified by FS/OAS A-17 available at the following website: http://www.nifc.gov/NIICD/documents.html. Sidetone for the portable radio shall be provided (AEM AA34 or equivalent). The following applies to all AUX FM installations.

(A) An external broadband antenna covering the frequency band of 138 to 174 MHz (Comant CI-177-1 or equivalent) shall be installed with the associated coax terminated in a bulkhead mounted BNC connector adjacent to the above 10 pin connector.

(B) A portable radio mount (Field Support Services AUX-EPH-RB or equivalent) shall be installed providing the crew unrestricted operation of the radio controls when connected with an 18 inch adapter cable.

(C) A VHF-FM radio meeting the requirements of paragraph (b) (1) (ii) may be installed, in addition to the radios already required, in lieu of the AUX FM system.

(iv) Non-Standard Radios
SECTION B
TECHNICAL SPECIFICATIONS

Non-standard radios shall be aeronautical transceivers interfaced to the aircraft audio control systems and a compatible antenna via an approved installation. The radio shall be compatible with the requesting unit.

(i) Intercom Systems (ICS)

ICS shall integrate with the aircraft audio control systems and mix with selected receiver audio. An independent ICS volume control, keyed operation, and a "hot mic" capability shall be provided for each required position. Passenger volume adjustments must not affect other positions. Hot mic may be voice activated (VOX) or controlled via an activation switch. The ICS must have the capability to isolate the flight crew from passengers.

ICS is required for the PIC and SIC/observer for all aircraft. Exclusive-use helicopters approved for passengers, and helicopters which require an aft audio control system, shall provide ICS at all passenger positions. Call-when-needed helicopters approved for passengers shall provide ICS for two aft exit passenger positions.

(ii) Audio Control Systems

(A) General

Aircraft configuration shall comply with the applicable drawing for “Helicopter Audio Requirements” at the following website: http://www.nifc.gov/NIICD/documents.html. A master radio volume control and collocated controls for transmitter selection and independent receiver selection of all required radios shall be provided for each required audio control system. Each system shall have the capability to simultaneously select and utilize a different transceiver (and PA if required). Sidetone shall be provided for the user as well as for cross monitoring by all installed systems. Receiver audio shall be automatically selected when the corresponding transmitter is selected. Receiver audio shall be provided to each position which requires ICS (refer to ICS section for requirements). Aft audio control systems are not required to provide NAV audio.

All required passenger positions shall utilize the SIC/observer's audio control system unless an aft audio control system is installed. Exclusive use helicopters approved for passengers shall provide radio transmit capability for two aft passenger positions. See the applicable “Helicopter Audio Requirements” drawing for locations.
SECTION B
TECHNICAL SPECIFICATIONS

Audio controls shall be labeled as COM-1, FM-1, AUX, PA etc... as appropriate or as COM-1, COM-2, COM-3, etc... with the corresponding transceiver labeled to match. Audio shall be free of distortion, noise, or crosstalk. The system shall be designed for use with 600 ohm earphones and carbon equivalent, noise cancelling, boom type microphones (Gentex 5060-4 or equivalent). The PIC and SIC/observer shall have U-92 type audio jacks.

All required passenger positions with ICS, including the SIC/observer, shall have MS3112E10-6S type 6-pin connectors wired for compatibility with an appropriate drop cord (Alpine Aerotech AAL280 series or equivalent). The 6-pin connector is not required at the SIC position in aircraft requiring dual pilots. Aft passenger connectors shall be mounted above the seats and near the passenger's head. Drop cords shall be provided with the aircraft for all passenger positions which require ICS. In lieu of the 6-pin connector and drop cord, the SIC/observer may utilize either a foot or console mounted Push-To-Talk (PTT) switch in conjunction with a switch to select between radio and ICS PTT operation. Crew positions shall have radio and ICS PTT switches on their respective cyclic controls in addition to the previous requirements.

(B) Drop Cord Requirements

- Coil cord that extends to 6 feet nominally
- 6-Pin MS3476L10-6P type connector on the coil cord
- U-92 (TJT-120) type audio jack on the housing
- Large clip
- Volume control
- ICS switch with momentary and lock positions
- Radio PTT switch (only for positions which require radio transmit)

(C) Aft Audio Control Systems (when required)

The audio controller shall be installed in a location that provides unobstructed access to the controls while seated. Aft passengers shall utilize the aft audio control system(s). Two aft passenger positions shall have radio transmit capability. See the applicable “Helicopter Audio Requirements” drawing for locations.

(D) Required Audio Control systems

The following audio control systems are required based on helicopter type

- Helicopters not approved for passengers
  A single audio control system for the PIC and SIC/observer
SECTION B
TECHNICAL SPECIFICATIONS

- Light and Medium Helicopters approved for passengers
  Two separate audio control systems (which may be combined in a single unit) for the PIC and SIC/observer

- Heavy Helicopters approved for passengers
  Two separate audio control systems (which may be combined in a single unit) for the PIC and SIC/observer and an aft audio control system for the Helicopter Manager.

(3) Navigation Systems

(i) Global Positioning Systems (GPS)

(A) Aeronautical GPS

Each required GPS shall be TSO approved, permanently installed where both the PIC and SIC/observer can clearly view the display, use an approved external aircraft antenna, and be powered by the aircraft electrical system. The GPS shall utilize the WGS-84 datum, reference coordinates in the DM (degrees/minutes/decimal minutes) format, and have the ability to manually enter waypoints in flight. The GPS navigation database shall be updated annually covering the geographic areas where the aircraft will operate.

(B) Portable Aviation GPS

Portable aviation GPS units (Garmin GPSMAP, aera, or equivalent) are acceptable when an Aeronautical GPS is not specified. They shall be securely mounted via an approved installation using the aircraft electrical system and a remote antenna. The GPS shall present information from an overhead perspective. The PIC shall have clear view of the display and unrestricted access to the controls. The SIC/observer shall also have a clear view of the display in Air Tactical aircraft. The GPS shall meet the above datum, coordinate, and database requirements for an aeronautical GPS. Portable GPS units are not acceptable for aircraft performing IFR or NVG operations.

(C) GPS with Moving Map

The GPS providing data to the moving map shall meet all of the above GPS requirements. The moving map's display shall be 3 inches wide, 1.5 inches high, and show the aircraft's present position relative to user selected waypoints and geographical features. The map may be integrated with the GPS.

(4) Surveillance systems
SECTION B
TECHNICAL SPECIFICATIONS

(i) Emergency Locator Transmitters (ELT)

Emergency locator transmitters must be helicopter models with at least a 5 axis G-switch and certified to TSO C126 or newer. ELTs must be automatic fixed, installed in a conspicuous or marked location, and meet the same requirements as those detailed for airplanes in 14 CFR 91.207 (excluding section f). ELT mounts must use rigid attachments and meet the deflection requirements of RTCA/DO-204. Velcro style mounts are not acceptable. ELT antennas must be mounted externally to the aircraft unless installed in a location approved by the aircraft manufacturer. Documentation of current registration is required from the national authority for which the aircraft is registered.

(ii) Automated Flight Following systems (AFF)

Automated flight following systems must be compatible with the government’s tracking program (AFF.gov), utilize satellite communications, and use aircraft power via a dedicated circuit breaker. AFF must be functional in all phases of flight and in all geographic areas where the aircraft will operate. The following additional requirements shall be met.

(A) A subscription service shall be maintained through the equipment provider allowing position reporting via the Government AFF Program. The reporting interval must be every two minutes while aircraft power is on.

(B) AFF equipment must be registered with AFF.gov providing all requested information. Changes to equipment and registration information shall be reported to AFF.gov ensuring the program is current prior to aircraft use. For assistance, the Fire Applications Help Desk (FAHD) may be reached at (866) 224-7677 or (616) 323-1667.

(C) An AFF operational test shall be performed by the vendor no less than seven calendar days prior to the annual compliance inspection. This test must ensure that the system meets all requirements and is displayed in the AFF viewer with the correct information. A user name and password are required. Registration and additional information are available at https://www.aff.gov/. If the aircraft is not displaying properly, the vendor shall notify AFF.gov.

(D) If AFF becomes unreliable the aircraft may, at the discretion of the Government, remain available for service utilizing radio/voice systems for flight following. The system shall be returned to full operational capability within 5 calendar days after the system is discovered to be unreliable.

(E) This clause incorporates the JSON Specification Section Supplement available at https://www.aff.gov/documents/Json_Specification_Section_Supplement.pdf as if it was presented as full text herein.

(F) For questions about current compatibility requirements contact the AFF Program Manager by emailing affadmin@firenet.gov.
SECTION B
TECHNICAL SPECIFICATIONS

(iii) Reserved

(iv) Transponders

Transponder systems shall meet the requirements of 14 CFR 91.215(a). Part 135 aircraft shall meet the “Mode S” requirements of 14 CFR 135.143(c). Transponder systems shall be tested and inspected every 24 calendar months as specified by 14 CFR 91.413.

(v) Altimeter and Automatic Pressure Altitude Reporting systems

Altimeter, static pressure, and automatic pressure altitude reporting systems shall be installed and maintained in accordance with the IFR requirements of 14 CFR Part 91. These systems shall be tested and inspected every 24 calendar months as specified by 14 CFR 91.411.

(vi) Reserved

(vii) Automatic Dependent Surveillance – Broadcast Out (ADS-B OUT)

ADS-B OUT systems must be approved to TSO-C154c or TSO-C166b. Aircraft operating outside of the United States must be equipped with systems approved to TSO-C166b.

(5) General Systems

(i) Reserved

(ii) Auxiliary Power Source (3 Pin)

An MS3112E12-3S type connector shall be installed and mounted in a location convenient to the passenger compartment and protected by a 5 Amp circuit breaker. Pin A shall be +28 VDC. Pin B shall be airframe ground. Pin C shall not be used. Reference FS/OAS A-16.

(iii) Bucket/Torch Connector (9 Pin)

(A) An MS3101A24-11S type connector shall be installed adjacent to the cargo hook within 12 inches. The connector must be adequately supported to prevent tension on the electrical wiring. Pin D must be airframe ground. Pin E must be +28 VDC operated with the “Bucket Open” switch on the collective and protected by a 50 Amp circuit breaker that can be manually opened and reset.

(B) The bucket open switch must be clearly labeled “Open”, spring-loaded to the “Off” position, and mounted on the collective to avoid confusion with the cargo hook release. The switch must be of a different design and mounted in such a way as to not easily be confused with the RPM Control (Beep switch).
SECTION B
TECHNICAL SPECIFICATIONS

(C) Reserved

(iv) VHF-FM Programming Ports

DB-9 type D-subminiature connectors shall be installed in a location convenient
to the SIC/observer. These shall be wired for RS232 serial communication
between all required VHF-FM radios and a laptop computer. Individual
connectors or an FM select switch may be used. Pin 2 shall be data transmitted
from the FM. Pin 3 shall be data received by the FM. Pin 5 shall be signal
ground. Compatible radio front panel connectors may be used to meet this
requirement if serial adapter cables are provided with the aircraft. For example
TDFM 136A s/n FDA1200 and higher.

(v) Reserved – (GPS Data Connectors)

(vi) External Portable Aviation GPS Antennas

Antennas shall be TSO approved and compatible with the portable aviation GPS
of the requesting unit.

(vii) Dual USB charging Ports

USB charging ports must be TSO approved, capable of providing at least 2 amps
of power to each port simultaneously with an output voltage of 5 VDC and
installed in a location convenient to the specified users.

(viii) Portable Electronic Device (PED) Tolerance -
RESERVED

(c) Avionics Installation and Maintenance Standards

All avionics used to meet this agreement shall comply with the manufacturer's specifications
and installation instructions, federal regulations, and the following requirements.

(1) Strict adherence to the guidelines in FAA AC 43.13-1B Chapter 11 “Aircraft Electrical
Systems” and Chapter 12 “Aircraft Avionics Systems” as well as FAA AC 43.13-2B
Chapter 1 “Structural Data”, Chapter 2 “Communication, Navigation and Emergency
Locator Transmitter System Installations” and Chapter 3 “Antenna Installation” is
required.

(2) All antennas shall be FAA approved, have a Voltage Standing Wave Ratio (VSWR)
less than 3.0 to 1 and be properly matched and polarized to their associated avionics
system.

(3) Labeling and marking of all avionics controls and equipment shall be
understandable, legible, and permanent. Electronic label marking is acceptable.

(4) Avionics installations shall not interfere with passenger safety, space or comfort.
Avionics equipment shall not be mounted under seats designed for energy attenuation.
In all instances, the designated areas for collapse shall be protected.
SECTION B
TECHNICAL SPECIFICATIONS

(5) All avionics equipment shall be included on the aircraft's equipment list by model, nomenclature, and location.


B.8 DATA, IMAGES AND VOICE RECORDINGS

All contractually required recorded data, and images and voice data collected or stored from radios, sensors, phones, cameras or other audio and image recording devices are the property of the USDA Forest Service while on contract.

This will include but not be limited to, Additional Telemetry Units, Automated Flight Following, and Operational Loads Monitoring data and data collected or stored from EO/IR sensors, any cameras, radios or other audio and video recording devices owned by the contractor, contractor representatives or the Forest Service. Use of the audio and image data outside of the scope of the contract is prohibited unless authorized in writing by the contracting officer.

B.9 RESERVED – (Extended Standby Hourly Rate)

B.10 OPERATIONS

(a) General

(1) Regardless of any status as a public helicopter operation (see Exhibit 28), the Contractor shall operate in accordance with their approved 14 CFR 135 Operations Specification and all portions of 14 CFR 91 (including those portions applicable to civil aircraft) and each certification required under this Agreement unless otherwise authorized by the CO. Forest Service acknowledges certain special use missions do not fall within the purview of 14 CFR Parts 135 and 91. Special use missions include but are not limited to rappel short haul aerial ignition and rope assisted deployment operations.

(2) A Government representative may inspect the pilot's Interagency Helicopter Pilot Qualification Card for currency before any flight. The Government has operational control and can delay, terminate, or cancel a flight at any time.
SECTION B
TECHNICAL SPECIFICATIONS

(3) The government recognizes the ever-increasing difficulty operators are encountering in hiring mission-qualified pilots. In response to this situation the government has developed provisions for contractors to conduct "On Contract" pilot operational training. This program has been designed with the intent of providing operational training opportunities to contractors seeking to upgrade pilots into new aircraft, and to provide operational training for pilots with little or no previous natural resource/wildland fire experience. Other significant conditions and restrictions are detailed in Exhibit 19. Adherence to these guidelines is critical for success of the program. See Exhibit 19.

(4) Performance enhancing data (Power Assurance Checks, wind charts, etc) shall not be used. Only FAA approved charts based on minimum specification engine performance shall be used. As an example, Kaman K-1200 helicopters shall only use minimum specification engine performance data calculated from Rotorcraft FMS NO. 1, (USFS Fire Fighting).

(5) Use (Exhibit 13, Interagency Helicopter Load Calculation and Exhibit 12, Hourly Flight Rates, Fuel consumption, and Weight Reduction Chart) per aircraft type and the appropriate Hover Ceiling Charts (HOGE and HIGE) from the approved Rotorcraft Flight Manual.

(6) For contracts requiring longline operations, any combination of line length may be used at the discretion of the pilot, providing the pilot card is endorsed Longline VTR and interagency policies (obstacle and tail rotor clearance etc.) are adhered to.

(7) All documents required to be with aircraft during contract period, may be stored in an electronic storage device. The storage device must have a viewing screen of at least 7 inches. If an electronic storage device is used, a paper back up for each required document must be available with the support vehicle. Examples of approved storage device are Tablet; IPAD etc. smart phones will not be acceptable.

(8) The aircraft must be shut down after 4 hours of flight (Hobbs) time or 2 fuel cycles (whichever occurs first).

(b) Pilot Authority and Responsibilities

(1) The Pilot-In-Command (PIC) is responsible for the safety of the aircraft, loading and unloading of occupants and cargo. The pilot shall comply with the directions of the Government, except when in the pilot's judgment compliance will be a violation of applicable federal or state regulations or agreement provisions. The pilot has final authority to determine whether the flight can be accomplished safely and shall refuse any flight or landing which is considered hazardous or unsafe.

(2) The pilot is responsible for computing the weight and balance for all flights and for assuring that the gross weight and center of gravity do not exceed the aircraft's limitations. Pilots shall be responsible for the proper loading and securing of all cargo. Load calculations (Exhibit 13, Form 5700-17/OAS-67) shall be computed and completed daily by the pilot using appropriate flight manual hover performance charts.

(3) Smoking is prohibited within 50-feet of fuel servicing vehicle, fueling equipment, or aircraft.
SECTION B
TECHNICAL SPECIFICATIONS

(4) After engine(s) shutdown, the pilot may exit the aircraft while the rotor(s) are turning if the Rotorcraft Flight Manual (RFM) allows and the pilot remains within the arc of the rotor(s). The pilot shall coordinate this action with the Helicopter Manager. If not allowed by the RFM, aircraft must be shutdown and rotors stopped for pilot to exit aircraft or change seats.

(5) Pilot(s) will use an approved cockpit checklist for all flight operations. Rotorcraft Flight Manual Checklist.

(6) Toe-in, single-skid, step-out landings are prohibited.

(7) Equipment such as radios, survival gear, fire tools, etc., shall be located in or on the aircraft in such a manner as to potentially not cause damage or obstruct the operation of equipment or personnel. All cargo shall be properly secured.

(8) The pilot shall not permit any passenger in the helicopter or any cargo to be loaded therein unless authorized by the Helicopter Manager.

(9) Passenger Briefing - Before each takeoff, the PIC shall ensure that all passengers have been briefed in accordance with the briefing items contained in 14 CFR 135. Briefing shall include the following; Personal Protective Equipment (PPE), Shut-Off Procedures for Battery and Fuel, and Aircraft Hazards.

(10) Flight Plans - Pilots shall file and operate on a FAA, ICAO, or agency flight plan. Contractor flight plans are not acceptable. Flight plans shall be filed prior to takeoff when possible.

(11) Flight Following - Pilots are responsible for flight following with the FAA, ICAO, or in accordance with FS or DOI-Bureau approved flight following procedures, which includes Automated Flight Following (AFF) and radio check-ins.

(12) Manifesting - Prior to any takeoff, the PIC shall provide the appropriate FS or DOI dispatch office/coordination center or helibase with current passenger and cargo information.

(13) Fuel Reserve - To provide adequate fuel reserve all operations shall comply with 14 CFR 91 for VFR (20-minutes reserve).

(14) During missions that involve transporting agency personnel, a HOGE power check shall be performed for either the takeoff or landing, whichever is most restrictive. This requirement applies to pinnacles, ridgelines and confined areas or any first time missions into/out of a HOGE site. Refer to the interagency helicopter pilot practical test standards and can be found at this website: https://www.fs.fed.us/fire/av_safety/promotion/Technical_Bulletins/IATB_17-01_HOGE_Power_Check_508.pdf.

(c) IFR/Night Flight - Not authorized

(d) Flights with Cowling(s), Fairings, and Panels or Doors Open_Removed
SECTION B
TECHNICAL SPECIFICATIONS

The Contractor is responsible for removal, reinstallation and security of the doors at all times. However, Government personnel may assist with removal and reinstallation when properly trained by the mechanic or pilot. The contractor shall maintain full responsibility to ensure the procedure is accomplished correctly.

All loose items must be secured prior to flight with doors open/removed (Velcro is not considered a secure attachment). Flights with cowlings, fairings, and panels removed are not permitted. The helicopter external registration number shall be clearly visible at all times.

(e) External Load Operations

(1) All External Load Operations (Applicable to Cargo, Bucket and Tank operations unless specifically noted)

   (i) Determine allowable payload using the Interagency Helicopter Load Calculation, appropriate HOGE-J helicopter performance charts, and current local temperature and pressure altitude.

   (ii) Helicopters equipped with a tail rotor and conducting external load operations (excluding class A loads) will be limited to an airspeed of 80 knots indicated or the airspeed limitation established by the rotorcraft flight manual, whichever is less. All other helicopters conducting external load operations shall comply with applicable Rotorcraft Flight Manual Limitations.

   (iii) When conducting external load operations, rotors will remain above the canopy or helicopter will operate within an opening no less than 1 1/2 times the main rotor diameter (e.g. an aircraft with a 48' main rotor diameter would require a 72' diameter opening).

   (iv) For loads with a total suspended height of 50 feet or greater the pilot must be approved for longline VTR.

   (v) The jettison-arming switch, if applicable, shall be in the armed position during external load operations.

(2) Cargo Operations

   (i) Use actual weight of cargo from load calculation or manifest form. Weight reduction is optional and may be calculated into jettisonable payload when agreed upon by pilot and agency personnel.

(3) Bucket Operations

   (i) All Bucket Operations (Applicable to both gated and non-gated buckets)

      (A) For calculation of the allowable bucket payload use 8.3 pounds per gallon for water. When mixed fire retardant is being delivered by bucket, use the actual weight per gallon of the mixed retardant.
SECTION B
TECHNICAL SPECIFICATIONS

(B) Buckets and hardware shall be designed for the applicable aircraft and attached directly to the belly hook unless the pilot is approved for longline VTR.

(C) When a bucket is attached directly to the cargo hook, it is critical to measure the maximum length of the extended bucket from the shackle on the control head to the extended dump valve/fire sock, making sure that it is at least 6-inches less than the distance from the belly hook to the closest possible point on the tail rotor. Lines attached between the cargo hook and the bucket shall extend the bucket past the outside arc of the tail rotor, the line shall be no shorter than 50 feet.

(D) Reserved

(ii) Non-gated bucket operations

(A) Partial dips are not authorized.

(B) At the beginning of the fuel cycle, bucket capacity shall be adjusted so that the bucket, when filled to the adjusted capacity, does not exceed the allowable payload.

(C) Bucket capacity at each position or adjustment level shall be marked on the bucket. Collapsible buckets with cinch straps shall only be adjusted to marked graduations (i.e., 90%, 80%, and 70%). Intermediate graduations or capacities below the manufacturer's minimum graduation (by tying knots, etc.) are prohibited.

(iii) Gated bucket operations

(A) Requires electronic hook load measuring system that provides cockpit readout of the actual weight.

(B) Partial filling is authorized, based on aircraft performance and environmental conditions.

(4) Tank Operations

The following procedure shall be used for all Tank operations (also see Exhibit 5):

(i) Snorkel removal and installation shall be the Pilots responsibility at all times. However, Government personnel may assist with removal and installation when properly trained by the mechanic or pilot.

(ii) Prior to or during the helicopter's first start-up of each day, tank doors shall be checked for normal and emergency operation, to include checking the snorkel for proper operation. These operational checks should be incorporated into the aircraft's cockpit checklist. Not required in conditions that present potential damage to tank or snorkel system.
SECTION B
TECHNICAL SPECIFICATIONS

(iii) Items awarded as tanked aircraft may replace tank with water bucket when requested by the government due to firefighting suppression tactics, this should be documented and CO/COR notified.

(f) Reserved

(g) Dual Controls

Dual controls- Dual controls are required and shall be made accessible to an approved agency helicopter inspector pilot (HIP) for all pilot performance evaluations. During flight operations the front seat not occupied by a pilot may only be occupied by a helicopter manager or an authorized crewmember briefed by the PIC or HMGB. For type 3 aircraft, the dual controls shall be removed except during pilot evaluation, unless aircraft type certification prevents controls from being removed.

(h) Transportation of Hazardous Material (HazMat)

(1) Helicopters may be required to carry hazardous materials. Such transportation shall be in accordance with DOT Special Permit and the DOI or NWCG Standards for Aviation Transport of Hazardous Materials (PMS 513). A copy (hard copy or electronic copy) of the current Special Permit and handbook/guide and DOT Emergency Response Guide (ERG) shall be aboard each aircraft operating under the provisions of this Special Permit and can be found at this website:

(2) It is the responsibility of the Contractor to ensure that Contractor employees have received training in the handling of hazardous materials. Documentation of this training shall be retained by the company in the employee’s records and made available to the Government as required. The training, A-110 is available at this website:

(3) The pilot shall ensure personnel are briefed of specific actions required in the event of an emergency. The pilot shall be given initial written notification of the type, quantity, and the location of hazardous materials placed aboard the aircraft before the start of any project. Thereafter, verbal notification before each flight is acceptable. For operations when the type and quantity of the materials do not change, repeated notification is not required.

B.11 CONTRACTOR’S ENVIRONMENTAL RESPONSIBILITIES

(a) The Contractor is responsible to ensure that all maintenance, fueling, and flight activities do not cause environmental damage to property or facilities. The contractor shall ensure tanks and buckets are cleaned appropriately when requested by the government to eliminate invasive aquatic species in known contaminated water sources. Cleaning product(s) and procedures (i.e. bleach, etc.) will be provided by the government.

(b) The Contractor shall be responsible for all cleanups of fuel, oil, and retardant contamination on airport ramps, retardant sites, parking areas, landing areas, etc., when caused by Contractor aircraft or personnel. When cleaning paved areas, the contractor shall utilize cleaning agent that are biodegradable and non-toxic. Contaminated soils shall be removed to appropriate containers and disposed of as hazardous waste.
SECTION B
TECHNICAL SPECIFICATIONS

(c) The Government may, at its option, assign an area to be utilized by the Contractor for storage of equipment used in support of Agreement performance. Oil, solvents, parts, engines, etc. shall be stored and utilized in a manner consistent with acceptable safety, health and environmental concerns.

(d) The contractor shall ensure that they are in compliance with 40 CFR Part 112: Oil Pollution Prevention; Spill Prevention, Control, and Countermeasure Plan Requirements (SPCC).

(e) For more information go to https://www.nwcg.gov/publications/444.

An SPCC plan is required to be in each FSV used on this agreement regardless of bulk storage container (tank) size. See Exhibit 8.

B.12 PERSONNEL

(a) General

(1) Pilots, fuel servicing personnel, and mechanics shall speak English fluently and communicate clearly.

(2) Only qualified non-crewmembers are authorized on tactical flight missions. The Mechanic and Fuel Service Vehicle Driver are not considered qualified non-crew members and are not allowed to be onboard the helicopter during tactical flight missions.

(3) Operation in countries bordering the Contiguous United States may be required. Pilots crossing international borders shall possess a valid passport and pilot certificates must meet ICAO requirements.

(4) Vendor-QA/Evaluation/Safety checks may be conducted IAW Exhibit 29.

(b) Management Personnel Requirements

(1) Contractor shall have and maintain throughout the life of the contract personnel in the following positions:

(A) Flight Operations Manager (Director of Operations). Flight Operations Manager shall meet the following requirements:

(i) To serve as a Flight Operations Manager for a certificate holder that only conducts operations for which the pilot in command is required to hold a commercial pilot certificate, a person must hold at least a commercial pilot certificate. In addition, the Flight Operations Manager must have at least 3 years supervisory or managerial experience within the last 6 years in a position that exercised operational control over flight operations.

(B) Maintenance Manager (Director of Maintenance). Maintenance Manager shall meet the following requirements:

(i) To serve as a Maintenance Manager a person must hold a mechanic certificate with airframe and powerplant ratings and either:
SECTION B
TECHNICAL SPECIFICATIONS

(a) Have 3 years of experience within the past 6 years maintaining aircraft as a certificated mechanic, including, at the time of appointment as Maintenance Manager, experience in maintaining the same category and class of aircraft as the certificate holder uses; or

(b) Have 3 years of experience within the past 6 years repairing aircraft in a certificated airframe repair station, including 1 year in the capacity of approving aircraft for return to service.

(C) Chief Pilot

(i) To serve as Chief Pilot for a certificate holder that only conducts operations for which the pilot in command is required to hold a commercial pilot certificate, a person must hold at least a commercial pilot certificate. The Chief Pilot must be qualified to serve as pilot in command in at least one aircraft used in the certificate holder's operation. In addition, the Chief Pilot must have at least 3 years' experience, within the past 6 years, as pilot in command.

(2) PIC's shall pass a flight evaluation within a 36 month period. The government retains the right to conduct a QA/Standardization evaluation at any time. The HIP will be accounted for in the W&B and load calculation just as they would for any evaluation flight. The evaluation will be conducted in accordance with the Interagency Helicopter Practical Test Standards (http://www.nifc.gov/aviation/av_documents/av_helicopters/IHPPTS.pdf) and per the contract specifications. The flight check will be in an aircraft supplied by the Contractor at no expense to the Government. The satisfactory completion of the evaluation flight will not substitute for any of the total flight hour requirements listed in this clause.

(3) Pilots shall complete appropriate portions of the Helicopter Pilot Qualifications and Approval Record (Form FS-5700-20a) prior to helicopter pilot inspector evaluation. FS-5700-20a can be found at http://www.nifc.gov/aviation/av_helicopters.html (Helicopter Pilot Qualifications and Approval Record). When approved, each pilot will be issued an Interagency Helicopter Pilot Qualification Card documenting: Company, make, model and series of aircraft approved to operate and the missions each pilot is approved to perform. Pilot cards are contractor specific and are non-transferable. The Regional Helicopter Inspector Pilot, with the concurrence of the National Helicopter Standardization Pilot and the National Helicopter Program Manager, will be the final authority in determining the number of aircraft and/or vendors for which the pilot will be carded. Generally the maximum number of aircraft that a pilot can be carded for will be three (3).

(4) Reserved

(c) Pilot Requirements - General

(1) Commercial or Airline Transport Pilot (ATP) Certificate with appropriate rating (Rotorcraft-Helicopter) and a valid Class I or Class II FAA Medical Certificate.

(2) Written evidence for make and model to be flown or 14 CFR 135 Airman
SECTION B
TECHNICAL SPECIFICATIONS

Competency Proficiency Check (as applicable FAA Form 8410-3 or equivalent).

(3) Written evidence of an Equipment Check Endorsement for Restricted Category helicopters by the Chief Pilot (as applicable).

(4) Written evidence of qualification to meet 14 CFR 133.


(6) Proof of compliance with 14 CFR Part 61.57 (a) (1) (i) and (ii).

(7) Proof of qualifications to meet 14 CFR 137.

(8) Each pilot shall pass an agency flight evaluation in make, model, and series - conducted over typical terrain.

(9) The contractor shall ensure that a pilot who is presented for initial carding meets all requirements as outlined in paragraph B.12 (d) Pilot Requirements-Experience after award. The contractor shall verify all pilot hours submitted on form FS-5700-20a as determined from a certified pilot log or permanent record to ensure accuracy. Additionally, for pilots seeking initial approval, the contractor shall identify previous employers and submit the information on form FS-5700-20b (form pending) found in Exhibit 18. The information submitted is subject to verification by an Interagency Pilot Inspector.

(10) Pilots may function as mechanics providing:

   (i) The pilot meets all the Mechanic Qualifications of this Agreement.

   (ii) Pilot duty limitations will apply to the pilot when functioning as a mechanic.

   (iii) When pilots act as a mechanic, mechanic duties in excess of 2-hours will apply as flight hours on a one-to-one basis toward flight hour limitations.

   (iv) A mechanic, other than the pilot, shall perform 50-hour, 100-hour, or progressive inspections.

   (v) If approved by the Contractor’s Operations Specifications, and in accordance with 14 CFR 43.3(h), 43.5 and 43.7, pilots may perform preventive maintenance on the aircraft.

(d) Pilot Requirements - Experience

Pilots shall have accumulated as pilot-in-command (PIC) the minimum flight hours listed below. Flight hours shall be determined from a certified pilot log. Further verification of flight hours may be required at the discretion of the CO.
SECTION B
TECHNICAL SPECIFICATIONS

All Helicopters Minimum Experience Flying Hours

Total Time .................................................................................................................. 1,500

Pilot-in-command hours:

Total Pilot-in Command (Helicopter) ........................................................................ 1,500
Helicopter, Preceding 12 months ................................................................. 100**
Weight Class ........................................................................................................... 100***
Make and Model ..................................................................................................... 50*
Make, Model, Series, Last 12-Months ......................................................... 10
Turbine Helicopter Operations ............................................................................ 100

*Flight hour requirements may be reduced by 50% if the pilot submits evidence of satisfactory completion of the manufacturer’s approved pilot ground and flight procedures training in the applicable make and model or FS/OAS-accepted equivalent training (accepted equivalency applicable to Type II Helicopters Only).

**The contractor may request that this pilot flight hour requirement be waived for a pilot under special circumstances; however, the waiver may or may not be granted. The contractor should contact the Contracting Officer in advance of this need for additional information on this process. No other pilot qualification exceptions will be considered by the Government.

***Weight class is defined as:
Small aircraft – aircraft of 12,500 or less, maximum certificated takeoff weight
Large aircraft – aircraft of more than 12,500 pounds, maximum takeoff weight

Additional Special Mission Requirements:

BOA Pilot-in-Command – (as related to the applicable Special Mission approval): Minimum Experience Flying Hours:

Mountain Flying (see 1) ........................................................................ 200
Mountain Flying Experience – Make and Model ........................................ 10
Vertical Reference (VTR) Experience ......................................................... 10*
Annual VTR Recurrency Training ............................................................... 2*

*Mandatory for Type I, II & III Exclusive Use and Type I & II CWN Pilots. Optional for CWN Type III Pilots

1 Mountain Flying - Helicopter Pilot: 200 hours experience operating helicopters in mountainous terrain identified in 14 CFR 95 Subpart B-Designated Mountainous Area.
Experience operating outside the United States may be considered “Mountain Flying” providing it is conducted in mountainous regions defined as 2000 feet above surroundings containing long slopes, deep valleys, and high ridges. Operating includes maneuvering and numerous takeoffs and landings to pinnacles, ridgelines and confined areas.

(e) Pilot - Equipment Proficiency

Pilots shall be required to demonstrate proficiency with all mission equipment.
SECTION B
TECHNICAL SPECIFICATIONS

(f) Pilot - Vertical Reference Proficiency

(1) Pilots may be required to demonstrate this capability during an agency evaluation. (Exhibit 10, Interagency Guidelines for Vertical Reference/External Load Training Standards)

(2) Vertical reference qualified pilots shall maintain proficiency in vertical reference or external load operations. When active under Agreement for a period of 30-consecutive days and no vertical reference activity occurs, the pilot will be provided a 1-hour proficiency flight at Government expense. This will include snorkel operations on tanked aircraft.

(3) The Contractor may be considered unavailable for failure to maintain vertical reference proficiency.

(g) Second in Command (SIC) Requirements (if applicable)

Second-In-Command shall meet requirements of operator’s certificate. The requirements for the second pilot shall be a commercial pilot certificate with rotorcraft category, helicopter class rating, and at a minimum a valid second class medical certificate. They are not issued a Helicopter Pilot Qualification card.

(h) Mechanic Qualifications

(1) The mechanic shall have a valid FAA mechanic certificate with airframe and power plant ratings, and shall have held the certificate for a period of 24-months. The mechanic shall have been actively engaged in aircraft maintenance as a certificated mechanic for at least 18-months out of the last 24-months. OR A mechanic may qualify by meeting one of the following.

(i) The mechanic shall have a valid FAA mechanic certificate with airframe and power plant ratings, and shall have held the certificate for a period of 12 months. The mechanic must show evidence of Four years military experience of aircraft maintenance training and qualification as a Technical Inspector for Airframe or Power Plants.

(ii) The mechanic shall have a valid FAA mechanic certificate with airframe and power plant ratings, and shall have held the certificate for a period of 12 months. The mechanic must then have held the foreign equivalent with both ratings for a period of 24 months.

(2) The mechanic shall have 12-months experience as an Airframe & Power Plant (A&P) mechanic or foreign equivalent in maintaining helicopters. Three months experience shall have been in the last 2 years.

(3) The mechanic shall show evidence of maintaining a helicopter of the same make and model as offered within the previous 10 years and under "field" conditions for at least 1-full season. Three months experience maintaining a helicopter away from the operator’s Principle Base of Operations, and while under minimal supervision, will meet this requirement. Operator may provide an additional A&P mechanic for field experience training. The additional A&P mechanic is not required to be carded.
SECTION B
TECHNICAL SPECIFICATIONS

(4) Mechanics shall have satisfactorily completed a manufacturer's maintenance course or an equivalent Forest Service or DOI-approved Contractor's training program for the make and model of helicopter offered, or show evidence the mechanic has 12-months maintenance experience on a helicopter of the same make and model offered. The mechanics must have documented training in the following: company policies and procedures, company operations procedures, maintenance procedures, contract requirements and SMS.

(5) All mechanic qualifications shall be documented on the Aircraft Mechanic (Helicopter) Qualifications Form signed by the mechanic offered. A company representative, other than the mechanic in question, shall certify by signing the Aircraft Mechanic (Helicopter) Qualifications Form that each mechanic offered under this agreement has met the minimum certification, training, and experience qualifications of this section. The Aircraft Mechanic (Helicopter) Qualifications Form can be found in Exhibit 20 of the agreement.

(6) When requested by the Government, each Mechanic shall furnish a valid Interagency Mechanic Qualification card for review. The card shall be issued by the designated Interagency Maintenance Inspector for the duration of the Agreement, including any optional periods. Should the mechanic leave the employment of the Contractor, the mechanic shall surrender the card to the Contractor upon termination of employment.

(i) Availability of Mechanics

(1) A mechanic (other than the pilot) shall maintain the helicopter in accordance with the Contractor's FAA approved Maintenance Program.

(2) When the mechanic serves as the fuel servicing vehicle driver, the more stringent of the duty limitations apply.

(j) Fuel Servicing Vehicle Driver Qualifications

(1) The Contractor shall furnish a fuel servicing vehicle driver (FSVD) for each day the helicopter is available. The driver shall meet all DOT requirements.

(2) Driver(s) shall be experienced in proper fueling procedures and be familiar with the safety equipment installed on the fuel servicing vehicle.

(3) The FSV driver must have documented training in the following: company policies and procedures, company operations procedures, maintenance procedures, contract requirements and SMS.

B.13 CONDUCT AND REPLACEMENT OF PERSONNEL

(a) Personnel Conduct

(1) Replacement of Contractor Personnel
SECTION B
TECHNICAL SPECIFICATIONS

(i) Contractor employees required to work or reside on Federal property are expected to follow the facility manager's rules of conduct that apply to both Government and non-Government personnel working or residing at these facilities. The COR will make available a copy of such rules. The Contractor may be required to replace employees who do not comply with these rules of conduct.

(ii) The Contractor must replace any employee who performs unsafely; ineffectively; refuses to cooperate; is unable or unwilling to adapt to field living conditions; or whose general performance is unsatisfactory, disruptive or detrimental to the purpose for which contracted.

(iii) The CO will notify the Contractor of all known unsatisfactory personnel conduct or unsafe performance. The employee may be afforded an opportunity for corrective action when the conditions warrant. When directed by the CO, the Contractor must replace unacceptable personnel not later than 24 hours after such notification, or as otherwise mutually agreed. The decision as to unacceptability will be at the sole discretion of the CO.

(b) Harassment Free Workplace

   (1) Contractors shall abide by "U.S. Code, Title VII, Civil Rights Act of 1964, Executive Order EO-93-05, Secretary's Memorandum 4430-2 Workplace Violence Policy, and Harassment Free Workplace (29 CFR Part 1614)". Regulations can be found at www.gpoaccess.gov/

(c) Firearm / Weapon Prohibition

The possession of firearms or other dangerous weapon (18 USC 930 (f)(2) are prohibited at all times while on Government Property and during performance of services, under this contract. The term dangerous weapon does not include pocket knives with a blade less than 2 1/2 inches in length or multi-purpose tools such as a Leatherman® tool.

d) Dogs and other animals

No person may bring dogs or other animals on Federal property for other than official purposes. However, a disabled person may bring a seeing eye dog, a guide dog, or other animal assisting or being trained to assist that individual. Reference 41 CFR 102-74.425

B.14 SUSPENSION AND REVOCATION OF PERSONNEL

(a) The COR/HP/AMI may suspend after conferring with the CO, contractor personnel who fail to follow safe operating practices, does ineffective work, or exhibits conduct detrimental to the purpose for which contracted, or is under suspension or revocation by another government agency. Documentation of the suspension shall be provided to the CO.

(b) Upon involvement in an Aircraft Accident or NTSB Reportable Incident (see 49 CFR Part 830), a pilot operating under this agreement shall be suspended from performing pilot duties under this agreement and any other activity authorized under the interagency pilot qualification card(s) issued to the pilot pending the investigation outcome.
SECTION B
TECHNICAL SPECIFICATIONS

(c) Upon involvement in an Incident-with-Potential as defined under mishaps, a pilot operating under this agreement may be suspended from performing pilot duties under this agreement and any other activity authorized under the interagency pilot qualification card(s) issued to the pilot pending the incident investigation outcome.

(d) When a pilot/mechanic is suspended, and when requested, the interagency pilot/mechanic qualification card(s) shall be surrendered to the CO or authorized Government representative. Suspension will continue for up to 90 days or until:

(1) The investigation findings and decision indicate no further suspension is required and the interagency pilot/mechanic qualification card(s) is returned to the pilot/mechanic; or

(2) Revocation action to cancel the interagency pilot/mechanic authorization(s) is taken by the issuing agency in accordance with agency procedures.

B.15 SUBSTITUTION OR REPLACEMENT OF PERSONNEL, HELICOPTER, AND EQUIPMENT

(a) After award and inspection of initial helicopter the contractor may, at the option of the Government, propose a substitute or replacement helicopter or equipment equal to or greater than agreement awarded performance after receipt of agreement modification by the Contracting Officer. A agreement modification shall only be provided after the contractor has submitted documentation for the substitution helicopter equal to the information originally submitted for the awarded helicopter. Once approval of the helicopter has been received by the contractor, contractor must contact the appropriate National or Regional Aviation Maintenance Inspector (AMI) for inspection and carding of the helicopter. Reinspection provisions will apply.

(b) Request for substitution shall be made at least 15 (fifteen) days prior to the proposed exchange, except for unforeseen conditions. Aircraft substitutions shall be limited to a maximum of two (2) per calendar year.

(c) When pilots are exchanged or replaced, training and familiarization costs, including any required flight time up to 3 (three) hours, shall be accomplished at the Contractor's expense. The Contracting Officer will determine the necessary amount of flight time up to 3 hours. This is not intended to affect cross shifting of Pilots that are familiar with the operating area or to affect approved relief pilots.

B.16 FLIGHT HOUR AND DUTY LIMITATIONS

(a) Flight limitations. Flight crewmembers shall be subject to the following flight hour limitations:

(1) All flight time, regardless of how or where performed, except personal pleasure flying, will be reported by each flight crewmember and used to administer flight hour and duty time limitations. Flight time as a flight crewmember (commuting) will be reported and counted toward limitations if it is flown on a duty day. Flight time includes, but is not limited to: military flight time; charter; flight instruction; 14 CFR 61.56 flight review; flight examinations by FAA designees; any flight time for which a flight crewmember is compensated; or any other flight time of a commercial nature whether compensated or not.
SECTION B
TECHNICAL SPECIFICATIONS

(2) Pilot flight hour computations shall begin at liftoff and end at touchdown and will be computed from the flight hour meter installed in the aircraft. All flight hours shall fall within duty hour limitations.

(3) Flight time shall not exceed a total of 8-hours per day. Except for flights point-to-point (airport to airport, heliport to heliport, etc.) with a pilot and co-pilot shall be limited to 10-flight hours per day. (A helicopter that departs "Airport A," flies reconnaissance on a fire, and then flies to "Airport B," is not point-to-point).

(4) Flight time shall not exceed a total of 42-hours in any 6-consecutive days. Pilots accumulating 36 or more flight hours in any 6-consecutive duty-days shall be off duty the following one calendar day for rest, after which a new 6-day cycle will begin.

(b) Duty Limitations. Flight crewmembers shall be subject to the following duty limitations:

(1) Assigned duty of any kind shall not exceed 14-hours in any 24-hour period. Local travel up to a maximum of 30-minutes each way between the work site and place of lodging will not be considered duty time. When one-way travel exceeds 30 minutes, the total travel time shall be considered as part of the duty day.

Note: The above travel time in excess of 30 minutes is considered duty time but is not compensable under standby or extended standby.

(2) The pilot shall be given a minimum of 10 consecutive hours of rest (off duty) prior to any duty assigned duty period.

(3) Pilots shall be have two (2) calendar days of rest (off duty) during any 14 consecutive duty days. Various work schedules are acceptable as per Section B. The compliment of contract personnel shall be on the same work schedule however days off may be staggered. (Examples of work schedules are 12 on and 2 off, 12 on and 12 off)

(4) For each day, duty time will be computed based on the time zone at the point of dispatch.

(5) Duty includes flight time, ground duty of any kind, and standby or alert status at any location.

(c) During times of prolonged heavy fire activity, the Government may issue a notice reducing the Pilot duty day/flight time and/or increasing off-duty days on a geographical or agency-wide basis. When a notice is issued the government representative will provide a copy of the notice and the procedures for exemptions. Payment for a non-flight day will either be at the daily availability rate or the hourly stand-by rate as applicable.

(d) Pilots may be relieved from duty for fatigue or other causes created by unusually strenuous or severe duty before reaching duty limitations.

(e) When pilots act as a mechanic, mechanic duties in excess of 2-hours will apply as flight hours on a one-to-one basis toward flight hour limitations.
SECTION B
TECHNICAL SPECIFICATIONS

(f) Relief, additional, or substitute pilots reporting for duty under this Contract shall furnish a record of all duty and all flight hours during the previous 14-days to the helicopter manager upon arrival.

(g) The Contractor may furnish a relief crew to meet the days off requirement in accordance with B.16, Flight Hour and Duty Limitations. Payment will be made in accordance with B.41 Transporting of Relief Crews. Approval to furnish relief crews and costs for transporting of relief crews will be approved in advance by the helicopter manager. Approval will be noted on the payment invoice in the remarks section.

(h) Mechanics

(1) Within any 24-hour period, personnel shall have a minimum of 8 consecutive hours off duty immediately prior to the beginning of any duty day. Local travel up to a maximum of 30 minutes each way between the work site and place of lodging will not be considered duty time. When one-way travel exceeds 30 minutes, the total travel time shall be considered as part of the duty day. Note: The above travel time in excess of 30 minutes is considered duty time but is not compensable under standby or extended standby.

(2) Mechanics will have a minimum of 2 full calendar days off duty during any 14 day period unless a 14 on 14 off work schedule is approved by the contracting officer under A.7 “Other.” Days need not be consecutive.

(3) Duty includes standby, work, or alert status at any location.

(4) Mechanics may be removed from duty for fatigue or other causes created by unusually strenuous or severe duty before reaching duty limitations.

(5) The mechanic shall be responsible to keep the Government apprised of their ground duty limitation status.

(6) When the mechanic serves as the fuel servicing vehicle driver, the more stringent of the duty limitations apply.

(i) Fuel Servicing Vehicle Drivers

(1) It is the Contractors’ responsibility to ensure that employees comply with DOT Safety Regulation 49 CFR Part 390-399, including duty limitations.

(2) Fuel servicing vehicle drivers may be removed from duty for fatigue or other causes created by unusually strenuous or severe duty before reaching duty limitations.

(3) The fuel servicing vehicle driver will be responsible to keep the Government apprised of their ground duty limitation status.

(4) Notwithstanding DOT Safety Regulation 49 CFR Part 390-399, the fuel servicing vehicle driver shall have a minimum of two (2) full calendar days off duty during any 14-day period. Off duty days need not be consecutive.
SECTION B
TECHNICAL SPECIFICATIONS

B.17 ACCIDENT PREVENTION AND SAFETY

(a) Contractor Furnished Reports

The Contractor shall furnish the COR with a copy of all reports required to be submitted to the FAA in accordance with 14 CFR that relate to pilot and maintenance personnel performance, aircraft airworthiness or operations. The Contractor will submit an FAA Form 8010-4, Malfunction or Defect Report, or file electronically in the FAA’s Service Difficulty Reporting (SDR) system any maintenance deficiency identified in 14 CFR Part 21.3(c), 135.415, 135.417 or as requested by the government for what it considers a significant discrepancy.

(b) Aviation Safety Management System

The Contractor shall develop, maintain and utilize a Safety Management System (SMS) necessary to assure safety of ground and flight operations. The development and maintenance of these programs are a material part of the performance of the contract. When the CO, in conjunction with the agency Aviation Safety Manager determines the safety programs do not adequately promote the safety of operations, the Government may terminate the contract for cause as provided in the “Contract Terms and Conditions” when factors indicate a lack of compliance. Examples of such termination causal factors are (1) personnel activities, (2) maintenance, (3) safety and risk management, and (4) compliance with regulations. Upon request of the government, the contractor will provide copies of pertinent data (CVR, FDR, OLMS, etc) for Flight Operations Quality Assurance (FOQA) analysis.

(c) The Aviation Safety Communiqué (SAFECOM)

The SAFECOM database fulfills the Aviation Mishap Information System (AMIS) requirements for aviation mishap reporting for the US Forest Service and the Department of Interior agencies. Categories of reports include incidents, hazards, maintenance, and airspace. The system uses the SAFECOM form to report any condition, observation, act, maintenance problem, or circumstance with personnel or the aircraft that has the potential to cause an aviation-related mishap. Contractors are to use this system to report while on contract to the USFS.

Note: The SAFECOM system is not intended for initiating punitive or disciplinary actions and is not to be used for claims or contract evaluation determination purposes. The goal of the SAFECOM system is to create a reporting culture that encourages open and honest reporting that improves the safety of aviation operations. SAFECOMs should be utilized in tailgate safety sessions, after action reviews, and briefings only after they have been properly managed through the system. Submitting a SAFECOM is not a substitute for “on-the-spot” correction(s) to a safety concern. It is imperative that safety issues be addressed at the local level as well as being documented in a SAFECOM. SAFECOM managers at all levels may have additional corrective actions and input. SAFECOM managers at all levels are responsible for protecting personal data and sanitizing SAFECOMs prior to any distribution and/or posting to the public. The SAFECOM system contains Personal Identifiable Information (PII) which is subject to the Privacy Act of 1974, 5 U.S.C. § 552a that must be protected and safeguarded. In the event of an accident, NTSB law 49 CFR 831.11 & 831.13 which respectively, specify certain criteria for participation in NTSB investigations and limitations on the dissemination of investigation information applies.
SECTION B
TECHNICAL SPECIFICATIONS

In order for SAFECOM's to be effective as an accident prevention tool, they must be reported as soon as possible to the agency with operational control of the aircraft at the time of the event. SAFECOMs can be submitted online at www.safecom.gov or via phone at 888-464-7427. Hard copies of the OAS-34/FS-5700-14 form can be faxed to OAS at 208-433-5007; USFS at 208-387-5735 or submitted through the Unit/Forest Aviation Officer.

(d) Contractors Stand-Down or Deactivation

(1) The Contractor shall immediately notify the Contracting Officer by telephone, followed up with a written notification (email or letter) to the Contracting Officer, when the Contractor implements a stand-down or when the Contractor de-activates any or all of the aircraft/fleet that is operating in compliance with this contract. The Contractor’s verbal and written notifications shall include all of the tail number(s) for all the effed aircraft, the rationale for the stand-down/deactivation, and the estimated duration of the stand-down or the deactivation.

(2) The Contractor shall also notify the Contracting Officer by telephone, followed up with a written notification (email or letter) to the Contracting Officer of the planned reactivation date for each of the effed aircraft. The Contractor’s verbal and written notifications shall include the tail number(s) of all of the reactivated aircraft, the rationale/corrective action plan (if applicable), and the date(s) of the reactivation(s).

(3) Once a Contracting Officer has been officially notified of a Contractor implemented stand-down and/or deactivation, the Contracting Officer shall notify the appropriate Government officials accordingly.

B.18 MISHAPS

(a) Reporting

(1) While operating under this contract the contractor must immediately, and by the most expeditious means available, notify the NTSB AND the appropriate agency Aviation Safety Manager (ASM) when an "Aircraft Accident" or NTSB reportable "Incident" occurs.

(2) The toll free 24-hour Interagency Aircraft Accident Reporting Hot Line number is: 1-888-4MISHAP (1-888-464-7427).

(b) Forms Submission

Following an "Aircraft Accident" or when requested by the NTSB following notification of a reportable "Incident," the Contractor must provide the agency Air Safety Investigator with information necessary to complete a NTSB Form 6120.1/2 "Pilot/Operator Aircraft Accident Report".

(c) Wreckage Preservation
SECTION B
TECHNICAL SPECIFICATIONS

(1) The Contractor shall not permit removal or alteration of the aircraft, aircraft equipment, including fuel servicing vehicles (fuel samples), support trailers/vehicles and equipment or records following an "Aircraft Mishap" which results in any damage to the aircraft or injury to personnel until authorized to do so by the CO. Exceptions are when threat-to-life or property exists; the aircraft is blocking an airport runway, etc. The CO shall be immediately notified when such actions take place. Upon request of the government, the contractor will provide copies of pertinent records and data (CVR, FDR, OLMS, etc.) following a mishap.

(2) The NTSB's release of the wreckage does not constitute a release by the CO, who shall maintain control of the wreckage and related equipment until all investigations are complete.

(d) Investigation

The Contractor shall maintain an accurate record of all aircraft accidents, incidents, aviation hazards and injuries to Contractor or Government personnel arising in the course of performance under this Contract. Further, the Contractor fully agrees to cooperate with the USFS during an investigation and make available personnel, personnel records, aircraft records, and any equipment, damaged or undamaged, deemed necessary by the USFS. Following a mishap, the Contractor shall ensure that personnel (Pilot, mechanics, etc.) associated with the aircraft will remain in the vicinity of the mishap until released by the CO.

(e) Related Costs

The NTSB or USFS shall determine their individual agency investigation cost responsibility. The Contractor will be fully responsible for any cost associated with the reassembly, approval for return-to-Contract availability, and return transportation of any items disassembled by the USFS.

(f) Search, Rescue, and Salvage

The cost of search, rescue and salvage operations made necessary due to causes other than negligent acts of a Government employee shall be the responsibility of the Contractor.

B.19 PERSONAL PROTECTIVE EQUIPMENT

(a) General Operations

The following personal protective equipment shall be furnished by the Contractor, be operable and maintained in serviceable condition as per appropriate manufacturer's specifications.

(b) Helmets

(1) Contractor personnel shall wear a flight helmet consisting of a one-piece hard shell made of polycarbonate, Kevlar, carbon fiber, or fiberglass that must cover the top, sides (including the temple area and to below the ears), and the rear of the head. The helmet shall be equipped with a chinstrap and shall be appropriately adjusted for proper fit. The helmet shall be worn with the chinstrap fastened.

SECTION B
TECHNICAL SPECIFICATIONS


(3) Helmets designed for use in fixed wing aircraft do not provide adequate protection for helicopter occupants and are not approved for helicopter use.

(c) Clothing

(1) Contractor personnel while flying shall wear long-sleeved shirt and trousers (or long-sleeved flight suit) made of fire-resistant polyamide or aramid material, leather boots and leather, polyamide, or aramid gloves. A shirt with long-sleeves overlapping gloves, and long-pants overlapping boots by at least 2-inches, shall be worn by the pilot(s). Personnel shall not wear clothing made of non-fire-resistant synthetic material under the fire-resistant clothing described herein.

(2) Nomex® or other material proven to meet or exceed specifications contained in MIL-C-83429A may be worn. Currently, the following "other" materials meet this specification:

(i) FRT Cotton Denim Cloth, MIL-C-24915

(ii) FRT Cotton Chambray Cloth, MIL-C-24916

(3) Clothing not containing labels identifying the material either by Brand Name or MIL-Spec will not be acceptable.

(d) Ground Operations

(1) While within the safety circle of a helicopter with engine(s) running and/or rotor(s) turning, all Contractor personnel shall wear the following PPE:

(i) Shirt with long-sleeves overlapping gloves, long-pants, hardhat/flight helmet with chinstrap, boots, hearing and eye protection.

(ii) Maintenance personnel (mechanics only) working on engine(s) running and/or rotor(s) turning on aircraft are exempt from gloves, eye protection (eye protection may be worn at the option of maintenance personnel or company policy), long sleeves, and hardhat requirements.

(2) During all fueling operations, fuel-servicing personnel shall wear a long-sleeved shirt, long trousers, boots, and gloves. The shirt and pants must be made of 100% cotton or other natural fiber, or be labeled as non-static.

(e) Personal Flotation Devices
SECTION B
TECHNICAL SPECIFICATIONS

(1) A personal floatation device (PFD), normally worn around the neck and over the shoulders only, shall be worn by each individual on board the helicopter when conducting operations beyond power-off gliding distance to shore, and during all bucketed or tanked firefighting operations. Personal floatation devices that are normally worn around the waist, which need to be pulled up and over the helmet for use, are not permitted. Acceptable personal floatation devices are: either normally worn around the neck and over the shoulders, must be CO2 cartridge deployable, and have a manual inflation valve installed. Personal floatation devices will be serviced annually per manufacturer recommendation for damage, operation, and condition.

(2) Automatic inflation (water activated) personal flotation devices shall not be allowed.

(f) Contractor will provide USFS approved personal fire shelters (spec. 5100-606) for all contractor personnel covered under this contract. Fire shelters required in the aircraft must be secured and accessible to crews onboard the aircraft, not stored in cargo compartments or loosely placed in the “hat-rack”. Fire shelters are not to be located in areas which would reduce the crash attenuation of any aircraft component, i.e. under the seats. Instruction in the use of shelter deployment shall be completed and documented by the contractor and verified by the Helicopter Manager. Shelter deployment training shall be completed yearly. The condition and care of the shelter will meet USFS standards. Fire shelter shall be on-board the helicopter at all times while under contract and included in the equipped weight (8 lbs). Ground crews shall have fire shelters readily available for use if needed. For further information on fire shelter training and for the purchase of USFS approved fire shelters see: https://www.supplycache.com/, http://www.cascadefire.com/index.php and http://www.nifc.gov/fireShelt/fshelt_main.html.

B.20 INSPECTION AND ACCEPTANCE

In accordance with Federal Acquisition Regulation Clause 52.212-4 (a), the following is added:

Note: Official Government logos such as the USFS shield and or reference to “Official U.S. Government Fire Fighting Vehicle” will not be permitted on contractor equipment.

Pre-Use Inspection of Equipment and Personnel

(a) After award of the agreement and any renewal thereof, an inspection of the contractor’s equipment and personnel will be made prior to any use. Inspection priority and determination of operational need shall be at the government’s discretion. Inspections will be scheduled by mutual agreement between the Contracting Officer and the Contractor. Inspection priority and determination of need shall be at the government’s discretion. The inspection will take place at the contractor’s facility or other location as approved by the Contracting Officer.

(b) The helicopter, pilot, relief pilot, mechanic, fuel vehicle driver, and fuel servicing vehicle will be made available for inspection as scheduled by the CO.

(c) At the scheduled inspection, the contractor shall provide a complete listing of all FAA ADs and Manufacturer’s Mandatory Service Bulletins (MSBs) applicable to the make, model, and series of aircraft being offered. Documentation of compliance to each AD and MSB will include date and method of compliance, date of recurring compliance, and an authorized signature and certificate number will be recorded. The list shall be similar to that shown in AC 43-9c, as amended.
SECTION B
TECHNICAL SPECIFICATIONS

(d) All components or items installed in the offered aircraft that are subject to specified time basis or schedule (time/calendar life) for inspection, overhaul, or replacement shall be listed and made available to the Government at time of inspection. The list shall include component name, serial number, service life or inspection/overhaul time, total time since major inspection, overhaul, or replacement and hours/cycles calendar time remaining before required inspection, overhaul, or replacement. The list shall be similar to that shown in AC 43-9c, as amended.

(e) The Contractor may be required to furnish a copy of the procedures manual and revisions as required by 14 CFR 135 (as applicable).

(f) Each fuel servicing driver will be expected to demonstrate knowledge of correct fueling procedures and fueling and safety equipment installed on the fuel-servicing vehicle.

Contractor shall have equipment and personnel to change the filter on the fuel service vehicle as required.

(g) The fuel service vehicle approval is only an indication that the vehicle meets the additional equipment requirements of this Agreement, and in no way indicates that the vehicle meets any requirement of 49 CFR.

(h) Contractors shall ensure all documentation submitted for pilot approvals has been verified for accuracy and completeness. Pilot evaluations or approvals will not be administered/issued until all required documentation is complete. The documentation referenced in B.20 (i) (2) shall be submitted annually for each pilot needing interagency approval (Note: the CO may require additional information and documentation).

(i) The items described below shall be made available at the pre-use, or renewal inspection:

1. Certificates/Agreement
   - Copy of 14 CFR 133
   - Copy of 14 CFR 135 (if applicable)
   - Copy of 14 CFR 137
   - Complete copy of awarded Agreement, including modifications, with each aircraft
   - Safety Management System (SMS) Manual in its entirety

2. Pilots
   - Completed "Pilots qualifications and Approval Record".
   - (USFS Form FS-5700-20a or OAS Form 64B)
   - Completed "Flight Hour Requirements & Experience Verification with form."
     (See Exhibit 18)
   - (This form required only for pilots seeking their initial (first time) interagency approval)
SECTION B
TECHNICAL SPECIFICATIONS

(iii) Signed and dated signature page from the "Operations and Safety Procedures Guide for Helicopter Pilots".

(iv) Copy of FAA Pilot Certificate. (Both front and back may be needed to obtain all of the required information)

(v) Copy of current Medical Certificate.

(vi) Copy of current FAR 135 Airman Competency / Proficiency Check. "FAA form 8410-3" for each standard category make and model helicopter the pilot seeks approval in. (Required if operating aircraft listed on the operators 135 Certificate)

OR

(vii) Copy of current Flight Review.

(Required if pilot does not have a valid FAA Flight Review within the last 24 months)

"AND"

Copy of current (within the last 12 calendar months) Equipment Check Endorsement (or comparable document (E.G.CFR 14, part 61.58 Pilot Proficiency Check) for each Limited Use or Restricted Category make and model helicopter the pilot seeks approval in. (Required if operating aircraft not listed on the operators 135 Certificate)

(viii) Copy of FAR 133 endorsement.

(ix) Copy of FAR 137 endorsement.

(x) Reserved

(xi) Completed Load Calculation form for each helicopter make/model in which the pilot is seeking approval. Included with the Load Calculation will be notations indicating what chart(s) are used. (I.e. page and illustration or chart number)

(xii) Completed "Vertical Reference Flight Training Endorsement" (required for long-line operations and snorkel operations conducted in helicopters not equipped with mirrors for external load operations)

Copy of the front and back of the pilots most recently issued Interagency Helicopter Qualification Card. (If card cannot be produced it may be necessary to demonstrate proficiency for all Special Use operations required under the agreement)

Completed “Pilots Qualifications and Approval Record”, (USFS Form FS-5700-20a or OAS Form 64B)
SECTION B
TECHNICAL SPECIFICATIONS

(xiii) Prior to receiving an interagency "Pilot Qualification Card", all helicopters pilots are required to complete the on-line training modules for helicopter fire operations at least every 36 months. These modules are listed on the Interagency Aviation Training (IAT) website at https://www.iat.gov/ and include Helicopter Pilot Training – Firefighting (Modules H-1, 2, & 3) and Aviation Transport of Hazardous Materials (A-110), and Grand Canyon Special Federal Aviation Regulation (SFAR). Pilots must sign up, create a profile and after completion of the modules print a copy of the certificates. A copy of the certificate must be presented to the Helicopter Inspector Pilot before an Interagency Helicopter Pilot Qualification card will be issued.

(xiv) Equipment Check Endorsement

An Equipment Check Endorsement shall include, at a minimum, documentation of the following training:

(A) Operations Training; 1.0 hour Minimum

Company policies & procedures, Operations Specifications, HazMat, agreement requirements, etc.

(B) Aircraft Ground Training; 2.0 hour Minimum

Aircraft systems, aircraft maintenance practices, radio programming, GPS programming, etc.

(C) Aircraft Flight Training; 1.0 hour Minimum

Aircraft familiarization, normal procedures, emergency procedures, in flight programming of radios and GPS, etc. (Note: this training shall be in addition to any contractually required special mission training, i.e., line training, etc.)

(3) Equipment

(i) Appropriate equipment installed, or available to be installed, on the aircraft for the flight evaluation; i.e. dual controls, communications and navigation equipment and buckets

(ii) Longline(s) of at least 150 feet and a suitable weight shall be available

(iii) Aircraft maintenance records

(iv) Fuel servicing vehicle available

(4) Mechanic(s)

(i) A&P Mechanic available

(ii) Completed A&P Qualifications and Approval Record Form with applicable qualifying mechanic's records.
SECTION B
TECHNICAL SPECIFICATIONS

B.21 PRE-USE INSPECTION EXPENSES

(a) All operating expenses incidental to the inspection shall be borne by the Contractor.

(b) Pilot evaluation flights may require up to 2-hours of flight time for each pilot as deemed necessary by the CO. Evaluations will be conducted in the Make and Model furnished for the contracts. If the contractor requests additional make and model approvals, the pilot must be qualified in accordance with B.12 and must pass an evaluation flight in the additional aircraft if any of the items below apply:

(1) Initial carding in Make and Model

(2) Initial carding in type (type I, II, or III)

(3) Initial carding in that seating position (left to right or right to left)

(4) Interagency approval for make and model has lapsed by more than 12 months.

(5) Required by the Helicopter Inspector Pilot, or Contracting Officer

(c) The Contractor shall ensure that a set of fully operational dual flight controls are installed in the aircraft during all pilot evaluation flights.

(d) The Contractor will not be charged for the costs incurred by the Government on the initial pre-use inspection.

(e) Discrepancies noted during a CWN inspection must be corrected within 30 calendar days, if the discrepancies are not corrected within 30 days a complete re-inspection will be required.

B.22 RE-INSPECTION EXPENSES

When re-inspection is necessary because Contractor equipment and/or personnel did not satisfy the initial inspection, or when inspecting substitute personnel and/or equipment subsequent to the initial pre-use inspection, the Contractor may be charged the actual costs incurred by the government in performing the re-inspection. Re-inspections will be performed at a time and location mutually agreed to by the Contractor and CO/Airworthiness Inspector.

B.23 INSPECTIONS DURING USE

(a) At any time during the agreement period the CO may require, but is not limited to inspections/weighing/tests as deemed necessary to determine that the Contractor's equipment and/or personnel currently meet specifications. Government costs incurred during these inspections will not be charged to the Contractor.

(b) Should the inspection reveal deficiencies that require corrective action and subsequent re-inspection, the actual costs incurred by the Government may be charged to the Contractor.

(c) When the helicopter becomes unavailable due to mechanical breakdown, the Government reserves the right to inspect the aircraft after the Contractor's mechanic has approved the aircraft for return to service. For items covered under 14 CFR 135.415, the Contractor shall furnish the CO/Regional Maintenance Inspector with a completed copy of FAA Form 8010-4,
SECTION B
TECHNICAL SPECIFICATIONS

Malfunction or Defect Report, or a Helicopter Association International (HAI) Maintenance Malfunction/Information Reporting Form 9 (as applicable).

B.24 PERIOD OF BASIC ORDERING AGREEMENT

This basic Ordering Agreement will be in effect for up to four years from date of award. The unit prices for individual orders will be in accordance with the pricing defined prior to the establishment of the initial agreement. This agreement may be discontinued by either party upon 30 day’s written notice.

B.25 AUTHORIZED ORDERING ACTIVITIES

(a) Type I & II Helicopter orders for services may be placed only by those identified herein to place orders. Orders for fire incidents and emergency support will only be placed by the National Interagency Coordination Center (NICC), located at the National Interagency Fire Center (NIFC) in Boise, Idaho. There may be occasions where orders for project work outside the fire incident/emergency support would be placed by the applicable agency Contracting Officer. If services are ordered by the Contracting Officer, NICC will be advised of aircraft status by the end user of those services. Contractors shall not accept orders or dispatches from sources other than NICC or the agency specific Contracting Officer.

This ordering agreement from the Department of Agriculture, U.S. Forest Service authorizes the Department of the Interior (DOI) to issue Task Order (TO) numbers in support of DOI as follows:

Fire - The Department of Interior (DOI), Contracting Officer (CO) will provide each CWN vendor a task order number to support all DOI fire suppression activities at award of the contract and every fiscal year, thereafter (https://www.doi.gov/aviation/agd/contracts). The task order is for invoicing purposes and the vendor is responsible for the input of the flight data into their own website account, Aviation Information Reporting Support (AIRS) and the submittal of their invoice through IPP. DOI will provide a copy of the detailed invoicing instructions to the CWN vendor upon receipt of their fire task order. The Resource Orders are issued by the National Interagency Coordination Center (NICC).

Search & Rescue (SAR) for National Park Service – The DOI Contracting Officer will provide the CWN vendor a SAR DOI Task Order number at the time an order is placed with NICC and that Task Order number will be provided to the USFS COR.

Non-Fire - project orders will be placed by the DOI CO and coordinated through, and with the NICC when the task order is issued to the contractor. The DOI CO shall perform all contract administration, payment processing, claims adjudication, and close-out of each DOI task order.

Each ordering agreement or TO will be signed by the agency’s designated Contracting Officer with payment being made as provided elsewhere in this agreement.

(b) Ordering Procedures

Orders for service will be placed with the contractor subject to the following:

(1) Orders for service will be placed with the Contractor as needed. Orders will be filled based on performance, cost and urgency. The Government will calculate performance and allowable payload for each helicopter on agreement. Computed performance,
SECTION B  
TECHNICAL SPECIFICATIONS

allowable payload for conditions expected at the assigned work location, helicopter configuration, location of helicopter and crew at the time of the need may take precedent over other factors including cost when ordering helicopters.

(2) The Government does not guarantee the placement of any orders for service under the Agreement and the Contractor is not obligated to accept any orders. However, once the Contractor accepts an order, the Contractor is obligated to perform in accordance with the terms and conditions stated herein.

(3) It is the contractors’ responsibility to keep the aircraft desk at NICC informed on the location and availability of their helicopter(s) for fire and project assignments. The Phone number at NICC is 1-208-387-5400 or for flight following 1-800-994-6312. If the contractor has not kept NICC currently informed on the location and status of the aircraft they will be considered not available for work under the agreement.

(c) Point-of-Hire

Point-of-Hire shall be the Contractor’s Principle Base of Operations as specified in Section B or the location of aircraft at time-of-hire.

(d) Assigned Work Location(s)

The Assigned Work Location will be determined at the time the order for services is placed.

(e) Ordered Availability Periods

Helicopters and associated equipment and personnel shall be available as ordered by the CO and agreed to by the Contractor. After a period of availability has begun, the helicopter will not be released at the request of the Contractor until approved by the CO.

B.26 DAILY AVAILABILITY REQUIREMENTS

(a) Equipment. The helicopter and related equipment will be available 14 hours per day and will not be removed from the assigned work location without the approval of the Contracting Officer.

  (1) Inclement weather plan: The Pilot in Command (PIC) is the final authority for the safety and security of the helicopter. When inclement weather may be a concern, both Pilot and Helicopter Manager/COR must develop and document a contingency plan in writing for the operational area to identify potential relocation destination(s) that will afford the best protection for the helicopter. Once agreed upon by both manager and pilot, the request to re-position or release the helicopter must be approved by aviation management staff (example: FAO, AOBD, UAO, UAM).

(b) Personnel. Personnel will be in one of the following categories of availability:

  (1) Standby: Personnel will be on standby status each day. The beginning of the Standby period will be set by the Helicopter Manager after conferring with the COR at a minimum and may be adjusted from day-to-day. Once Standby begins, the standby period will continue for 9 consecutive hours regardless of the payment status of the helicopter. During the Standby period, with the exception of the first 30 minute period to
SECTION B
TECHNICAL SPECIFICATIONS

accommodate preflight, the personnel/helicopter shall be able to respond to a dispatch within 15-minutes unless an alternate response time is established by the CO/COR.

Dispatches that require extended flight planning due to non-local mobilization shall be able to respond with 60 minutes unless otherwise established by the HMGB/COR.

(2) Extended Standby (that period over 9 hours per day per authorized crew member) is not intended to compensate the contractor on a one-to-one basis for all hours necessary to service and maintain the helicopter, nor is it paid while crew is traveling to and from place of lodging. Extended standby must be specifically ORDERED and documented on the Flight Use Invoice by the Government and only in unusual circumstances will the Government compensate the Contractor for extended standby when helicopter is not also available for immediate dispatch. Extended Standby is not applicable to double-flight crews. Extended Standby applies only to the awarded number of compensable personnel provided with each helicopter.

(3) Authorized Break. During the standby period, requirements may be modified by the CO/COR to allow Contractor's personnel time off away from the assigned work location or to conduct routine maintenance. No deduction of availability will be made for such authorized breaks except when Contractor personnel fail to return to Standby upon request. The Contractor will provide the CO/COR with information on how to contact Contractor personnel. Personnel will be allowed 1-hour to return to standby status after the contact attempt is made. Failure to return to work within 1-hour will result in loss of availability.

(4) Release-from-Duty. The Contractor’s personnel may be released and be considered off duty prior to completion of their individual crew duty limitation period. Once released, the Contractor personnel are not required to return to Standby status the same day. Service shall be recorded as fully available provided the CO/COR has approved release of the Contractor’s personnel in advance. Service shall be recorded as fully available provided the CO has approved release of the Contractor’s personnel in advance.

(5) Reserved

B.27 UNAVAILABILITY

(a) The Contractor will be considered to be “Unavailable” whenever equipment or personnel are unable to perform or fail to perform the requirements of this Contract. Also the aircraft will be considered unavailable when the pilot, mechanic, or fuel servicing vehicle driver cannot perform because of duty limitations unless a relief crew is provided.

Unavailability however, will not be assessed when pilot(s) has reached flight and/or duty limitations while performing under this Contract when the conditions in B.16 Flight and Duty Limitations occur.

Unavailability will be rounded up to the nearest quarter hour when a contractor fails to comply with requirements.

(b) Reserved
SECTION B
TECHNICAL SPECIFICATIONS

(c) Unavailability status will continue until the deficiency is corrected. It is the Contractor's responsibility to inform the CO/COR whenever the equipment or personnel become available. Inspection by the Government after a performance failure has occurred will be made as promptly as possible after the Contractor has given notice that the deficiency has been corrected. When Inspection reveals that the failure has been corrected, the Contractor will be considered in "Available" status from the time the Contractor gives notice to the Government that the deficiency has been corrected. The CO retains the right to require aircraft and personnel review and/or check flights at Contractor's expense.

When any unscheduled maintenance or repairs are performed for mechanical or equipment deficiencies, a DOI/USFS approved Maintenance Inspector and the Contracting Officer will be notified for "return to contract availability", before the aircraft may again be allowed to fly under the contract. Depending on the complexity of the maintenance or repair, "return to contract availability" may be given by electronic or verbal means.

Do not return aircraft having mechanical or equipment deficiencies to "contract availability" until the aircraft has been approved by an authorized aircraft inspector.

(d) Periods of Unavailability will be accumulated for the day and posted on the Flight Use Invoice as actual clock unavailability.

B.28 CWN PAYMENT PROCEDURES

(a) Services Received by the US Forest Service

(1) All flight time, daily availability and other authorized charges or deductions shall be recorded on a flight use invoice in Aviation Business System (ABS). At the end of each day data shall be entered and reviewed by the Government and the Contractor’s Representative.

(2) Approved invoices will be packaged electronically for payment on a semi-monthly basis for submission through the ABS process and electronically forwarded to the contractor for review and approval. Corrections shall be returned electronically to the designated representative for resolution. Upon approval, the package will be electronically forwarded to the Albuquerque Service Center (ASC) for payment. Invoices accumulated during the first half of the month will be processed for payment about the 16th and those accumulated during the last of the month will be processed about the 1st of the following month.

Go to http://www.fs.fed.us/business/abs "Getting Started" for instructions and more information.

(b) Services received by the Department of the Interior

(1) The Contractor's pilot in command (PIC) and the appropriate Government representative in the field must complete and sign an Aircraft Use Report (AUR), AMD-23/23E or other form as directed by the DOI CO that documents the daily services.

(2) Upon completion of flight services, in accordance with paragraph (b) (2) (ii), vendor will initiate funding requests according to DOI invoicing procedures as directed by the DOI CO. CWN vendor is required to receive an AIRS account utilizing the AIRS User Access Management Form located at: https://www.doio.gov/aviation/agd/airs.
SECTION B
TECHNICAL SPECIFICATIONS

(i) All services to include flight time, daily availability and other authorized charges incurred under a DOI task order shall be recorded and submitted in accordance with DOI payment procedures that are provided to the CWN vendor.

(ii) Aircraft Use Reports may be submitted no sooner than every two weeks or upon release from a fire incident or project if less than two weeks. Services provided and related charges must be shown on a daily basis.

(iii) Similar to the USDA, funding for wildland fire suppression is obligated after the vendor has submitted their funding request to the DOI and validated by a Contracting Officer, per the DOI payment procedures. Upon completion of the first fire suppression activity, the task order will be obligated and executed and sent to the vendor. The same task order number will be used for subsequent assignments and funds will be obligated with a modification and executed as above.

(3) Once the contractor receives the email with the obligated task order, the contractor will be submit electronically their invoice through the U. S. Department of the Treasury’s Invoice Processing Platform (IPP). The IPP website address is: https://www.ipp.gov. Contractor assistance with enrollment can be obtained by contacting the IPP Production Helpdesk via email ippgroup@bos.frb.org or phone (866) 973-3131.

(i) Under the DOI order, the following documents are required to be submitted as attachments to the IPP invoice:

(A) Completed AUR’s, (AMD Form 23/23E) or other form as directed by the DOI CO documenting daily services provided under the contract/order. The AUR or other form as directed by the DOI CO must be signed by the appropriate representatives of the Contractor and Government.

(B) Documentation required by the contract to support additional pay items (i.e. transportation worksheets, receipts, etc.).

(C) AIRS PDF detailed report downloaded from AIRS.

(4) Questions for services received by the Department of The Interior should be directed to the DOI/AQD Contracting Office at 208-433-5075 or after hours at 208-600-2679.

B.29 PAYMENT FOR FLIGHT

(a) Flight time will be computed in hours and tenths of hours as recorded by the collective activated flight hour meter (Hobbs) on the helicopter.

(b) Payment for flight time will be made only for government authorized flight.

(c) The Government does not guarantee any flight time.
SECTION B
TECHNICAL SPECIFICATIONS

B.30 PAYMENT FOR AVAILABILITY

(a) Availability will be paid at the applicable rate specified in the Schedule of Items only when Contractor's equipment and personnel meet the Daily Availability Requirements and are recorded in ABS for US Forest Service orders or as prescribed by the Department of The Interior (DOI) in Section B.28 (b) for task orders in support of the DOI.

(b) Availability for aircraft and crewmembers (maximum 14-hours-single crew) will be ordered, measured, and recorded each day.

(c) Payment for availability will not commence until the aircraft and flight crew arrive at the Assigned Work Location and are available for standby. On the first day, if an aircraft arrives at the Assigned Work Location at or before 1200 hours (noon local time) a full day of availability will be paid. Aircraft arriving after 1200 hours (noon local time), will be paid for a half-day of Availability. For purposes of this clause, on the first and last day, duty time will be computed based on time zone at point of departure.

(d) On the last day at the Assigned Work Location, aircraft released from the Assigned Work Location at or before 1200 hours (noon local time) will be paid one half-day of Availability. Aircraft released after 1200 hours (noon local time) will be paid for a full day of Availability.

(e) No more than one day of Availability may be earned in a calendar day (0001 to 2400).

(f) When the aircraft and crewmembers have arrived at the Assigned Work Location and the fuel-servicing vehicle is enroute, the aircraft and crewmembers may be considered to be available for payment purposes by the CO.

(g) The awarded daily availability rate shall include all fixed and variable costs (depreciation, salaries, overnight allowances, travel costs to and from lodging, overhead, permanent shop facilities, etc.) incurred in providing continuous service exclusive of those costs directly attributed to actual flight.

B.31 PAYMENT FOR EXTENDED STANDBY

(a) Extended Standby (that period over the first 9 hours of standby per day, per authorized crewmember) will be measured in hours (rounded to the next full-hour and paid at the rate specified in the Schedule of Items) for all Extended Standby ordered by the Helicopter Manager/COR and performed by the Contractor when the crew meets the Standby requirement in accordance with Section B, Daily Availability Requirements.

(b) Extended Standby is not applicable on days when mobilization or demobilization is paid.

(c) The Contractor will not be compensated for Extended Standby when the aircraft is not available for immediate dispatch, except when authorized by the CO.

(d) Reserved

B.32 PAYMENT FOR PROJECT WORK

(a) Daily Availability Rate plus Specified Flight Rate Method
SECTION B
TECHNICAL SPECIFICATIONS

(1) The Contractor will be paid for availability and flight in accordance with B.29 Payment for Flight and B.30 Payment for Availability.

(2) Unavailability will be deducted in accordance with B.27 Unavailability.

(3) Any additional payments will be made in accordance with B.43 Miscellaneous Costs to the Contractor.

OR

(b) "For non-fire suppression missions, Project Flight Rate may be used"

(1) Services may be ordered for short periods of time (normally 1-day or less) to accomplish project work.

(2) When service is ordered under the Project Flight Rate specified in the Schedule of Items, payment will be made only for actual flight time performed. Daily availability rate is not applicable. When the Project Flight Rate is in effect and when the project extends for more than 1-day, incurred Remain-Over-Night (RON) costs will be reimbursed in accordance with the Federal Travel Regulations (FTRs).

(3) Services may also be ordered under the Daily Availability Rate specified in the Schedule of Items, plus the flight rate specified (Exhibit 12 Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart). For CWN, when Daily Availability payment is used, RON fees are not applicable.

(4) The method of payment shall be established prior to the start of the project. The selected method of payment will be used for the duration of the project.

(5) Reserved

(6) Reserved

(c) Ferry time of aircraft to and from the point of hire from the Contractor’s base of operations or current aircraft location, whichever is closer, will be paid at the applicable flight rate. If a fuel servicing vehicle is required, mileage to and from the point of use from the Contractor’s base of operations or current location that the fuel servicing vehicle is stationed, whichever is closer, will be paid at the rates stipulated in B.38 Payment for Fuel Servicing Vehicle Mileage.

B.33 RESERVED -

B.34 ORDERING AND PAYMENT FOR ADDITIONAL AIRCRAFT AND PERSONNEL

The CO may order an additional pilot or crewmember or aircraft on an intermittent basis to maximize usage of the helicopter. The pilot or crewmember or aircraft may be furnished at the option of the Contractor. All terms and conditions of the Agreement will apply except as set forth below:

(a) When ordered by the CO, each additional crewmember will be paid a lump sum of $500 per day for travel days and work days. This compensation is only for double crews ordered by the Government.
SECTION B
TECHNICAL SPECIFICATIONS

(b) Transportation costs shall be reviewed by the CO to determine reasonableness prior to ordering. Reasonable costs of roundtrip transportation, not to exceed the cost of transportation from the aircraft point-of-hire and return, will be paid. This does not apply to relief crews brought in by the Contractor on primary pilot or crews’ mandatory days off.

(c) Such aircraft will be released when the Government’s need ceases to exist.

B.35 REIMBURSEMENT FOR MOBILIZATION AND DEMOBILIZATION COSTS

(a) During mobilization and demobilization on any day in which flight is performed, no daily availability is earned, and flight crew are required to remain overnight to and/or from point of hire, a lump sum of $500 per authorized crew member will be paid.

(b) Mobilization and Demobilization is not applicable if the helicopter is reassigned. The rate in effect for a reassignment is the daily availability rate plus flight.

(c) Mobilization and Demobilization are not applicable when using project flight rate.

(d) Mobilization and Demobilization payment is not intended to compensate the Contractor on a one-to-one basis for incurred costs.

(e) The Contractor will be reimbursed for fuel service vehicle mileage, airport landing fees, airport use costs (tie-downs) truck permits or taxes at points-of-entry associated with performance under this Contract. Costs associated with preparing the aircraft for service will not be paid.

(f) The costs shall be necessary and reasonable in amount. Itemized receipts must support claims for reimbursement and must be kept on file by the contractor and made available to the CO upon request. Salary costs for Contractor employee(s) while in travel status will not be paid.

(g) Claims for reimbursement shall be documented on the FS 6500-122 or DOI Flight AUR (Aircraft Use Report) or AMD 23/23E. Itemized receipts must support claims for reimbursement and must be kept on file by the contractor. Copies of receipts are to be provided to the helicopter manager for review and approval but are not required to be submitted with the FS payments document. DOI reimbursement claims will be supported by itemized receipts which must be included with the AUR and uploaded as an attachment to the invoice in IPP.

(h) Failure to perform upon arrival at the Assigned Work Location may result in non-payment of all mobilization and demobilization costs.

(i) Aircraft released from the Assigned Work Location, demobilization costs paid back to the original point-of-hire. Prior to the aircraft departing, the manager shall coordinate with the pilot and demobilization costs estimated and paid as they actually occur.

(j) Should an aircraft relocate somewhere other than the original point-of-hire, demobilization costs will only be paid from the last assigned work location back to the original point-of-hire. If an aircraft does not return to the original point-of-hire but to another location, demobilization costs paid to either the original point-of-hire or final destination whichever is closer.
SECTION B
TECHNICAL SPECIFICATIONS

(k) Once an aircraft reaches its final destination whether point-of-hire, home base, or other location the pilot will relay the final demobilization numbers either to the manager or COR to close out the invoice.

(l) During mobilization, if cancellation occurs after flight has commenced, the Contractor in accordance with the above provisions will be compensated.

B.36 PAYMENT FOR SUBSTITUTE/REPLACEMENT HELICOPTER

When substitute or replacement aircraft are approved for use by the Contracting Officer, the following payment terms will apply:

(a) Availability Rate – The same rate applicable to the aircraft that is being substituted or replaced.

(b) Flight Rate – The rate applicable to the make, model, and series of the substitute or replacement aircraft.

B.37 LODGING & MEALS

No charge will be made for lodging or meals furnished by the Government.

B.38 PAYMENT FOR FUEL SERVICING VEHICLE MILEAGE

(a) A fuel-servicing vehicle is required for all fire support and non-fire project use.

(b) The price of the vehicle is included in the daily availability rate or Optional Use Flight rate offered for both fire and non-fire use.

(c) For CWN or outside the Exclusive Use MAP period, when dispatched by the Government, applicable mileage rates will be paid to and from the Assigned Work Location, beginning at the Contractor’s Principle Base of Operations or from the location of the vehicle at the time of order, whichever is closer. Payment will be made only for miles driven in support of the aircraft.

(d) Reserved

Vehicle Mileage Schedule

$4.43 per mile - where the carrying capacity of aircraft fuel is 1,500 gallons or more

$3.20 per mile - where the carrying capacity of aircraft fuel is at least 750 gallons to 1,499 gallons

$2.47 per mile - where the carrying capacity of aircraft fuel is at least 350 gallons to 749 gallons

$1.73 per mile - where the carrying capacity of aircraft fuel is less than 350 gallons

B.39 PAYMENT FOR FUEL TRANSPORTATION

(a) The Government will reimburse the Contractor for costs incurred in transportation of helicopter fuel to sustain Government operations under the following conditions:
SECTION B
TECHNICAL SPECIFICATIONS

(1) When Contractor's fuel servicing vehicle cannot travel to an assigned alternate base of operations due to lack of road access.

(2) When Contractor has to arrange for fuel support at an assigned alternate base of operation to provide a supply for helicopter flights until the Contractor's fuel-servicing vehicle arrives on site.

(b) The CO will designate the method of transportation and the gallons to be transported.

(c) When the CO orders the Contractor to transport fuel by air, the flight time required to transport the fuel will be paid at the Agreement flight hour rate.

(d) When the CO orders transportation of fuel by commercial carrier, reimbursement will be based on supporting itemized paid receipts and provided to the CO, upon request.

(e) In the event the Government furnishes fuel to the Contractor, fuel cost will be charged based upon rates at the nearest accessible point fuel is commercially available. Such fuel costs will be deducted from any sums otherwise due the Contractor on the Flight Use Invoice.

B.40 PAYMENT FOR WILDLAND FIRE CHEMICALS

(a) Reserved

(b) Any wildland fire chemicals used by the Contractor shall be on the list of approved Wildland Fire Chemicals found at the following website: https://www.fs.fed.us/rm/fire/wfcs/index.htm.

B.41 CWN RELIEF CREW APPROVAL AND PAYMENT

(a) The Contractor may furnish a relief crew to meet the days off requirement in accordance with B.16, Flight Hour and Duty Limitations. Approval to furnish relief crews and costs for transporting of relief crews will be approved in advance by the helicopter manager. Approval will be noted on the payment invoice in the remarks section.

(b) The reasonable cost of transporting a relief crew to and from the current assigned work location of the Helicopter will be paid by the Government. Claims for reimbursement will be supported by itemized receipt(s), but do not need to be submitted with the Flight Use Report for payment purposes although must be available for review by the Helicopter Manager; i.e., itineraries supporting round trips, names of travelers, etc. This cost reimbursement is not applicable to primary crews. DOI reimbursement claims will be supported by itemized receipts which must be included with the Invoice/AMD-23 for payment. Salary costs for Contractor employee(s) while in travel status is not a cost for which the Government will reimburse the Contractor. Utilize Exhibit 32 (Transportation Worksheet) when providing this information.

(c) Relief Crew Costs will only be paid once every 14 days regardless of work schedules. The Government is entitled to 12 days of service under this agreement before relief costs are authorized for payment.

B.42 PAYMENT FOR OVERNIGHT ALLOWANCE

No payment for CWN personnel is authorized.
SECTION B
TECHNICAL SPECIFICATIONS

B.43 MISCELLANEOUS COSTS TO THE CONTRACTOR

(a) Reserved

(b) The Government will reimburse the contractor for any airport use costs the Contractor is required to pay when ordered to operate from an airport such as airport landing fees, tie-down charges, or other similar type costs.

(c) Miscellaneous, unforeseen costs incurred by the Contractor while performing under the terms of the Contract may be reimbursed at actual cost when approved by the CO. Examples of such items are airport landing fees, hanger fees (inclement weather), airport use costs (tie-downs) while at the designated or alternate base and rental car. Rental car expenditure shall be authorized prior to commitment and documented on the Flight Use Invoice accordingly. Supporting itemized paid receipts will be provided to the CO, upon request. Claims for reimbursement shall be documented on the Flight Use Report at the time incurred.

(d) Itemized receipts must support claims for reimbursement and must be kept on file by the contractor and made available to the CO upon request.

B.44 HELICOPTER MANAGER DELEGATED AUTHORITIES

A Helicopter Manager will be assigned to each helicopter furnished. In addition to directing the work of the Helicopter, the Helicopter Manager has the following delegated Agreement administration duties and authority:

(a) Complete Helicopter and Fuel Service Truck Pre-Use Checklist (Exhibit 14, Helicopter and Fuel Service Vehicle Pre-Use Checklist).

(b) Administer helicopter services as provided in the agreement.

(c) Secure compliance with all agreement provisions and specifications, and issue Work Orders/Notices of Non-Compliance as needed.

(d) Conduct investigations and prepare Statements of Findings when requested by the CO.

(e) Suspend operations pending the removal or reinstatement of unsatisfactory equipment or personnel by the CO.

(f) Coordinate temporary substitutions of helicopter(s) and pilot(s) with the CO.

(g) Initiate and sign correspondence and other agreement administration documents over the title "Helicopter Manager."

(h) Maintain Daily Diary of agreement activities.

(i) Document availability, flight times, and other payment items on the Flight Use Report and submit daily into ABS or completing the DOI AMD-23 form as applicable.

(j) Document and verify reasonable transportation costs for ordered additional personnel.

(k) Establish daily schedules.
SECTION B
TECHNICAL SPECIFICATIONS

(i) Approve authorized breaks.

(m) Review the Helicopter Data Record for Inspection and Approval currency.

(n) Review the Pilot’s and Mechanics Interagency Qualification Card(s) for currency and qualifications.

(o) Complete and submit Performance Report (Exhibit 15, Performance Report).

(p) Review Contractor Power Trend Analysis Graph.

(q) Government Helicopter Manager may ride in a Standard Category Type 2 Helicopter during point-to-point flights and initial attack dispatches. The following conditions shall be met when the Manager is on board:

   (1) FAA approved passenger or crew seat with available restraint system as per B.4 (d) General Requirements. This seat shall be in conformity with the helicopter’s type certificate. The use of the observer’s position (jump seat) is not approved.

   (2) Managers may not ride on Type 1 helicopters.

   (3) Helicopter Managers shall not ride in helicopters certified as Restricted Category aircraft.

(r) Discuss, develop and document an Inclement Weather Plan (IWP), reference B.26 (a) (1).

B.45 DEFINITIONS

As used throughout this agreement, the following terms shall have the meaning set forth below:

Additional Personnel: Additional personnel specifically ordered by the CO where it is to the Government’s advantage to have additional availability of the helicopter (not to be confused with a relief crew furnished by contractor to replace primary crew).

Aircraft Accident: An occurrence associated with the operation of a helicopter, which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.

Aircraft Incident: An occurrence other than an accident, associated with the operation of a helicopter, which affects or could affect the safety of operations.

Aircraft Make, Model, and Series: A specific make, model, and series of aircraft including modification (e.g., a Bell 206B is not the same make, model, and series as a Bell 206L).

Airspace Conflict: A near mid-air collision, intrusion, or violation of airspace rules.

Alert Status: A status subject to flight and duty limitations, in which the Contractor has 1 hour to return to standby if ordered by the CO to do so.
SECTION B
TECHNICAL SPECIFICATIONS

Alternate Base: A base, other than the host base, established to permit operation from the vicinity of a project area or incident.

Anchor: The Interagency approved device manufactured to be the fixed point attached to the helicopter for rappel and cargo letdown operations.

Appropriate Flight Manual Hover Performance Chart: A performance chart residing in either the original or supplemental portion of a rotorcraft flight manual (RFM) that the manufacturer or Supplemental Type Certificate (STC) holder deems appropriate for a given phase of flight or special purpose activity. For example: Kaman K-1200 Rotorcraft Flight Manual Supplement No. 1 USFS Fire Fighting.

Assigned Work Location: The location designated by the CO from which an ordered flight will originate.

Authorized Crewmember: Those individuals specified in the “Schedule of Items” unless designated otherwise by the CO.

Authorized Flight or Flying Time: The actual time that a helicopter is off the ground for the purpose of the task or tasks to which assigned under an ordered flight when such time is recorded by the pilot and approved by a designated Government Official as having been properly performed.

Aviation Hazard: Any condition, act, or set of circumstances that exposes an individual to unnecessary risk or harm during aviation operations.

Base Cost: The portion of the flight rate that is constant throughout the agreement period and not affected by changes in fuel prices. Adjustments to the base cost will be made annually by the CO.

Call-When-Needed: A term used to identify the furnishing of services on an “as needed basis” or “intermittent use” in government procurement agreements. There is no guarantee the Government will place any orders and the Contractor is not obligated to accept any orders. However, once an order is placed and the Contractor takes steps to perform, both sides are bound by the terms and conditions of the Agreement.

Cargo: Any material thing carried by the aircraft.

Civil Twilight: Begins in the morning, and ends in the evening when the center of the sun is geometrically 6° below the horizon.

Contractor: An operator being paid by the Government for services.

Crewmember: A person assigned to perform duty in an aircraft during flight time.

Duty: That period that includes flight time, ground duty (pre- and post-flight inspections) of any kind, and standby or alert status at any location.

Empty Weight: Means the weight of the airframe, engines, propellers, rotors, and fixed equipment. Empty weight excludes the weight of the crew and payload, but includes the weight
of all fixed ballast, unusable fuel supply, undrainable oil, total quantity of engine coolant, and total quantity of hydraulic fluid.

Equipped Weight:

**Standard Category Bucket Helicopters:** Equipped weight equals the Empty Weight (as listed in the Weight and Balance Data) plus the weight of lubricants and onboard equipment required by agreement (i.e., including but not limited to survival kit, rappel anchor, first aid kit). Does not include the weight of the bucket and any associated suspension hardware.

**Restricted Category Bucket Helicopters:** Equipped weight equals the Empty Weight (as listed in the Weight and Balance Data) plus the weight of lubricants and onboard equipment required by agreement (i.e., including but not limited to survival kit, rappel anchor, first aid kit). **Includes** the weight of the bucket and any associated suspension hardware.

**Tanked Helicopters:** Equipped weight equals the Empty Weight (as listed in the Weight and Balance Data) plus the weight of lubricants and onboard equipment required by agreement (i.e., including but not limited to survival kit, rappel anchor, first aid kit). **Includes** the weight of a fixed tank and snorkel.

**Extended Standby:** Period following the 9 hours of standby up to 5 hours.

**External Load:** Any combination of load and line that is 50 feet or less in length.

**Fatal Injury:** Any injury, which results in death within 30-days of the accident.

**Federal Aviation Regulations:** Rules and regulations contained in Title 14 of the Code of Federal Regulations.

**Ferry Flight:** Movement of helicopter under its own power from point-to-point.

**First Aid:** Any medical attention that involves no medical bill - If a physician prescribes medical treatment for less than serious injury and makes a charge for this service, that injury becomes "medical attention."

**Flight Crew:** Those Contractor personnel required by the Federal Aviation Administration to operate the aircraft safely while performing under agreement to the Government.

**Flight Rate:** The agreement unit price per hour of flight time as found in the Flight Rate Chart or Schedule of Items. (Includes base cost plus fuel costs)

**Flight Time:** Begins when the aircraft leaves the ground in takeoff for a given flight and ends when the aircraft has landed.

**Forced Landing:** A landing necessitated by failure of engines, systems, components, or incapacitation of a crewmember, which makes continued flight impossible, and which may or may not result in damage.

**Fuel Cost:** The variable portion of the flight rate that is subject to change due to fuel price change.
SECTION B
TECHNICAL SPECIFICATIONS

Form A: The Form A is a tabulation of all operating equipment that is or may be installed, and for which provision for fixed stowage has been made in a definite location in the helicopter. It provides a weight, arm, and moment of individual items. This is the primary document utilized to identify how a helicopter was precisely configured at the time of weighing. The items installed are indicated with a check mark or "x", where the items not installed are identified with a "0".

Form B: The Form B is a single-page form used for recording the scaled weighing data and computing the empty weight and balance of the helicopter. This document will provide the individual weights for each scale and show which type of scale was used to obtain the weight.

Form C: The Form C is a malleable list that updates the weight obtained from the Form B as equipment is added or removed. It additionally shows a continuous history of the basic weight, arm, and moment resulting from structural and equipment changes in service.

Fuel Endurance: Fuel required including a 20-minute reserve.

Fully Operational: Helicopter, pilot(s), other personnel, repairs, operating supplies, service facilities, and incidentals necessary for the safe operation of the helicopter both on the ground and in the air.

Fully Rated Capacity: The number of passenger seats or pounds of cargo load authorized in the applicable Type Certificate Data Sheet.

General Aviation: That portion of civil aviation that encompasses all facets of aviation except air carriers.

Ground Mishap, Aircraft: An aircraft mishap in which there is no intent to fly; however, the power plants and/or rotors are in operation and damage incurred requiring replacement or repair of rotors, propellers, wheels, tires, wing tips, flaps, etc., or an injury is incurred requiring first aid or medical attention.

Hazard: Any condition, act or set of circumstances that exposes an individual to unnecessary risk or harm during aviation operations.

Host Base: The initial location at which the aircraft will be made available for the purpose of providing aircraft services as identified under Exclusive Use.

Hover-in-ground-effect (HIGE): Maximum pressure altitude and temperature at which a helicopter can hover (at maximum gross weight) using the effects of ground cushion per the Flight Manual/Supplements and STC performance charts.

Hover-out-of-ground Effect (HOGE): Maximum pressure altitude and temperature which a helicopter can hover (at maximum gross weight) without the effects of ground cushion per the Flight Manual/Supplements and STC performance charts.

Incident: An occurrence other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operations.

Incident-With-Potential: An incident that narrowly misses being an accident and in which the circumstances indicate significant potential for substantial damage or serious injury. Final classification will be determined by the agency Aviation Safety Manager.
SECTION B
TECHNICAL SPECIFICATIONS


Internal Cargo Compartments: An area within the helicopter specifically designed to carry cargo.

Law Enforcement: Those duties carried out by agency personnel together with personnel from cooperating agencies, to enforce various Federal laws applicable to trespass (those activities relating to timber, grazing, fire, occupancy and others). Other activities can include those that are illegal under the antiquities acts and the manufacturing, production, and trafficking of substances in violation of the Controlled Substances Act (16 U.S.C. 559b-f) and other illegal activities occurring on agency jurisdictional lands. Specific law enforcement activities can include surveillance (visual, infrared, or photographic), transportation of law enforcement personnel and persons in custody and transportation of property (both internally and externally). All helicopter activities including landings will occur at locations that are secured by law enforcement personnel or are locations removed from law enforcement actions.

Life-Threatening: A situation or occurrence of a serious nature, developing suddenly and unexpectedly and demanding immediate action to prevent loss of life.

Limited Use Helicopter: A limited use helicopter is an Interagency term used to denote a standard category helicopter that is designated and utilized in a limited role (not for passenger transport). See Standard Category.

Long-line: Any combination of load and line, attached to the cargo hook of the aircraft for the purpose of carrying an external load greater than 50 feet in length.

Maintenance Deficiency: An equipment defect or failure which affects or could affect the safety of operations, or that causes an interruption to the services being performed.

Mishap, Aviation: Mishaps include aircraft accidents, incidents-with-potential, aircraft incidents, aviation hazards and aircraft maintenance deficiencies.

Mountain Flying - Helicopter Pilot: 200 hours experience operating helicopters in mountainous terrain identified in 14 CFR 95 Subpart B-Designated Mountainous Area. Operating includes maneuvering and numerous takeoffs and landings to pinnacles, ridgelines and confined areas.

Night: The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time.

Occupant: Any crew or passenger that is aboard an aircraft.

Official Sunset and Sunrise: The times when the upper edge of the disk of the Sun is on the horizon, considered unobstructed relative to the location of interest. Atmospheric conditions are assumed to be average and the location is in a level region on the Earth’s surface.

Operational Control: The condition existing when an entity exercises authority over initiating, conducting or terminating a flight.

Operating Agency: An executive agency or any entity there of using agency aircraft, which it does not own.
SECTION B
TECHNICAL SPECIFICATIONS

**Operator:** Any person who causes or authorizes the operation of an aircraft, such as the owner, lessee, or bailee of an aircraft.

**Optional Use Flight Rate:** Hourly flight rate specified on the schedule of items inclusive of all costs.

**Passenger:** Any person aboard an aircraft who does not perform the function of a flight crewmember or crewmember.

**Passenger Seating Capacity:** Number of passenger seats excluding pilot(s).

**Payload:** The maximum allowable weight (passengers and/or cargo) that can be carried in any one mission.

**Pilot-In-Command:** The pilot responsible for the operation and safety of the aircraft during the time defined as flight time.

**Point-of-Hire:** Point-of-Hire shall be the Contractor's Principle Base of Operations as specified in Section A or the location of aircraft at time-of-hire.

**Portable Electronic Device:** Any kind of electronic device, typically but not limited to consumer electronics, brought on board the aircraft that is not permanently installed and part of the approved aircraft configuration. Electrical energy can be provided from internal sources, such as batteries, an aircraft power source or both. This includes transmitting PEDs (T-PEDs).

**Precautionary Landing:** A landing necessitated by apparent impending failure of engines, systems, or components, which makes continued flight advisable.

**Principal Base of Operations:** The primary operating location of a 14 CFR 121, 133, 135 or 137 certificate holder as established by the certificate holder.

**Restricted Category:** An aircraft that has been manufactured in accordance with the requirements of and accepted for use by an Armed Force of the United States and later modified for special purposes such as agriculture, forest and wildlife conservation, aerial surveying, patrolling, or any the operation specified by the FAA Administrator.

**SAFECOM:** Use to report any condition, observance, act, maintenance problem, or circumstance, which has potential to cause an aviation related mishap. The purpose of the SAFECOM form is not intended to be punitive in nature. It will be used to disseminate safety information to aviation managers, and also to aid in accident prevention by trend monitoring and tracking. See [www.safecom.gov](http://www.safecom.gov)

**Serious Injury:** Any injury which: (1) requires hospitalization for more than 48-hours, commencing within 7-days from the date the injury was received; (2) results in a fracture of any bone (except simple fractures of fingers, toes or nose); (3) causes severe hemorrhages, nerve, muscle or tendon damage; (4) involves any internal organ; or; (5) involves second or third-degree burns, or any burns affecting more than 5% of the body surface.

**Sling Load:** Jettisonable external load that is lifted free of land or water during the rotorcraft operation.
SECTION B
TECHNICAL SPECIFICATIONS

Special Use Missions:

**Air Tactical Coordination (Air Attack):** Coordination with other tactical aircraft during fire and other project operations.

**Fire Surveillance/Reconnaissance:** Patrolling in search of and scouting wildland fires; checking fuel types and fire behavior.

**Reconnaissance (Non-Fire):** Observation and fact-finding reconnaissance, i.e. wildlife monitoring, snow surveys, search and rescue, timber and range surveys, insect and disease surveys, law enforcement, and aerial photography.

**Other:** Cooperative use with other agencies, and other purposes mutually agreed upon by the Contractor and the Contracting Officer.

**Standard Category Helicopter:** Turbine powered helicopters certificated in the normal or transport category. Standard Category helicopters are operated and maintained for passenger carriage in accordance with (IAW) 14 CFR 135 by an operator holding an Air Carrier Certificate.

**Substantial Damage:** Any damage or failure which adversely affects the structural strength, performance or flight characteristics of the helicopter, and which would normally require major repair or replacement of the affected component. Engine failure or damage limited to an engine if only one engine fails or rotor or propeller blades and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wing tips are not considered "substantial damage" for the purpose of this part.

**Type I (Heavy) Helicopter:** A helicopter with a certified internal gross weight of over 14,001 pounds. Under the ICS helicopter typing system, a heavy helicopter is a Type 1 helicopter and has 10+ passenger seats (unless restricted category). Based on the KMAX limited use and its payload being over 3300 lbs it is considered a Type 1.

**Type II (Medium) Helicopter:** A helicopter with a certified internal gross weight between 7,001 and 14,000 pounds. Under the ICS helicopter typing system, a medium helicopter is a Type 2 helicopter and has 9 or less passenger seats (unless restricted category).

**Type III (Light) Helicopter:** A helicopter with a certified internal gross weight of less than 7,000 pounds. Under the ICS helicopter typing system, a light helicopter is a Type 3 helicopter and has 9 or less passenger seats.

**Vertical Reference/External Load:** Direct visual reference, by the pilot, of an external load/cargo being slung from beneath the helicopter with a line attached to the cargo hook and being removed or placed from the earth’s surface with precision.

**Visual Flight Rules (VFR):** As defined in 14 CFR 91.
### ABBREVIATIONS/ACRONYMS

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A&amp;P</td>
<td>Airframe &amp; Powerplant (Mechanic)</td>
</tr>
<tr>
<td>ABS</td>
<td>Aviation Business Systems</td>
</tr>
<tr>
<td>AC</td>
<td>Advisory Circular</td>
</tr>
<tr>
<td>AD</td>
<td>Airworthiness Directive</td>
</tr>
<tr>
<td>AIRS</td>
<td>Aviation Information Reporting Support</td>
</tr>
<tr>
<td>AFF</td>
<td>Automated Flight Following</td>
</tr>
<tr>
<td>AMI</td>
<td>Aviation Maintenance Inspector</td>
</tr>
<tr>
<td>AOBD</td>
<td>Air Operations Branch Director</td>
</tr>
<tr>
<td>ASC</td>
<td>Albuquerque Service Center</td>
</tr>
<tr>
<td>ASI</td>
<td>Aviation Safety Inspector - Airworthiness</td>
</tr>
<tr>
<td>ASP</td>
<td>Aviation Safety Plan</td>
</tr>
<tr>
<td>ATC</td>
<td>Air Traffic Control</td>
</tr>
<tr>
<td>ATCO</td>
<td>Air Taxi/Commercial Operators</td>
</tr>
<tr>
<td>ATU</td>
<td>Additional Telemetry Unit</td>
</tr>
<tr>
<td>BOA</td>
<td>Basic Ordering Agreement</td>
</tr>
<tr>
<td>CAB</td>
<td>Civil Aeronautics Board</td>
</tr>
<tr>
<td>CG</td>
<td>Center of Gravity</td>
</tr>
<tr>
<td>CO</td>
<td>Contracting Officer</td>
</tr>
<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
</tr>
<tr>
<td>COR</td>
<td>Contracting Officer's Representative</td>
</tr>
<tr>
<td>COTR</td>
<td>Contracting Officer's Technical Representative</td>
</tr>
<tr>
<td>CPARS</td>
<td>Contractor Performance Assessment Reporting System</td>
</tr>
<tr>
<td>CVR</td>
<td>Cockpit Voice Recorder</td>
</tr>
<tr>
<td>CWN</td>
<td>Call-when-Needed (Agreement)</td>
</tr>
<tr>
<td>DOI</td>
<td>Department of the Interior</td>
</tr>
<tr>
<td>DOT</td>
<td>Department of Transportation</td>
</tr>
<tr>
<td>ELT</td>
<td>Emergency Locator Transmitter</td>
</tr>
<tr>
<td>EPA</td>
<td>Environmental Protection Agency</td>
</tr>
<tr>
<td>ETA</td>
<td>Estimated Time of Arrival</td>
</tr>
<tr>
<td>FAA</td>
<td>Federal Aviation Administration</td>
</tr>
<tr>
<td>FAO</td>
<td>Forest Aviation Officer</td>
</tr>
<tr>
<td>FASD</td>
<td>Fire Applications Support Desk</td>
</tr>
<tr>
<td>FAR</td>
<td>Federal Acquisition Regulations</td>
</tr>
<tr>
<td>FDR</td>
<td>Flight Data Recorder</td>
</tr>
<tr>
<td>FPMR</td>
<td>Federal Property Management Regulations</td>
</tr>
<tr>
<td>FSS</td>
<td>Flight Service Station</td>
</tr>
<tr>
<td>GPM</td>
<td>Gallons-Per-Minute</td>
</tr>
<tr>
<td>HIP</td>
<td>Helicopter Inspector Pilot</td>
</tr>
<tr>
<td>HOS</td>
<td>Helicopter Operations Specialist</td>
</tr>
<tr>
<td>IATB</td>
<td>Interagency Airtanker Board</td>
</tr>
<tr>
<td>ICAO</td>
<td>International Civil Aviation Organization</td>
</tr>
<tr>
<td>IFR</td>
<td>Instrument Flight Rules</td>
</tr>
<tr>
<td>IMC</td>
<td>Instrument Meteorological Conditions</td>
</tr>
<tr>
<td>MAP</td>
<td>Mandatory Availability Period/Availability Period</td>
</tr>
<tr>
<td>M&amp;IE</td>
<td>Meals and Incidental Expenses</td>
</tr>
<tr>
<td>MSL</td>
<td>Mean Sea Level</td>
</tr>
<tr>
<td>NTSB</td>
<td>National Transportation Safety Board</td>
</tr>
<tr>
<td>NOTAM</td>
<td>Notice to Airmen</td>
</tr>
</tbody>
</table>
## SECTION B
### TECHNICAL SPECIFICATIONS

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>OAS</td>
<td>Office of Aviation Services</td>
</tr>
<tr>
<td>OLMS</td>
<td>Operational Load Monitoring System</td>
</tr>
<tr>
<td>PA</td>
<td>Public Address System</td>
</tr>
<tr>
<td>PASP</td>
<td>Project Aviation Safety Plan</td>
</tr>
<tr>
<td>PED</td>
<td>Portable Electronic Device</td>
</tr>
<tr>
<td>PIC</td>
<td>Pilot-in-Command</td>
</tr>
<tr>
<td>PTT</td>
<td>Push-To-Talk</td>
</tr>
<tr>
<td>RADS</td>
<td>Rope Assisted Delivery System</td>
</tr>
<tr>
<td>RAO</td>
<td>Regional Aviation Officer</td>
</tr>
<tr>
<td>RASM</td>
<td>Regional Aviation Safety Manager</td>
</tr>
<tr>
<td>RON</td>
<td>Remain-Over-Night</td>
</tr>
<tr>
<td>SIC</td>
<td>Second-in-Command/Co-Pilot</td>
</tr>
<tr>
<td>SPCC</td>
<td>Spill Prevention, Control and Countermeasure Plan Requirements</td>
</tr>
<tr>
<td>STC</td>
<td>Supplemental Type Certificate</td>
</tr>
<tr>
<td>TAS</td>
<td>Traffic Advisory System</td>
</tr>
<tr>
<td>TBO</td>
<td>Time between Overhaul</td>
</tr>
<tr>
<td>TCAS</td>
<td>Traffic Collision Avoidance System</td>
</tr>
<tr>
<td>TSO</td>
<td>Technical Standard Order</td>
</tr>
<tr>
<td>UAM</td>
<td>Unit Aviation Manager</td>
</tr>
<tr>
<td>UAO</td>
<td>Unit Aviation Officer</td>
</tr>
<tr>
<td>USFS</td>
<td>United States -Forest Service</td>
</tr>
<tr>
<td>VFR</td>
<td>Visual Flight Rules</td>
</tr>
<tr>
<td>VNE</td>
<td>Velocity Never Exceed</td>
</tr>
<tr>
<td>VSWR</td>
<td>Voltage Standing Wave Ratio</td>
</tr>
</tbody>
</table>
SECTION C
CONTRACT TERMS AND CONDITIONS

C.1 52.252-2 CLAUSES INCORPORATED BY REFERENCE (FEB 1998)

This agreement incorporates one or more clauses by reference, with the same force and effect as if they were given in full text. Upon request, the Contracting Officer will make their full text available. Also, the full text of a clause may be accessed electronically at this/these address(es): www.acquisition.gov.

52.203-17 Contractor Employee Whistleblower Rights and Requirement to Inform Employees of Whistleblower Rights (APR 2014)
52.204-4 Printed or Copied Double-Sided on Recycled Paper (MAY 2011)
52.204-19 Incorporation by Reference of Representations and Certifications (DEC 2014)
52.228-5 Insurance – Work on a Government Installation (JAN 1997)
52.245-1 Government Property (ALTERNATE I)(APR 2012)
52.245-9 Use and Charges (APR 2012)

C.2 CONTRACT TERMS AND CONDITIONS - COMMERCIAL ITEMS (52.212.4) (DEVIATION 2017-1) (OCT 2018)

(a) Inspection/Acceptance. The Contractor shall only tender for acceptance those items that conform to the requirements of this contract. The Government reserves the right to inspect or test any supplies or services that have been tendered for acceptance. The Government may require repair or replacement of nonconforming supplies or re-performance of nonconforming services at no increase in contract price. If repair/replacement or re-performance will not correct the defects or is not possible, the Government may seek an equitable price reduction or adequate consideration for acceptance of nonconforming supplies or services. The Government must exercise its post-acceptance rights—

(1) Within a reasonable time after the defect was discovered or should have been discovered; and

(2) Before any substantial change occurs in the condition of the item, unless the change is due to the defect in the item.

(b) Assignment. The Contractor or its assignee may assign its rights to receive payment due as a result of performance of this contract to a bank, trust company, or other financing institution, including any Federal lending agency in accordance with the Assignment of Claims Act (21 U.S.C. 3727). However, when a third party makes payment (e.g., use of the Government-wide commercial purchase card), the Contractor may not assign its rights to receive payment under this contract.

(c) Changes. Changes in the terms and conditions of this contract may be made only by written agreement of the parties.
SECTION C
CONTRACT TERMS AND CONDITIONS

(d) Disputes. This contract is subject to 41 U.S.C. chapter 71, Contract Disputes. Failure of the parties to this contract to reach agreement on any request for equitable adjustment, claim, appeal or action arising under or relating to this contract shall be a dispute to be resolved in accordance with the clause at FAR 52.233-1, Disputes, which is incorporated herein by reference. The Contractor shall proceed diligently with performance of this contract, pending final resolution of any dispute arising under the contract.

(e) Definitions. The clause at FAR 52.202-1, Definitions, is incorporated herein by reference.

(f) Excusable delays. The Contractor shall be liable for default unless nonperformance is caused by an occurrence beyond the reasonable control of the Contractor and without its fault or negligence such as, acts of God or the public enemy, acts of the Government in either its sovereign or contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, unusually severe weather, and delays of common carriers. The Contractor shall notify the Contracting Officer in writing as soon as it is reasonably possible after the commencement of any excusable delay, setting forth the full particulars in connection therewith, shall remedy such occurrence with all reasonable dispatch, and shall promptly give written notice to the Contracting Officer of the cessation of such occurrence.

(g) Invoice.

(1) The Contractor shall submit an original invoice and three copies (or electronic invoice, if authorized) to the address designated in the contract to receive invoices. An invoice must include—

(i) Name and address of the Contractor;

(ii) Invoice date and number;

(iii) Contract number, line item number and, if applicable, the order number;

(iv) Description, quantity, unit of measure, unit price and extended price of the items delivered;

(v) Shipping number and date of shipment, including the bill of lading number and weight of shipment if shipped on Government bill of lading;

(vi) Terms of any discount for prompt payment offered;

(vii) Name and address of official to whom payment is to be sent;

(viii) Name, title, and phone number of person to notify in event of defective invoice; and

(ix) Taxpayer Identification Number (TIN). The Contractor shall include its TIN on the invoice only if required elsewhere in this contract.
SECTION C  
CONTRACT TERMS AND CONDITIONS

(x) Electronic funds transfer (EFT) banking information.

(A) The Contractor shall include EFT banking information on the invoice only if required elsewhere in this contract.

(B) If EFT banking information is not required to be on the invoice, in order for the invoice to be a proper invoice, the Contractor shall have submitted correct EFT banking information in accordance with the applicable solicitation provision, contract clause (e.g., 52.232-33, Payment by Electronic Funds Transfer—System for Award Management, or 52.232-34, Payment by Electronic Funds Transfer—Other Than System for Award Management), or applicable agency procedures.

(C) EFT banking information is not required if the Government waived the requirement to pay by EFT.

(2) Invoices will be handled in accordance with the Prompt Payment Act (31 U.S.C. 3903) and Office of Management and Budget (OMB) prompt payment regulations at 5 CFR Part 1315.

(h) Patent indemnity. The Contractor shall indemnify the Government and its officers, employees and agents against liability, including costs, for actual or alleged direct or contributory infringement of, or inducement to infringe, any United States or foreign patent, trademark or copyright, arising out of the performance of this contract, provided the Contractor is reasonably notified of such claims and proceedings.

(i) Payment.—

(1) Items accepted. Payment shall be made for items accepted by the Government that have been delivered to the delivery destinations set forth in this contract.

(2) Prompt payment. The Government will make payment in accordance with the Prompt Payment Act (31 U.S.C. 3903) and prompt payment regulations at 5 CFR Part 1315.

(3) Electronic Funds Transfer (EFT). If the Government makes payment by EFT, see 52.212-5 (b) for the appropriate EFT clause.

(4) Discount. In connection with any discount offered for early payment, time shall be computed from the date of the invoice. For the purpose of computing the discount earned, payment shall be considered to have been made on the date which appears on the payment check or the specified payment date if an electronic funds transfer payment is made.

(5) Overpayments. If the Contractor becomes aware of a duplicate contract financing or invoice payment or that the Government has otherwise overpaid on a contract financing or invoice payment, the Contractor shall—

79
SECTION C

CONTRACT TERMS AND CONDITIONS

(i) Remit the overpayment amount to the payment office cited in the contract along with a description of the overpayment including the—

(A) Circumstances of the overpayment (e.g., duplicate payment, erroneous payment, liquidation errors, date(s) of overpayment);

(B) Affected contract number and delivery order number, if applicable;

(C) Affected line item or subline item, if applicable; and

(D) Contractor point of contact.

(ii) Provide a copy of the remittance and supporting documentation to the Contracting Officer.

(6) Interest.

(i) All amounts that become payable by the Contractor to the Government under this contract shall bear simple interest from the date due until paid unless paid within 30 days of becoming due. The interest rate shall be the interest rate established by the Secretary of the Treasury as provided in 41 U.S.C. 7109, which is applicable to the period in which the amount becomes due, as provided in (i)(6)(v) of this clause, and then at the rate applicable for each six-month period as fixed by the Secretary until the amount is paid.

(ii) The Government may issue a demand for payment to the Contractor upon finding a debt is due under the contract.

(iii) Final decisions. The Contracting Officer will issue a final decision as required by 33.211 if—

(A) The Contracting Officer and the Contractor are unable to reach agreement on the existence or amount of a debt within 30 days;

(B) The Contractor fails to liquidate a debt previously demanded by the Contracting Officer within the timeline specified in the demand for payment unless the amounts were not repaid because the Contractor has requested an installment payment agreement; or

(C) The Contractor requests a deferment of collection on a debt previously demanded by the Contracting Officer (see 32.607-2).

(iv) If a demand for payment was previously issued for the debt, the demand for payment included in the final decision shall identify the same due date as the original demand for payment.
SECTION C
CONTRACT TERMS AND CONDITIONS

(v) Amounts shall be due at the earliest of the following dates:

(A) The date fixed under this contract.

(B) The date of the first written demand for payment, including any demand for payment resulting from a default termination.

(vi) The interest charge shall be computed for the actual number of calendar days involved beginning on the due date and ending on—

(A) The date on which the designated office receives payment from the Contractor;

(B) The date of issuance of a Government check to the Contractor from which an amount otherwise payable has been withheld as a credit against the contract debt; or

(C) The date on which an amount withheld and applied to the contract debt would otherwise have become payable to the Contractor.

(vii) The interest charge made under this clause may be reduced under the procedures prescribed in 32.608-2 of the Federal Acquisition Regulation in effect on the date of this contract.

(j) Risk of loss. Unless the contract specifically provides otherwise, risk of loss or damage to the supplies provided under this contract shall remain with the Contractor until, and shall pass to the Government upon:

(1) Delivery of the supplies to a carrier, if transportation is f.o.b. origin; or

(2) Delivery of the supplies to the Government at the destination specified in the contract, if transportation is f.o.b. destination.

(k) Taxes. The contract price includes all applicable Federal, State, and local taxes and duties.
SECTION C

CONTRACT TERMS AND CONDITIONS

(l) **Termination for the Government's convenience.** The Government reserves the right to terminate this contract, or any part hereof, for its sole convenience. In the event of such termination, the Contractor shall immediately stop all work hereunder and shall immediately cause any and all of its suppliers and subcontractors to cease work. Subject to the terms of this contract, the Contractor shall be paid a percentage of the contract price reflecting the percentage of the work performed prior to the notice of termination, plus reasonable charges the Contractor can demonstrate to the satisfaction of the Government using its standard record keeping system, have resulted from the termination. The Contractor shall not be required to comply with the cost accounting standards or contract cost principles for this purpose. This paragraph does not give the Government any right to audit the Contractor's records. The Contractor shall not be paid for any work performed or costs incurred which reasonably could have been avoided.

(m) **Termination for cause.** The Government may terminate this contract, or any part hereof, for cause in the event of any default by the Contractor, or if the Contractor fails to comply with any contract terms and conditions, or fails to provide the Government, upon request, with adequate assurances of future performance. In the event of termination for cause, the Government shall not be liable to the Contractor for any amount for supplies or services not accepted, and the Contractor shall be liable to the Government for any and all rights and remedies provided by law. If it is determined that the Government improperly terminated this contract for default, such termination shall be deemed a termination for convenience.

(n) **Title.** Unless specified elsewhere in this contract, title to items furnished under this contract shall pass to the Government upon acceptance, regardless of when or where the Government takes physical possession.

(o) **Warranty.** The Contractor warrants and implies that the items delivered hereunder are merchantable and fit for use for the particular purpose described in this contract.

(p) **Limitation of liability.** Except as otherwise provided by an express warranty, the Contractor will not be liable to the Government for consequential damages resulting from any defect or deficiencies in accepted items.

(q) **Other compliances.** The Contractor shall comply with all applicable Federal, State and local laws, executive orders, rules and regulations applicable to its performance under this contract.


(s) **Order of precedence.** Any inconsistencies in this solicitation or contract shall be resolved by giving precedence in the following order:
SECTION C
CONTRACT TERMS AND CONDITIONS

(1) The schedule of supplies/services.

(2) The Assignments, Disputes, Payments, Invoice, Other Compliances, Compliance with Laws Unique to Government Contracts, and Unauthorized Obligations paragraphs of this clause;

(3) The clause at 52.212-5.

(4) Addenda to this solicitation or contract, including any license agreements for computer software.

(5) Solicitation provisions if this is a solicitation.

(6) Other paragraphs of this clause.

(7) The Standard Form 1449.

(8) Other documents, exhibits, and attachments.

(9) The specification.

(t) Reserved

(u) Unauthorized Obligations

(1) Except as stated in paragraph (u)(2) of this clause, when any supply or service acquired under this contract is subject to any End User License Agreement (EULA), Terms of Service (TOS), or similar legal instrument or agreement, that includes any clause requiring the Government to indemnify the Contractor or any person or entity for damages, costs, fees, or any other loss or liability that would create an Anti-Deficiency Act violation (31 U.S.C. 1341), the following shall govern:

(i) Any such clause is unenforceable against the Government.

(ii) Neither the Government nor any Government authorized end user shall be deemed to have agreed to such clause by virtue of it appearing in the EULA, TOS, or similar legal instrument or agreement. If the EULA, TOS, or similar legal instrument or agreement is invoked through an "I agree" click box or other comparable mechanism (e.g., "click-wrap" or "browse-wrap" agreements), execution does not bind the Government or any Government authorized end user to such clause.

(iii) Any such clause is deemed to be stricken from the EULA, TOS, or similar legal instrument or agreement.
SECTION C
CONTRACT TERMS AND CONDITIONS

(2) Paragraph (u)(1) of this clause does not apply to indemnification by the Government that is expressly authorized by statute and specifically authorized under applicable agency regulations and procedures.

(v) Incorporation by reference. The Contractor’s representations and certifications, including those completed electronically via the System for Award Management (SAM), are incorporated by reference into the contract.

C.3 RESERVED

C.4 CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS -- COMMERCIAL ITEMS (52.212-5) (MAY 2019) (DEVIATION 2017-1)

(a) The Contractor shall comply with the following Federal Acquisition Regulation (FAR) clauses, which are incorporated in this contract by reference, to implement provisions of law or Executive orders applicable to acquisitions of commercial items: (1) 52.203-19, Prohibition on Requiring Certain Internal Confidentiality Agreements or Statements (Jan 2017) (section 743 of Division E, Title VII, of the Consolidated and Further Continuing Appropriations Act 2015 (Pub. L. 113-235) and its successor provisions in subsequent appropriations acts (and as extended in continuing resolutions)).

(2) 52.204-23, Prohibition on Contracting for Hardware, Software, and Services Developed or Provided by Kaspersky Lab and Other Covered Entities (Jul 2018) (Section 1634 of Pub. L. 115-91).

(3) 52.209-10, Prohibition on Contracting with Inverted Domestic Corporations (Nov 2015)


(b) The Contractor shall comply with the FAR clauses in this paragraph (b) that the contracting officer has indicated as being incorporated in this contract by reference to implement provisions of law or Executive orders applicable to acquisitions of commercial items:


☑ (4) 52.203-17, Contractor Employee Whistleblower Rights and Requirement To Inform Employees of Whistleblower Rights (April 2014) (41 U.S.C. 4712 relating to whistleblower protections).
SECTION C
CONTRACT TERMS AND CONDITIONS


☐ (6) [Reserved]


☐ (11) [Reserved]

   ☐ (ii) Alternate I (Nov 2011) of 52.219-3.

☐ (13)(i) 52.219-4, Notice of Price Evaluation Preference for HUBZone Small Business Concerns (Oct 2014) (if the offeror elects to waive the preference, it shall so indicate in its offer) (15 U.S.C. 657a).
   ☐ (ii) Alternate I (Jan 2011) of 52.219-4.

☐ (14)[Reserved]

   ☐ (ii) Alternate I (Nov 2011).
   ☐ (iii) Alternate II (Nov 2011).

   ☐ (iii) Alternate II (Mar 2004) of 52.219-7.

☒ (17) 52.219-8, Utilization of Small Business Concerns (Oct 2018) (15 U.S.C. 637(d)(2) and (3)).

SECTION C
CONTRACT TERMS AND CONDITIONS

☐ (ii) Alternate I (Nov 2016) of 52.219-9.

☐ (iii) Alternate II (Nov 2016) of 52.219-9.

☐ (iv) Alternate III (Nov 2016) of 52.219-9.


☐ (19) 52.219-13, Notice of Set-Aside of Orders (Nov 2011) (15 U.S.C. 644(r)).

☒ (20) 52.219-14, Limitations on Subcontracting (Jan 2017) (15 U.S.C. 637(a)(14)).


☒ (23) 52.219-28, Post Award Small Business Program Rerepresentation (Jul 2013) (15 U.S.C. 632(a)(3)).

☐ (24) 52.219-29, Notice of Set-Aside for, or Sole Source Award to, Economically Disadvantaged Women-Owned Small Business Concerns (Dec 2015) (15 U.S.C. 637(m)).

☐ (25) 52.219-30, Notice of Set-Aside for, or Sole Source Award to, Women-Owned Small Business Concerns Eligible Under the Women-Owned Small Business Program (Dec 2015) (15 U.S.C. 637(m)).

☒ (26) 52.222-3, Convict Labor (June 2003) (E.O. 11755).

☐ (27) 52.222-19, Child Labor—Cooperation with Authorities and Remedies (Jan 2018) (E.O. 13126).

☒ (28) 52.222-21, Prohibition of Segregated Facilities (Apr 2015).

☒ (29) (i) 52.222-26, Equal Opportunity (Sep 2016) (E.O. 11246).

☐ (ii) Alternate I (Feb 1999) of 52.222-26.


☐ (ii) Alternate I (July 2014) of 52.222-35.


☐ (ii) Alternate I (July 2014) of 52.222-36.

SECTION C
CONTRACT TERMS AND CONDITIONS

☐ (33) 52.222-40, Notification of Employee Rights Under the National Labor Relations Act (Dec 2010) (E.O. 13496).


☐ (35) 52.222-54, Employment Eligibility Verification (Oct 2015). (E. O. 12989). (Not applicable to the acquisition of commercially available off-the-shelf items or certain other types of commercial items as prescribed in 22.1803.)

☐ (36) (i) 52.223-9, Estimate of Percentage of Recovered Material Content for EPA-Designated Items (May 2008) (42 U.S.C. 6962(c)(3)(A)(ii)). (Not applicable to the acquisition of commercially available off-the-shelf items.)

☐ (ii) Alternate I (May 2008) of 52.223-9 (42 U.S.C. 6962(i)(2)(C)). (Not applicable to the acquisition of commercially available off-the-shelf items.)

☐ (37) 52.223-11, Ozone-Depleting Substances and High Global Warming Potential Hydrofluorocarbons (Jun 2016) (E.O.13693).

☐ (38) 52.223-12, Maintenance, Service, Repair, or Disposal of Refrigeration Equipment and Air Conditioners (Jun 2016) (E.O. 13693).

☐ (39) (i) 52.223-13, Acquisition of EPEAT®-Registered Imaging Equipment (Jun 2014) (E.O.s 13423 and 13514)


☐ (40) (i) 52.223-14, Acquisition of EPEAT®-Registered Television (Jun 2014) (E.O.s 13423 and 13514).

☐ (ii) Alternate I (Jun 2014) of 52.223-14.


☐ (42) (i) 52.223-16, Acquisition of EPEAT®-Registered Personal Computer Products (Oct 2015) (E.O.s 13423 and 13514).

☐ (ii) Alternate I (Jun 2014) of 52.223-16.

☐ (43) 52.223-18, Encouraging Contractor Policies to Ban Text Messaging while Driving (Aug 2011) (E.O. 13513).

☐ (44) 52.223-20, Aerosols (Jun 2016) (E.O. 13693).

☐ (45) 52.223-21, Foams (Jun 2016) (E.O. 13696).
SECTION C
CONTRACT TERMS AND CONDITIONS


☐ (ii) Alternate I (Jan 2017) of 52.224-3.


☐ (ii) Alternate I (May 2014) of 52.225-3.

☐ (iii) Alternate II (May 2014) of 52.225-3.

☐ (iv) Alternate III (May 2014) of 52.225-3.


☑ (50) 52.225-13, Restrictions on Certain Foreign Purchases (June 2008) (E.O.'s, proclamations, and statutes administered by the Office of Foreign Assets Control of the Department of the Treasury).


☐ (52) 52.226-4, Notice of Disaster or Emergency Area Set-Aside (Nov 2007) (42 U.S.C. 5150).

☐ (53) 52.226-5, Restrictions on Subcontracting Outside Disaster or Emergency Area (Nov 2007) (42 U.S.C. 5150).


☐ (57) 52.232-34, Payment by Electronic Funds Transfer—Other Than System for Award Management (Jul 2013) (31 U.S.C. 3332).


SECTION C
CONTRACT TERMS AND CONDITIONS

☐ (60) 52.242-5, Payments to Small Business Subcontractors (Jan 2017) (15 U.S.C. 637(d)(13)).

☐ (61) (i) 52.247-64, Preference for Privately Owned U.S.-Flag Commercial Vessels (Feb 2006) (46 U.S.C. Appx 1241(b) and 10 U.S.C. 2631).

☐ (ii) Alternate I (Apr 2003) of 52.247-64.

☐ (iii) Alternate II (Feb 2006) of 52.247-64.

(c) The Contractor shall comply with the FAR clauses in this paragraph (c), applicable to commercial services, that the Contracting Officer has indicated as being incorporated in this contract by reference to implement provisions of law or executive orders applicable to acquisitions of commercial items:

☐ (1) 52.222-17, Nondisplacement of Qualified Workers (May 2014) (E.O. 13495)


☐ (10) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations. (May 2014) (42 U.S.C. 1792).

(d) Comptroller General Examination of Record The Contractor shall comply with the provisions of this paragraph (d) if this contract was awarded using other than sealed bid, is in excess of the simplified acquisition threshold, and does not contain the clause at 52.215-2, Audit and Records -- Negotiation.
SECTION C

CONTRACT TERMS AND CONDITIONS

(1) The Comptroller General of the United States, or an authorized representative of the Comptroller General, shall have access to and right to examine any of the Contractor's directly pertinent records involving transactions related to this contract.

(2) The Contractor shall make available at its offices at all reasonable times the records, materials, and other evidence for examination, audit, or reproduction, until 3 years after final payment under this contract or for any shorter period specified in FAR Subpart 4.7, Contractor Records Retention, of the other clauses of this contract. If this contract is completely or partially terminated, the records relating to the work terminated shall be made available for 3 years after any resulting final termination settlement. Records relating to appeals under the disputes clause or to litigation or the settlement of claims arising under or relating to this contract shall be made available until such appeals, litigation, or claims are finally resolved.

(3) As used in this clause, records include books, documents, accounting procedures and practices, and other data, regardless of type and regardless of form. This does not require the Contractor to create or maintain any record that the Contractor does not maintain in the ordinary course of business or pursuant to a provision of law.

(1) Notwithstanding the requirements of the clauses in paragraphs (a), (b), (c) and (d) of this clause, the Contractor is not required to flow down any FAR clause, other than those in this paragraph (e)(1) in a subcontract for commercial items. Unless otherwise indicated below, the extent of the flow down shall be as required by the clause—


(ii) 52.203-19, Prohibition on Requiring Certain Internal Confidentiality Agreements or Statements (Jan 2017) (section 743 of Division E, Title VII, of the Consolidated and Further Continuing Appropriations Act, 2015 (Pub. L. 113-235) and its successor provisions in subsequent appropriations acts (and as extended in continuing resolutions)).

(iii) 52.204-23, Prohibition on Contracting for Hardware, Software, and Services Developed or Provided by Kaspersky Lab and Other Covered Entities (Jul 2018) (Section 1634 of Pub. L. 115-91).

(iv) 52.219-8, Utilization of Small Business Concerns (Oct 2018) (15 U.S.C. 637(d)(2) and (3)), in all subcontracts that offer further subcontracting opportunities. If the subcontract (except subcontracts to small business concerns) exceeds $700,000 ($1.5 million for construction of any public facility), the subcontractor must include 52.219-8 in lower tier subcontracts that offer subcontracting opportunities.

(v) 52.222-17, Nondisplacement of Qualified Workers (May 2014) (E.O. 13495). Flow down required in accordance with paragraph (1) of FAR clause 52.222-17.

(vi) 52.222-21, Prohibition of Segregated Facilities (Apr 2015).
SECTION C
CONTRACT TERMS AND CONDITIONS

(vii) 52.222-26, Equal Opportunity (Sep 2016) (E.O. 11246).


(x) 52.222-37, Employment Reports on Veterans (Feb 2016) (38 U.S.C. 4212).

(xi) 52.222-40, Notification of Employee Rights Under the National Labor Relations Act (Dec 2010) (E.O. 13496). Flow down required in accordance with paragraph (f) of FAR clause 52.222-40.


(xvi) 52.222-54, Employment Eligibility Verification (Oct 2015) (E.O. 12989).

(xvii) 52.222-55, Minimum Wages Under Executive Order 13658 (Dec 2015).


(B) Alternate I (Jan 2017) of 52.224-3.


(xxii) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations (May 2014) (42 U.S.C. 1792). Flow down required in accordance with paragraph (e) of FAR clause 52.226-6.
SECTION C
CONTRACT TERMS AND CONDITIONS

(xxii) 52.247-64, Preference for Privately-Owned U.S. Flag Commercial Vessels (Feb 2006) (46 U.S.C. Appx 1241(b) and 10 U.S.C. 2631). Flow down required in accordance with paragraph (d) of FAR clause 52.247-64.

(2) While not required, the Contractor may include in its subcontracts for commercial items a minimal number of additional clauses necessary to satisfy its contractual obligations.

C.5 STATEMENT OF EQUIVALENT RATES FOR FEDERAL HIRES (FAR 52.222-42) (MAY 2014)

In compliance with the Service Contract Labor Standards statute and the regulations of the Secretary of Labor (29 CFR part 4), this clause identifies the classes of service employees expected to be employed under the contract and states the wages and fringe benefits payable to each if they were employed by the contracting agency subject to the provisions of 5 U.S.C. 5341 or 5332.

This statement is for information only: It is not a wage determination.

<table>
<thead>
<tr>
<th>Employee</th>
<th>Class</th>
<th>Wage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft Pilot</td>
<td>GS-11</td>
<td>$29.33</td>
</tr>
<tr>
<td>Aircraft Mechanic—Ill</td>
<td>GS-12</td>
<td>$35.16</td>
</tr>
<tr>
<td>Aircraft Mechanic—I</td>
<td>GS-11</td>
<td>$29.33</td>
</tr>
<tr>
<td>Aircraft Mechanic—Helper</td>
<td>G S-5</td>
<td>$16.00</td>
</tr>
<tr>
<td>Truck Driver, Tractor Trailer</td>
<td>GS-8</td>
<td>$24.24</td>
</tr>
</tbody>
</table>

C.6 AVAILABILITY OF FUNDS (FAR 52.232-18) (APR 1984)

Funds are not presently available for this agreement. The Government's obligation under this agreement is contingent upon the availability of appropriated funds from which payment for agreement purposes can be made. No legal liability on the part of the Government for any payment may arise until funds are made available to the Contracting Officer for this agreement and until the Contractor receives notice of such availability, to be confirmed in writing by the Contracting Officer.

C.7 PROPERTY AND PERSONAL DAMAGE

(a) The Contractor shall use every precaution necessary to prevent damage to public and private property.

(b) The Contractor shall be responsible for all damage to property and to persons, including third parties that occur as a result of his or his agents or employee's fault or negligence. The term "third parties" is construed to include employees of the Government.

(c) The Contractor shall procure and maintain during the term of this agreement, and any extension thereof, aircraft and General Public Liability Insurance in accordance with 14 CFR 205. The parties named insured under the policy or policies shall be the CONTRACTOR and THE UNITED STATES OF AMERICA.

(d) The Contractor may be otherwise insured by a combination of primary and excess policies. Such policies shall have combined coverage equal to or greater than the combined minimums required.
SECTION C
CONTRACT TERMS AND CONDITIONS

(e) Policies containing exclusions for chemical damage or damage incidental to the use of equipment and supplies furnished under this agreement, or growing out of direct performance of the agreement, will not be acceptable. The chemical damage coverage may be limited to chemicals dispensed while performing firefighting activities.

(f) Prior to the commencement of work, the Contractor shall provide the CO with one copy of the insurance policy, or confirmation from the insurance company, certifying that the coverage described in this clause has been obtained.

C.8 NOTICE OF CONTRACTOR PERFORMANCE ASSESSMENT REPORTING SYSTEM (JULY 2010)

(a) The US Forest Service has implemented the Contractor Performance Assessment Reporting System (CPARS) for reporting all past performance information. One or more past performance evaluations will be conducted in order to record your agreement performance as required by FAR 42.15.

(b) The past performance evaluation process is a totally paperless process using CPARS. CPARS is a web-based system that allows for electronic processing of the performance evaluation report. Once the report is processed, it is available in the Past Performance Information Retrieval System (PPIRS) for Government use in evaluating past performance as part of a source selection action.

(c) We request that you furnish the Contracting Officer with the name, position title, phone number, and email address for each person designated to have access to your firm’s past performance evaluation(s) for the agreement no later than 60 days after award. Each person granted access will have the ability to provide comments in the Contractor portion of the report and state whether or not the Contractor agrees with the evaluation, before returning the report to the Assessing Official. The report information must be protected as source selection sensitive information not releasable to the public.

(d) When your Contractor Representative(s) (Past Performance Points of Contact) are registered in CPARS, they will receive an automatically-generated email with detailed login instructions. Further details, systems requirements, and training information for CPARS are available at http://www.cpars.csd.disa.mil/. The CPARS User Manual, registration for On Line Training for Contractor Representatives, and a practice application may be found at this site.

(e) Within 60 days after the end of a performance period, the Contracting Officer will complete an interim or final past performance evaluation and the report will be accessible at http://www.cpars.csd.disa.mil/. Contractor Representatives may then provide comments in response to the evaluation, or return the evaluation without comment.

Comments are limited to the space provided in Block 22. Your comments should focus on objective facts in the Assessing Official’s narrative and should provide your views on the causes and ramifications of the assessed performance. In addition to the ratings and supporting narratives, blocks 1 – 17 should be reviewed for accuracy, as these include key fields that will be used by the Government to identify your firm in future source selection actions.
SECTION C

CONTRACT TERMS AND CONDITIONS

If you elect not to provide comments, please acknowledge receipt of the evaluation by indicating “No comment” in Block 22, and then signing and dating Block 23 of the form. Without a statement in Block 22, you will be unable to sign and submit the evaluation back to the Government. If you do not sign and submit the CPAR within 60 days, it will automatically be returned to the Government and will be annotated: “The report was delivered/received by the contractor on (date). The contractor neither signed nor offered comment in response to this assessment.” Your response is due within 60 calendar days after receipt of the CPAR.

(f) The following guidelines apply concerning your use of the past performance evaluation:

(1) Protect the evaluation as “source selection information.” After review, transmit the evaluation by completing and submitting the form through CPARS. If for some reason you are unable to view and/or submit the form through CPARS, contact the Contracting Officer for instructions.

(2) Strictly control access to the evaluation within your organization. Ensure the evaluation is never released to persons or entities outside of your control.

(3) Prohibit the use of or reference to evaluation data for advertising, promotional material, pre-award surveys, responsibility determinations, production readiness reviews, or other similar purposes.

(g) If you wish to discuss a past performance evaluation, you should request a meeting in writing to the Contracting Officer no later than seven days following your receipt of the evaluation. The meeting will be held in person or via telephone or other means during your 60-day review period.

(h) A copy of the completed past performance evaluation will be available in CPARS for your viewing and for Government use supporting source selection actions after it has been finalized.

C.9 INSPECTION AND ACCEPTANCE (AGAR 452.246-70) (FEB 1988)

The Contracting Officer or the Contracting Officer's duly authorized representative will inspect and accept the supplies and/or services to be provided under this agreement.

C.10 RESERVED

C.11 AFFIRMATIVE PROCUREMENT OF BIO BASED PRODUCTS UNDER SERVICE AND CONSTRUCTION CONTRACT (FAR 52.223-2) (SEPT 2013)

(a) In the performance of this contract, the contractor shall make maximum use of bio based products that are United States Department of Agriculture (USDA)-designated items unless—

(1) The product cannot be acquired—

   (i) Competitively within a time frame providing for compliance with the contract performance schedule;

   (ii) Meeting contract performance requirements; or

   (iii) At a reasonable price.
SECTION C
CONTRACT TERMS AND CONDITIONS

(2) The product is to be used in an application covered by a USDA categorical exemption (see 7 CFR 3201.3(e)). For example, all USDA-designated items are exempt from the preferred procurement requirement for the following:

(i) Spacecraft system and launch support equipment.

(ii) Military equipment, i.e., a product or system designed or procured for combat or combat-related missions.

(b) Information about this requirement and these products is available at http://www.biopreference.gov.

(c) In the performance of this contract, the Contractor shall—

(1) Report to http://www.sam.gov, with a copy to the Contracting Officer, on the product types and dollar value of any USDA-designated biobased products purchased by the Contractor during the previous Government fiscal year, between October 1 and September 30; and

(2) Submit this report no later than—

(i) October 31 of each year during contract performance; and

(ii) At the end of contract performance.

C.12 CONTRACTOR AUTHORIZED SIGNATURES

Contractor is to submit names, positions and contact information of all company individuals who are legally authorized to bind the company and sign contractual documents. Contractor is also required to advise and update the Contracting Officer whenever there are changes in these authorized individuals.

Name                                   Position/Title       Phone

Email

Name                                   Position/Title       Phone

Email

95
SECTION C
CONTRACT TERMS AND CONDITIONS

C.13 OPTION TO EXTEND SERVICES (FAR 52.217-8) (NOV 1999)

The Government may require continued performance of any services within the limits and at the rates specified in the contract. These rates may be adjusted only as a result of revisions to prevailing labor rates provided by the Secretary of Labor. The option provision may be exercised more than once, but the total extension of performance hereunder shall not exceed 6 months. The Contracting Officer may exercise the option by written notice to the Contractor within 20 Days.

C.14 ECONOMIC PRICE ADJUSTMENT SPECIFIED FLIGHT RATE CONTRACTS

(a) NON-FUEL PORTION OF THE SPECIFIED FLIGHT RATE

Agreement rates will be established in accordance with the following to reflect increases or decreases in the cost of performance of the agreement work. The increases or decreases used in establishing the rates will be those indicated by the changes in the following price indexes: The Non-Fuel Portion of the Specified Flight rate will be affected by:

TABLE 6-PRODUCER PRICE INDEXES

1. Commodity Group 1423 --Aircraft Engines and Engine Parts

2. Commodity Group 1425 --Aircraft Parts and Auxiliary Equipment

AVERAGE OF PERCENT CHANGES X 100 PERCENT OF LAST ADJUSTED RATE
The new rate will be derived by multiplying the average of the percentage changes of (1) and (2) times the rate in effect for the year immediately prior to the year in which the renewal is effective. The result will be added to or subtracted from the existing rate to become the newly adjusted rate (rounded to the next dollar).

Base Rates: Commodity Group 1423: 227.7 Commodity Group 1425: 187.1

(b) FUEL PORTION OF THE SPECIFIED FLIGHT RATE

(1) During the entire agreement period of performance, flight rates will be adjusted to reflect increases and decreases to the prices of aviation fuel.

(2) For adjustment purposes, the baseline price of Jet A fuel is established at $5.18 per gallon. The unit prices are the average price for aviation fuel based upon the National Fuel Survey located at http://www.fs.fed.us/fire/contracting/helicopters_exclu/helicopters_exclu.htm.

(3) The adjustment to the fuel portion of the flight rate shall be the average difference multiplied by the fuel consumption rates located in the solicitation/ agreement for the applicable aircraft type.
SECTION C
CONTRACT TERMS AND CONDITIONS

4) An adjustment to the flight rate shall be made on May 16th of each agreement period, regardless of the variation in the fuel price to re-establish the baseline. Subsequent adjustments shall only be made if the fuel price is either 10% higher or lower than the unit price established when the last adjustment was made. The time-point where these adjustments would take place would be on July 16th and February 16th each year.

The adjustment to the fuel portion of the flight rate will be the determined variation amount multiplied by the fuel consumption rates found in Exhibit 12, Helicopter Services Hourly Flight Rates, Fuel Consumption and Weight Reduction Chart for the applicable aircraft type.

(c) PROJECT/OPTIONAL USE RATE

The Project/Optional use rate will not be adjusted. The Optional use rate will be in effect for each optional use period as bid in the schedule of items.

C.15 ECONOMIC PRICE ADJUSTMENT FOR EXTENDED STANDBY

The extended standby rate will be reviewed on an annual basis to ensure compliance with the Service Contract Act and an adjustment will be made if needed. The extended standby rate will be computed by taking the minimum wage rate from the Department of Labor Wage Determination (current at that time), for Nationwide Pilot, times 1.5 plus 20% for benefits, overhead and profit and rounded to the nearest dollar. If needed, adjusted rates will become effective annually on May 16th of each year.

C.16 ORDERING (FAR 52.216-18) (OCT 1995)

(a) Any supplies and services to be furnished under this agreement shall be ordered by issuance of delivery orders or task orders by the individuals or activities designated in the Schedule. Such orders may be issued from date of agreement award through 48 months (if all Options are exercised by the Government).

(b) All delivery orders or task orders are subject to the terms and conditions of this agreement. In the event of conflict between a delivery order or task order and this agreement, the agreement shall control.

(c) If mailed, a delivery order or task order is considered "issued" when the Government deposits the order in the mail. Orders may be issued orally, by facsimile, or by electronic commerce methods only if authorized in the Schedule.

C.17 PERIOD OF PERFORMANCE (AGAR 452.211-74) (FEB 1988)

(a) Period of Performance is the date of initial agreement award through 48 months after the award date. Should subsequent Option to Extend Services be exercised, the period of performance may be extended for up to 6 (six) additional months. Overall, the total performance length of the agreement could come to 54 months if all available options were exercised.
SECTION D
EXHIBITS

D.1 LIST OF EXHIBITS

Exhibit 1: First Aid Kit Aeronautical
Exhibit 2: Survival Kit Aeronautical
Exhibit 3: Alaska
Exhibit 4: Restraint Systems Condition Inspection Guidelines
Exhibit 5: Additional Suppression/Prescribed Fire
Exhibit 6: High Visibility Markings on Main Rotor Blades
Exhibit 7: Reserved – (Additional Avionics Equipment)
Exhibit 8: Fuel Servicing Equipment Requirements
Exhibit 9: Operations and Safety Procedures Guide For Helicopter Pilots
Exhibit 10: Interagency Guidelines for Vertical Reference/External Load Training
Exhibit 11: Helicopter Make/Model/Series List
Exhibit 12: Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart
Exhibit 13: Interagency Helicopter Load Calculation
Exhibit 14: Helicopter and Fuel Service Truck Pre-Use Checklist
Exhibit 15: Performance Report
Exhibit 16: Department of Labor Wage Determination
Exhibit 17: Reserved – (Supplemental Rappel Requirements – Equipment)
Exhibit 18: Contractor’s Verification of Individual Helicopter Pilot Requirements and Experience for Initial Interagency Approval
Exhibit 20: Aircraft Mechanic (Helicopter) Qualification Form
Exhibit 21: Weight and Balance Form (Example)
Exhibit 22: Reserved – (Gross Computed Weight Table)
Exhibit 23: Performance by Government-Furnished Pilot
Exhibit 24: FAA Overwater Kit
Exhibit 25: Litter Kit Provisions and Litter
Exhibit 26: Reserved – (Aerial Ignition)
Exhibit 27: Reserved – (Law Enforcement Short Haul Special Mission Qualifications)
Exhibit 28: Public Aircraft Operations
Exhibit 29: Vendor-Contractor QA/Evaluation/Safety Checks
Exhibit 30: Reserved – (Night Flying Operations)
Exhibit 31: Safety Management System (SMS) Components Questionnaire and Accident History
Exhibit 32: Transportation Worksheet
Exhibit 33: Reserved – (Additional Telemetry Unit (ATU))
**SECTION D EXHIBITS**

**EXHIBIT 1 - FIRST AID KIT AERONAUTICAL (B.4)**

Each kit shall be in a dust-proof and moisture-proof container. The kit shall be on board the aircraft and accessible to the occupants. The contents shall include the following minimum items:

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Passenger Seats (0 – 9)</th>
<th>Passenger Seats (10 – 50)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adhesive bandage strips (3 inches long)</td>
<td>8</td>
<td>16</td>
</tr>
<tr>
<td>Antiseptic or alcohol wipes (packets)</td>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td>Emergency trauma dressing, 4 inch x 2'</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Triangular bandage, 40 inch (sling)</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Roller bandage, 4 inch x 5 yards (gauze)</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Adhesive tape, 1 inch x 5 yards (standard roll)</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>EMT trauma shears 51/2”</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Body Fluids Barrier Kit:</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>- 2-pair of latex gloves</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 1-face shield</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 1-mouth-to-mouth barrier</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 1-protective gown (optional)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 2-antiseptic towelettes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 1-biohazard disposal bag</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Combat Application Tourniquet (C-A-T) (optional)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Note:** Splints are recommended if space permits.

The kit’s contents which have expiration dates shall not be acceptable if past their expiration dates.
EXHIBIT 2 - SURVIVAL KIT AERONAUTICAL (LOWER 48) (B.4)

The contents shall include the following minimum items:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Knife</td>
<td>Signal Mirror</td>
</tr>
<tr>
<td>Non-Marine Aerial Flares (6-each)</td>
<td>Matches (2-small boxes in waterproof containers)</td>
</tr>
<tr>
<td>Food (2-days @ a minimum 1,000</td>
<td>Water (1-quart per occupant) (not required</td>
</tr>
<tr>
<td>calories per day, emergency rations</td>
<td>when operating over areas with adequate</td>
</tr>
<tr>
<td>per occupant)</td>
<td>drinking water)</td>
</tr>
<tr>
<td>Space Blanket (1-per occupant)</td>
<td>Candles</td>
</tr>
<tr>
<td>Collapsible Water Bag</td>
<td>Whistle</td>
</tr>
<tr>
<td>Magnesium Fire Starter</td>
<td>Nylon Rope or Parachute Cord (50-feet)</td>
</tr>
<tr>
<td>Water Purification Tablets</td>
<td></td>
</tr>
</tbody>
</table>

Suggested Survival Kit Items Dependent Upon Terrain and Climate:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Container w/carrying Handle or</td>
<td>Individual First Aid Kit</td>
</tr>
<tr>
<td>Straps</td>
<td></td>
</tr>
<tr>
<td>Large Plastic Bags</td>
<td>Signal Panels</td>
</tr>
<tr>
<td>Flashlight with Spare Batteries</td>
<td>Hand Saw or Wire Saw</td>
</tr>
<tr>
<td>Collapsible Shovel</td>
<td>Sleeping Bag (1-per two occupants)</td>
</tr>
<tr>
<td>Survival Manual (Arctic/Desert)</td>
<td>Snowshoes</td>
</tr>
<tr>
<td>Insect Repellant</td>
<td>Axe or Hatchet</td>
</tr>
<tr>
<td>Insect Head net (1-per occupant)</td>
<td>Collapsible fishing pole with an assortment of</td>
</tr>
<tr>
<td></td>
<td>fishing tackle such as hooks, flies, lines,</td>
</tr>
<tr>
<td></td>
<td>sinkers, etc.</td>
</tr>
<tr>
<td>Personal ELT</td>
<td>Consistent with AK equipment</td>
</tr>
<tr>
<td></td>
<td>Sunscreen</td>
</tr>
</tbody>
</table>

Note: A hand-held 760 channel VHF transceiver radio is recommended. It should be attached, or immediately accessible, to a crewmember rather than placed in the aircraft survival kit.

The kit’s contents which have expiration dates shall not be acceptable if past their expiration dates.
EXHIBIT 3 - ALASKA (A.1, A.7, A.33)

The following provisions shall apply when operating in Alaska. All other provisions not expressly changed herein continue to apply.

NOTE: Contractors from the lower 48 dispatched to Alaska need to have insurance coverage for Alaska, in addition to having Operations Specifications that permit Alaska operations.

(a) General Equipment

Additional Equipment:

(1) One set of approved Tundra Boards or Snow Pads with accompanying FAA certification.

(2) Complete set of current aeronautical charts and navigation publications covering areas of operation within Alaska and Canada.

(3) Survival kit:

All aircraft will carry survival equipment. Survival kits will contain at least the following items and additional items required by local regulation as is appropriate for local climate and terrain conditions.

The minimum equipment to be carried during the summer months:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ax or hatchet (1), and Knife (1)</td>
<td>Water Purification Tablets</td>
</tr>
<tr>
<td>Magnesium Fire Starter</td>
<td>Mosquito repellant containing DEET</td>
</tr>
<tr>
<td>Whistle</td>
<td>Mosquito head net for each occupant</td>
</tr>
<tr>
<td>Signal Mirror</td>
<td>Candles (5 each)</td>
</tr>
<tr>
<td>Non-Marine Aerial Flares (6-each)</td>
<td>Space Blanket (1 per occupant)</td>
</tr>
<tr>
<td>Matches (2-small boxes in waterproof containers)</td>
<td>Nylon Rope or Parachute Cord (50-feet)</td>
</tr>
<tr>
<td>Food (Each occupant sufficient to sustain life for 1-week @ minimum of 1,000 calories per day)</td>
<td>Collapsible fishing pole with an assortment of fishing tackle such as hooks, flies, lines, sinkers, etc.</td>
</tr>
</tbody>
</table>

Personal Locator Beacon (PLB) (Note: required only if Aircraft ELT requires tools to be removed)

In addition to the above, the following shall be carried as minimum equipment from October 15 to April 1 of each year:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pair of Snowshoes (1)</td>
<td>Sleeping bag per two occupants (1)</td>
</tr>
<tr>
<td>Wool blanket or equivalent for each occupant over 4-years of age (1)</td>
<td></td>
</tr>
</tbody>
</table>
SECTION D
EXHIBITS

EXHIBIT 3 - ALASKA SUPPLEMENT (A.1, A.7, A.33) (Continued)

Note: A hand-held 760 channel VHF transceiver radio is recommended. It should be attached, or immediately accessible, to a crewmember rather than placed in the aircraft survival kit.

FUEL SERVICING VEHICLE SPECIFICATIONS

A fuel servicing vehicle and driver are not required.

The Government will furnish, transport, and store all aircraft fuel required at no expense to the Contractor.

Grades of Government-furnished fuel vary from location to location, and the Contractor shall use the grade available.

The appropriate type of fuel (Avgas or Jet fuel), in one of the following grades, will be available at each location:

<table>
<thead>
<tr>
<th>Avgas</th>
<th>Jet Fuel</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>Jet A</td>
</tr>
<tr>
<td>100LL</td>
<td>Jet A-50</td>
</tr>
<tr>
<td></td>
<td>Jet B</td>
</tr>
<tr>
<td></td>
<td>Jet-4 or JP-5 or JP-8</td>
</tr>
</tbody>
</table>

All lubricating oil, parts, and supplies shall be furnished and transported by the Contractor to the assigned work location.

The Contractor shall furnish for each aircraft a portable hand or electrically-operated fuel pump, barrel stem, hoses, and filtration system for refueling in remote areas.

The filtration system shall include a unit which accomplishes water separation with positive shutdown. The size of the filtration system unit shall be compatible with pump size. One acceptable three-stage unit is FACET part number 050971. If this model FACET is used, the third stage monitor should be a Velcon part number CDF-210K which is rated to 10 GPM. Also acceptable are Velcon filter spin on 5 micron cartridges, part number 40505SP, rated to 13 GPM; or Velcon VF-31 with 1 micron cartridge element, part number ACO-21005B, rated to 15 GPM. All filtering components shall be changed annually or sooner if needed, and the date of the change shall be placarded on the canister.

Two complete spare filter changes shall be furnished by the Contractor.

AVAILABILITY OF MECHANICS –

The mechanic shall be present for all operations in Alaska. The mechanic shall accompany the helicopter to any assigned work location. The cost of the mechanic shall be included in the Daily Availability Rate.
SECTION D
EXHIBITS

EXHIBIT 3 - ALASKA SUPPLEMENT (A.1, A.7, A.33) (Continued)

(b) Payment for Availability

Operations in Alaska will be scheduled by the Government in accordance with flight time/duty time limitations. The schedule will not exceed:

SINGLE CREW: Maximum 14 hour per day PIC, or PIC and SIC.

DOUBLE CREW: Maximum 24 hours per day.

Measurement of availability will be reduced, as specified below, for each hour or portion thereof service is listed as unavailable to the Government. Single or double crew Periods of Unavailability will be accumulated for the day and posted on the Flight Use Invoice as actual clock unavailability. There will no longer be a need to round to the nearest quarter hour or reduce unavailability by 1/56.

Availability, as measured above, will be paid at the applicable rate appearing in the Schedule of Items

(c) Payment for Extended Standby is Applicable for Alaska assignments.

(d) Transporting of Relief Crew

(e) AIRCRAFT FUEL. The cost of fuel furnished by the Contractor in lieu of Government Furnished fuel while operating in Alaska will be reimbursed to the Contractor as provided below:

GENERAL: The Contractor shall not charge any fuel acquired under this agreement directly to the Government. All fuel not otherwise furnished by the Government must be paid by or charged to the Contractor. The purchase must be approved by the Contracting Officer. Fuel related costs shall be recorded as a line entry (i.e., date, fuel charge, dollar amount, and use-item code fuel charge [FC]), shall be summarized under "Other Charges/Credits" on the Aircraft Use Report (OAS-23), or Flight Use Invoice, and shall be supported by paid legible, itemized invoices from the supplier. Itemized receipts must support claims for reimbursement and must be kept on file by the contractor. Copies of receipts to be provided to the helicopter manager for review and approval but are not required to be submitted with the payment document Certified true copies may be submitted in lieu of the original invoice.

Government furnished fuel used by the Contractor for maintenance flights, repositioning aircraft, crew transportation, or any other flight for the convenience of the Contractor, will be deducted from amounts due the Contractor at the rate specified in the current Hourly Flight Rate Fuel Consumption and Weight Reduction Chart.

(f) Adjustment for Flight Rate. The flight rate will be reduced to reflect a dry rate by multiplying the fuel consumption for make and model of aircraft by current jet fuel price in the current Hourly Flight Rate Fuel Consumption and Weight Reduction Chart. Mobilization and demobilization will be at the wet rate. The dry rate will be effective upon the first Government-Furnished-Fueling.
SECTION D
EXHIBITS

EXHIBIT 3 - ALASKA SUPPLEMENT (A.1, A.7, A.33) (Continued)

FERRY FLIGHTS THROUGH CANADA. Flights through Canada will be paid at the wet rate.

(g) Payment for Transportation of Helicopter Fuel: Not applicable in Alaska

(h) Wage Determination in effect is the one provided in the solicitation

The kit's contents which have expiration dates shall not be acceptable if past their expiration dates.

EXHIBIT 4 - RESTRAINT SYSTEMS CONDITION INSPECTION GUIDELINES (B.4 (d) (8))

Federal Aviation Regulations require that occupant restraint systems are to be replaced in aircraft manufactured after July 1, 1951; such systems shall conform to standards established by the FAA. These standards are contained in Technical Standard Order TSO-C22g. Restraint system eligible for installation in aircraft may be identified by the marking TSO-C22g, TSO-C114 on the webbing, or by a military designation number since military systems comply with the strength requirements of the TSO. Aircraft manufacturer installed restraint systems with part numbers are acceptable. Each system shall be equipped with an approved metal-to-metal latching device.

Federal Aviation Regulations provide minimum inspection guidance, other than to state, that mildew and fraying may render the restraint system un-airworthy and that suspected webbing should be tested for tensile strength. The tensile strength requirement for a single person system is 525 pounds (most systems are rated at 1,500 pounds).

Unacceptable Condition Criteria:

<table>
<thead>
<tr>
<th>Webbing</th>
<th>Hardware</th>
<th>Stitching</th>
<th>TSO Tags</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frayed (5%)</td>
<td>Inoperable</td>
<td>Broken</td>
<td>Missing</td>
</tr>
<tr>
<td>Torn</td>
<td>Damaged</td>
<td>Excessive Wear</td>
<td>Illegible</td>
</tr>
<tr>
<td>Crushed</td>
<td>Corroded</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Swollen</td>
<td></td>
<td>Missing</td>
<td></td>
</tr>
<tr>
<td>Creased</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deteriorated</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

References:

14 CFR 91.205
14 CFR 21.607
AC 21-34
TSO-C22g
TSO-C114
SECTION D
EXHIBITS

EXHIBIT 5 - ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e))

NOTE 1: For Tank Operations reference B.10 (e) (4)

NOTE 2: There will be NO on-board mixing of wildland fire chemicals on Forest Service owned, contracted, chartered or leased aircraft.

(a) Fixed Suppressant/Retardant Delivery Tank with Self-Filling Capability

One (1) externally/externally mounted, fixed suppressant/retardant delivery tank. With a capacity commensurate with the maximum related lifting capability of the helicopter equipped with the tank at sea level on a standard day, meeting or exceeding the following specification:

(1) Door(s)

The Tank door(s) shall be designed such that:

(i) The frontal area of the retardant column is minimized.

(ii) The door(s) does not appreciably deflect the retardant when fully opened.

(iii) The tank and doors shall be leak proof, i.e. ½ gallon or less in a 24-hour period

(iv) The doors shall be closeable in flight if the aircraft is not capable of landing with the door(s) open without damaging the door(s).

(2) Venting

(i) The tank shall be vented so that no more than 0.25 PSI negative pressure will be created in the tank head space during the fastest drop sequence.

(ii) The vent shall not leak during filling or normal flight maneuvers.

(3) Fill Port(s) (Not required for hover draft operations.)

(i) The fill port shall be a 3-inch Kamlock® fitting (male) and shall be located on the right and left side of the aircraft.

(ii) The fill port shall not leak or overflow during ground operations or during normal flight maneuvers.

(4) Controls (All controls for tank system shall be labeled as to function.)

(i) The door open switch shall be the same switch that opens the water bucket.

(ii) When required, the tank close switch shall be the same switch that closes the water bucket unless tank STC requires a different switch location.
(iii) All tanks shall be equipped with an independently controlled and operated emergency dump system enabling the entire load to be dropped in less than 6-seconds. This system shall use mechanical, pneumatic, or fluid pressure for operation.

(iv) Emergency systems operated by pneumatic or fluid pressure shall be isolated from the normal tank system pressure. Normal function or failure of the normal system shall not affect the emergency system pressure. Emergency systems dependent on normal operating aircraft or tank systems for initial charge shall have a pressure gauge or indicator readily visible to the crew. Emergency systems dependent on precharged bottles shall have a positive means of checking system charge during preflight.

(v) The primary emergency dump control shall be positioned within easy reach of the pilot and copilot while strapped in their respective seats. Electrically operated controls shall be wired direct to a source of power isolated from the normal aircraft electrical bus and protected by a fuse or circuit breaker of adequate capacity.

(5) Certifications

(i) Reserved

(ii) Weight and balance computations shall be made with the tank full, empty, and removed, showing the helicopter to remain within acceptable center of gravity limits at all times.

(iii) The tank shall accept filling at a rate sufficient to allow the tank to be filled to capacity in no more than 1-minute.

(6) For Type II helicopters

(i) Fixed Suppressant / Retardant Tank must be manufactured with an opening that allows use of the cargo hook for external load operations while tank is attached.

(ii) Extended Height landing gear that ensures a minimum of 12 inches clearance between the attached delivery tank and the level ground shall have an extended height access step or equivalent to provide a minimum of one step half the distance to the skid.

(7) For Type II Standard Category helicopters

(i) Snorkel will be removable.

(ii) Snorkel assembly will be Supplemental Type Certificated (STC) to allow for personnel transport with the snorkel in the stowed position during day time operations.
SECTION D
EXHIBITS

EXHIBIT 5 - ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e)) (Continued)

(8) Reserved (For Type I helicopters)

(i) Tanked aircraft will display the last three numbers/letters of the aircraft registration on both sides of the aircraft. Numbers/letters will be high visibility/contrasting colors and a minimum 32 inches high and 5 inches wide. Number placement on the aircraft sides should give high consideration to visibility from the ground. If there is a duplication in Aircraft Identifier for substitute aircraft and/or if a fixed external tank is replaced or moved to a different airframe, contact your CO for direction.

Example: N282CL will display 2CL

(b) Suppressant Equipment

(1) Remote Cargo Hook

(i) As a minimum, the remote cargo hook shall be completely disassembled and inspected with repairs made as required, lubricated, and a full-load operational check in accordance with manufacturer's recommendations.

(ii) All work shall be done in accordance with manufacturer's maintenance manuals, as applicable.

(2) Long-lines 150 feet (as applicable)

(i) Rotation resistant wire rope

(A) Rotation resistant wire rope with swaged fittings rated in accordance with ANSI Standards.

(B) Fabrication and installation methods shall be in accordance with aircraft and ANSI Standards.

(ii) Synthetic Long Line

(A) Helicopter synthetic long-lines shall be constructed from the HMWPE (High Molecular Weight Polyethylene Equipment) or HMPE (High Molecular Polyethylene Equipment) family of rope fibers including brand names such as Spectra® by Allied Signal or fibers with similar properties.

(B) Working or Rated Load

(1) The working or rated load of a rope is the maximum static load that will be lifted by the rope. Working loads are based on a percentage of the approximate breaking or ultimate strength of the rope when new and unused. The working load shall be appropriate to the lifting capability of the helicopter.
SECTION D
EXHIBITS

EXHIBIT 5 - ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e)) (Continued)

(2) For reference, lifting capability for each category of helicopter is as follows:

- Type I (Heavy) 4,500 lbs to 30,000 lbs or greater
- Type II (Medium) 1,600 lbs to 4,500 lbs
- Type III (Light) 750 lbs to 1,600 lbs

(C) Factor of Safety

A factor of safety of 7 shall be used for helicopter synthetic long-lines. Therefore, all ropes shall have an ultimate strength of seven times the rated or working load. For example, if a Type II (Medium) helicopter line will have a working load of 4,500 pounds, the rope shall have strength, when new, of at least 31,500 pounds. Rope diameters will vary depending on strength and type of rope.

(D) Knots and Splices

Knots are not permitted in the synthetic long-line. Knots can decrease rope strength by as much as 50%. Splices may be used in the assembly of the long-line, but no mid-line splicing repairs may be done. Re-splicing at the end of the line is permitted only if the rope is in good condition, and the new splice is done per manufacturer's recommended splicing practices. Splices should always follow the manufacturer's recommended splicing practices.

(E) Maintenance and Inspections

Manufacturer's recommended maintenance and inspection procedures shall be complied with.
SECTION D
EXHIBITS

EXHIBIT 6 - HIGH VISIBILITY MARKINGS ON MAIN ROTOR BLADES (B.4 (d) (16))

Acceptable Paint Schemes

(a) Starting at blade tip, paint first 1/6th of blade length with gloss white. Paint second 1/6th of blade length with orange. Paint third 1/6th of blade length with gloss white. Paint next 1/3rd of blade length with orange. Paint remaining 1/6th of blade length with gloss white.

(b) One black and one white blade.

(c) Paint schemes previously approved under Interagency Fire and Aviation Agreement.

(d) Paint schemes and color variations specified by manufacturer in a service bulletin, instructions, or other manufacturer published document or text.

EXHIBIT 7 - RESERVED – (Additional Avionics Equipment)
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21))

(a) General

(1) An approved fuel servicing vehicle (FSV) (truck, pump-house, or trailer) shall be provided with each helicopter. The FSV shall be inspected annually and possess current USFS or USDI-OAS inspection documentation.

(2) The fuel-servicing vehicle shall be capable of transporting fuel over rough mountainous terrain to include grades of up to 9%.

(3) Fuel tank/chassis combinations must meet DOT requirements.

(4) Fuel servicing vehicles shall be properly maintained, cleaned, and reliable. Tanks, plumbing, filters, and other required equipment shall be free of leaks, rust, scale, dirt, and other contaminants. Trailers used for storage and transport of fuel shall have an effective wheel braking system.

(5) Spare filters, seals, and other components of the fuel-servicing vehicle filtering system shall be stored in a clean, dry area in the fuel service vehicle. A minimum of one set is required to be with the vehicle.

(6) The fuel servicing vehicle tank capacity shall be sufficient to sustain 8-hours of flight (14-hours of flight when the aircraft is doubled crewed and required in the Schedule of Items). Barrels are not acceptable.

(7) All tanks will be securely fastened to the vehicle frame in accordance with DOT regulations and shall have a sump or sediment settling area of adequate capacity to provide uncontaminated fuel to the filter.

(8) A 10-gallon per minute filter and pump is the minimum size acceptable. Filter and pump systems sizes shall be compatible with the helicopter being serviced.

(9) The filter manufacturer's Operating, Installation and Service Manual shall be with the FSV. Filters shall be changed in accordance with the filter manufacturer's manual, at a minimum of every 12-months, whichever is less, and documented. The filter vessel shall be placarded indicating filter change date and documented in service vehicle log.

(10) Gasoline engine driven pumps shall be designed to pump fuel, have shielded or insulated ignition system, Forest Service approved spark arrester muffler, and a metal shield between the engine and pump. Other exposed terminal connections shall be insulated to prevent sparking in the event of contact with conductive material.

(11) FSV shall have deadman controls designed to allow operation while wearing gloves and be held for the time needed. A pistol grip deadman device at the end of the nozzle or an electronic control to stop the pump is acceptable.

(12) FSV shall have most current version of the Emergency Response Guidebook (ERG) on FSV either electronic or hardcopy.
EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(b) Equipment

(1) Each aircraft fuel servicing tank vehicle shall have two fire extinguishers, each having a rating of 20-B: C (more than 20 is acceptable) with one extinguisher mounted on each side of the vehicle. Extinguishers shall comply with NFPA 10 Standards for Portable Fire Extinguishers.

Note: FSV inspected after 1 January 2022 shall comply with the following:

Each FSV shall have two fire extinguishers, with one fire extinguisher mounted on each side. Extinguishers shall comply with NFPA 10 Standards for Portable Fire Extinguishers and each shall have a minimum rating of 40-B: C. Fire extinguishers with an A rating will not be acceptable.

(2) Fuel tanks shall be designed to allow contaminants to be removed from the sediment settling area.

(3) Only hoses compatible with aviation fuel shall be used for servicing. Hoses shall be kept in good repair. The hose shall be at least 50 feet in length, minimum of ½ the rotor diameter plus 20 feet for rapid refueling.

Note: FSV inspected after 1 January 2022 shall comply with the following:

(a) Aircraft fueling hose shall be removed from service after 10 years from date of manufacture.

(b) Aircraft fueling hose not placed into service within 2 years of the date of manufacture shall not be used.

(4) Fuel nozzle shall include a 100-mesh or finer screen (except for closed circuit systems), a dust protective device, and a bonding cable with clip or plug. No hold-open devices will be permitted.

(5) An accurate fuel-metering device for registering quantities in U.S. gallons of fuel pumped shall be provided. The meter shall be positioned in full view of the fuel handler while fueling the helicopter.

(6) Fuel servicing vehicle shall have adequate bonding cables.

(7) Fuel servicing vehicle shall comply with DOT and EPA requirements for transportation and storage of fuel, and shall carry sufficient petroleum product absorbent pads or materials to absorb or contain up to a 5-gallon petroleum product spill. The Contractor is responsible for proper disposal of all products used in the cleanup of a spill in accordance with the EPA, 40 CFR 261 and 262.

(8) All tank inlet ports, sump drains, and the fuel nozzle must be locked closed or stored inside locked compartments when not in use to preclude tampering, contamination, or improper drainage of the fuel supply.
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(c) Markings

(1) Each fuel-servicing vehicle shall have "NO SMOKING" signs with 3-inch minimum letters visible from both sides and rear of vehicle.

(2) Each vehicle shall also be conspicuously and legibly marked to indicate the nature of the fuel. The marking shall be on each side and the rear in letters at least 3 inches high on a background of sharply contrasting color such as Avgas by grade or jet fuel by type. Example: Jet-A white on black background.

(3) All fuel servicing vehicles shall be placarded in accordance with 49 CFR 172.

(d) Filtering System (Three-Stage or Single-Stage is acceptable)

(1) The first and third stage elements of a three-stage system and the elements of a single-stage system shall be new and installed by the Contractor during the annual inspection and witnessed by the Government Inspector, upon request.

(2) The separator element (Teflon screen) of the three-stage system shall be inspected and tested as prescribed by the manufacturer during the inspection. The filter assembly shall be placarded with that data.

(3) If equipped with a drain, the bottom of the filter assembly shall be mounted to allow for draining and pressure flushing into a container. If the unit is drained overboard, the fuel shall not come in contact with the exhaust system or the vehicle's wheels. If the unit is equipped with a water sight gauge, the balls shall be visible.

(4) Three-Stage (filter, water separator, monitor) System:

Fueling systems shall utilize a three-stage system such as a Facet Part Number 900442-GNG-220 for 20 gallon-per-minute (gpm) pump, or equal. A Facet Part Number 900443-GNG-210 for a 10 gallon-per-minute pump, or equal. An acceptable third-stage (monitor) unit is Velcon CDF-220 Series for 20-gpm flow or Velcon CDF-210E for 10 gpm systems.

(5) Single-Stage System or Three-in-One Filter Canister:

Fueling systems shall utilize a single element system such as a Velcon filter canister with Aquacon cartridge of a size compatible with pumps flow rate.

(6) Differential pressure gauge(s) shall be installed and readable. Example: Velcon VF-61 canister with an ACO-51201C cartridge.

(e) Fuel Servicing

(1) General
EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(i) The Contractor shall supply all aircraft fuel unless the Government exercises the option of providing fuel. All fuel provided by the Contractor will be commercial grade aviation fuel. Only fuels meeting the specifications of American Society for Testing and Materials (ASTM) D-1655 (Type Jet A, A-1 or B), MIL-T-5624 (Grade JP-4 or JP-5) for turbine engine powered aircraft are authorized for use.

(ii) Fueling operations, including storage and handling, shall comply with the airframe and engine manufacturer's recommendations and all applicable FAA standards. NFPA Standard No. 407, Aircraft Fuel Servicing, shall be followed, except that no passengers may be on board during fueling operations.

(iii) The contractor shall ensure that they are in compliance with 40 CFR Part 112: Oil Pollution Prevention; Spill Prevention, Control, and Countermeasure Plan Requirements (SPCC). An SPCC plan is required for each fuel servicing vehicle used on this contract regardless of bulk storage container (tank) size.

(iv) Reserved

(2) Rapid Refueling

(i) There are two approved methods (CCR and Open Port) for fueling helicopters with engine(s) running.

(A) Closed Circuit Refueling (CCR). This method of refueling uses a CCR system designed to prevent spills, minimized fuel contamination, and prevent escape of flammable fuel vapors. Open port nozzle Emco Wheaton Model G457 or equivalent may be used in place of CCR system.

(B) Open Port. This method of refueling allows flammable fuel vapors to escape.

(ii) Rapid refueling of helicopters is permitted IAW NFPA 407 and the contractors approved rapid refueling plan. Rapid refueling authorization shall be annotated on the approval card. At a minimum the following requirements will be met:

(A) Rapid refueling is requested by the Government.

(B) The aircraft must be shut down after 4 hours of flight (Hobbs) time or 2 fuel cycles (whichever occurs first).

(C) Personnel providing onsite fire protection are briefed on the Contractor's rapid refueling procedures.

(D) Government personnel shall not refuel Contract aircraft unless the pilot requests Government assistance due to an emergency situation; or when the Government provides the fuel servicing system and dispensing personnel.

(E) The hose shall be at least 50 feet in length, minimum of \( \frac{1}{2} \) the rotor diameter plus 20 feet for rapid refueling.

113
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(F) No passengers may be on board during fueling operations.

(G) A copy of the contractors approved rapid refueling plan must be kept with FSV.

(f) Fuel Quality Control Procedures

Compliance with fuel quality control requirements is the responsibility of the contractor.

(1) Daily

**Note 1:** Individual clear glass one quart jars will be used for each sample port. Sample jars will be marked for each sample port and will be retained until the next sample is taken.

**Note 2:** After three consecutive samples from any port are taken without a clean sample, the FSV will be removed from service. An interagency FSV inspector must return the FSV to Contract Availability.

(i) Sample for and remove any contaminates from fuel tanks. A check will be performed each morning before the vehicle is moved, after every reloading of fuel, washing of equipment, and after a heavy rain or snowstorm.

(ii) Sample all filter/separator drain valves and check for contaminants.

(iii) Sample from open port fuel nozzle (downstream from filter). Any visual contaminates are not acceptable.

(2) During Helicopter Fueling Process

(i) Check sight gauge for water, if equipped

(ii) Visually monitor FSV for leaks.

(iii) Monitor differential pressure reading.

(3) Weekly

(i) With pump operating, pressure flush filter assembly. Continue flush operation until sample is clear, clean, and bright.

(ii) Sample from closed circuit nozzle for contaminants.

(iii) Check condition of covers, gaskets, and vents.

(iv) Inspect all fire extinguishers for broken seals, proper pressure, and recharge date. Replace as necessary.
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(v) Inspect hoses for abrasions, separations, or soft spots. Weak hoses will be replaced.

(4) Record Keeping. (Records shall be kept with the FSV) The fuel handler shall keep a record containing the following information: (as a minimum)

(i) Condition (clean, clear, bright, etc.) of fuel sample at:
   (A) Nozzle
   (B) Filter Sump
   (C) Tank Sump

(ii) Differential pressure

(iii) Filter change (reason & date)

(iv) Record of source, location, when and quantity of fuel loaded into FSV

(v) Reserved

Note: When identified in Section A.12 as a required item, or when the Contractor elects to provide a P25 Digital VHF-FM Mobile Radio as optional for contract consideration, the below specifications shall be in effect.

(g) P25 Digital VHF-FM Mobile Radio

(1) A P25 Digital VHF-FM two-way mobile radio, with a matched broadband antenna (Antenna Specialists ASPR7490, Maxrad MWB5803, or equivalent), shall be installed in the fuel-servicing vehicle. The radio shall provide selection of analog wideband (25.0 kHz), analog narrowband (12.5 kHz), and P25 Digital narrowband (12.5 kHz), channel spacing on each channel operating from 150 MHz to 174 MHz. The radio shall be frequency-synthesized, equipped with a CTCSS sub-audible tone encoder having a minimum of 32 selectable tones meeting the current TIA/EIA-603 standard, and develop a minimum of 30 watts nominal output power.

(2) Transceivers shall be set to operate in the narrowband mode unless local requirements dictate otherwise. All radios must have the ability to be programmed in the field by the radio operator without the aid of a computer or the services typically found in a radio shop.

(3) The use of appropriate VHF-FM portable radios with suitable output power booster units is permissible. See the below VHF-FM Portable Radio section for portable radio requirements.

SECTION D  
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

Note 1: It is highly recommended that a programming "cheat sheet" accompany the fuel servicing vehicle.

Note 2: When identified in Section A.12 as a required item, or when the Contractor elects to provide a P25 Digital VHF-FM Portable Radio as optional for contract consideration, the below specifications shall be in effect.

(h) P-25 Digital VHF-FM Portable Radio

(1) A P25 Digital VHF-FM two-way portable radio operating from 150 MHz to 174 MHz. The radio shall provide selection of analog wideband (25.0 kHz), analog narrowband (12.5 kHz), and P25 Digital narrowband (12.5 kHz) channel spacing on each channel. The radio shall be frequency-synthesized, equipped with a CTCSS sub-audible tone encoder having a minimum of 32 selectable tones meeting the current TIA/EIA-603 standard, and develop a minimum of 1 watt nominal output power but no more than 10 watts nominal output power. Modified or Family Service Radios (FSR) are not acceptable.

(2) Transceivers shall be set to operate in the analog narrowband mode unless local requirements dictate otherwise. All radios must have the ability to be programmed in the field by the radio operator without the aid of a computer or the services typically found in a radio shop.

(3) When the above Fuel Service Vehicle Radio requirement is met with the use of a VHF-FM portable radio with output power booster, that portable VHF-FM radio may be used to comply with this section as long as the portable radio complies with all specified VHF-FM Portable Radio requirements. The VHF-FM portable radio used in the fuel service vehicle must be removable and still operate as a portable radio.

(4) At least two fully charged batteries per radio are required at the beginning of each shift when using rechargeable batteries. The contractor supplied batteries must operate the portable radio throughout the shift. It is highly recommended that all portable radios utilize an AA alkaline battery clamshell. A source of 115 VAC power may not be available for rechargeable batteries.

Note: It is highly recommended that a programming "cheat sheet" accompany the VHF-FM portable radio. Additionally, the radio should have a carrying case or chest pack carrier and utilize AA batteries.

SECTION D
EXHIBITS

EXHIBIT 9 - OPERATIONS AND SAFETY PROCEDURES GUIDE FOR HELICOPTER PILOTS
It is important for Agreement pilots to be familiar with the Agreement specifications. See Forest Service website: http://www.nifc.gov/aviation/av_documents/av_helicopters/SafetyBrief.pdf

Pilot operation briefings will emphasize the following areas:

(1) Pilot Authority and Responsibility
(2) Helicopter Management
(3) Operational Requirements
(4) Operating Limitations and Weather Requirements
(5) FM Radio and GPS Operations
(6) Flight Following and Flight Plans
(7) Incident Airspace
(8) Knowledge and Procedure Overview
(9) Regional Procedures
(10) Reference Web Sites
(11) Pilot Certification
(12) Verification of Long-Line and/or Snorkel Training
(13) Flight Hour requirements and experience verification
(14) Required documentation for pilot carding
SECTION D
EXHIBITS

EXHIBIT 10 - INTERAGENCY GUIDELINES FOR VERTICAL REFERENCE/EXTERNAL LOAD TRAINING (B.12 (f) (1))

National Interagency Helicopter Standards require that contractors develop a Vertical Reference / External Load Training Syllabus and that agreement pilots receive this training before applying for Agency Special Use approval. Each agreement pilot must have a current proficiency endorsement from the company’s chief pilot in order to qualify for a Flight Evaluation by an Interagency Helicopter Inspector Pilot.

The Applicant has demonstrated VTR proficiency with a 150' long-line by:

2. Performing a thorough preflight briefing of ground personnel to include hookup procedures, signals, and pilot and ground personnel actions in the event of an emergency or hook malfunction.
3. Visually determining that the cargo hook(s) and cables are installed properly and that electrical and manual releases are functioning properly.
4. Ascending vertically using vertical reference techniques while centered over the load until the load clears the ground, then maintain a stable hover with a load 10 feet (+ - 5 feet) above the ground for 30 seconds. (The applicant should insure that the long-line does not become tangled on external parts of the helicopter).
5. Controlling the hook movement and stopping load oscillations while in a hover.
6. Maintaining positive control of the load throughout the flight while maintaining specified altitude within 50 feet, airspeed within 10 knots, and heading within 10 degrees.
7. Maintaining the proper approach angle and rate of closure to establish an out-of-ground effect hover with the load 10 feet above the ground (+ -5 feet) for 30 seconds and then placing the load within a 10-foot radius of the specified release/ touchdown point.
8. Maintaining the proper approach angle and rate of closure to establish an out-of-ground effect hover within a confined area with the load 10 feet above the ground (+ - 5 feet) for 30 seconds and then placing the load within a 10-foot radius of the specified release/touchdown point.

NAME: ____________________ CERT NO: _____________ □ INITIAL □ RECURRENT (Check One)

I certify that the above listed pilot has completed training as outlined in the National Interagency Helicopter Standards and meets the currency and performance requirements of this company’s Vertical Reference / External Load Training Manual and recommend him/her for evaluation.

CHIEF PILOT: ____________________ COMPANY: ____________________
Printed Name

CHIEF PILOT: ____________________ DATE: _____________
Signature
SECTION D
EXHIBITS

EXHIBIT 10 - INTERAGENCY GUIDELINES FOR VERTICAL REFERENCE/EXTERNAL LOAD
TRAINING (B.12 (f) (1)) (Continued)

National Interagency Helicopter Standards require that contractors develop a Vertical Reference
training syllabus for pilots who fly helicopters with a fixed tank and snorkel and that agreement
pilots receive initial and recurrent training before applying for agency Special Use approval.
Each agreement pilot shall have a current proficiency endorsement from the company’s chief
pilot in order to qualify for a Flight Evaluation Check by an Interagency Helicopter Inspector
Pilot.

VERTICAL REFERENCE GUIDELINES FOR HELICOPTERS USING A FIXED TANK WITH
SNORKLE

The pilot shall demonstrate proficiency with the snorkel by:

- Exhibiting knowledge of the elements of vertical reference operations.
- Performing a thorough preflight of the tank and snorkel
- Establishing a hover before takeoff by ascending vertically using vertical reference
  techniques while not dragging the snorkel.
- Establishing and maintaining the proper approach angle and rate of closure to
  establish a 5 foot snorkel height above the porta-tank and then lowering the snorkel
  into the tank. Maintain a stable hover for 30 seconds. Ascend vertically while
  keeping the snorkel clear of the edges of the tank until the snorkel is at least five (5)
  feet above the tank. Transition to forward flight without allowing the snorkel to settle
  back into the tank,

OR

- Establishing and maintaining a proper approach angle and rate of closure to
  establish a 5 foot snorkel height above the ground and over a circle of 8 to 10 feet in
  diameter. The circle shall be marked by paint or other easily identifiable material.
  From a stable hover, lower the aircraft until the snorkel head is touching the ground.
  Execute a 360 degree turn (left or right) while maintaining the snorkel head in contact
  with the ground within the circle and not allowing any part of the snorkel hose to
  touch the outside of the circle. The maneuver should be completed in 90-120
  seconds,

AND

- Perform a landing while placing the main landing gear in a 6 foot diameter circle.

NAME: ________________________ CERT NO: ____________________  □ INITIAL  □ RECURRENT
(Check One)

I certify that the above listed pilot has completed training as outlined in the National Interagency
Helicopter Standards and meets the currency and performance requirements of this company’s
Vertical Reference / External Load Training Manual and recommend him/her for evaluation.

CHIEF PILOT: ________________________ COMPANY: ________________________
Printed Name

CHIEF PILOT: ________________________ DATE: ________________________
Signature
SECTION D
EXHIBITS

EXHIBIT 11 - HELICOPTER MAKE/MODEL/SERIES LIST (B.21 (b))

Grouping of like makes and models of aircraft allows determination of pilot authority. Differences training shall be completed for each of the makes/models in a grouping. Make/model qualification and currency are met with time flown in any aircraft in grouping.

When make/model/series currency is specified in the procurement document, only that specific make/model/series may be used to determine currency.

<table>
<thead>
<tr>
<th>Make</th>
<th>Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agusta</td>
<td>A-119</td>
</tr>
<tr>
<td>Agusta</td>
<td>AW-139</td>
</tr>
<tr>
<td>Bell</td>
<td>47 Series (All Recips)</td>
</tr>
<tr>
<td>Bell</td>
<td>47 Series (Soloy)</td>
</tr>
<tr>
<td>Bell</td>
<td>206A, 206B, 206B3</td>
</tr>
<tr>
<td>Bell</td>
<td>206L, 206L1, 206L3, 206L4</td>
</tr>
<tr>
<td>Bell</td>
<td>407</td>
</tr>
<tr>
<td>Bell</td>
<td>204, 205, 210, Eagle Single, UH-1, All Series</td>
</tr>
<tr>
<td>Bell</td>
<td>212, 412</td>
</tr>
<tr>
<td>Bell</td>
<td>214</td>
</tr>
<tr>
<td>Boeing</td>
<td>BV-107-II, KV-107-II</td>
</tr>
<tr>
<td>Boeing</td>
<td>BV-234, CH-47</td>
</tr>
<tr>
<td>Boeing</td>
<td>369 (500) Series</td>
</tr>
<tr>
<td>Boeing</td>
<td>MD-600N</td>
</tr>
<tr>
<td>Boeing</td>
<td>MD-900, 902</td>
</tr>
<tr>
<td>Enstrom</td>
<td>26 Series</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-315, SA-316, SA-319 (Alouette/Lama)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-318</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>AS 350 Series (A-star)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>AS-355 Series (Twin Star)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-341 (Gazelle)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-360</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-365 (Dauphin)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-330, AS-332 (Puma)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>MBB-105 Series</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>BK-117 Series</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>EC-145</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>EC-135</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>EC-120</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>BO-105</td>
</tr>
<tr>
<td>Hiller</td>
<td>12 Series (Recips)</td>
</tr>
<tr>
<td>Hiller</td>
<td>12 Series (Soloy)</td>
</tr>
<tr>
<td>Hiller</td>
<td>FH-1100</td>
</tr>
<tr>
<td>Hughes/Schweizer</td>
<td>269 (300) Series (Recips)</td>
</tr>
<tr>
<td>Schweitzer</td>
<td>330</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-55, H-19 (Recip), S-55T</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-58, H-34 Series (Recip), S-58T Series</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-62</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-61 Series, SH-3</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-64, CH-54</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>CH-53</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-76 Series</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-70, Uh-60 Series</td>
</tr>
</tbody>
</table>
## SECTION D
### EXHIBITS

### EXHIBIT 12 - HELICOPTER SERVICES HOURLY FLIGHT RATES, FUEL CONSUMPTION, AND WEIGHT REDUCTION CHART (A.1, A.3 (a), B.10 (a) (6), B.32 (b) (3), B.36 (b))

For contracts awarded 2018 - 2021 (CWN/Exclusive Use) - Effective July 16, 2019 (For Contracts Awarded 1/12/2018 and After)

| COMPANY      | AIRCRAFT TYPE | FUEL CONSUMPTION (gal/hr) | MAY 15, 2019 | HOU

### FOOTNOTES:

- **REV 6-17-19**
- **REV 6-4-19**

### AVERAGE GALLON PRICE: **JET FUEL:** $5.18
SECTION D
EXHIBITS

EXHIBIT 13 - INTERAGENCY HELICOPTER LOAD CALCULATION (A.3, B.10 (a) (5), B.10 (b) (2))

Vendors shall use Computed Gross Weight for load calculation purposes for submitting proposals. For field operations use current temperature and elevation for performance planning purposes.

An Out of Ground (OGE) power check will be performed for either the takeoff or landing, whichever is most restrictive. Refer to Tech Bulletin No. IATB 17-01, dated November 10, 2016. Bulletins can be found at: http://www.fs.fed.us/fire/av_safety/promotion/Technical_Bulletins/index.html.

Instructions
A load calculation must be completed daily. A new calculation is required when operating conditions change (± 1000’ in elevation or ± 5°C in temperature) or when the Helicopter Operating Weight changes (such as changes to the Equipped Weight, changes in flight crew weight or a change in fuel load).

All blocks must be completed. Pilot must complete all header information and Items 1-13. Helicopter Manager completes Items 14 & 15.

1. DEPARTURE – Name of departure location and current Pressure Altitude (PA, read altimeter when set to 29.92) and Outside Air Temperature (OAT, in Celsius) at departure location.

2. DESTINATION – Name of destination location and PA & OAT at destination. If destination conditions are unknown, use MSL elevation from a map and Standard Lapse Rate of 2º C/1000’ to estimate OAT.

Check the box in Line 1 (Departure) or Line 2 (Destination) to indicate the most restrictive values used to obtain Computed Gross Weight in Line 7b.

3. HELICOPTER EQUIPPED WEIGHT – Equipped Weight equals the Empty Weight (as listed in the Weight and Balance Data) plus the weight of lubricants and onboard equipment required by agreement (i.e. survival kit, rappel bracket).

4. FLIGHT CREW WEIGHT – Weight of the Pilot and any other assigned flight crewmembers on board (i.e. Co-pilot, flight engineer, navigator) plus the weight of their personal gear to include PFD’s.

5. FUEL WEIGHT – Number of gallons onboard X the weight per gallon (Jet Fuel = 7.0 lbs/gal; AvGas = 6.0 lbs/gal)

6. OPERATING WEIGHT – Add items 3, 4 and 5.

7a. PERFORMANCE REFERENCES – List the specific Flight Manual supplement and hover performance charts used to derive Computed Gross Weight for Line 7b. Separate charts may be required to derive HIGE, HOGE and HOGE-J. HIGE: use Hover-In-Ground-Effect, External/Cargo Hook Chart (if available). HOGE & HOGE-J: use Hover-Out-Ground-Effect charts for all HOGE operations.
SECTION D
EXHIBITS

EXHIBIT 13 - INTERAGENCY HELICOPTER LOAD CALCULATION (A.3, B.10 (a) (5), B.10 (b) (2)) (Continued)

7b. COMPUTED GROSS WEIGHT - Compute gross weights for HIGE, HOGE and HOGE-J from appropriate Flight Manual hover performance charts using the Pressure Altitude (PA) and temperature (OAT) from the most restrictive location, either Departure or Destination. Check the box in Line 1 (Departure) or Line 2 (Destination) to indicate which values were used to obtain Computed Gross Weight.

8. WEIGHT REDUCTION – The Government Weight Reduction is required for all “non-jettisonable” loads. The Weight Reduction is optional (mutual agreement between Pilot and Helicopter Manager) when carrying jettisonable loads (HOGE-J) where the pilot has total jettison control. The appropriate Weight Reduction value, for make & model, can be found in the current helicopter procurement document (agreement).


10. GROSS WEIGHT LIMITATION – Enter applicable gross weight limit from Limitations section of the basic Flight Manual or the appropriate Flight Manual Supplement. This may be Maximum Gross Weight Limit for Take-Off and Landing, a Weight/Altitude/Temperature (WAT) limitation or a Maximum Gross Weight Limit for External Load (jettisonable). Limitations may vary for HIGE, HOGE and HOGE-J. Refer to Tech Bulletin No. 2011-03, dated September 14, 2011. Bulletins can be found at: http://www.fs.fed.us/fire/av_safety/promotion/Technical_Bulletins/index.html

11. SELECTED WEIGHT – The lowest weight, either line 9 or 10, will be entered for all loads. Applicable limitations in the Flight Manual must not be exceeded.

12. OPERATING WEIGHT – Use the value entered in Line 6.

13. ALLOWABLE PAYLOAD – Line 11 minus Line 12 is the maximum allowable weight (passengers and/or cargo) that can be carried for the mission. Allowable Payload may differ for HIGE, HOGE and HOGE-J.

14. PASSENGERS AND/OR CARGO – Enter passenger names and weights and/or type and weights of cargo to be transported. Include mission accessories, tools, gear, baggage, etc. A separate manifest may be used.

15. ACTUAL PAYLOAD – Total of all weights listed in Item 14. Actual payload must not exceed Allowable Payload for the intended mission profile, i.e. HIGE, HOGE or HOGE-J.

Both Pilot and Helicopter Manager must review and sign the form. Check if HazMat is being transported. Manager must inform the pilot of type, quantity and location of HazMat onboard.
### INTERAGENCY HELICOPTER LOAD CALCULATION (A.3, B.10 (a) (5),
B.10 (b) (2)) (Continued)

<table>
<thead>
<tr>
<th>PILOT(S)</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>MISSION</td>
<td>TIME</td>
</tr>
<tr>
<td>1 DEPARTURE</td>
<td>PA</td>
</tr>
<tr>
<td>2 DESTINATION</td>
<td>PA</td>
</tr>
<tr>
<td>3 HELICOPTER EQUIPPED WEIGHT</td>
<td></td>
</tr>
<tr>
<td>4 FLIGHT CREW WEIGHT</td>
<td></td>
</tr>
<tr>
<td>5 FUEL WT (______ gallons X ______ lbs per gal)</td>
<td></td>
</tr>
<tr>
<td>6 OPERATING WEIGHT (3 + 4 + 5)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Non-Jettisonable</th>
<th>Jettisonable</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIGE</td>
<td>HOGE</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PERFORMANCE REF (List page/chart from FM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>COMP GROSS WT (FM Performance section)</td>
</tr>
<tr>
<td>WT REDUCTION (Req for all Non-Jettisonable)</td>
</tr>
<tr>
<td>ADJUSTED WEIGHT (7b minus 8)</td>
</tr>
<tr>
<td>GROSS WT LIMIT (FM Limitations Section)</td>
</tr>
<tr>
<td>SELECTED WEIGHT (Lowest of 9 or 10)</td>
</tr>
<tr>
<td>OPERATING WEIGHT (From Line 8)</td>
</tr>
<tr>
<td>ALLOWABLE PAYLOAD (11 minus 12)</td>
</tr>
<tr>
<td>PASSENGERS/CARGO MANIFEST</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACTUAL PAYLOAD (Total of all weights listed in item 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>HazMat</td>
</tr>
</tbody>
</table>

PILOT SIGNATURE:  
MGR SIGNATURE:  
Yes_ _ No_
**SECTION D**

**EXHIBIT 14 - HELICOPTER AND FUEL SERVICE TRUCK PRE-USE CHECKLIST**

### GENERAL

<table>
<thead>
<tr>
<th>Date:</th>
<th>Aircraft Make/Model:</th>
<th>N #:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vendor:</td>
<td>Pilot(s) Name(s):</td>
<td></td>
</tr>
<tr>
<td>Card Expiration Date(s):</td>
<td>Pilot(s) Carded For Intended Mission(s):</td>
<td>Yes</td>
</tr>
<tr>
<td>A/C Card Expiration Date:</td>
<td>A/C Carded For Intended Missions:</td>
<td>Yes</td>
</tr>
<tr>
<td>Departure Base:</td>
<td>Departure Hobbs Reading:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Arrival Hobbs Reading:</td>
<td></td>
</tr>
<tr>
<td>Copy of Contract on Board Aircraft:</td>
<td>HazMat HB/Exemption/ERG:</td>
<td>Yes</td>
</tr>
</tbody>
</table>

- [ ] Fire shelter training documentation on site (for each vendor personnel)
- [ ] Fire shelter on FSV, Aircraft and Maintenance Pod (1 for each vendor personnel)

### LOGBOOK REVIEW

- [ ] 50100-Hr., Progressive, or Other Inspection Program Up-To-Date:
- [ ] Entries Indicating Damage to Aircraft:
- [ ] Form HCM-5 “Turbin Engine Performance Analysis” Onboard Aircraft:
- [ ] Power Check Completed/Results Satisfactory:

**CONDITION OF HELICOPTER**

<table>
<thead>
<tr>
<th>Item</th>
<th>OK</th>
<th>Document Inoperable or Damaged Equipment (Dents, Tears, Leaks, Etc.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Skin and Exterior</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Windows</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Doors</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upholstery</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cargo Compartment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Skips/Wheels</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fixed Tank</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Comments:**

### REQUIRED HELICOPTER EQUIPMENT INSTALLED AND OPERATIVE (CONSULT CONTRACT)

<table>
<thead>
<tr>
<th>Item</th>
<th>Yes</th>
<th>No</th>
<th>Item</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seat Belts and Harnesses</td>
<td>Strobe Light(s)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hi-Visibility Paint on Main Rotor Blades</td>
<td>Survival Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VHF-FM Radio</td>
<td>First Aid Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VHF-AM 760 Channel</td>
<td>Fire Extinguisher(s)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auxiliary Radio Adapter</td>
<td>Cargo Hook</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GPS</td>
<td>Convex Mirror</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Skid Gear</td>
<td>Buckets (Appropriate Sizes)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nine-Pin Connector (Type II and III Helicopters)</td>
<td>Anti-Theft Security Measures in Place</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Comments:**

### REQUIRED SERVICE TRUCK EQUIPMENT INSTALLED AND OPERATIVE (CONSULT CONTRACT)

<table>
<thead>
<tr>
<th>Item</th>
<th>Yes</th>
<th>No</th>
<th>Item</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spare Set of Filters</td>
<td>Filter Change Data Placarded</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Extinguisher(s) Current Inspection</td>
<td>Bonding Cables</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hazmat Marking and Placards</td>
<td>Fuel Quality Control Log</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inspection Sticker</td>
<td>Absorbent Materials for Spills</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Beginning Odometer Reading:**

**Comments:**

**Signature of Inspecting Govt. Representative & Pilot**

**Print Name**

**Date**

---

125
**EXHIBIT 15 - PERFORMANCE REPORT**

<table>
<thead>
<tr>
<th>AGENCY / USER</th>
<th>CONTRACT NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. FOREST SERVICE</td>
<td></td>
</tr>
<tr>
<td>U.S. DEPARTMENT OF INTERIOR</td>
<td></td>
</tr>
<tr>
<td>locations</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ADDRESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>locations</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CITY / STATE / ZIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>locations</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTRACT COR</th>
</tr>
</thead>
<tbody>
<tr>
<td>locations</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PERIOD OF PERFORMANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>locations</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LOCATION OF PERFORMANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>locations</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AIRCRAFT FLIGHT SERVICES:</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRPLANE</td>
</tr>
<tr>
<td>HELICOPTER</td>
</tr>
<tr>
<td>AIR TANKER</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AIRCRAFT TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>locations</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTRACT EFFORT DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>EXCLUSIVE USE</td>
</tr>
<tr>
<td>FIRE MANAGEMENT</td>
</tr>
<tr>
<td>OTHER MISSION - specify</td>
</tr>
</tbody>
</table>

**INSTRUCTIONS:** This form can be completed on the computer or printed and completed by hand. Use the mouse to navigate. To check or uncheck a box, 'double click' the box. If further direction is required on how to complete this evaluation or where to submit it, please contact your Contracting Officer. Comment boxes are formatted to automatically wrap the entered text. Check the box that best describes the level in which the Contractor supported the area described. Comments are essential and must substantiate your rating selection. N/A = not applicable. If additional space is required, use page 2 of the form or attach additional page(s).

**SEE PAGE 4 FOR EVALUATION RATINGS DEFINITIONS**

1. **Quality.** Contractor was professional and conformed to contract requirements. Was capable, efficient and effective in supporting the programs of this contract. Provided well maintained equipment and highly qualified personnel.

   - N/A
   - Exceptional
   - Very Good
   - Satisfactory
   - Marginal
   - Unsatisfactory

   **COMMENTS:**

2. **Schedule.** Contractor was prepared and available to begin work on contract start date and provided daily coverage during the contract period with little to no disruption or unavailability. Contractor kept COR informed of crew exchanges, maintenance issues, etc.

   - N/A
   - Exceptional
   - Very Good
   - Satisfactory
   - Marginal
   - Unsatisfactory

   **COMMENTS:**
3. Cost Control. How well does the contractor control operating costs? (Check N/A if this is a Firm Fixed price or Firm Fixed Price with Economic Price Adjustment contract)

<table>
<thead>
<tr>
<th></th>
<th>N/A</th>
<th>Exceptional</th>
<th>Very Good</th>
<th>Satisfactory</th>
<th>Marginal</th>
<th>Unsatisfactory</th>
</tr>
</thead>
</table>

COMMENTS: 

4. Management. Contractor and on-site representatives were professional, well qualified, and committed to customer satisfaction and safety of operations. Contractor provided necessary support for key personnel and if applicable, took necessary action to correct or replace any personnel.

<table>
<thead>
<tr>
<th></th>
<th>N/A</th>
<th>Exceptional</th>
<th>Very Good</th>
<th>Satisfactory</th>
<th>Marginal</th>
<th>Unsatisfactory</th>
</tr>
</thead>
</table>

COMMENTS: 

5. Small Business. How does the contractor support small business? (Check N/A unless this is a large business and a subcontracting plan is required)

<table>
<thead>
<tr>
<th></th>
<th>N/A</th>
<th>Exceptional</th>
<th>Very Good</th>
<th>Satisfactory</th>
<th>Marginal</th>
<th>Unsatisfactory</th>
</tr>
</thead>
</table>

COMMENTS: 

127
### SECTION D

#### EXHIBITS

<table>
<thead>
<tr>
<th>6. Regulatory Compliance. How well does the contractor comply with governing regulations such as the Federal Aviation Regulation or others.</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ N/A</td>
</tr>
<tr>
<td>COMMENTS:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7. Other – Safety. Contractor and on-site representatives attitude and efforts, as well as actual application, towards aircraft safety and general safety of operations?</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ N/A</td>
</tr>
<tr>
<td>COMMENTS:</td>
</tr>
</tbody>
</table>

| 8. Customer Satisfaction. Identify to what level you were satisfied with the services provided under this contract. If given the opportunity, would you hire this contractor again to accomplish a similar project? | ☐ yes | ☐ No |
| --- |
| ☐ N/A | ☐ Exceptional | ☐ Very Good | ☐ Satisfactory | ☐ Marginal | ☐ Unsatisfactory |
| COMMENTS: |  |

<table>
<thead>
<tr>
<th>9. Other Areas:</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ N/A</td>
</tr>
</tbody>
</table>
### SECTION D

#### EXHIBITS

<table>
<thead>
<tr>
<th>10. Other Areas:</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>Exceptional</td>
<td>Very Good</td>
<td>Satisfactory</td>
<td>Marginal</td>
<td>Unsatisfactory</td>
<td></td>
</tr>
<tr>
<td></td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>11. Other Areas:</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>Exceptional</td>
<td>Very Good</td>
<td>Satisfactory</td>
<td>Marginal</td>
<td>Unsatisfactory</td>
<td></td>
</tr>
<tr>
<td></td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>12. Other Areas:</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>Exceptional</td>
<td>Very Good</td>
<td>Satisfactory</td>
<td>Marginal</td>
<td>Unsatisfactory</td>
<td></td>
</tr>
<tr>
<td></td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td></td>
</tr>
</tbody>
</table>

Additional comments to support your response to any item above or other items (will not be posted on CPARS website)

---

Name, Title of Individual Completing this Form (include agency, phone and electronic address)

Signature
<table>
<thead>
<tr>
<th>RATING</th>
<th>DEFINITION</th>
<th>NOTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exceptional</td>
<td>Performance meets contractual requirements and exceeds many to the Government's benefit. The contractual performance of the element being assessed was accomplished with few minor problems for which corrective actions taken by the Contractor was highly effective.</td>
<td>To justify an Exceptional rating, identify multiple significant events and state how they were of benefit to the Government. A singular benefit, however, could be of such magnitude that it alone constitutes an Exceptional rating. Also there should have been NO significant weaknesses identified.</td>
</tr>
<tr>
<td>Very Good</td>
<td>Performance meets contractual requirements and exceeds some to the Government's benefit. The contractual performance of the element being assessed was accomplished with some minor problems for which corrective actions taken by the Contractor was effective.</td>
<td>To justify a Very Good rating, identify a significant event and state how it was a benefit to the Government. There should have been no significant weaknesses identified.</td>
</tr>
<tr>
<td>Satisfactory</td>
<td>Performance meets contractual requirements. The contractual performance of the element being assessed contains some minor problems for which corrective actions taken by the Contractor appear or were satisfactory.</td>
<td>To justify a Satisfactory rating, there should have been only minor problems, or major problems the contractor recovered from without impact to the contract. There should have been NO significant weaknesses identified.</td>
</tr>
<tr>
<td>Marginal</td>
<td>Performance does not meet some contractual requirements. The contractual performance of the element being assessed reflects a serious problem for which the Contractor has not yet identified corrective actions. The Contractor's proposed actions appear only marginally effective or were not fully implemented.</td>
<td>To justify Marginal performance, identify a significant event in each category that the Contractor has trouble overcoming and state how it impacted the Government. A Marginal rating should be supported by referencing the management tool that notified the Contractor of the contractual deficiency, (e.g., quality, schedule, business relations, management of key personnel, safety report or letter)</td>
</tr>
<tr>
<td>Unsatisfactory</td>
<td>Performance does not meet most contractual requirements and recovery is not likely in a timely manner. The contractual performance of the element contains a serious problem(s) for which the contractor's corrective actions appear or were ineffective.</td>
<td>To justify an Unsatisfactory rating, identify multiple significant events in each category that the Contractor had trouble overcoming and state how it impacted the Government. A singular problem, however, could be of such serious magnitude that it alone constitutes an unsatisfactory rating. An Unsatisfactory rating should be supported by referencing the management tools used to notify the contractor of the contractual deficiencies (e.g., management, quality, safety, etc.)</td>
</tr>
</tbody>
</table>


SECTION D
EXHIBITS

EXHIBIT 16 - DEPARTMENT OF LABOR WAGE DETERMINATIONS

DEPARTMENT OF LABOR WAGE DETERMINATION INFORMATION

This agreement includes the Department of Labor (DOL) wage determination specified below. In order to reduce the size, the following information has been extracted from the wage determination listed below and identifies the occupation of service employees that would typically be employed on this type of agreement. To receive the wage determination in its entirety, please contact the issuing office.

DOL WAGE DETERMINATION NO. 1995-0222, REV. 49 DATED 07/16/2019

Area: Nationwide
Applicable Occupation: Airplane Pilot Minimum Hourly Wage: $29.94

DOL WAGE DETERMINATION NO. 1995-0221, REV. 48 DATED 7/16/2019

Area: Nationwide
Applicable Occupation
Aircraft Mechanic II Minimum Hourly Wage: $31.95
Aircraft Mechanic III Minimum Hourly Wage: $33.39
Aircraft Mechanic—Helper Min. Wage: $23.42
Truck Driver, Tractor Trailer Min. Wage: $19.80

FRINGE BENEFITS REQUIRED AND APPLICABLE FOR THE OCCUPATIONS IDENTIFIED ABOVE

1. Health & Welfare: $4.54 per hour or $181.60 per week or $786.93 per month

2. Vacation: 2 weeks paid vacation after 1 year of service with a Contractor or successor; 3 weeks after 5 years; 4 weeks after 15 years. Length of service includes the whole span of continuous service with the present Contractor or successor, wherever employed, and with the predecessor Contractors in the performance of similar work at the same Federal facility. (Reg. 29 CFR 4.173)


EXHIBIT 17 – RESERVED- (Supplemental Rappel Requirements- Equipment)
SECTION D
EXHIBITS

EXHIBIT 18 - CONTRACTOR'S VERIFICATION OF INDIVIDUAL HELICOPTER PILOT REQUIREMENTS AND EXPERIENCE FOR INITIAL INTERAGENCY APPROVAL (B.12 (c) (9), B.20 (i) (2))

AMD-60B (12/06) / FS-5700-20A (pending)

CONTRACTOR'S VERIFICATION OF INDIVIDUAL HELICOPTER PILOT REQUIREMENTS AND EXPERIENCE FOR INITIAL INTERAGENCY APPROVAL

Note: This form is required prior to initial (first-time) approval/carding. This form is not for pilots previously approved or carded by the USDA Forest Service or DOI, Office of Aviation Services (formerly Office of Aircraft Services).

The Contractor must ensure that a pilot who is presented for initial carding meets all requirements as outlined in the contract's Section B, Technical Specifications/Pilot Qualifications, after award. The Contractor must verify all pilot hours submitted on this form as determined from a certified pilot log or permanent record to ensure accuracy. In addition, the Contractor must identify previous employers and submit the information on this form. The information provided by the pilot on USFS Form FS-5700-20A or OAS Form 64B, Interagency Helicopter Pilot Qualifications and Approval Record, prior to approval needs to be verified as accurate by the Contractor. The information submitted is subject to verification by an interagency pilot inspector.

Date (mm/dd/yyyy):

Company's name:

Pilot's name:

Pilot's total helicopter pilot-in-command hours (verified from pilot's logbook or permanent record):

Pilot's information and flight time/experience as submitted for initial carding on OAS-64B or FS-5700-20a verified as accurate? Check if yes: □

Previous Employers:

<table>
<thead>
<tr>
<th>Previous Employer</th>
<th>Address &amp; Telephone Number</th>
<th>Current Contact</th>
<th>Period Employed</th>
<th>Make/Model(s)</th>
<th>Hours and PIC Hours in each</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Helicopter Training Courses Completed:

<table>
<thead>
<tr>
<th>Name of Course &amp; Provider</th>
<th>Address &amp; Telephone Number</th>
<th>Contact Name &amp; Telephone No.</th>
<th>Date of Completion</th>
<th>Flight Hours Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Comments (use additional sheets if necessary):

Check one: □ Chief Pilot □ Director of Operations □ Other

Print name: ___________________________ Sign name: ___________________________
SECTION D
EXHIBITS

EXHIBIT 19 - "ON CONTRACT" PILOT OPERATIONAL TRAINING (B.10 (a) (3))

Pilot "operational training" may be accomplished "on contract" provided the following criteria are met.

(a) Training will be conducted in carded helicopters.

(b) Training shall not interfere with the Scope of the Contract (government will determine what constitutes interference). Note: Will be reviewed at pre-work conference.

(c) Training may be suspended or terminated by the government at any time.

(d) Contractor shall be responsible for all travel, per diem, and wage expenses of trainee pilots.

(e) Contractor has an OAS / USFS approved "Pilot Operational Training Plan". Plan shall contain at a minimum:

(1) Intent of program

(2) Responsibilities of Chief Pilot, Trainer and Trainee

(3) Safety

(4) Ground Training Syllabus minimum requirements:

   (i) Operations and Safety Procedures Guide.
   (ii) FAR Review
   (iii) PPE
   (iv) Contract
   (v) Load Calc
   (vi) Performance Planning
   (vii) Weight & Balance

(5) Flight Training Syllabus minimum requirements:

   (i) Lesson plans for all special use tasks required by the procurement document
   (ii) Special use tasks will be trained to the standards set forth in the Interagency Helicopter Practical Test Standards.
SECTION D
EXHIBITS

EXHIBIT 19 - “ON CONTRACT” PILOT OPERATIONAL TRAINING (B.10 (a) (3)) (Continued)

(6) Training documentation & tracking procedures

(i) Contractor shall maintain training records documenting all phases of pilot training.

(ii) Training records are subject to Quality Assurance/Compliance reviews at any time by the government.

(7) Evaluation Process by the Trainer

(8) Process to submit trainee for carding evaluation.

(f) Pilot operational training plan shall be approved by the National Helicopter Standardization Pilot (USFS) or the National Helicopter Specialist (OAS).

(g) Training shall be accomplished only by an interagency approved “Pilot Trainer” meeting the following criteria:

(1) Current and valid CFI Rotorcraft-Helicopter or designated as an approved company instructor.

(2) Has held an interagency pilot card for a minimum of 2 of the last 5 years.

(3) A current and valid interagency pilot card endorsed for all missions in which training is to be provided and is endorsed as “Designated Pilot Trainer”.

(4) Pilot trainer endorsement may be revoked at the government’s discretion.

(h) “Trainee Only Pilots” shall meet the following criteria:

(1) For aircraft requiring 2 pilots, has met the requirements set forth in 14 CFR part 61

(2) Has submitted the documentation as outlined in B.20.

(3) Holds a current and valid Interagency Pilot Card with the endorsement, “Trainee Only” pilot.

(4) “Trainee Only” pilots are authorized to receive training in all missions that the “Pilot Trainer” is endorsed to perform.

(5) Operational training flight hours may be used to satisfy all but the initial 10 hours of the required flight hours for “weight class”.

(6) Operational training flight hours may be used to satisfy all but the initial 10 hours of the required flight hours for “make and model”.

(7) Operational training flight hours may be used to satisfy the required flight hours for “Mountain Flying – Make and Model”.

134
SECTION D
EXHIBITS

EXHIBIT 19 - “ON CONTRACT” PILOT OPERATIONAL TRAINING (B.10 (a) (3)) (Continued)

(8) Operational flight training will not be used to accomplish the contractually required 10 flight hours of Long-Line training.

(9) “Trainee Only” pilots are limited to receive training in no more than one aircraft make and model per calendar year.

(i) Contractors awarded up to three items may be authorized two “Pilot Trainers”: If awarded four or more items, contractor may be authorized four “Pilot Trainers”.

(j) Contractors will be authorized two “Trainee Only” pilots per “Pilot Trainer” at any time.

(k) Contractors shall submit training records and a formal request recommending the “Trainee Only” pilot for evaluation by a Helicopter Inspector Pilot. The pilot trainer shall have verified that the trainee has met all contract minimum flight hour requirements and that the trainee is proficient in all special use missions required by the procurement document.

(l) Any deviation from this exhibit must be approved by an Alternate Means of Compliance (AMOC) issued by the National Helicopter Standardization Pilot or the National Helicopter Specialist and the appropriate Contracting Officer.
SECTION D
EXHIBITS

EXHIBIT 20 - AIRCRAFT MECHANIC (HELICOPTER) QUALIFICATION FORM (B.12 (h) (5))

U.S. Department of Agriculture - Forest Service

AIRCRAFT MECHANIC (HELICOPTER)

Agreement No. ____________________________________________

Name ____________________________________________________

Date of Birth _____________________________________________

Employer ________________________________________________

Office Phone _____________________________________________

FAA Certificates: Type ___________ No. __________ Date Issued __________

Total Years Experience ______ Total Years Experience as Licensed Mechanic ______

Record of Special Training (Factory Schools, etc.)

Name of Course __________________ Location __________________ Year Attended ______

____________________________________________________________________________

____________________________________________________________________________

____________________________________________________________________________

Record of Past Performance (Previous Three Years)

Dates __________________ Location __________________ Employer/Supervisor __________ Phone No. __________

____________________________________________________________________________

____________________________________________________________________________

____________________________________________________________________________

Record of maintaining helicopters Under Field Conditions:

Dates __________________ Location (Designated Base) __________ Type of Agreement ______ Type ______

____________________________________________________________________________

____________________________________________________________________________

____________________________________________________________________________

* "Field Condition" is defined as maintaining the helicopter away from the contractor's base of operation with minimal supervision
SECTION D

EXHIBITS

EXHIBIT 20 - AIRCRAFT MECHANIC (HELICOPTER) QUALIFICATION FORM (B.12 (h) (5))
(Continued)

I certify that the information listed by me on this form is true and correct summary of my aircraft maintenance experience. I have read the Maintenance Section of this agreement and understand the terms and conditions. I have received/provided the training as required in B.12(h) (4).

Date ___________________________ Mechanic Signature ___________________________

Date ___________________________ Company Representative ___________________________

(Inspectors Use Only)

Mechanic meets the Experience Requirements of the Agreement and is approved to perform maintenance on:

Type and Model of Helicopter(s) __________________________________________________________________________

Type and Model Engine(s) __________________________________________________________________________

Date ___________________________ USFS Maintenance Inspector ___________________________

137
### Exhibit 21 - Weight and Balance Form (Example) (A.3, B.5 (a) (15 & 17))

<table>
<thead>
<tr>
<th>Page</th>
<th>A/C Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>In A/C</th>
<th>ON 'C' Chart</th>
<th>In A/C</th>
<th>ON 'C' Chart</th>
<th>Date Weighed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 of 1</td>
<td>Bell 205A-1</td>
<td>N12345</td>
<td>66666</td>
<td></td>
<td></td>
<td></td>
<td>5/15/2009</td>
<td></td>
</tr>
</tbody>
</table>

#### Fuselage:
- **Battery**: 20.3 x 8.5, 215.1 x 3.4, 88 X
- **Wire (Link Kit upper and lower)**
- **Pulse Light Kit**: X
- **Strobe**: X
- **Cargo Hook**: X

#### Cabin:
- **Instruments**: X
- **Radar**: X
- **Automated Flight Following**: X
- **Seats**: X

#### Engine Deck:
- **Rotor Brake**: X
- **T-63 Engine**: X
- **212 Rotor Assy**: X

#### Tail:
- **Fusilier Fire**: X
- **Strobe Kit**: X
- **212 Tail Rotor Assy**: X
- **Strobe Light**: X

#### Removable Equipment:
- **Fill Pump**: C
- **Rappel Kit**: C
- **Survival Kit**: C
- **First Aid Kit**: X
- **Fire Tank**: 385.2 x 125, 49400, X

---

A: Item was on the aircraft at the time aircraft was weighed or is included in the basic weight.
C: Item is on Form C when installed.
### EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)

**Form A: List of approved equipment**

<table>
<thead>
<tr>
<th>Page</th>
<th>A/C Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Date Weighed</th>
<th>Date Weighed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Location and Description of Item</td>
<td>Weight</td>
<td>Arm</td>
<td>Moment</td>
<td>Lat. Arm</td>
</tr>
</tbody>
</table>

- **In A/C**
- **ON C' Chart**

X: Item was on the aircraft at the time aircraft was weighed or is included in the basic weight.
C: Item was off the aircraft at the time aircraft was weighed or is not included in the basic weight.
C: Item is on Form C when installed.
**SECTION D EXHIBITS**

**EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)**

---

**Form B: Aircraft Weighing Record (EXAMPLE)**

<table>
<thead>
<tr>
<th>Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bell, 205A-1</td>
<td>N12345</td>
<td>86686</td>
<td>9/15/2009</td>
</tr>
</tbody>
</table>

**Datum is**

7.60" aft of cabin nose

Plumb line from top of left main door frame

**Leveling Means**


**Scale Procedures References**

Jack points.

**Scale Location**

---

### Scale Readings

<table>
<thead>
<tr>
<th>Scale</th>
<th>Reading</th>
<th>Tare</th>
<th>Net Weight</th>
<th>Long. Arm</th>
<th>Moment</th>
<th>Lat. Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left Front or Nose</td>
<td>1478</td>
<td>0</td>
<td>1478</td>
<td>+ 61.69</td>
<td>91177.8</td>
<td>- 30</td>
<td>44340</td>
</tr>
<tr>
<td>Right Front</td>
<td>1116</td>
<td>0</td>
<td>1116</td>
<td>+ 61.69</td>
<td>66846.1</td>
<td>+ 30</td>
<td>33450</td>
</tr>
<tr>
<td>Left Aft or Tail</td>
<td>1215</td>
<td>0</td>
<td>1215</td>
<td>+ 211.58</td>
<td>257098.7</td>
<td>- 30</td>
<td>56450</td>
</tr>
<tr>
<td>Right Aft</td>
<td>1974</td>
<td>0</td>
<td>1974</td>
<td>+ 211.58</td>
<td>417658.9</td>
<td>+ 30</td>
<td>59220</td>
</tr>
</tbody>
</table>

**Basic Weight**

Total: 5783

144.46

834752.5

2.06

11910

---

### Fluids (Fuel & Oil and Etc) at Time of Weighing

<table>
<thead>
<tr>
<th>Fuel</th>
<th>Full</th>
<th>Defueled</th>
<th>Drained</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil Engine</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Transmission</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Tail Gearboxes</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hydraulic Fluid</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**

Oil and unusable fuel in basic weight

---

### Items Weighed not part of Basic Weight

<table>
<thead>
<tr>
<th>Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Useable fuel (if full)</td>
<td>1457.5</td>
<td>+ 150.4</td>
<td>219208</td>
</tr>
</tbody>
</table>

**Total (−)**

1457.5

---

### Items not Weighed but part of Basic Weight

<table>
<thead>
<tr>
<th>Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unusable fuel (if drained)</td>
<td>16.5</td>
<td>+ 144</td>
<td>3276</td>
</tr>
</tbody>
</table>

**Total (+)**

---

### Adjusted Basic Weight of Aircraft as Weighed

---

### Total Basic Weight of Aircraft as Weighed

5783

Longitudinal EW CG: + 144.46

Lateral EW CG: + 2.06

---

### Aircraft Weighed By

---

### Scales

---

<table>
<thead>
<tr>
<th>Type:</th>
<th>Serial Number:</th>
<th>Calibration Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

140
## SECTION D
### EXHIBITS
#### EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)

<table>
<thead>
<tr>
<th>Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Datum is</td>
<td>Leveling Means</td>
<td>Weighing Procedures References</td>
<td>Scale Location</td>
</tr>
</tbody>
</table>

### Scale Readings

<table>
<thead>
<tr>
<th>Scale</th>
<th>Reading</th>
<th>Tara</th>
<th>Net Weight</th>
<th>Long. Arm</th>
<th>Moment</th>
<th>Lat. Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left Front or Nose</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right Front</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Left Aft or Tail</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right Aft</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Basic Weight</th>
<th>Total</th>
</tr>
</thead>
</table>

### Fuel & Oil at Time of Weighing

<table>
<thead>
<tr>
<th>Fuel</th>
<th>Full</th>
<th>Defuelled</th>
<th>Drained</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil Engine</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Transmission</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Tail Gearboxes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hydraulic Fluid</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Notes

### Items Weighed not part of Basic Weight

<table>
<thead>
<tr>
<th>Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
</tr>
</thead>
</table>

### Items not Weighed but part of Basic Weight

<table>
<thead>
<tr>
<th>Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
</tr>
</thead>
</table>

### Total (–)

### Adjusted Basic Weight of Aircraft as Weighed

### Total Empty Weight of Aircraft as Weighed

<table>
<thead>
<tr>
<th>Longitudinal EW CG</th>
<th>Lateral EW CG</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Aircraft Weighed By

Print Name:
Signature:
Certificate Type and Number:

### Scales

Type:
Serial Number:
Calibration Date:
**EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)**

<table>
<thead>
<tr>
<th>Date mm/dd/yyyy</th>
<th>Description of Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
<th>Added (+)</th>
<th>Removed (-)</th>
<th>Current Total Equipped Weight</th>
<th>CG</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/31/2009</td>
<td>Aircraft as weighed</td>
<td>5783</td>
<td></td>
<td></td>
<td>+144.46</td>
<td></td>
<td>8347.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7/15/2010</td>
<td>Survival Kit</td>
<td>S0.5</td>
<td>+ 200</td>
<td>10100</td>
<td></td>
<td></td>
<td>5833.5</td>
<td>+10100.0</td>
<td></td>
</tr>
<tr>
<td>7/15/2019</td>
<td>Rappel Mount kit</td>
<td>38.2</td>
<td>+ 100</td>
<td>3820</td>
<td></td>
<td></td>
<td>5871.7</td>
<td>+3820.0</td>
<td></td>
</tr>
<tr>
<td>7/15/2010</td>
<td>Sirocco Tank and</td>
<td>389.6</td>
<td>+ 125.5</td>
<td>48984.6</td>
<td></td>
<td></td>
<td>6261.3</td>
<td>+48984.6</td>
<td></td>
</tr>
<tr>
<td>7/15/2010</td>
<td>Snorkel</td>
<td>8.0</td>
<td>+ 70.6</td>
<td>564.8</td>
<td></td>
<td></td>
<td>6269.3</td>
<td>+564.8</td>
<td></td>
</tr>
<tr>
<td>7/15/2010</td>
<td>Fire Shelter</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7/15/2019</td>
<td>Cleaning Supplies/Extra</td>
<td>20.0</td>
<td>+ 285.4</td>
<td>2854</td>
<td></td>
<td></td>
<td>6289.3</td>
<td>+2854.0</td>
<td></td>
</tr>
<tr>
<td>7/15/2010</td>
<td>Ladder</td>
<td>10.0</td>
<td>+ 285.4</td>
<td>2854</td>
<td></td>
<td></td>
<td>6299.3</td>
<td>+2854.0</td>
<td></td>
</tr>
<tr>
<td>7/15/2010</td>
<td>Log Books</td>
<td>7.0</td>
<td>+ 73.1</td>
<td>511.7</td>
<td></td>
<td></td>
<td>6306.3</td>
<td>+732.5</td>
<td></td>
</tr>
<tr>
<td>7/15/2010</td>
<td>Tool Box</td>
<td>25.0</td>
<td>+ 293.9</td>
<td>7022.5</td>
<td></td>
<td></td>
<td>6331.9</td>
<td>+144.40</td>
<td>+914130.9</td>
</tr>
<tr>
<td>Date mm/dd/yyyy</td>
<td>Description of Item</td>
<td>Weight Change</td>
<td>Current Total Equipped Weight</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------</td>
<td>---------------------</td>
<td>---------------</td>
<td>------------------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Added (+)</td>
<td>Removed (-)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Weight</td>
<td>Arm</td>
<td>Moment</td>
<td>Weight</td>
<td>Arm</td>
<td>Moment</td>
<td>Weight</td>
<td>CG</td>
</tr>
</tbody>
</table>

**Form C: Continuous History of Equipped Weight After Weighing**

<table>
<thead>
<tr>
<th>Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Page Number</th>
</tr>
</thead>
</table>
SECTION D
EXHIBITS

EXHIBIT 22 - RESERVED – (Computed Gross Weight)
SECTION D
EXHIBITS

EXHIBIT 23 - PERFORMANCE BY GOVERNMENT-FURNISHED PILOT (A.14)

(a) General

(1) The following provisions shall apply to the performance of work under the contract, on an intermittent and short term basis, when the utilization of a qualified Government pilot is authorized by the Contractor. All other provisions not expressly changed herein continue to apply.

(2) Qualified Government Pilots may operate Contractor aircraft on a case by case basis, upon written approval of the Regional Aviation Officer (RAO) and the CO.

(3) Government pilot operations will be in compliance with the USDA Forest Service Manual (FSM) 5700 or Department of the Interior, Departmental Manual (DM), Parts 350-354 Aviation Management and Title 14, Part 91 of the CFR, including those portions that apply to civil aircraft except as noted in the agency manuals. It is not intended that Government pilots meet all requirements of B.12.

(4) Appropriate records to establish the qualifications and experience of the Government pilot will be furnished to the Contractor upon request.

(5) The Contractor may conduct check rides and/or training of Government pilots for familiarization in the Contractor's helicopters. The cost of check rides and flight training, if required, will be borne by the Government.

(6) Approval of a Government pilot to perform work under the contract rests solely with the Contractor.

(7) The clause Loss, Damage, or Destruction, is applicable to this contract when the Contractor authorizes performance by a Government pilot.

(8) The payment provisions of the contract remain unchanged.

(9) Shall not function as Contractor's scheduled relief pilot.

(b) Loss, Damage, or Destruction

(1) The Contractor shall indemnify and hold the Government harmless from any and all losses or damage to the aircraft furnished under this contract except as delineated below. For the purpose of fulfilling the contractor's obligation under this clause, the Contractor shall procure and maintain during the term of this contract, and any extension thereof, hull insurance meeting FAA requirement, acceptable to the Contracting Officer (CO). The Contractor's insurance coverage shall apply to pilots furnished by the Government to operate this aircraft. The contractor shall procure and maintain during the term of this contract, and any extension thereof, aircraft public liability insurance in accordance with 14 CFR, Parts 198 and 205. The parties names insured under the policies shall be the Contractor and the United States of America. The Contractor may request a list of Government pilots, by name, and qualifications for potential pilots from the CO.
EXHIBIT 23 - PERFORMANCE BY GOVERNMENT-FURNISHED PILOT (A.14) (Continued)

(2) Prior to the commencement of work hereunder, the Contractor shall furnish the CO with a copy of the insurance policy or policies or a certificate of insurance issued by the underwriter(s) showing that the coverage required by this clause has been obtained.

(3) Each policy or certificate evidencing the insurance shall contain an endorsement that provides that the insurance company will notify the CO thirty (30) days prior to the effective date of any cancellation or termination of any policy or certificate or any modification of a policy or certificate that adversely affects the interest of the Government in such insurance. The notice shall be sent by registered mail and shall identify this contract, the name and address of the Contracting Officer, the policy, and the insured. The Contractor, prior to commencement of work, shall submit to the Contracting Officer one copy of the insurance policy, or confirmation from the insurance company, certifying that the coverage described in this clause has been obtained.

(4) If the aircraft is damaged or destroyed while in the custody and control of the Government, the maximum liability to the Government shall not exceed the Contractor's deductible (if any) stipulated in the insurance coverage. The Contractor's deductible as stipulated in the insurance coverage shall not exceed:

   (i) In-Motion Accidents - Up to 5% of the current insured value of the aircraft as stated in the policy.

   (ii) Not In-Motion Accidents – Up to $1,000.00 per accident.

(5) Such reimbursement shall not be made; however, for loss or damage to the aircraft resulting from (1) normal wear and tear, (2) negligence or fault in maintenance of the aircraft by the Contractor, or (3) defect in construction of the aircraft or a component thereof.

(6) If damage to the aircraft is established to be the fault of the Government, availability payments will be made to the Contractor during the repair period. The Government may, at its option, make necessary repairs or return the aircraft to the Contractor for repair. In the event the aircraft is lost, destroyed, or damaged so extensively as to be beyond repair, no rental payment will be made to the Contractor thereafter.

(7) The contractor shall use every precaution necessary to prevent damage to public and private property. The Contractor shall be responsible for all damage to property and to persons, including third parties that occur as a result of their or their agent’s or employee’s fault or negligence. The term “third parties” is construed to include employees of the Government. The Contractor may be otherwise insured by a combination of primary and excess policies. Such policies must have combined coverage equal to or greater than the combined minimums required.
(8) Any failure to agree as to the responsibility of the Contractor under this clause shall, after a final finding and determination by the CO, be considered a dispute within the meaning of the “Disputes” clause of this contract.

(9) The Government shall not be liable for damages to contractor equipment or personnel provided under this contract except for damages caused by Government personnel acting within the scope of their official duties as compensable under the Federal Tort Claims Act, 28 U.S.C. 2671-2680.
EXHIBIT 24 - FAA OVER WATER KIT (A.12)

(a) **Weather guidelines:** Ceiling of 500 feet and visibility of three miles offshore.

(b) **Personal Protective Equipment:**

(1) Flotation/survival vests shall be worn by all occupants when flying beyond power-off gliding distance to shore.

(2) A flotation/survival vest shall be provided by the Contractor for each seat available in the helicopter. The contents of this vest shall be as follows:

   (i) Dual inflation bladders TSO-C13c or equal.

   (ii) Water activated light attached to vest TSO-C85.

   (iii) Dye marker.

   (iv) Whistle or other Coast Guard-approved noise device.

   (v) Mirror for signaling.

(3) A flotation/survival vest shall be provided by the contractor for the pilot. The contents of this vest shall be as follows:

   (i) All the contents of subsection 2 above.

   (ii) One FAA-approved 406 MHz Emergency Locator Transmitter (ELT), Coast Guard-approved 406 MHz Emergency Position Indicating Radio Beacon (EPIRB), or FCC-approved 406 MHz Personal Locater Beacon (PLB). This shall be of a size that allows the ELT/EPIRB/PLB to be carried on the flotation/survival vest and shall not impede egress from the aircraft.

   (iii) Two smoke markers for daytime distress signaling.

**Note:** The flotation/survival vests used satisfactorily in the past have been assembled from components (i.e., durable nylon mesh vest with an inner flotation device; pockets available in the vest allowed for required equipment storage, etc.) available from a variety of marine survival equipment suppliers.

(c) **Life Raft:** A double chamber life raft(s) shall be provided for each helicopter with a "rated capacity" equal to the seating capacity of the aircraft (pilot and passengers).

**Note:** Personal Locater Beacon (PLB) with same specifications in (b) (3) (ii) above shall be provided by the government for all passengers.
EXHIBIT 25 - LITTER KIT PROVISIONS AND LITTER (A.12)

Litter Kit must be designed to facilitate rapid conversion of the helicopter to an air ambulance configuration. The Litter Kit shall provide for transporting one or two litter patients as well as one or two attendants. The kit shall consist of a minimum one folding litter and support structure, attaching hardware, and one special door. The special door shall incorporate provisions for quick installation which will permit high speed and/or long distance transportation of patients and attendants in comfort.

Included in the kit may be a basic shape door window glass panels for quick interchange with a bubble glass panel for normal operation.

Operations:

With litters installed, operations must be conducted in accordance with the rotorcraft flight manual supplement.

Equipped Weight and Gross Weight Limitations:

Equipped weight of the helicopter with kit and litter shall be computed and listed on the running weight charts. Center of Gravity Limitations:

Before each flight with a litter patient a weight and balance shall be computed.

EXHIBIT 26 – RESERVED – (Aerial Ignition)

EXHIBIT 27 – RESERVED – (Law Enforcement Short Haul Special Mission Qualifications & Requirements)
SECTION D
EXHIBITS

EXHIBIT 28 - PUBLIC AIRCRAFT OPERATIONS

This Exhibit serves as notice that you may be conducting Public Aircraft Operations (PAO) while under contract to the United States Forest Service (USFS). Flights ordered and conducted under this contract may be considered Public Aircraft Operations.

FAA Advisory Circular 00-1.1B can be referenced at hyperlink below:

https://www.faa.gov/documentlibrary/media/advisory_circular/ac_00.1-1b.pdf

After contract award, the contractor/company is responsible for providing the following information to the Federal Aviation Administration Flight Standards District Office that your 133, 135 and/or 137 Certificates are issued by. In addition, a copy of this document is required to be carried in each aircraft listed below.

Civil Operator: Name your Certificates are Held Under

Aircraft Type (Fixed-Wing or Helicopter): Make/Model/Series

Name of Aircraft Owner: Name on Aircraft Registration

Aircraft Registration Number(s): N Number(s) of Aircraft on Contract

Contract Number: 12024BXXXXXX

Contract Type and Service: EU/CWN, Airtanker/Helicopter/Light FW, etc. Services

Date of Contract: Contract Award Date

Date of Proposed First Flight as a PAO: Effective Date of Contract

Date PAO Declaration Expires: This date should be the final day of the contract period of performance – including the base period of the contract plus all possible option years.

Public Aircraft Operations are being conducted under contract by: U.S. Forest Service, 1400 Independence Avenue SW, Washington DC 20250

Acquisition Management Official: Robert Hoffman, Contracting Officer, robert.hoffman@usda.gov or (208) -387-5681


Please contact Assistant Director of Aviation at (202) 205-1410 with comments or questions regarding the PAO declaration.
SECTION D
EXHIBITS

EXHIBIT 29 - VENDOR-CONTRACTOR QA/EVALUATION/SAFETY CHECKS

Type 1 aircraft are authorized to utilize an aircraft seat (non-pilot station) to conduct evaluations on company pilots for the purpose of Quality Assurance, CRM/Safety evaluations while on an operational mission. Type 2 aircraft are authorized to utilize a pilot position to conduct the above evaluations.

Restrictions are as follows:

(a) Limited to 1 (one) fuel cycle per crew on an operational mission.

(b) Must meet PPE and Fire Shelter requirement.

(c) Jump seat must be an FAA approved seat with approved restraint system.

(d) A minimum of 24 hours' notice must be given to the Helicopter Manager/COR. The COR/Helicopter Manager will have the final approval authority.

(e) The only authorized personnel to conduct evaluations are; Chief Pilots, Chief flight instructors, Company Safety managers. If they have access to flight controls (Type 2) they are restricted from flying the aircraft unless they have a current interagency card. Companies will submit the names of the personnel that are in these positions to the National Helicopter Standardization Pilot for approval.

(f) Evaluation program must be addressed in the company's SMS or operations specs and include procedures for addressing summary of findings/mitigations.

(g) Relief pilot safety orientation flight is authorized provided the flight is an operational mission, is limited to 1 (one) fuel cycle and will be counted as a duty day.

(h) An end of season summary of findings will be provided to the National Helicopter Standardization Pilot or National Helicopter Program Manager.

EXHIBIT 30 – RESERVED – (Night Flying Operations)
SECTION D
EXHIBITS

EXHIBIT 31 - SAFETY MANAGEMENT SYSTEM (SMS) COMPONENTS QUESTIONNAIRE AND ACCIDENT HISTORY

The FS aviation program views Safety Management Systems (SMS) as a critical element for contract evaluation. **A complete response is required.**

(a) Safety Management System Components

The FS aviation program uses Safety Management Systems (SMS) agency-wide approach to aviation operations that includes safety management policy, safety risk management, safety assurance and safety promotion. Provide evidence of your SMS program as described below.

**Note:** Under the column heading OFFEROR ACTION REQUIRED on the form, the documentation provided must describe the policy or process used to meet the standard with completed evidence. Blank forms are not acceptable as evidence. For example, for audit evidence under Safety Assurance, a certificate of an SMS audit serves as evidence; or a copy of a “self-validated” SMS audit will suffice. If no action is stated, simply mark the column with a Y, N or N/A where applicable.

The International Standard for Business Aircraft Operations (IS-BAO) and the Federal Aviation Administration (FAA) in AC120.92A can provide the explanations and examples of the requested standards below.

<table>
<thead>
<tr>
<th>SAFETY MANAGEMENT SYSTEM COMPONENTS</th>
<th>Y</th>
<th>N</th>
<th>NA</th>
<th>OFFEROR ACTION REQUIRED</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Standard</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Safety Policy and Objectives</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1a Are key safety personnel appointed? Is there an identified trained Aviation Safety Manager?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>1b Does the company have an organizational structure (organizational chart) that clearly defines duties, authorities and accountabilities?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>1c Where the company has more than one operating base, has the management structure addressed the management responsibilities at each location?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>1d Operations Manual</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Does the Operations Manual contain a flight operations and aircraft maintenance policy?</td>
<td></td>
<td></td>
<td></td>
<td>Describe</td>
</tr>
<tr>
<td>- Does the Operations Manual contain an operational control system and SOP's?</td>
<td></td>
<td></td>
<td></td>
<td>Provide evidence.</td>
</tr>
<tr>
<td>- Is the Operations Manual approved by management (CEO)?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## SAFETY MANAGEMENT SYSTEM COMPONENTS

<table>
<thead>
<tr>
<th>Standard</th>
<th>Y</th>
<th>N</th>
<th>NA</th>
<th>OFFEROR ACTION REQUIRED</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Is the Operations Manual amended or revised as necessary to ensure that the information contained in it is kept up to date?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>- Have the employees been trained on the Operations Manual?</td>
<td></td>
<td></td>
<td></td>
<td>Provide evidence.</td>
</tr>
<tr>
<td>- Does the Operations Manual reflect the type operation that is being contracted for?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>Emergency Response Plan</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Do you have an internal emergency response plan?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>- Is the Accident / Emergency Plan available to all employees?</td>
<td></td>
<td></td>
<td></td>
<td>Describe</td>
</tr>
<tr>
<td>- Are personnel who have a role in the emergency response plan trained in their role, and is the plan exercised periodically in order to test its integrity?</td>
<td></td>
<td></td>
<td></td>
<td>Provide evidence.</td>
</tr>
</tbody>
</table>

### Safety Risk Management

#### 2a
- Does the company have a Risk Management Policy?                        |   |   |    | Provide evidence.                                                                       |
- Has the company developed and maintained a Risk Management Process to: |   |   |    |                                                                                         |
  - Identify Hazards                                                      |   |   |    |                                                                                         |
  - Risk Analysis (Exposure)                                              |   |   |    |                                                                                         |
  - Risk Assessment (Severity and likelihood)                             |   |   |    |                                                                                         |
  - Decision Making (Mitigations)                                        |   |   |    |                                                                                         |
  - Validation of Control (Controls effective)                           |   |   |    |                                                                                         |

#### 2b
- Does the company have an Operational Risk Management (ORM) Worksheet or Flight Risk Analysis Tool (FRAT)* Worksheet. |   |   |    | Describe and provide evidence.                                                          |

#### 2c
- Is there a process to elevate the risk decision outcome? i.e. Chief Pilot? CEO? |   |   |    | Describe and provide evidence.                                                          |

### Safety Assurance

#### 3a
- Have operations (internal or external) audits been conducted in this past field season? |   |   |    | Describe and provide evidence of this audit.                                            |

#### 3b
- Is there an Action Plan (AP) developed from the audits?                  |   |   |    | Provide your latest plan.                                                               |

#### 3c
- Does the company have a Quality Assurance Program?                        |   |   |    | Describe and provide evidence.                                                          |
### SECTION D
**EXHIBITS**

<table>
<thead>
<tr>
<th>Exhibit</th>
<th>Question</th>
<th>Instructions</th>
</tr>
</thead>
<tbody>
<tr>
<td>3d</td>
<td>Has the company developed and maintained a means of: monitoring and measuring safety performance, identifying and managing organizational changes that may affect safety, ensuring continual improvement?</td>
<td>What action has your company taken and/or plans to facilitate change? Describe and provide evidence.</td>
</tr>
<tr>
<td>3e</td>
<td>Does the company have a training program that ensures personnel are trained and competent to perform their assigned duties?</td>
<td>Do you have a process that can train your pilots and mechanics, both initially and annually, on the requirements of this contract? Describe and provide evidence.</td>
</tr>
<tr>
<td>3f</td>
<td>Does the company have a separate training program for: pilots, maintenance personnel, fuelers / truck drivers?</td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>4</td>
<td><strong>Safety Promotion</strong></td>
<td>Briefly describe technology your company has acquired to facilitate communication with deployed pilots. Describe and provide evidence.</td>
</tr>
<tr>
<td>4a</td>
<td>Has the company developed and maintained a formal means of safety communication (like SAFECOM)</td>
<td>Provide evidence.</td>
</tr>
<tr>
<td>4b</td>
<td>Are there lessons-learned developed from incidents/accidents? Are they shared with the company personnel?</td>
<td>Provide evidence.</td>
</tr>
<tr>
<td>4c</td>
<td>Is a Safety Award system in place?</td>
<td>Describe</td>
</tr>
</tbody>
</table>

(b) **Accident History for the previous 5 years:** Include all aircraft that have operated under your Operating Certificates (fixed wing and rotor wing). Complete the blocks that apply to your company accident history.

1. Total number of flight hours for the previous 5 years: ______________________
2. Number of aircraft accidents reported to NTSB in the previous 5 years: ______

If your company has had an accident in the last 5 years provide an accident prevention action plan or evidence of actions taken to prevent future accidents.

If you had an accident that was reported to the NTSB and it was downgraded to an incident, you must provide evidence from the NTSB.
SECTION D
EXHIBITS

EXHIBIT 32 - TRANSPORTATION WORKSHEET

When assigned to an alternate base, the Contractor will be paid for actual necessary and reasonable costs associated with transporting authorized personnel (relief crew). The Contractor is responsible for advising the on-site Government representative(s) of the anticipated cost associated with transporting relief (and/or maintenance) personnel to the alternate base prior to the relief exchange. **Claims must be supported by itemized invoices, summarized on this worksheet, and submitted to the COR.**

See contract clause “Transportation Costs Associated with Operating Away From the Designated Base” for detailed information

<table>
<thead>
<tr>
<th>VENDOR:</th>
<th>AIRCRAFT TAIL NUMBER:</th>
</tr>
</thead>
<tbody>
<tr>
<td>DATE:</td>
<td>ALTERNATE BASE LOCATION</td>
</tr>
</tbody>
</table>

**Relief Exchange – Involved Crew Member(s)**

- [ ] Pilot (list on page 2)
- [ ] Fuel Servicing Vehicle Driver (list on page 2)
- [ ] Mechanic (If required by contract) (list on page 2)

**Additional Personnel**

- [ ] Mechanic
- [ ] Other

**Maintenance Accomplished**

- Name

**Reason for providing additional personnel**

**ITEMIZATION OF COSTS – From Page 2 (vendor maintain receipts at home base)**

<table>
<thead>
<tr>
<th>Description</th>
<th>Total for all positions from page 2</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airline Transportation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charter Aircraft</td>
<td>Invoice to include aircraft make/model, flight time, hourly rate, passengers, and departure/destination location, date and time</td>
<td>$</td>
</tr>
<tr>
<td>Rental Car</td>
<td>Total from page 2</td>
<td>$</td>
</tr>
<tr>
<td>Rental Car Fuel</td>
<td>Total from page 2</td>
<td>$</td>
</tr>
<tr>
<td>POV automobile</td>
<td>Total Mileage</td>
<td>From $</td>
</tr>
<tr>
<td>*POV/Company aircraft</td>
<td>*Statute Miles</td>
<td>From $</td>
</tr>
<tr>
<td>Other (explain)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Total Cost**

$ 

Vendor: Fill out page 1 and 2 of the Transportation Worksheet (relief costs). Receipts shall match information provided on page 2; maintain actual receipts at Home Base.

*If POV/Company aircraft used to transport relief, the vendor must provide airline ticket cost comparison. Government will pay the lessor amount.

Vendor Signature: Date
### EXHIBIT 32 - TRANSPORTATION WORKSHEET (Continued) (Use Extra Sheets If Needed)

<table>
<thead>
<tr>
<th>AC Location</th>
<th>Pilot Name(s)</th>
<th>Dates</th>
<th>Travel In</th>
<th>Travel Out</th>
<th>Airline Ticket</th>
<th>Rental Car</th>
<th>Rental Car Gas</th>
<th>*POV-auto (GSA rate x miles)</th>
<th>*POV-aircraft (GSA rate x SM)</th>
</tr>
</thead>
</table>

### Mechanic Name(s)

<table>
<thead>
<tr>
<th>AC Location</th>
<th>Mechanic Name(s)</th>
<th>Dates</th>
<th>Travel In</th>
<th>Travel Out</th>
<th>Airline Ticket</th>
<th>Rental Car</th>
<th>Rental Car Gas</th>
<th>*POV-auto (GSA rate x miles)</th>
<th>*POV-aircraft (GSA rate x SM)</th>
</tr>
</thead>
</table>

### Fuel Service Driver Name(s)

<table>
<thead>
<tr>
<th>AC Location</th>
<th>Fuel Service Driver Name(s)</th>
<th>Dates</th>
<th>Travel In</th>
<th>Travel Out</th>
<th>Airline Ticket</th>
<th>Rental Car</th>
<th>Rental Car Gas</th>
<th>*POV-auto (GSA rate x miles)</th>
<th>*POV-aircraft (GSA rate x SM)</th>
</tr>
</thead>
</table>

*Applicable (yr.) - Rate per mile x nautical miles (NM) [http://www.gsa.gov/mileage](http://www.gsa.gov/mileage)*

*Applicable (yr.) - Rate per mile x statute miles (SM) (1NM equals 1.15077945 SM) [http://www.gsa.gov/mileage](http://www.gsa.gov/mileage)*
SECTION D
EXHIBITS

EXHIBIT 33 – RESERVED – (Additional Telemetry Unit (ATU))
U.S. DEPARTMENT OF AGRICULTURE
FOREST SERVICE

CONTRACT NO.: [ ](4)

PROJECT: NATIONAL CALL-WHEN-NEEDED TYPE I & II HELICOPTER SERVICES

CONTRACTOR: HELICOPTER TRANSPORT SERVICES INC 14497 KEIL ROAD NE AURORA, OR 97002

TELEPHONE: (503) 776-9300

AWARDING OFFICE: U.S. FOREST SERVICE - CONTRACTING NATIONAL INTERAGENCY FIRE CENTER OWYHEE BUILDING - MS 1100 3833 S DEVELOPMENT AVE BOISE, ID 83705-5354

ROBERT HOFFMAN CONTRACTING OFFICER TELEPHONE: 208-387-5681 FAX: 208-387-5384 robert.hoffman@usda.gov
# TABLE OF CONTENTS

## SECTION A – REQUIREMENTS AND PRICES

**STANDARD FORM 1449**

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.1 SCHEDULE OF ITEMS</td>
<td>3</td>
</tr>
<tr>
<td>A.2 PRINCIPAL BASE OPERATION</td>
<td>4</td>
</tr>
<tr>
<td>A.3 AIRCRAFT PERFORMANCE SPECIFICATIONS</td>
<td>4</td>
</tr>
<tr>
<td>A.4 ENGINE REQUIREMENTS</td>
<td>6</td>
</tr>
<tr>
<td>A.5 CREW COVERAGE</td>
<td>6</td>
</tr>
<tr>
<td>A.6 MAXIMUM COMPLEMENT OF PERSONNEL BY AIRCRAFT TYPE</td>
<td>6</td>
</tr>
<tr>
<td>A.7 ACCEPTABLE WORK SCHEDULES</td>
<td>7</td>
</tr>
<tr>
<td>A.8 STANDBY HOURS PER DAY</td>
<td>7</td>
</tr>
<tr>
<td>A.9 EXTENDED STANDBY HOURLY RATE</td>
<td>7</td>
</tr>
<tr>
<td>A.10 OVERNIGHT STANDARD PER DIEM RATE ALLOWANCE</td>
<td>7</td>
</tr>
<tr>
<td>A.11 OPERATIONS IN ALASKA, CARIBBEAN, CANADA, OR MEXICO</td>
<td>7</td>
</tr>
<tr>
<td>A.12 CONTRACTOR FURNISHED SPECIAL REQUIREMENTS</td>
<td>8</td>
</tr>
<tr>
<td>A.13 CONTRACT PILOT QUALIFICATION</td>
<td>8</td>
</tr>
<tr>
<td>A.14 GOVERNMENT PILOT</td>
<td>9</td>
</tr>
<tr>
<td>A.15 ADDITIONAL INFORMATION</td>
<td>9</td>
</tr>
<tr>
<td>A.16 PUBLIC AIRCRAFT OPERATIONS</td>
<td>9</td>
</tr>
<tr>
<td>A.17 AIRCRAFT PERFORMANCE CHARTS</td>
<td>9</td>
</tr>
</tbody>
</table>

## SECTION B – TECHNICAL SPECIFICATIONS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>B.1 SCOPE OF AGREEMENT</td>
<td>10</td>
</tr>
<tr>
<td>B.2 CERTIFICATIONS</td>
<td>11</td>
</tr>
<tr>
<td>B.3 GOVERNMENT FURNISHED INFORMATION</td>
<td>12</td>
</tr>
<tr>
<td>B.4 HELICOPTER REQUIREMENTS</td>
<td>20</td>
</tr>
<tr>
<td>B.5 HELICOPTER MAINTENANCE</td>
<td>20</td>
</tr>
<tr>
<td>B.6 AIRCRAFT AND EQUIPMENT SECURITY</td>
<td>22</td>
</tr>
<tr>
<td>B.7 AVIONICS REQUIREMENTS</td>
<td>22</td>
</tr>
<tr>
<td>B.8 DATA, IMAGES AND VOICE RECORDINGS</td>
<td>32</td>
</tr>
<tr>
<td>B.9 RESERVED – (Extended Standby Hourly Rate)</td>
<td>32</td>
</tr>
<tr>
<td>B.10 OPERATIONS</td>
<td>32</td>
</tr>
<tr>
<td>B.11 CONTRACTOR’S ENVIRONMENTAL RESPONSIBILITIES</td>
<td>37</td>
</tr>
<tr>
<td>B.12 PERSONNEL</td>
<td>38</td>
</tr>
<tr>
<td>B.13 CONDUCT AND REPLACEMENT OF PERSONNEL</td>
<td>43</td>
</tr>
<tr>
<td>B.14 SUSPENSION AND REVOCATION OF PERSONNEL</td>
<td>44</td>
</tr>
<tr>
<td>B.15 SUBSTITUTION OR REPLACEMENT OF PERSONNEL, HELICOPTER, AND EQUIPMENT</td>
<td>45</td>
</tr>
<tr>
<td>B.16 FLIGHT HOUR AND DUTY LIMITATIONS</td>
<td>45</td>
</tr>
<tr>
<td>B.17 ACCIDENT PREVENTION AND SAFETY</td>
<td>48</td>
</tr>
<tr>
<td>B.18 MISHAPS</td>
<td>49</td>
</tr>
<tr>
<td>B.19 PERSONAL PROTECTIVE EQUIPMENT</td>
<td>50</td>
</tr>
<tr>
<td>B.20 INSPECTION AND ACCEPTANCE</td>
<td>52</td>
</tr>
<tr>
<td>B.21 PRE-USE INSPECTION EXPENSES</td>
<td>56</td>
</tr>
<tr>
<td>B.22 RE-INSPECTION EXPENSES</td>
<td>56</td>
</tr>
<tr>
<td>B.23 INSPECTIONS DURING USE</td>
<td>56</td>
</tr>
<tr>
<td>B.24 PERIOD OF BASIC ORDERING AGREEMENT</td>
<td>57</td>
</tr>
<tr>
<td>B.25 AUTHORIZED ORDERING ACTIVITIES</td>
<td>57</td>
</tr>
<tr>
<td>B.26 DAILY AVAILABILITY REQUIREMENTS</td>
<td>58</td>
</tr>
<tr>
<td>B.27 UNAVAILABILITY</td>
<td>59</td>
</tr>
</tbody>
</table>
TABLE OF CONTENTS

B.28 CWN PAYMENT PROCEDURES .................................................. 60
B.29 PAYMENT FOR FLIGHT .......................................................... 61
B.30 PAYMENT FOR AVAILABILITY .................................................. 62
B.31 PAYMENT FOR EXTENDED STANDBY ....................................... 62
B.32 PAYMENT FOR PROJECT WORK .............................................. 62
B.33 RESERVED - ........................................................................... 63
B.34 ORDERING AND PAYMENT FOR ADDITIONAL AIRCRAFT AND PERSONNEL .................................................. 63
B.35 REIMBURSEMENT FOR MOBILIZATION AND DEMOBILIZATION COSTS .................................................. 64
B.36 PAYMENT FOR SUBSTITUTE/REPLACEMENT HELICOPTER .......... 65
B.37 LODGING & MEALS ................................................................. 65
B.38 PAYMENT FOR FUEL SERVICING VEHICLE MILEAGE .......... 65
B.39 PAYMENT FOR FUEL TRANSPORTATION ................................. 65
B.40 PAYMENT FOR WILDLAND FIRE CHEMICALS ....................... 66
B.41 CWN RELIEF CREW APPROVAL AND PAYMENT .................... 66
B.42 PAYMENT FOR OVERNIGHT ALLOWANCE .............................. 66
B.43 MISCELLANEOUS COSTS TO THE CONTRACTOR ................... 67
B.44 HELICOPTER MANAGER DELEGATED AUTHORITIES .......... 67
B.45 DEFINITIONS ........................................................................... 68
B.46 ABBREVIATIONS/ACRONYMS ................................................ 75

SECTION C – CONTRACT TERMS AND CONDITIONS

C.1 52.252-2 CLAUSES INCORPORATED BY REFERENCE (FEB 1998) .................................................. 77
C.2 CONTRACT TERMS AND CONDITIONS - COMMERCIAL ITEMS (52.212.4) (DEVIATION 2017-1) (OCT 2018) .................................................................................. 77
C.3 RESERVED .................................................................................. 84
C.4 CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS -- COMMERCIAL ITEMS (52.212-5) (MAY 2019) (DEVIATION 2017-1) .................................................................................. 84
C.5 STATEMENT OF EQUIVALENT RATES FOR FEDERAL HIRES (FAR 52.222-42) (MAY 2014) .................................................................................. 92
C.6 AVAILABILITY OF FUNDS (FAR 52.232-18) (APR 1984) .................................................................................. 92
C.7 PROPERTY AND PERSONAL DAMAGE ........................................ 92
C.8 NOTICE OF CONTRACTOR PERFORMANCE ASSESSMENT REPORTING SYSTEM (JULY 2010) .................................................................................. 93
C.9 INSPECTION AND ACCEPTANCE (AGAR 452.246-70) (FEB 1988) .................................................................................. 94
C.10 RESERVED .................................................................................. 94
C.11 AFFIRMATIVE PROCUREMENT OF BIO BASED PRODUCTS UNDER SERVICE AND CONSTRUCTION CONTRACT (FAR 52.223-2) (SEPT 2013) .................................................................................. 94
C.12 CONTRACTOR AUTHORIZED SIGNATURES ................................ 95
C.13 OPTION TO EXTEND SERVICES (FAR 52.217-8) (NOV 1999) .................................................................................. 96
C.14 ECONOMIC PRICE ADJUSTMENT SPECIFIED FLIGHT RATE CONTRACTS .................................................................................. 96
C.15 ECONOMIC PRICE ADJUSTMENT FOR EXTENDED STANDBY .................................................................................. 97
C.16 ORDERING (FAR 52.216-18) (OCT 1995) .................................................................................. 97
C.17 PERIOD OF PERFORMANCE (AGAR 452.211-74) (FEB 1988) .................................................................................. 97

SECTION D – EXHIBITS

D.1 LIST OF EXHIBITS ........................................................................... 98
EXHIBIT 1 - FIRST AID KIT AERONAUTICAL (B.4) ................................................................. 99
EXHIBIT 2 - SURVIVAL KIT AERONAUTICAL (LOWER 48) (B.4) ................................................................. 100
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Exhibit</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exhibit 3</td>
<td>ALASKA (A.1, A.7, A.33)</td>
<td>101</td>
</tr>
<tr>
<td>Exhibit 4</td>
<td>RESTRAINT SYSTEMS CONDITION INSPECTION GUIDELINES (B.4 (d) (8))</td>
<td>104</td>
</tr>
<tr>
<td>Exhibit 5</td>
<td>ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (13), B.10 (e))</td>
<td>105</td>
</tr>
<tr>
<td>Exhibit 6</td>
<td>HIGH VISIBILITY MARKINGS ON MAIN ROTOR BLADES (B.4 (d) (16))</td>
<td>109</td>
</tr>
<tr>
<td>Exhibit 7</td>
<td>RESERVED – (Additional Avionics Equipment)</td>
<td>109</td>
</tr>
<tr>
<td>Exhibit 8</td>
<td>FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21))</td>
<td>110</td>
</tr>
<tr>
<td>Exhibit 9</td>
<td>OPERATIONS AND SAFETY PROCEDURES GUIDE FOR HELICOPTER PILOTS</td>
<td>117</td>
</tr>
<tr>
<td>Exhibit 10</td>
<td>INTERAGENCY GUIDELINES FOR VERTICAL REFERENCE/EXTERNAL LOAD</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TRAINING (B.12 (f) (1))</td>
<td>118</td>
</tr>
<tr>
<td>Exhibit 11</td>
<td>HELICOPTER MAKE/MODEL/SERIES LIST (B.21 (b))</td>
<td>120</td>
</tr>
<tr>
<td>Exhibit 12</td>
<td>HELICOPTER SERVICES HOURLY FLIGHT RATES, FUEL CONSUMPTION</td>
<td>121</td>
</tr>
<tr>
<td>Exhibit 13</td>
<td>INTERAGENCY HELICOPTER LOAD CALCULATION (A.3, B.10 (a) (5))</td>
<td>122</td>
</tr>
<tr>
<td>Exhibit 14</td>
<td>HELICOPTER AND FUEL SERVICE TRUCK PRE-USE CHECKLIST</td>
<td>125</td>
</tr>
<tr>
<td>Exhibit 15</td>
<td>PERFORMANCE REPORT</td>
<td>126</td>
</tr>
<tr>
<td>Exhibit 16</td>
<td>DEPARTMENT OF LABOR WAGE DETERMINATIONS</td>
<td>131</td>
</tr>
<tr>
<td>Exhibit 17</td>
<td>RESERVED – (Supplemental Rappel Requirements- Equipment)</td>
<td>131</td>
</tr>
<tr>
<td>Exhibit 18</td>
<td>CONTRACTOR’S VERIFICATION OF INDIVIDUAL HELICOPTER PILOT REQUIREMENTS AND EXPERIENCE FOR INITIAL INTERAGENCY APPROVAL (B.12 (c) (9), B.20 (i) (2))</td>
<td>132</td>
</tr>
<tr>
<td>Exhibit 19</td>
<td>“ON CONTRACT” PILOT OPERATIONAL TRAINING (B.10 (a) (3))</td>
<td>133</td>
</tr>
<tr>
<td>Exhibit 20</td>
<td>AIRCRAFT MECHANIC (HELICOPTER) QUALIFICATION FORM (B.12 (h) (5))</td>
<td>136</td>
</tr>
<tr>
<td>Exhibit 21</td>
<td>WEIGHT AND BALANCE FORM (EXAMPLE) (A.3, B.5 (a) (15 &amp; 17))</td>
<td>138</td>
</tr>
<tr>
<td>Exhibit 22</td>
<td>RESERVED – Computed Gross Weigh</td>
<td>144</td>
</tr>
<tr>
<td>Exhibit 23</td>
<td>PERFORMANCE BY GOVERNMENT-FURNISHED PILOT (A.14)</td>
<td>145</td>
</tr>
<tr>
<td>Exhibit 24</td>
<td>FAA OVER WATER KIT (A.12)</td>
<td>148</td>
</tr>
<tr>
<td>Exhibit 25</td>
<td>LITTER KIT PROVISIONS AND LITTER (A.12)</td>
<td>149</td>
</tr>
<tr>
<td>Exhibit 26</td>
<td>RESERVED – (Aerial Ignition)</td>
<td>149</td>
</tr>
<tr>
<td>Exhibit 27</td>
<td>RESERVED – (Law Enforcement Short Haul Special Mission Qualifications &amp; Requirements)</td>
<td>149</td>
</tr>
<tr>
<td>Exhibit 28</td>
<td>PUBLIC AIRCRAFT OPERATIONS</td>
<td>150</td>
</tr>
<tr>
<td>Exhibit 29</td>
<td>VENDOR-CONTRACTOR QA/EVALUATION/SAFETY CHECKS</td>
<td>151</td>
</tr>
<tr>
<td>Exhibit 30</td>
<td>RESERVED – (Night Flying Operations)</td>
<td>151</td>
</tr>
<tr>
<td>Exhibit 31</td>
<td>SAFETY MANAGEMENT SYSTEM (SMS) COMPONENTS QUESTIONNAIRE AND ACCIDENT HISTORY</td>
<td>152</td>
</tr>
<tr>
<td>Exhibit 32</td>
<td>TRANSPORTATION WORKSHEET</td>
<td>155</td>
</tr>
<tr>
<td>Exhibit 33</td>
<td>RESERVED – (Additional Telemetry Unit (ATU))</td>
<td>157</td>
</tr>
</tbody>
</table>
SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS
OFFEROR TO COMPLETE BLOCKS 12, 17, 23, 24, & 30

1. REQUISITION NUMBER

2. CONTRACT NO.

3. AWARD/DETAILED DATE

4. ORDER NUMBER

5. SOLICITATION NUMBER

6. SOLICITATION ISSUE DATE

7. FOR SOLICITATION INFORMATION CALL:

8. NAME

9. BUSINESS CODE

10. THIS ACQUISITION IS □ UNRESTRICTED OR □ SET-ASIDE- 100% FOR:
        □ SMALL BUSINESS
        □ WOMEN-OWNED SMALL BUSINESS
        □ HUBZONE SMALL BUSINESS
        □ SERVICE-DISABLED VETERAN-OWNED SMALL BUSINESS
        □ [ ] NAICS: 411212
        □ SIZE STANDARD: 1500 Employees

11. DELIVERY FOR FOR DESTINATION UNLESS BLOCK IS MARKED □ SEE SCHEDULE

12. DISCOUNT TERMS

13a. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15 CFR 70D)

13b. RATING

14. METHOD OF SOLICITATION

15. DELIVER TO

16. ADMINISTERED BY

17a. CONTRACTOR CODE

17b. TELEPHONE NO

18a. PAYMENT WILL BE MADE BY

18b. SUBMIT INVOICES TO ADDRESS SHOWN IN BLOCK 19a UNLESS BLOCK BELOW IS CHECKED □ SEE ADDENDUM

19. ITEM NO.

20. SCHEDULE OF SUPPLIES/SERVICES

National Call When Needed (CWN) Heavy (Type I) and Medium (Type II) Helicopter Services

See Schedule of Items Section A.1

21. QUANTITY

22. UNIT

23. UNIT PRICE

24. AMOUNT

25. ACCOUNTING AND APPROPRIATION DATA

26. TOTAL AWARD AMOUNT (For Govt. Use Only)

27a. SOLICITATION/CONTRACT/ORDER INCORPORATES BY REFERENCE FAR 52.212-1, 52.212-4, FAR 52.212-3, AND 52.212-5 ARE ATTACHED ADDENDA □ ARE □ ARE NOT ATTACHED

27b. CONTRACT/PURCHASE ORDER INCORPORATES BY REFERENCE FAR 52.212-4, FAR 52.212-3, AND 52.212-5 IS ATTACHED ADDENDA □ ARE □ ARE NOT ATTACHED

28. CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN COPIES TO ISSUING OFFICE. CONTRACTOR AGREES TO FURNISH AND DELIVER ALL ITEMS SET FORTH OR OTHERWISE IDENTIFIED ABOVE AND ON ANY ADDITIONAL SHEETS SUBJECT TO THE TERMS AND CONDITIONS SPECIFIED HEREIN

29. AWARD OF CONTRACT REF. NUMBER

30a. SIGNATURE OF OFFEROR/CONTRACTOR

30b. NAME AND TITLE OF SIGNED (Type or print)

30c. DATE SIGNED

31a. UNITED STATES OF AMERICA (SIGNATURE OF CONTRACTING OFFICER)

31b. NAME OF CONTRACTING OFFICER (Type or print)

31c. DATE SIGNED

ROBERT HOFFMAN

Dennis Peck
Chief Operating Officer

August 26, 2019

RECEIVED

AUG 30 2019

CONTRACTING
USDA FOREST SERVICE

STANDARD FORM 1449 (REV. 2/2012)

Authorized: For Local Reproduction
Previous Edition Not Usable

Digital Signature by OSA - FAX (48 CFR 53.212)
SECTION A
REQUIREMENTS AND PRICES

GENERAL

To obtain the services for Heavy and Medium (Type I and II) Helicopters fully operated, meeting the technical requirements of this solicitation and the specifications for operation on an on call, Call When Needed (CWN) basis by multiple agencies party to various National Interagency Fire Center (NIFC) inter-agency agreements.

It is the intent of this solicitation to award multiple Basic Ordering Agreements (BOA’s). These BOA’s will be a duration of 48 months with an Option to extend services for up to six additional months. Award of BOA’s will be made to offerors proposing reasonable prices and submitting technically acceptable proposals. The Government will determine price reasonableness based on historical pricing.

Awards will not be made for helicopters considered unsuitable for the Government’s need, or at prices determined to be unreasonable. Materially unbalanced offers may be rejected.

ORDERS AND PROCEDURES

(1) Delivery or performance shall be made only as authorized by orders issued in accordance with the B.25 AUTHORIZED ORDERING ACTIVITIES paragraph.

Subject to any limitations elsewhere in this contract, the Contractor shall furnish to the Government all services specified in the Schedule and called for by orders issued in accordance with the Ordering Agreement. The Government may issue orders requiring performance at multiple locations.

(2) Call When Needed Helicopter flight services for All Risk Management to be furnished under this agreement shall be ordered by issuance of a task order (resource order). Orders for fire incidents and emergency support will only be placed by the National Interagency Coordination Center (NICC), after coordination with the National Aviation Coordinator or National Assistant Helicopter Operations Specialist, located at the National Interagency Fire Center (NIFC) in Boise, Idaho or activities designated in the agreement. After coordination with the National Aviation Coordinator and approval by the Contracting Officer, Resource Orders for project flight services may be ordered on a case by case basis, subject to agency procurement requirements.

The Department of Interior (DOI), Interior Business Center (IBC), Contracting Officer (CO) is authorized to place Task Orders directly with the contractor in accordance with the terms and conditions of this Basic Ordering Agreement All Risk Management as follows:

Fire - The DOI Contracting Officer will provide each CWN vendor a task order number to support all DOI fire suppression activities at award of the contract and every fiscal year thereafter. The task order is for invoicing purposes and the vendor is responsible for the input of the flight data into their own website account, Aviation Information Reporting Support (AIRS) and the submittal of their invoice through IPP. DOI will provide a copy of the detailed invoicing instructions to the CWN vendor upon receipt of their fire task order. The Resource Orders for fire suppression activities are issued by the National Interagency Coordination Center (NICC).

Search & Rescue (SAR) for National Park Service – The DOI Contracting Officer will provide the CWN vendor a SAR DOI Task Order number at the time an order is placed with NICC and that Task Order number will be provided to the USFS COR.
SECTION A
REQUIREMENTS AND PRICES

Non-Fire - Project orders will be placed by the DOI CO and coordinated through, and with the NICC when the task order is issued to the contractor. The DOI CO shall perform all contract administration, payment processing, claims adjudication, and close-out of each DOI task order.

(3) At the time of dispatch or re-assignment, the Government dispatch center will provide a Resource Order Form, including an incident project name, Incident project order number and the appropriate Government Agency (USFS or DOI) agreement number or task order number supporting the suppression assignment. The DOI Task Order numbers can be found at the following website:

https://www.doi.gov/aviation/aqd/contracts

An order may be made orally or electronically, but will be confirmed in writing by a Government resource order for the USFS or DOI. If the incident is in support of DOI, the Resource Order will be related to the issued fire task or SAR order number. The contractor shall provide the resource order to the Government’s authorized representative upon arrival at the incident. Additionally, for DOI support, the vendor must provide the issued fire or SAR task order number. The contractor shall follow the procedures as stated in Contract Paragraph C-28, Payment Procedures.

(4) All resource/task orders are subject to the terms and conditions of this contract. In the event of conflict between a task order and this contract, the contract shall control.

(5) If the Government places a request and the vendor cannot meet the mission requirements, specified time frames, or if the Contractor does not accept the order, the Government may acquire the required services from another source.
SECTION A
REQUIREMENTS AND PRICES

A.1 SCHEDULE OF ITEMS

This is an Agreement for Interagency Call-When-Needed (CWN) Helicopter Services. Furnish Type (insert Helicopter Heavy (Type 1) or Medium (Type II) helicopter(s) fully operated and maintained; including fuel servicing vehicle(s), meeting the requirements of this schedule and the specifications included herein, on a call-when-needed basis.

Offerors are instructed to place an asterisk in the N number column for any helicopters not currently available for inspection/landing.

Upon Contractor's acceptance of an order from an authorized ordering office, the order becomes a binding contract under the prices, terms, and conditions of this agreement.

<table>
<thead>
<tr>
<th>N Number</th>
<th>Make</th>
<th>Model &amp; Series</th>
<th>Category</th>
<th>Equipped Weight (per contract definition)</th>
<th>Helicopter Allowable HOGE Payload</th>
<th>Daily Availability Rate Base Year 2019</th>
<th>Daily Av Rate 1st Period 2020</th>
<th>Daily Av Rate 2nd Period 2021</th>
<th>Daily Av Rate 3rd Period 2022</th>
<th>Daily Av Rate 6 Mo Option 2023</th>
<th>Project Flight Rate Base Year 2019</th>
<th>Project Flight Rate 1st RP 2020</th>
<th>Project Flight Rate 2nd RP 2021</th>
<th>Project Flight Rate 3rd RP 2022</th>
</tr>
</thead>
</table>

1 Category: Indicate the category the aircraft is offered as: Standard = S, Limited (Standard Category offered in a Limited Capacity) = L, and Restricted = R

2 Contracted Helicopter Equipped Weight
   Equipped Weight = \( \text{lbs} \)
   Equipped Weight for Standard Category (Passenger Carrying) aircraft see "Equipped Weight" in Definitions (B.45).
   Equipped Weight includes the weight of a fixed tank or the weight of the empty bucket and any associated suspension hardware (cables, connectors, etc.) for restricted aircraft. See Clause B.45 for reference.

3 The awarded Daily Availability Rate shall include all fixed and variable costs (depreciation, salaries, overnight allowances, overhead, permanent shop facilities, etc.) incurred in providing continuous service exclusive of those costs directly attributed to actual flight.

4 Project Flight Rates will not be used in the evaluation for award.
   Hourly Flight Rate will be paid at the applicable Hourly Flight Rate, in accordance with Exhibit 12, Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart.

5 Calculated from Line 13 of Load Calculation Form (JOAS-67/FS 5700-17)
### A.1 SCHEDULE OF ITEMS

This is an Agreement for Intergency Call-When-Needed (CWN) Helicopter Services. Furnish Type (insert Helicopter Heavy (Type I) or Medium (Type II) helicopter(s) fully operated and maintained; including fuel servicing vehicle(s), meeting the requirements of this schedule and the specifications included herein, on a call-when-needed basis.

*Offerers are instructed to place an asterisk in the N number column for any helicopters not currently available for inspection/bidding.*

Upon Contractor's acceptance of an order from an authorized ordering office, the order becomes a binding contract under the prices, terms, and conditions of this agreement.

<table>
<thead>
<tr>
<th>N Number</th>
<th>Make</th>
<th>Model &amp; Series</th>
<th>Category¹</th>
<th>Equipped Weight² (per contract definition)</th>
<th>Helicopter Allowable HOGE Payload³</th>
<th>Daily Availability Rate⁴ Base Year 2019</th>
<th>Daily Av Rate³ 1st Period 2020</th>
<th>Daily Av Rate³ 2nd Period 2021</th>
<th>Daily Av Rate³ 3rd Period 2022</th>
<th>Daily Av Rate⁵ 6 Mo Option 2023</th>
<th>Project Flight Rate⁶ Base Year 2019</th>
<th>Project Flight Rate⁶ 1st RP 2020</th>
<th>Project Flight Rate⁶ 2nd RP 2021</th>
<th>Project Flight Rate⁶ 3rd RP 2022</th>
</tr>
</thead>
</table>

¹ Category: Indicate the category the aircraft is offered as: Standard = S, Limited (Standard Category offered in a Limited Capacity) = L, and Restricted = R.

² Contracted Helicopter Equipped Weight:

Equipped Weight = _____ lbs.

Equipped Weight for Standard Category (Passenger Carrying) aircraft see "Equipped Weight" in Definitions (B.45).

Equipped Weight includes the weight of a fixed tank or the weight of the empty bucket and any associated suspension hardware (cables, connectors, etc.) for restricted aircraft. See Clause B.45 for reference.

³ The awarded Daily Availability Rate shall include all fixed and variable costs (depreciation, salaries, overnight allowances, overhead, permanent shop facilities, etc.) incurred in providing continuous service exclusive of those costs directly attributed to actual flight.

⁴ Project Flight Rates will not be used in the evaluation for award.

Hourly Flight Rate will be paid at the applicable Hourly Flight Rate, in accordance with Exhibit 12, Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart.

⁵ Calculated from Line 13 of Load Calculation Form (JOAS-67/FS 5700-17)
A.1 SCHEDULE OF ITEMS

This is an Agreement for Interagency Call-When-Needed (CWN) Helicopter Services. Furnish Type (Insert Helicopter Heavy (Type 1) or Medium (Type II) helicopter(s) fully operated and maintained; including fuel servicing vehicle(s), meeting the requirements of this schedule and the specifications included herein, on a call-when-needed basis.

Officers are instructed to place an asterisk in the N number column for any helicopters not currently available for inspection/carding.

Upon Contractor's acceptance of an order from an authorized ordering office, the order becomes a binding contract under the prices, terms, and conditions of this agreement.

<table>
<thead>
<tr>
<th>N Number</th>
<th>Make</th>
<th>Model &amp; Series</th>
<th>Category</th>
<th>Equipped Weight* (per contract definition)</th>
<th>Helicopter Allowable HOGE Payload*</th>
<th>Daily Availability Rate* Base Year</th>
<th>Daily Av Rate* 1st Period</th>
<th>Daily Av Rate* 2nd Period</th>
<th>Daily Av Rate* 3rd Period</th>
<th>Daily Av Rate* 6 Mo Option 2023</th>
<th>Project Flight Rate* Base Year</th>
<th>Project Flight Rate* 1st RP 2020</th>
<th>Project Flight Rate* 2nd RP 2021</th>
<th>Project Flight Rate* 3rd RP 2022</th>
</tr>
</thead>
</table>

1 Category: Indicate the category the aircraft is offered as: Standard = S, Limited (Standard Category offered in a Limited Capacity) = L, and Restricted = R

2 Contracted Helicopter Equipped Weight

Equipped Weight = lbs.

Equipped Weight for Standard Category (Passenger Carrying) aircraft see "Equipped Weight" in Definitions (B.45).

Equipped Weight includes the weight of a fixed tank or the weight of the empty bucket and any associated suspension hardware (cables, connectors, etc.) for restricted aircraft. See Clause B.45 for reference.

3 The awarded Daily Availability Rate shall include all fixed and variable costs (depreciation, salaries, overnight allowances, overhead, permanent shop facilities, etc.) incurred in providing continuous service exclusive of those costs directly attributed to actual flight.

4 Project Flight Rates will not be used in the evaluation for award.

Hourly Flight Rate will be paid at the applicable Hourly Flight Rate, in accordance with Exhibit 12, Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart.

5 Calculated from Line 13 of Load Calculation Form (J0AS-67/FS 5700-17)
## A.1 SCHEDULE OF ITEMS

This is an Agreement for Interagency Call-When-Needed (CWN) Helicopter Services. Furnish Type (insert Helicopter Heavy (Type 1) or Medium (Type II) helicopter(s) fully operated and maintained; including fuel servicing vehicle(s), meeting the requirements of this schedule and the specifications included herein, on a call-when-needed basis. Offerors are instructed to place an asterisk in the N number column for any helicopters not currently available for inspection/warding.

Upon Contractor's acceptance of an order from an authorized ordering office, the order becomes a binding contract under the prices, terms, and conditions of this agreement.

| N     | Make | Model & Series | Category¹ | Equipped Weight² (per contract definition) | Helicopter Allowable HOGE Payload³ | Daily Availability Rate³ Base Year 2019 | Daily Av Rate³ 1st Period 2020 | Daily Av Rate³ 2nd Period 2021 | Daily Av Rate³ 3rd Period 2022 | Daily Av Rate 6 Mo Option 2023 | Project Flight Rate¹ Base Year 2019 | Project Flight Rate¹ 1st RP 2020 | Project Flight Rate¹ 2nd RP 2021 | Project Flight Rate¹ 3rd RP 2022 |
|-------|------|---------------|-----------|-------------------------------------------|----------------------------------|--------------------------------------|-------------------------------|-------------------------------|-------------------------------|----------------------------------|-------------------------------|-------------------------------|-------------------------------|

¹ Category: Indicate the category the aircraft is offered as: Standard = S, Limited (Standard Category offered in a Limited Capacity) = L, and Restricted = R

² Contracted Helicopter Equipped Weight

Equipped Weight =  

Equipped Weight for Standard Category (Passenger Carrying) aircraft see “Equipped Weight” in Definitions (B.45).

Equipped Weight includes the weight of a fixed tank or the weight of the empty bucket and any associated suspension hardware (cables, connectors, etc.) for restricted aircraft. See Clause B.45 for reference.

³ The awarded Daily Availability Rate shall include all fixed and variable costs (depreciation, salaries, overnight allowances, overhead, permanent shop facilities, etc.) incurred in providing continuous service exclusive of those costs directly attributed to actual flight.

⁴ Project Flight Rates will not be used in the evaluation for award.

Hourly Flight Rate will be paid at the applicable Hourly Flight Rate, in accordance with Exhibit 12, Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart.

⁵ Calculated from Line 13 of Load Calculation Form (JOAS-67/FS 5700-17)
### A.1 SCHEDULE OF ITEMS

This is an Agreement for Interagency Call-When-Needed (CWN) Helicopter Services. Furnish Type (insert Helicopter Heavy (Type 1) or Medium (Type II) helicopter(s) fully operated and maintained, including fuel servicing vehicle(s), meeting the requirements of this schedule and the specifications included herein, on a call-when-needed basis. **Offers are instructed to place an asterisk in the N number column for any helicopters not currently available for inspection/landing.**

Upon Contractor's acceptance of an order from an authorized ordering office, the order becomes a binding contract under the prices, terms, and conditions of this agreement.

<table>
<thead>
<tr>
<th>N Number</th>
<th>Make</th>
<th>Model &amp; Series</th>
<th>Category(^1)</th>
<th>Equipped Weight(^2) (per contract definition)</th>
<th>Helicopter Allowable HOGE Payload(^3)</th>
<th>Daily Availability Rate(^4) Base Year 2019</th>
<th>Daily Av Rate(^5) 1st Period 2020</th>
<th>Daily Av Rate(^5) 2nd Period 2021</th>
<th>Daily Av Rate(^5) 3rd Period 2022</th>
<th>Daily Av Rate 6 Mo Option 2023</th>
<th>Project Flight Rate(^6) Base Year 2019</th>
<th>Project Flight Rate(^6) 1st RP 2020</th>
<th>Project Flight Rate(^6) 2nd RP 2021</th>
<th>Project Flight Rate(^6) 3rd RP 2022</th>
</tr>
</thead>
</table>

\(^1\) Category: Indicate the category the aircraft is offered as: Standard = S, Limited (Standard Category offered in a Limited Capacity) = L, and Restricted = R

\(^2\) Equipped Weight = __________ lbs.

Equipped Weight for Standard Category (Passenger Carrying) aircraft see “Equipped Weight” in Definitions (B.45).

Equipped Weight includes the weight of a fixed tank or the weight of the empty bucket and any associated suspension hardware (cables, connectors, etc.) for restricted aircraft. See Clause B.45 for reference.

\(^3\) The awarded Daily Availability Rate shall include all fixed and variable costs (depreciation, salaries, overnight allowances, overhead, permanent shop facilities, etc.) incurred in providing continuous service exclusive of those costs directly attributed to actual flight.

\(^4\) Project Flight Rates will not be used in the evaluation for award.

Hourly Flight Rate will be paid at the applicable Hourly Flight Rate, in accordance with Exhibit 12, Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart.

\(^5\) Calculated from Line 13 of Load Calculation Form (JOAS-67/FS 5700-17)
SECTION A
REQUIREMENTS AND PRICES

A.2 PRINCIPAL BASE OPERATION

Offeror shall enter the location of the "Principal Base of Operation" in accordance with the definitions found in Section C for the offered aircraft.

14497 Keil Road NE - Aurora 97002
Location (Physical Address) Oregon State

A.3 AIRCRAFT PERFORMANCE SPECIFICATIONS (MINIMUM) TO BE USED FOR PROPOSAL EVALUATION PURPOSES AND AIRCRAFT WEIGHING AND WEIGHT VALIDATION

(a) Performance shall be based on minimum engine specification. Aircraft performance capabilities shall be determined by using the Standard Interagency Helicopter Load Calculation Method. (Exhibit 13, Interagency Helicopter Load Calculation)

Performance enhancing data (Power Assurance Checks, wind charts, etc) shall not be used. Only FAA approved charts based on minimum specification engine performance shall be used. As an example, Kaman K-1200 helicopters shall only use minimum specification engine performance data calculated from Rotorcraft FMS NO. 1, (USFS Fire Fighting).

Use (Exhibit 13, Interagency Helicopter Load Calculation and Exhibit 12, Hourly Flight Rates, Fuel consumption, and Weight Reduction Chart) per aircraft type and the appropriate Hover Ceiling Charts (HCGE and HIGE) from the approved Rotorcraft Flight Manual with current supplements and changes as applicable.

Vendors shall use Computed Gross Weight from Exhibit 22 for load calculation purposes for submitting proposals.

For field operations use current temperature and elevation for performance planning purposes.

(b) Aircraft Weighing and Weight Validation

(1) The aircraft's equipped weight is determined using weight and balance data, which was determined by actual weighing of the aircraft in accordance with the manufacturer's requirements and configured in accordance with the agreement specifications, as proposed. Additional weighing criteria:

(i) The weighing shall be accomplished by the Contractor or their agent.

(ii) All weighing of aircraft shall be performed on scales that have been certified as accurate within the previous one (1) year. The certifying entity may be any accredited weights and measures laboratory using standards traceable to the National Institute of Standards and Technology (NIST). The scales will be listed by make, model and calibration date in the aircrafts weight and balance documentation (See Form B, Exhibit 21).

(iii) Weighing shall be:

(A) Accomplished within 12 months prior to the due date of proposal submission, and
SECTION A
REQUIREMENTS AND PRICES

A.7 ACCEPTABLE WORK SCHEDULES (NEED TO CHECK ONE)

[X] 12/2  [ ] 12/12  [ ] Other (If "Other" is checked, identify requested schedule, which is subject to approval by Contracting Officer)

Note: All Personnel shall be under the same work schedule with the exception of Maintenance Personnel. Maintenance Personnel may work a 14/14 schedule. If maintenance personnel work 14 days on, they must take 14 days off, unless approved by the Contracting Officer. Days off schedule may vary. A 14/14 schedule must be requested by checking “Other” and subject to approval by the Contracting Officer.

A.8 STANDBY HOURS PER DAY

9 Hours Standby per day

A.9 EXTENDED STANDBY HOURLY RATE

(a) The extended standby rate will be reviewed on an annual basis to ensure compliance with the Service Contract Act and an adjustment will be made if needed. The extended standby rate will be computed by taking the minimum wage rate from the Department of Labor Wage Determination (current at that time), for Nationwide Pilot, times 1.5 plus 20% for benefits, overhead and profit and rounded to the nearest dollar. If needed, adjusted rates will become effective annually on February 16 of each year.

(b) Extended standby is not intended to compensate the Contractor on a one-to-one basis for all hours necessary to service and maintain the aircraft.

(c) The current rate is $52.00 per hour.

A.10 OVERNIGHT STANDARD PER DIEM RATE ALLOWANCE

Rates as published in Federal Travel Regulations See Section B.37 and B.42

A.11 OPERATIONS IN ALASKA, CARIBBEAN, CANADA, OR MEXICO (Contractor to check all that apply).

Contractor has authorization as indicated in FAA 135 Operation Specifications (if contractor has an FAA 135 Certificate) for operations in the following locations. If Contractor has no FAA 135 Certificate, please select areas of operations willing to accept. If accepting work in Alaska, contractor shall meet the requirements of Exhibit 3 prior to mobilizing to Alaska.

[X] ALASKA  [ ] CARIBBEAN  [X] CANADA  [X] MEXICO
SECTION A
REQUIREMENTS AND PRICES

A.12 CONTRACTOR FURNISHED SPECIAL REQUIREMENTS (Note that exceptions may apply)

Additional Offered Equipment

The Offeror may offer items or services in addition to those listed below. Where no provision is made for a daily rate, the cost for furnishing such equipment shall be included in the daily availability rate. Offeror shall provide specifications on the items or services offered. Offered items may be awarded based on the needs of the Government and when prices are determined to be reasonable.

If additional offered equipment is provided by Contractor, see appropriate Exhibits, if applicable.

Daily rates for additional equipment will be paid only if ordered by the CO.

<table>
<thead>
<tr>
<th>Description</th>
<th>Capacity</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seeder</td>
<td>N/A</td>
<td>N/A</td>
<td>Day</td>
<td>$ N/A</td>
</tr>
<tr>
<td>Fertilizer Spreader</td>
<td>N/A</td>
<td>N/A</td>
<td>Day</td>
<td>$ N/A</td>
</tr>
<tr>
<td>Fixed Suppressant/Retardant Delivery Tank</td>
<td>N/A</td>
<td>N/A</td>
<td>Day</td>
<td>$ N/A</td>
</tr>
<tr>
<td>Dip Tank/Water Pumps</td>
<td>N/A</td>
<td>N/A</td>
<td>Day</td>
<td>$ N/A</td>
</tr>
<tr>
<td>Spill Containment Barrier</td>
<td>N/A</td>
<td>N/A</td>
<td>Day</td>
<td>$ N/A</td>
</tr>
<tr>
<td>Tundra Boards or Snow Pads</td>
<td>N/A</td>
<td>N/A</td>
<td>Day</td>
<td>$ N/A</td>
</tr>
<tr>
<td>Aerial Ignition (See Exhibit 26)</td>
<td>N/A</td>
<td>N/A</td>
<td>Day</td>
<td>$ N/A</td>
</tr>
<tr>
<td>Infrared Capability</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>Short Haul Capability (See Exhibit 27)</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>Hoist Capability</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>Floats/Pop-outs</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>Other Equipment Offered</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td>N/A</td>
</tr>
</tbody>
</table>

A.13 CONTRACT PILOT QUALIFICATION

Pilots performing on this contract will meet the requirements of Section B.12 (c) & (d) and B.20. Contractors will offer pilots approved or eligible for approval in the mission tasks selected below. All pilots offered may be evaluated in accordance with B.12 (b) (2) or when requested by the CO.

☑ Low Level (Recon and Surveillance)   Required
☑ Helitack/Passenger Transport         Required For All Standard Category Type II Aircraft
☐ External Load (belly hook)           Required For All Type II
☐ Water/Retardant Delivery             Required For All Bucket and Tank aircraft
☐ Longline VTR (150')                  Required For Type I and Type II Bucket aircraft
☐ Snorkel                              Required For All Tanked Items
☐ Mountainous Terrain Flight           Required

A.14 GOVERNMENT PILOT

Contractor ☐ will ☑ will not authorize performance of work under the contract by a Government Pilot. (See Exhibit 23)
B.1 SCOPE OF AGREEMENT

(a) The intent of this solicitation and any resultant agreement is to obtain helicopters fully operated by qualified and proficient personnel and equipped to meet specifications contained herein for offered helicopters used in the administration and protection of Public Lands.

(b) The Contractor shall keep and maintain programs necessary to assure safety of ground and flight operations. The development and maintenance of these programs are a material part of the performance of the contract. (See Section E Synopsis of Safety Program) Examples of such programs include but are not limited to: 1) Personnel Activities, 2) Maintenance, 3) Safety and 4) Compliance with Regulations.

(c) The primary purpose of this solicitation and resulting agreements is to obtain Call When Needed Helicopter Services to supplement the US Forest Service’s natural resource and fire suppression programs. These services will predominately support additional needs over and above the requirements of Exclusive Use helicopter contracts. However, at times, these agreements may be utilized to obtain pricing and requirements for extended periods to supplement exclusive use contracts. This would only be under unusual circumstances such as an unusually severe fire season or unexpected terminations or non-renewals of exclusive use contracts.

(d) The helicopter furnished will be used for incident support and may also be used for project, law enforcement, and administrative flights. If contractor agrees to perform law enforcement, such agreement shall be in writing.

(e) The Government has Interagency and cooperative agreements with Federal and State Agencies and private landholders. Helicopters may be dispatched under this contract for such use.

(f) The Contracting Officer (CO) may by mutual agreement, release the Contractor from the contract for short periods of time to perform outside work for other Federal, State, or local agencies or private parties. During the period of such release, the U.S. Forest Service (USFS) shall not be responsible for any payment or liability.

(g) The Department of Interior (DOI), Contracting Officer (CO) will provide each CWN vendor a task order number to support all DOI fire suppression activities at award of the contract and every fiscal year, thereafter (https://www.doi.gov/aviation/aag/contracts). In addition, if a National Park Service Search & Rescue (SAR) mission is required, the DOI Contracting Officer will provide the CWN vendor a SAR DOI task order number and will ensure to provide that to the USFS COR. The task order is for invoicing purposes and the vendor is responsible for the input of the flight data into their own website account, Aviation Information Reporting Support (AIRS) and the submittal of their invoice through IPP. DOI will provide a copy of the detailed invoicing instructions to the CWN vendor upon receipt of their fire task order. The Resource Orders are issued by the National Interagency Coordination Center (NICC).

(h) Non-Fire - the DOI CO has the authority to place Task Orders directly with the contractor in accordance with the terms and conditions of this Basic Ordering Agreement in support of non-suppression activities (projects). Project orders will be placed by the DOI CO and coordinated through, and with the NICC when the task order is issued to the contractor. The DOI CO shall perform all contract administration, payment processing, claims adjudication, and close-out of each DOI task order.

(i) The contractor will keep their individual contracted helicopters, respective status, of either “available” or “non-available,” current with the National Interagency Coordination Center (NICC). Notification to NICC of the availability status may be accomplished by telephone at (208) 387-5400, by FAX at (208) 387-5414 or 5663.
B.2 CERTIFICATIONS

(a) General

(1) Contractors shall be currently certificated to meet 14 Code of Federal Regulations (CFR), 133 (External Load Operations), 135 (Commuter and On Demand Operations and Rules Governing Person on Board Such Aircraft), and 137 (Agricultural Aircraft Operations), as applicable. Any helicopter offered shall be listed by make, model, series, and registration number on the Operators Certificates.

(2) Helicopters shall conform to the approved type design (normal or transport), be maintained and operated in accordance with type certificate requirements notwithstanding the aviation regulations of the State in which the helicopter may be operated except those requirements specifically waived by the CO. If an operator has a 135 certificate, the aircraft will be maintained in accordance with their FAA approved maintenance program. 14 CFR Part 133 and 137 helicopters will be maintained in accordance with the type certificate and applicable supplement type certificates (STC).

(3) Reserved

(4) Each helicopter shall operate in accordance with an approved 14 CFR Part 133, Rotorcraft Load Combination Flight Manual (RLCFM), unless the CO specifically waives the requirement. A copy of the RLCFM shall be kept with the aircraft at all times.

(b) Standard Category Helicopters

(1) All passenger-carrying flights, regardless of the number of passengers carried, shall be conducted in accordance with the Contractor’s 14 CFR Part 135 operations specifications.

(2) Helicopters shall be certificated in Normal or Transport Category.

(3) The Government may elect not to utilize individual Standard Category helicopter for passenger transport.

(4) Helicopters shall carry their fully rated capacity of cargo for suppressant/retardant as determined by use of the approved weight and balance performance data.

(c) Restricted Category Helicopters

(1) Helicopter(s) certificated in Restricted Category shall have been issued a Special Airworthiness Certificate.

   (i) Aircraft is required to have a Special Airworthiness Certificate prior to initial contract inspection.

(2) Helicopter(s) configured from aircraft types that have FAA Type Certificates obtained by the helicopter manufacturer shall incorporate the manufacturer’s designated changes to bring the helicopter into conformity with their type design, excluding passenger configuration requirements. All applicable Airworthiness Directives and mandatory manufacturer Service Bulletins shall be accomplished.
SECTION B
TECHNICAL SPECIFICATIONS

(3) Helicopter(s), which are configured from former military aircraft, which have FAA Type Certificates based upon military operation in lieu of a manufacturer’s Type Certificate, shall have all applicable Time Compliance Technical Orders (TCTO’s), military Service Bulletins, and Safety-of-Flight Messages accomplished. This includes any directives, which refer to later models of the same type, which were issued after the earlier models had left the military inventory. When FAA approvals establish more restrictive limits, such limits will prevail.

(4) Helicopters shall carry their fully rated capacity of cargo for suppressant/retardant as determined by use of the approved weight and balance performance data.

B.3 GOVERNMENT FURNISHED INFORMATION

(a) Reserved

(b) The following information must be download by the contractor and kept on aircraft:

1. NWCG Standards for Aviation Transport of Hazardous Materials:

   Department of Transportation (DOT) Special Permit Letter:

2. Reserved

(c) Wildland Fire Chemicals listed on the current Qualified Product List (QPL) may be provided by the Government as needed in accordance with the most current QPL as specified at https://www.fs.fed.us/rm/fire/wfcs/index.htm.

(d) The following may be provided to the Contractor at the convenience of the Government.

   AUX-FM adapter cable with portable radio

B.4 HELICOPTER REQUIREMENTS

(a) General

1. Helicopter shall be maintained in accordance with all applicable 14 CFR requirements, mandatory manufacturers’ bulletins as required or identified by the FS and/or DOI, and all applicable FAA Airworthiness Directives (AD).

2. All required documents needed to verify the data in Form FS-5700-21a or OAS 36b; Helicopter Data Record (including airframe logs, engine logs, compliance with mandatory manufacturer’s bulletins, FAA AD compliance, listing of installed STC’s, and helicopter status record, etc.) shall be made available to FS or DOI inspector(s). A status sheet containing the status of inspections, Airworthiness Directives and components having time/life limits will be available with each helicopter.
SECTION B
TECHNICAL SPECIFICATIONS

(3) Unless authorized by an approved Minimum Equipment List (MEL), the helicopter shall not be approved or used if any accessory or instrument listed on the helicopter type certificate data sheet is inoperative. However, all items required by this agreement may not be placed on an MEL as non-operational unless approved by a government Aviation Maintenance Inspector or the CO. As an example the following equipment, when inoperative, cannot be placed on an MEL with the helicopter continuing to be utilized under agreement.

(i) Emergency Locator Transmitter

(ii) VHF-AM Transceiver (at least one must be operational)

(iii) P25 Digital VHF-FM Transceiver (at least one must be operational)

(iv) Transponder and altitude reporting system (at least one must be operational)

(v) Static pressure, altimeter, and automatic altitude reporting system (at least one must be operational and connected to an operational transponder and altitude reporting system)

(4) Helicopter shall not be approved if any component time in service exceeds the manufacturers’ recommended Time Between Overhaul (TBO) or FAA-approved extension. All inspection times and intervals shall comply with the Contractor’s FAA approved maintenance program.

(5) Complete set of current aeronautical charts covering area of operation. The Contractor shall be responsible for providing navigation publications. FAA approved “electronic” flight bags meet this requirement.

(b) Condition of Equipment

(1) Contractor-furnished aircraft and equipment shall be operable, free of damage, and in good repair. Helicopter systems and components shall be free of leaks except within limitations specified by the manufacturer.

(2) All windows and windshields shall be clean and free of scratches, cracks, crazing, distortion, or repairs, which hinder visibility. Repairs such as safety wire lacing and stop drilling of cracks are not acceptable permanent repairs. Prior to acceptance, all temporarily repaired windows and windshields shall have permanent repairs completed or shall be replaced.

(3) The helicopter interior shall be clean and neat. There shall be no unrepaired tears, rips, cracks, or other damage to the interior. The exterior finish, including the paint, shall be clean, neat, and in good condition (i.e. no severe fading or large areas of flaking or missing paint etc.). Military or other low visibility paint schemes are unacceptable. Any corrosion shall be within manufacturer or FAA acceptable limits.
SECTION B
TECHNICAL SPECIFICATIONS

(c) Center of Gravity

(1) All helicopters shall be configured so that the center of gravity will remain within the FAA approved Flight Manual published limits for all load requirements and full range of fuel conditions, including ferry with minimum crew without subtraction or addition of ballast.

(2) All helicopters shall be loaded such that the center of gravity will remain within allowed limit during the flight. Actual weights will be used for flight calculation.

(3) When the equipped weight of the helicopter, as noted by registration number in Section B, Schedule of Items changes, the Contractor shall notify the CO of the change and submit a new weight and balance as required by the Agreement.

(d) General Equipment (as applicable)

Helicopters shall be configured with the equipment required by 14 CFR and approved for make and model furnished. In addition, the following will be required:

(1) A copy of the Awarded Agreement and modification(s) shall remain in the helicopter during the Agreement period(s). The flight manual supplements (performance charts) and Load Calculations as submitted with the contractor's proposal were utilized in aircraft performance evaluations for award of the Basic Ordering Agreement (BOA). These documents, by virtue of the agreement award, were incorporated into the BOA. These are also required to be kept with the helicopter through the life of the agreement, in addition to the aforementioned agreement and modification(s) associated with it, as a complete Agreement package. This is irrespective of the fact that these performance charts are included in the Flight Manual, which is not, in turn, a substitute for a complete Agreement package being with the helicopter.

(2) Instrumentation required by the Type Certificate and 14 CFR for use with the make and model furnished.

(3) Free air temperature gauge.

(4) Approved helicopter lighting for night operation in accordance with 14 CFR 91.209, plus instrument lights.

(5) First Aid Kit Aeronautical (Exhibit 1, First Aid Kit Aeronautical)

(6) Survival Kit Aeronautical (Exhibit 2, Survival Kit Aeronautical, Lower 48 and Exhibit 3 Alaska Supplement; weight of Survival Kit shall be considered as an addition to the equipped weight of the aircraft and will be documented on the C-chart or equipment list)

(7) Additional Suppression/Prescribed Fire Equipment (Exhibit 5, Additional Suppression/Prescribed Fire Equipment) as applicable.

(8) Seats, Seatbelts and Shoulder Harnesses

(i) Seat belts for all seats. One set of individual lap belts for each occupant.
SECTION B
TECHNICAL SPECIFICATIONS

(ii) FAA-approved double-strap shoulder harness with automatic or manual locking inertia reels for each front seat occupant. Shoulder straps and lap belts shall fasten with one single-point, metal-to-metal and quick-release mechanism. Standard factory shoulder harnesses are acceptable for Aerospatiale and Bell transport category helicopters. Military style harnesses are acceptable. (Exhibit 4, Restraint Systems Condition Inspection Guidelines).

(iii) For Type II (Medium) Helicopters: FAA approved shoulder harness (single diagonal strap with inertia reel) for each aft cabin passenger position. Shoulder harness straps and lap belts must fasten with a single-point, metal-to-metal, and a quick-release mechanism.

(iv) Reserved

(v) All Seats, Seat Belts and Shoulder Harnesses for all helicopters must either be:

(A) An OEM installation

(B) STC’d

(C) Approved for installation by an FAA From 8110-3 with all DER supporting engineering substantiation documentation attached or

(D) Field Approved for installation with supporting FAA Form 8110-3 and all DER supporting engineering substantiation documentation attached

(vi) Installations substantiated to the requirements 14 CFR Part 29 are most desirable. All data pertinent for these installations shall be available for review by the Forest Service prior to agreement award. Installations of a seat, seat belt or shoulder harness are not acceptable as a minor alteration. Seatbelt and shoulder harness installations should follow the guidelines and best practices of FAA Advisory Circular (AC) 21-25A and 21-34. Field Approvals based on previously approved installations must match Make and Model. Field Approvals using previously approved "generic" Field Approvals are not acceptable, i.e. a Field Approval for a Bell 212, based on a previously approved similar installation for an S-58, would not be acceptable.

(9) One flight hour meter (Hobbs) installed in a location observable from the cockpit.

The meter shall be wired in series with a switch on the collective control, and a switch that is activated by engine or transmission oil pressure.

OR

For helicopters with a landing gear incorporating an extendable strut, the hour meter may be activated by a switch mounted in such a manner as to only operate when the strut is fully extended.

The hour meter shall record actual flight time in hours and tenths of an hour only.
SECTION B
TECHNICAL SPECIFICATIONS

(10) Operations from other than the manufacturer’s designated pilot station (right seat in most helicopters) are allowed only with an approved FAA Supplemental Type Certificate (STC) or field approval and designation on the aircraft Interagency Data Card. For single piloted aircraft, field approvals in lieu of STCs are not acceptable unless the appropriate crew door has been modified with bubble window (if available) and operational gauges installed in the door that can be viewed by the pilot while performing vertical reference operations.

(11) Convex mirror for observation of external loads and landing gear (not required for aircraft equipped ONLY for vertical reference operations).

(12) As required by 14 CFR, fire extinguisher(s) shall be a hand-held bottle, fully charged, with a minimum 2-B:C rating, maintained in accordance with NFPA 10 and mounted with a quick release attachment accessible to the flight crew while seated.

(13) Standard Category helicopters with a floor height greater than 18-inches shall have an approved personnel access step to assure safe entrance and exit from each door of the helicopter. A section of external cargo rack may be utilized as a step by providing a clear space covered with non-skid material. (Not required for Type 1 helicopters).

(14) Reserved

(15) One or more independently switched white strobe light(s) mounted on top of the helicopter or otherwise visible from above. An LED aviation red strobe installed by the OEM or Supplemental Type Certificate will also fulfill this requirement. In order to meet agreement specifications, Contractors shall obtain FAA approval (FAA Form 337) to alter the aircraft, if applicable.

Each anti-collision light shall be aviation red and shall meet the applicable requirements of 14 CFR Part 27.1401 or Part 29.1401.

(16) High visibility markings on main rotor blades (Exhibit 6, High Visibility Markings on Main Rotor Blades).

(17) Remote and Cargo Hook

(i) Cargo Hook

(A) One keeperless cargo hook that is capable of being loaded and locked in a single motion with one hand, and is rated at the maximum lifting capacity of the aircraft. Not required for Type 1 helicopters.

(B) As a minimum, the cargo hook shall be completely disassembled and inspected with repairs made as required, lubricated, and a full-load operational check in accordance with manufacturer’s recommendations.
SECTION B
TECHNICAL SPECIFICATIONS

(ii) Remote Hook/Long line

(A) One remote cargo hook capable of being loaded and locked in a single motion with one hand, and is rated at the maximum lifting capacity of the aircraft and a minimum of 150 feet of long line. Long line may consist of multiple segments and none shorter than 50 feet as per Exhibit 5.

(B) For Power requirements see Exhibit 5

(18) Variable capacity collapsible bucket(s) (Required for all bucket helicopters and Type II and III tanked helicopters)

(i) All Buckets

(A) One (1) collapsible, variable capacity water/retardant buckets shall be furnished under this Contract. Bucket must be capable of being transported in cabin or baggage compartment or external basket of the helicopter.

(B) The bucket, at 100 percent of manufacturers rated capacity (+/-5%) shall be commensurate with the maximum OGE lifting capability of the helicopter at 5000 PA and 30 degrees C and use 200 pounds for each pilot and 1 1/2 hours of total fuel or the manufacturer recommended size/model bucket by helicopter make and model shall be used. The bucket shall be capable of being operated with all increments of the long-line.

(C) An Operations Manual for the type bucket(s) provided shall be available on site.

(D) Environmental operating conditions may dictate the need for more than one size bucket.

(E) Shall be leak free (1/2 gallon or less in a 24-hour period)

(ii) Non-Gated buckets and non-powerfill buckets

(A) A second variable capacity water/retardant is required. At 100% capacity, the second bucket shall be no more than 10% greater than the minimum capacity of the primary bucket.

(B) Bucket capacity at each position or adjustment level shall be marked on the bucket. Collapsible buckets with cinch straps shall only be adjusted to marked graduations (i.e., 90%, 80%, and 70%). Intermediate graduations or capacities below the manufacturer's minimum graduation (by tying knots, etc.) are prohibited.

(C) Either the weight of the bucket or capacity at each adjustment level shall be marked on the bucket or the operator shall have a written statement of the maximum capacity (weight) at each adjustment point.
SECTION B
TECHNICAL SPECIFICATIONS

(iii) Gated Buckets and Powerfill buckets

(A) Requires electronic hook load measuring system that provides cockpit readout of the actual weight.

(B) Either the weight of the bucket or capacity shall be marked on the bucket or the operator shall have a written statement of the maximum capacity (weight).

(C) If powerfill equipped, bucket must fill to maximum capacity in no more than 90 seconds.

(19) For Type I Helicopters

(i) Tanked aircraft will display the last three numbers/letters of the aircraft registration on both sides of the aircraft. Numbers/letters will be high visibility/contrasting colors and a minimum 32 inches high and 5 inches wide. Number placement on the aircraft sides should give high consideration to visibility from the ground. If there is a duplication in Aircraft Identifier for substitute aircraft and/or if a fixed external tank is replaced or moved to a different airframe, contact your CO for direction.

All other tank numbers (ex: 700 series) must be removed from aircraft when hired on this agreement.

Example: N282CL will display 2CL

(20) Reserved

(21) Fuel Servicing Vehicle (See Exhibit 8 Fuel Servicing Equipment Requirements) (Not required for Alaska).

(22) FAA Approved Extended Height /High Skid Landing Gear (if available by STC or aircraft manufacturer).

(23) FAA approved high visibility, pulsating, forward facing, conspicuity lighting.

(24) FAA approved locking cap(s) on all fuel filler ports. Single point refueling port dust caps need not have an FAA approved locking device.

(25) FAA approved Wire Cutters, for Standard Category personnel transport helicopters only.

(26) FAA approved floor protection. Helicopters shall have floor protection within the cargo area. Floor protection is not required within the passenger seating areas. Floor protection in both seating and cargo areas shall not be in excess of ½ inch to allow for installation of all passenger seats and access to all installed anchor points. (Not applicable to Type 1 or restricted category helicopters.)
SECTION B
TECHNICAL SPECIFICATIONS

(27) Internal baggage compartment/external cargo basket/racks. For Type II Standard Category Aircraft. All cargo restraint anchor locations must have cargo rings installed. Minimum of fifteen (15) cubic feet of cargo space with isolated internal baggage compartment(s) capable of accommodating 58-inch long shovels, rakes, and other fire fighting tools (requires rear bulkhead modification of baggage compartment of some models).

External cargo basket(s)/rack(s) with a closing mechanical latching lid, if available, may be provided in lieu of baggage compartments, which cannot be modified to accept fire tools. The lid shall cover the entire basket/rack. Cargo basket/rack shall be at least 4-inches deep and shall not hamper ingress and egress of personnel from the cabin area. The devices shall be simple in function and have the capacity of being installed quickly. All cargo will be loaded, contained and restrained in a FAA Approved manner that is compliant with the aircraft's approved flight manual and the operator's 135 Operations Manual.

All helicopters equipped with an external basket must have an FAA STC or field approval applicable for make and model, for dimension, load carrying capability and material construction. The basket will have a hinged top with a suitable method to secure the top closed in flight, to prevent the contents from exiting.

All helicopters shall have FAA approved internal cargo area restraints or barriers which extend from the floor to the ceiling, isolating the passenger area from the cargo area (transmission wells), sliding door area and will not compromise passenger ingress and egress. Cargo behind soft passenger seats must be restrained while seats are occupied per 14 CFR Part 29 requirements. Restraints or barriers must be capable of being removed within 15 minutes. Restraints within the cargo area of the transmission wells shall have netting restraints only.

(28) Reserved

(29) Engine inlet air filtration system/particle air separator for all medium and light helicopters.

(30) Heating system for windshield de-fog.

(31) Kit for disposal of fuel during start-up/shut down; i.e., EPA Bell Kit if commercially available.

(32) Reserved

(e) Reserved
SECTION B
TECHNICAL SPECIFICATIONS

B.5 HELICOPTER MAINTENANCE

(a) General

(1) The Contractor shall be capable of providing field maintenance support to each helicopter for extended periods during heavy use.

(2) Helicopters shall be operated and maintained in accordance with 14 CFR requirements and manufacturers’ recommendations. Special equipment and/or modification of the helicopter to meet requirements of this contract shall be inspected, repaired, and altered in accordance with 14 CFR requirements and manufacturer’s recommendations or engineered data and, if required, be FAA approved. All “time change” components, including engines, shall be replaced upon reaching the factory recommended time, or FAA approved extension if applicable. Helicopters operated with components and accessories on approved TBO extension programs are acceptable, provided the Contractor who provides the helicopter is the holder of the approved extension authorization (not the owner if the helicopter is leased), and shall operate in accordance with the extension.

(3) FAA, CFR 14, Part 145 Repair Stations, may be used for specific maintenance functions that the repair station is certified for. The helicopter must be returned to service under the repair station certificate, and not under an individual’s certificate for the repair station; for example repairman or A&P mechanic. The repair station may not be used in lieu of a carded mechanic if required by this contract.

(4) Contract performance may subject the helicopter engine to frequent smoke, sand and dust ingestion. All helicopters shall comply with the erosion inspection procedures at the recommended intervals in accordance with the engine operation and maintenance manual for the Contracted aircraft.

(5) All maintenance performed shall be recorded in accordance with 14 CFR 43 and 91 including helicopter time-in-service and hour meter reading.

(6) A copy of the current maintenance record required by 14 CFR 91 shall be kept with the aircraft, and at least every 12 flight hours or 7 days - whichever occurs first; transmitted to the operator’s home office (Location that Certificate is held).

(7) Maintenance of aircraft records shall be in accordance with the FAA Advisory Circular (AC) No. 43-9C as revised.

(8) Contractor shall notify the Contracting Officer Representative (COR) at least 16 flight hours prior to the initiation of any maintenance inspection. In addition the Contractor shall immediately notify the COR of any change of an engine, power train, control, or major airframe component and circumstances inducing the change.

(9) Routine maintenance shall be performed before or after the daily standby or as approved by the COR.

(10) All inspection times and intervals shall comply with the Contractor’s FAA Approved Maintenance Program.
SECTION B
TECHNICAL SPECIFICATIONS

(11) Inspections shall be performed in a maintenance facility, or in the best field conditions available.

(12) Reserved

(13) Reserved

(14) Reserved

(15) All weighing of aircraft shall be performed on scales that have been certified as accurate within the previous one (1) year. The certifying entity may be any accredited weights and measures laboratory using standards traceable to the National Institute of Standards and Technology (NIST). The scales shall be listed by make model and calibration date in the aircraft’s weight and balance documentation (See Form B, Exhibit 21).

(i) For aircraft on the companies operating certificate that are currently operating outside of the US, the current operating weight and balance will be submitted. These aircraft will be required to be weighed within 12 months prior to initial contract inspection.

(16) Helicopter(s) under initially awarded agreements(s) under this solicitation shall remain at or below contracted helicopter equipped weight as proposed in the base year of the agreement. Helicopters will be allowed a total of 1% above the awarded contracted helicopter equipped weight as proposed during the combined agreement renewal periods. The helicopter’s equipped weight is determined using weight and balance data which was determined by actual weighing of the aircraft within 12 months prior to the due date of proposal submission and 24 months thereafter or following any major repair or major alteration or change to the equipment list which significantly affects the center of gravity of the aircraft. If the government requires additional equipment after agreement award no penalty will be assessed.

(17) A list of equipment installed in the aircraft at the time of weighing shall be compiled. The equipment list shall include the name, weight, arm and moment of each item installed. Items that may be easily removed or installed for aircraft configuration changes (seats, doors, radios, cargo hook, baskets, special mission equipment, etc.) shall also be listed including the name, weight, arm and moment of each item. Each page of the equipment list shall identify the specific aircraft by serial and registration number. Each page of the equipment list shall be dated indicating the last date of actual weighing or computation. The weight and balance shall be revised each time equipment is removed or installed which more than negligibly affects the center of gravity of the aircraft. See Exhibit 21 for an acceptable example.

(18) When the contract equipped weight of the aircraft, as noted by registration number in Section A, Schedule of Items, changes, the Contractor shall notify the CO of the change and submit a revised weight and balance as required by the Agreement.
SECTION B
TECHNICAL SPECIFICATIONS

(b) Turbine Engine Power Assurance Checks

(1) A power assurance check shall be accomplished on the first day of operation, and thereafter within each 10-hour interval of contracted flight operation unless prohibited by environmental conditions (i.e. weather, smoke). The power assurance check shall be accomplished by the contractor in accordance with the Rotorcraft Flight Manual or approved company performance monitoring program. A current record of the power assurance checks will be maintained with the aircraft under this Agreement and any renewal periods.

(2) Helicopters with power output below the minimum published performance charts or if the trend analysis indicates significant deterioration in performance the aircraft shall be removed from service. The power condition shall be corrected before return to service and agreement availability.

(c) Maintenance Flights

A functional maintenance flight shall be performed following overhaul, repair, and/or replacement of any engine, power train, rotor system or flight control equipment, and following any adjustment of the flight control systems before the helicopter is returned to service. The flight will be performed at the Contractor’s expense. Results of the maintenance flights shall be reported to and approved by the FS or DOI Aviation Maintenance Inspector before the helicopter is returned to Agreement availability.

(d) Reserved

(e) Calibrated Tools

All Torque wrenches and measuring devices must be calibrated annually. A decal showing current calibration must be affixed to each tool showing calibration date.

B.6 AIRCRAFT AND EQUIPMENT SECURITY

(a) The security of Contractor provided helicopter and equipment is the responsibility of the Contractor.

(b) Helicopter shall be electrically and/or mechanically disabled by two independent security systems whenever the helicopter is unattended. Deactivating security systems shall be incorporated into preflight checklists to prevent accidental damage to the helicopter or interfere with safety of flight.

(c) Examples of unacceptable disabling systems are:

(1) Locked door/windows; and/or

(2) Fenced parking areas.

B.7 AVIONICS REQUIREMENTS

(a) Minimum Requirements
SECTION B
TECHNICAL SPECIFICATIONS

All avionics used to meet this agreement shall comply with the requirements of paragraph (b) Avionics Specifications and paragraph (c) Avionics Installation and Maintenance Standards. The following are the minimum avionics which shall be installed. Additional avionics may be required in section B of this agreement.

(1) All Helicopters

(i) One VHF-AM Radio (COM 1)

(ii) One VHF-FM Radio (FM 1)

(iii) One Auxiliary FM system (AUX FM) (Not required in heavy helicopters with 2 VHF-FM radios installed or KMAX)

(iv) One Global Positioning System (GPS)

(v) An Intercom System (ICS) (Not required in single occupant aircraft)

(vi) Audio Control systems applicable to the type of aircraft offered

(vii) An Emergency Locator Transmitter (ELT)

(viii) An Automated Flight Following System (AFF)

(ix) One Transponder

(x) One Altimeter and Automatic Pressure Altitude Reporting system

(xi) One Auxiliary Power Source (3 Pin) (Not required in helicopters not approved for passengers)

(xii) One Bucket/Torch Connector (9 Pin) (Not required in heavy helicopters)

(xiii) Lighting for night operations in accordance with 14 CFR 91.205 (c)

(xiv) Lighting for all instruments required by 14 CFR 91.205 (b)

(xv) ADS-B OUT will be required beginning January 1st 2020

(2) Reserved

(3) Reserved

(4) Helicopters approved for Air Tactical operations

Helicopters may be approved for Air Tactical operations provided they meet the requirements of (a) (1) (iii) through (a) (1) (xv) and the following requirements based on the type of Air Tactical approval. These requirements are for optional mission approval only. Paragraph (a) (1) and additional requirements in section A shall remain the minimum required avionics for aircraft under this agreement.
SECTION B
TECHNICAL SPECIFICATIONS

(i) Type I

(A) Two VHF-AM Radios (COM 1 & COM 2)

(B) Two VHF-FM Radios (FM 1 & FM 2)

(C) Radio transmit capability from the aft passenger compartment connected to the SIC/observer Audio Control system. An Aft Audio Control system for this position is acceptable.

(ii) Type II

(A) Two VHF-AM Radios (COM 1 & COM 2)

(B) One VHF-FM Radio (FM 1)

(C) Radio transmit capability from the aft passenger compartment connected to the SIC/observer Audio Control system. An Aft Audio Control system for this position is acceptable.

(iii) Type III

(A) Two VHF-AM Radios (COM 1 & COM 2)

(B) One VHF-FM Radio (FM 1)

(b) Avionics Specifications

All avionics used to meet this agreement shall comply with the following requirements and paragraph (c) Avionics Installation and Maintenance Standards.

(1) Communications systems

Transmitters shall not open squelch on, or interfere with, other AM or FM transceivers on the aircraft which are monitoring different frequencies. Transmit interlock functions shall not be used with communication transceivers. (This paragraph does not apply to single pilot helicopters which are not approved for passengers or non-fire aircraft.)

(i) VHF-AM Radios

VHF-AM radios shall be TSO approved aeronautical transceivers, permanently installed, and operate in the frequency band of 118.000 to 136.975 MHz with a minimum of 760 channels in no greater than 25 KHz increments. Transmitters shall have a minimum of 5 Watts carrier output power.

(ii) VHF-FM Radios

All aircraft approved for fire operations shall use P25 Digital VHF-FM transceivers meeting the specifications of FS/OAS A-19. FM radios used in all aircraft shall be agency approved. FS/OAS A-19 and a list of currently approved
SECTION B
TECHNICAL SPECIFICATIONS

FM radios can be found on the following website: http://www.nifc.gov/NICCD/documents.html. The following requirements shall be met.

(A) VHF-FM radios shall be aeronautical transceivers, permanently installed in a location that is convenient to the PIC and SIC/observer, and operate in the frequency band of 138 to 174 MHz. All usable frequencies shall be programmable in flight. Narrowband and digital operation shall be selectable by channel for both MAIN and GUARD operation. Carrier output power shall be 6-10 Watts nominal.

(B) Transceivers shall have a GUARD capability constantly monitoring on all GUARD transmissions. Simultaneous monitoring of MAIN and GUARD is required. Scanning of GUARD is not acceptable. Aircraft not approved for Air Tactical operation only require one FM GUARD receiver.

(C) Transceivers shall have the capability of encoding CTCSS sub audible tones on all channels. A minimum of 32 tones meeting the current TIA/EIA-603 standards shall be selectable.

(D) Transceivers shall have the capability to display both receiver and transmitter frequencies. Activation indicators for transmit and receive shall be provided for both MAIN and GUARD operation.

(E) The radio shall use an external broadband antenna covering the frequency band of 138 to 174 MHz (Comant CI-177-1 or equivalent).

(iii) Auxiliary FM systems (AUX FM)

An interface to properly operate a portable FM radio through the aircraft audio control systems shall be provided using an MS3112E12-10S type bulkhead mounted connector with contact assignments as specified by FS/OAS A-17 available at the following website: http://www.nifc.gov/NICCD/documents.html. Sidetone for the portable radio shall be provided (AEM AA34 or equivalent). The following applies to all AUX FM installations.

(A) An external broadband antenna covering the frequency band of 138 to 174 MHz (Comant CI-177-1 or equivalent) shall be installed with the associated coax terminated in a bulkhead mounted BNC connector adjacent to the above 10 pin connector.

(B) A portable radio mount (Field Support Services AUX-EHP-RB or equivalent) shall be installed providing the crew unrestricted operation of the radio controls when connected with an 18 inch adapter cable.

(C) A VHF-FM radio meeting the requirements of paragraph (b) (1) (ii) may be installed, in addition to the radios already required, in lieu of the AUX FM system.

(iv) Non-Standard Radios

25
SECTION B
TECHNICAL SPECIFICATIONS

Non-standard radios shall be aeronautical transceivers interfaced to the aircraft audio control systems and a compatible antenna via an approved installation. The radio shall be compatible with the requesting unit.

(v) Reserved

(vi) Reserved

(2) Audio Systems

(i) Intercom Systems (ICS)

ICS shall integrate with the aircraft audio control systems and mix with selected receiver audio. An independent ICS volume control, keyed operation, and a "hot mic" capability shall be provided for each required position. Passenger volume adjustments must not affect other positions. Hot mic may be voice activated (VOX) or controlled via an activation switch. The ICS must have the capability to isolate the flight crew from passengers.

ICS is required for the PIC and SIC/observer for all aircraft. Exclusive-use helicopters approved for passengers, and helicopters which require an aft audio control system, shall provide ICS at all passenger positions. Call-when-needed helicopters approved for passengers shall provide ICS for two aft exit passenger positions.

(ii) Audio Control Systems

(A) General

Aircraft configuration shall comply with the applicable drawing for "Helicopter Audio Requirements" at the following website: http://www.nifc.gov/NIICD/documents.html. A master radio volume control and collocated controls for transmitter selection and independent receiver selection of all required radios shall be provided for each required audio control system. Each system shall have the capability to simultaneously select and utilize a different transceiver (and PA if required). Sidetone shall be provided for the user as well as for cross monitoring by all installed systems. Receiver audio shall be automatically selected when the corresponding transmitter is selected. Receiver audio shall be provided to each position which requires ICS (refer to ICS section for requirements). Aft audio control systems are not required to provide NAV audio.

All required passenger positions shall utilize the SIC/observer's audio control system unless an aft audio control system is installed. Exclusive use helicopters approved for passengers shall provide radio transmit capability for two aft passenger positions. See the applicable "Helicopter Audio Requirements" drawing for locations.
SECTION B
TECHNICAL SPECIFICATIONS

Audio controls shall be labeled as COM-1, FM-1, AUX, PA etc... as appropriate or as COM-1, COM-2, COM-3, etc... with the corresponding transceiver labeled to match. Audio shall be free of distortion, noise, or crosstalk. The system shall be designed for use with 600 ohm earphones and carbon equivalent, noise cancelling, boom type microphones (Gentex 5060-4 or equivalent). The PIC and SIC/observer shall have U-92 type audio jacks.

All required passenger positions with ICS, including the SIC/observer, shall have MS3112E10-6S type 6-pin connectors wired for compatibility with an appropriate drop cord (Alpine Aerotech AAL280 series or equivalent). The 6-pin connector is not required at the SIC position in aircraft requiring dual pilots. Aft passenger connectors shall be mounted above the seats and near the passengers head. Drop cords shall be provided for the aircraft for all passenger positions which require ICS. In lieu of the 6-pin connector and drop cord, the SIC/observer may utilize either a foot or console mounted Push-To-Talk (PTT) switch in conjunction with a switch to select between radio and ICS PTT operation. Crew positions shall have radio and ICS PTT switches on their respective cyclic controls in addition to the previous requirements.

(B) Drop Cord Requirements

- Coil cord that extends to 6 feet nominally
- 6-Pin MS3476L10-6P type connector on the coil cord
- U-92 (TJT-120) type audio jack on the housing
- Large clip
- Volume control
- ICS switch with momentary and lock positions
- Radio PTT switch (only for positions which require radio transmit)

(C) Aft Audio Control Systems (when required)

The audio controller shall be installed in a location that provides unobstructed access to the controls while seated. Aft passengers shall utilize the aft audio control system(s). Two aft passenger positions shall have radio transmit capability. See the applicable "Helicopter Audio Requirements" drawing for locations.

(D) Required Audio Control systems

The following audio control systems are required based on helicopter type

- Helicopters not approved for passengers
  A single audio control system for the PIC and SIC/observer
SECTION B
TECHNICAL SPECIFICATIONS

- Light and Medium Helicopters approved for passengers
  Two separate audio control systems (which may be combined in a single unit) for the PIC and SIC/observer

- Heavy Helicopters approved for passengers
  Two separate audio control systems (which may be combined in a single unit) for the PIC and SIC/observer and an aft audio control system for the Helicopter Manager.

(3) Navigation Systems

  (i) Global Positioning Systems (GPS)

  (A) Aeronautical GPS

  Each required GPS shall be TSO approved, permanently installed where both the PIC and SIC/observer can clearly view the display, use an approved external aircraft antenna, and be powered by the aircraft electrical system. The GPS shall utilize the WGS-84 datum, reference coordinates in the DM (degrees/minutes/decimal minutes) format and have the ability to manually enter waypoints in flight. The GPS navigation database shall be updated annually covering the geographic areas where the aircraft will operate.

  (B) Portable Aviation GPS

  Portable aviation GPS units (Garmin GPSMAP, aera, or equivalent) are acceptable when an Aeronautical GPS is not specified. They shall be securely mounted via an approved installation using the aircraft electrical system and a remote antenna. The GPS shall present information from an overhead perspective. The PIC shall have clear view of the display and unrestricted access to the controls. The SIC/observer shall also have a clear view of the display in Air Tactical aircraft. The GPS shall meet the above datum, coordinate, and database requirements for an aeronautical GPS. Portable GPS units are not acceptable for aircraft performing IFR or NVG operations.

  (C) GPS with Moving Map

  The GPS providing data to the moving map shall meet all of the above GPS requirements. The moving map's display shall be 3 inches wide, 1.5 inches high, and show the aircraft's present position relative to user selected waypoints and geographical features. The map may be integrated with the GPS.

(4) Surveillance systems
SECTION B  
TECHNICAL SPECIFICATIONS

(i) Emergency Locator Transmitters (ELT)

Emergency locator transmitters must be helicopter models with at least a 5 axis G-switch and certified to TSO C126 or newer. ELTs must be automatic fixed, installed in a conspicuous or marked location, and meet the same requirements as those detailed for airplanes in 14 CFR 91.207 (excluding section f). ELT mounts must use rigid attachments and meet the deflection requirements of RTCA/DO-204. Velcro style mounts are not acceptable. ELT antennas must be mounted externally to the aircraft unless installed in a location approved by the aircraft manufacturer. Documentation of current registration is required from the national authority for which the aircraft is registered.

(ii) Automated Flight Following systems (AFF)

Automated flight following systems must be compatible with the government’s tracking program (AFF.gov), utilize satellite communications, and use aircraft power via a dedicated circuit breaker. AFF must be functional in all phases of flight and in all geographic areas where the aircraft will operate. The following additional requirements shall be met.

(A) A subscription service shall be maintained through the equipment provider allowing position reporting via the Government AFF Program. The reporting interval must be every two minutes while aircraft power is on.

(B) AFF equipment must be registered with AFF.gov providing all requested information. Changes to equipment and registration information shall be reported to AFF.gov ensuring the program is current prior to aircraft use. For assistance, the Fire Applications Help Desk (FAHD) may be reached at (866) 224-7677 or (616) 323-1667.

(C) An AFF operational test shall be performed by the vendor no less than seven calendar days prior to the annual compliance inspection. This test must ensure that the system meets all requirements and is displayed in the AFF viewer with the correct information. A user name and password are required. Registration and additional information are available at https://www.aff.gov/. If the aircraft is not displaying properly, the vendor shall notify AFF.gov.

(D) If AFF becomes unreliable the aircraft may, at the discretion of the Government, remain available for service utilizing radio/voice systems for flight following. The system shall be returned to full operational capability within 5 calendar days after the system is discovered to be unreliable.

(E) This clause incorporates the JSON Specification Section Supplement available at https://www.aff.gov/documents/Json_Specification_Section_Supplement.pdf as if it was presented as full text herein.

(F) For questions about current compatibility requirements contact the AFF Program Manager by emailing affadmin@firenet.gov.
SECTION B
TECHNICAL SPECIFICATIONS

(iii) Reserved

(iv) Transponders

Transponder systems shall meet the requirements of 14 CFR 91.215(a). Part 135 aircraft shall meet the "Mode S" requirements of 14 CFR 135.143(c). Transponder systems shall be tested and inspected every 24 calendar months as specified by 14 CFR 91.413.

(v) Altimeter and Automatic Pressure Altitude Reporting systems

Altimeter, static pressure, and automatic pressure altitude reporting systems shall be installed and maintained in accordance with the IFR requirements of 14 CFR Part 91. These systems shall be tested and inspected every 24 calendar months as specified by 14 CFR 91.411.

(vi) Reserved

(vii) Automatic Dependent Surveillance – Broadcast Out (ADS-B OUT)

ADS-B OUT systems must be approved to TSO-C154c or TSO-C166b. Aircraft operating outside of the United States must be equipped with systems approved to TSO-C166b.

(5) General Systems

(i) Reserved

(ii) Auxiliary Power Source (3 Pin)

An MS3112E12-3S type connector shall be installed and mounted in a location convenient to the passenger compartment and protected by a 5 Amp circuit breaker. Pin A shall be +28 VDC. Pin B shall be airframe ground. Pin C shall not be used. Reference FS/OAS A-16.

(iii) Bucket/Torch Connector (9 Pin)

(A) An MS3101A24-11S type connector shall be installed adjacent to the cargo hook within 12 inches. The connector must be adequately supported to prevent tension on the electrical wiring. Pin D must be airframe ground. Pin E must be +28 VDC operated with the "Bucket Open" switch on the collective and protected by a 50 Amp circuit breaker that can be manually opened and reset.

(B) The bucket open switch must be clearly labeled “Open”, spring-loaded to the “Off” position, and mounted on the collective to avoid confusion with the cargo hook release. The switch must be of a different design and mounted in such a way as to not easily be confused with the RPM Control (Beep switch).
SECTION B
TECHNICAL SPECIFICATIONS

(C) Reserved

(iv) VHF-FM Programming Ports

DB-9 type D-subminiature connectors shall be installed in a location convenient to the SIC/observer. These shall be wired for RS232 serial communication between all required VHF-FM radios and a laptop computer. Individual connectors or an FM select switch may be used. Pin 2 shall be data transmitted from the FM. Pin 3 shall be data received by the FM. Pin 5 shall be signal ground. Compatible radio front panel connectors may be used to meet this requirement if serial adapter cables are provided with the aircraft. For example TDFM 136A s/n FDA1200 and higher.

(v) Reserved – (GPS Data Connectors)

(vi) External Portable Aviation GPS Antennas

Antennas shall be TSO approved and compatible with the portable aviation GPS of the requesting unit.

(vii) Dual USB charging Ports

USB charging ports must be TSO approved, capable of providing at least 2 amps of power to each port simultaneously with an output voltage of 5 VDC and installed in a location convenient to the specified users.

(viii) Portable Electronic Device (PED) Tolerance - RESERVED

(c) Avionics Installation and Maintenance Standards

All avionics used to meet this agreement shall comply with the manufacturer’s specifications and installation instructions, federal regulations, and the following requirements.

(1) Strict adherence to the guidelines in FAA AC 43.13-1B Chapter 11 “Aircraft Electrical Systems” and Chapter 12 “Aircraft Avionics Systems” as well as FAA AC 43.13-2B Chapter 1 “Structural Data”, Chapter 2 “Communication, Navigation and Emergency Locator Transmitter System Installations” and Chapter 3 “Antenna Installation” is required.

(2) All antennas shall be FAA approved, have a Voltage Standing Wave Ratio (VSWR) less than 3.0 to 1 and be properly matched and polarized to their associated avionics system.

(3) Labeling and marking of all avionics controls and equipment shall be understandable, legible, and permanent. Electronic label marking is acceptable.

(4) Avionics installations shall not interfere with passenger safety, space or comfort. Avionics equipment shall not be mounted under seats designed for energy attenuation. In all instances, the designated areas for collapse shall be protected.
SECTION B
TECHNICAL SPECIFICATIONS

(5) All avionics equipment shall be included on the aircraft’s equipment list by model, nomenclature, and location.


B.8 DATA, IMAGES AND VOICE RECORDINGS

All contractually required recorded data, and images and voice data collected or stored from radios, sensors, phones, cameras or other audio and image recording devices are the property of the USDA Forest Service while on contract.

This will include but not be limited to, Additional Telemetry Units, Automated Flight Following, and Operational Loads Monitoring data and data collected or stored from EO/IR sensors, any cameras, radios or other audio and video recording devices owned by the contractor, contractor representatives or the Forest Service. Use of the audio and image data outside of the scope of the contract is prohibited unless authorized in writing by the contracting officer.

B.9 RESERVED – (Extended Standby Hourly Rate)

B.10 OPERATIONS

(a) General

(1) Regardless of any status as a public helicopter operation (see Exhibit 28), the Contractor shall operate in accordance with their approved 14 CFR 135 Operations Specification and all portions of 14 CFR 91 (including those portions applicable to civil aircraft) and each certification required under this Agreement unless otherwise authorized by the CO. Forest Service acknowledges certain special use missions do not fall within the purview of 14 CFR Parts 135 and 91. Special use missions include but are not limited to rappel short haul aerial ignition and rope assisted deployment operations.

(2) A Government representative may inspect the pilot’s Interagency Helicopter Pilot Qualification Card for currency before any flight. The Government has operational control and can delay, terminate, or cancel a flight at any time.
SECTION B
TECHNICAL SPECIFICATIONS

(3) The government recognizes the ever-increasing difficulty operators are encountering in hiring mission-qualified pilots. In response to this situation the government has developed provisions for contractors to conduct “On Contract” pilot operational training. This program has been designed with the intent of providing operational training opportunities to contractors seeking to upgrade pilots into new aircraft, and to provide operational training for pilots with little or no previous natural resource/wildland fire experience. Other significant conditions and restrictions are detailed in Exhibit 19. Adherence to these guidelines is critical for success of the program. See Exhibit 19.

(4) Performance enhancing data (Power Assurance Checks, wind charts, etc) shall not be used. Only FAA approved charts based on minimum specification engine performance shall be used. As an example, Kaman K-1200 helicopters shall only use minimum specification engine performance data calculated from Rotorcraft FMS NO. 1, (USFS Fire Fighting).

(5) Use (Exhibit 13, Interagency Helicopter Load Calculation and Exhibit 12, Hourly Flight Rates, Fuel consumption, and Weight Reduction Chart) per aircraft type and the appropriate Hover Ceiling Charts (HOGE and HIGE) from the approved Rotorcraft Flight Manual.

(6) For contracts requiring longline operations, any combination of line length may be used at the discretion of the pilot, providing the pilot card is endorsed Longline VTR and interagency policies (obstacle and tail rotor clearance etc.) are adhered to.

(7) All documents required to be with aircraft during contract period, may be stored in an electronic storage device. The storage device must have a viewing screen of at least 7 inches. If an electronic storage device is used, a paper back up for each required document must be available with the support vehicle. Examples of approved storage device are Tablet; IPAD etc. smart phones will not be acceptable.

(8) The aircraft must be shut down after 4 hours of flight (Hobbs) time or 2 fuel cycles (whichever occurs first).

(b) Pilot Authority and Responsibilities

(1) The Pilot-In-Command (PIC) is responsible for the safety of the aircraft, loading and unloading of occupants and cargo. The pilot shall comply with the directions of the Government, except when in the pilot’s judgment compliance will be a violation of applicable federal or state regulations or agreement provisions. The pilot has final authority to determine whether the flight can be accomplished safely and shall refuse any flight or landing which is considered hazardous or unsafe.

(2) The pilot is responsible for computing the weight and balance for all flights and for assuring that the gross weight and center of gravity do not exceed the aircraft’s limitations. Pilots shall be responsible for the proper loading and securing of all cargo. Load calculations (Exhibit 13, Form 5700-17/OAS-67) shall be computed and completed daily by the pilot using appropriate flight manual hover performance charts.

(3) Smoking is prohibited within 50-feet of fuel servicing vehicle, fueling equipment, or aircraft.
SECTION B
TECHNICAL SPECIFICATIONS

(4) After engine(s) shutdown, the pilot may exit the aircraft while the rotor(s) are turning if the Rotorcraft Flight Manual (RFM) allows and the pilot remains within the arc of the rotor(s). The pilot shall coordinate this action with the Helicopter Manager. If not allowed by the RFM, aircraft must be shutdown and rotors stopped for pilot to exit aircraft or change seats.

(5) Pilot(s) will use an approved cockpit checklist for all flight operations. Rotorcraft Flight Manual Checklist.

(6) Toe-in, single-skid, step-out landings are prohibited.

(7) Equipment such as radios, survival gear, fire tools, etc., shall be located in or on the aircraft in such a manner as to potentially not cause damage or obstruct the operation of equipment or personnel. All cargo shall be properly secured.

(8) The pilot shall not permit any passenger in the helicopter or any cargo to be loaded therein unless authorized by the Helicopter Manager.

(9) Passenger Briefing - Before each takeoff, the PIC shall ensure that all passengers have been briefed in accordance with the briefing items contained in 14 CFR 135. Briefing shall include the following; Personal Protective Equipment (PPE), Shut-Off Procedures for Battery and Fuel, and Aircraft Hazards.

(10) Flight Plans - Pilots shall file and operate on a FAA, ICAO, or agency flight plan. Contractor flight plans are not acceptable. Flight plans shall be filed prior to takeoff when possible.

(11) Flight Following - Pilots are responsible for flight following with the FAA, ICAO, or in accordance with FS or DOI-Bureau approved flight following procedures, which includes Automated Flight Following (AFF) and radio check-ins.

(12) Manifesting - Prior to any takeoff, the PIC shall provide the appropriate FS or DOI dispatch office/coordination center or helibase with current passenger and cargo information.

(13) Fuel Reserve - To provide adequate fuel reserve all operations shall comply with 14 CFR 91 for VFR (20-minutes reserve).

(14) During missions that involve transporting agency personnel, a HOGE power check shall be performed for either the takeoff or landing, whichever is most restrictive. This requirement applies to pinnacles, ridgelines and confined areas or any first time missions into/out of a HOGE site. Refer to the interagency helicopter pilot practical test standards and can be found at this website: https://www.fs.fed.us/fire/av_safety/promotion/Technical_Bulletins/IATB_17-01_HOGE_Power_Check_508.pdf.

(c) IFR/Night Flight - Not authorized

(d) Flights with Cowling(s), Fairings, and Panels or Doors Open/Removed
SECTION B
TECHNICAL SPECIFICATIONS

The Contractor is responsible for removal, reinstallation and security of the doors at all times. However, Government personnel may assist with removal and reinstallation when properly trained by the mechanic or pilot. The contractor shall maintain full responsibility to ensure the procedure is accomplished correctly.

All loose items must be secured prior to flight with doors open/removed (Velcro is not considered a secure attachment). Flights with cowlings, fairings, and panels removed are not permitted. The helicopter external registration number shall be clearly visible at all times.

(e) External Load Operations

(1) All External Load Operations (Applicable to Cargo, Bucket and Tank operations unless specifically noted)

(i) Determine allowable payload using the Interagency Helicopter Load Calculation, appropriate HOGE-J helicopter performance charts, and current local temperature and pressure altitude.

(ii) Helicopters equipped with a tail rotor and conducting external load operations (excluding class A loads) will be limited to an airspeed of 80 knots indicated or the airspeed limitation established by the rotorcraft flight manual, whichever is less. All other helicopters conducting external load operations shall comply with applicable Rotorcraft Flight Manual Limitations.

(iii) When conducting external load operations, rotors will remain above the canopy or helicopter will operate within an opening no less than 1 ½ times the main rotor diameter (e.g. an aircraft with a 48’ main rotor diameter would require a 72’ diameter opening).

(iv) For loads with a total suspended height of 50 feet or greater the pilot must be approved for longline VTR.

(v) The jettison-arming switch, if applicable, shall be in the armed position during external load operations.

(2) Cargo Operations

(i) Use actual weight of cargo from load calculation or manifest form. Weight reduction is optional and may be calculated into jettisonable payload when agreed upon by pilot and agency personnel.

(3) Bucket Operations

(i) All Bucket Operations (Applicable to both gated and non-gated buckets)

(A) For calculation of the allowable bucket payload use 8.3 pounds per gallon for water. When mixed fire retardant is being delivered by bucket, use the actual weight per gallon of the mixed retardant.
SECTION B
TECHNICAL SPECIFICATIONS

(B) Buckets and hardware shall be designed for the applicable aircraft and attached directly to the belly hook unless the pilot is approved for longline VTR.

(C) When a bucket is attached directly to the cargo hook, it is critical to measure the maximum length of the extended bucket from the shackle on the control head to the extended dump valve/fire sock, making sure that it is at least 6-inches less than the distance from the belly hook to the closest possible point on the tail rotor. Lines attached between the cargo hook and the bucket shall extend the bucket past the outside arc of the tail rotor, the line shall be no shorter than 50 feet.

(D) Reserved

(ii) Non-gated bucket operations

(A) Partial dips are not authorized.

(B) At the beginning of the fuel cycle, bucket capacity shall be adjusted so that the bucket, when filled to the adjusted capacity, does not exceed the allowable payload.

(C) Bucket capacity at each position or adjustment level shall be marked on the bucket. Collapsible buckets with cinch straps shall only be adjusted to marked graduations (i.e., 90%, 80%, and 70%). Intermediate graduations or capacities below the manufacturer’s minimum graduation (by tying knots, etc.) are prohibited.

(iii) Gated bucket operations

(A) Requires electronic hook load measuring system that provides cockpit readout of the actual weight.

(B) Partial filling is authorized, based on aircraft performance and environmental conditions.

(4) Tank Operations

The following procedure shall be used for all Tank operations (also see Exhibit 5):

(i) Snorkel removal and installation shall be the Pilots responsibility at all times. However, Government personnel may assist with removal and installation when properly trained by the mechanic or pilot.

(ii) Prior to or during the helicopter’s first start-up of each day, tank doors shall be checked for normal and emergency operation, to include checking the snorkel for proper operation. These operational checks should be incorporated into the aircraft’s cockpit checklist. Not required in conditions that present potential damage to tank or snorkel system.
SECTION B  
TECHNICAL SPECIFICATIONS

(iii) Items awarded as tanked aircraft may replace tank with water bucket when 
requested by the government due to firefighting suppression tactics, this should 
be documented and CO/COR notified.

(f) Reserved

(g) Dual Controls

Dual controls- Dual controls are required and shall be made accessible to an approved 
agency helicopter inspector pilot (HIP) for all pilot performance evaluations. During flight 
operations the front seat not occupied by a pilot may only be occupied by a helicopter 
manager or an authorized crewmember briefed by the PIC or HMGB. For type 3 aircraft, 
the dual controls shall be removed except during pilot evaluation, unless aircraft type 
certification prevents controls from being removed.

(h) Transportation of Hazardous Material (HazMat)

(1) Helicopters may be required to carry hazardous materials. Such transportation shall 
be in accordance with DOT Special Permit and the DOI or NWCG Standards for Aviation 
Transport of Hazardous Materials (PMS 513). A copy (hard copy or electronic copy) of 
the current Special Permit and handbook/guide and DOT Emergency Response Guide 
(ERG) shall be aboard each aircraft operating under the provisions of this Special Permit 
and can be found at this website: 

(2) It is the responsibility of the Contractor to ensure that Contractor employees have 
received training in the handling of hazardous materials. Documentation of this training 
shall be retained by the company in the employee’s records and made available to the 
Government as required. The training, A-110 is available at this website: 

(3) The pilot shall ensure personnel are briefed of specific actions required in the event 
of an emergency. The pilot shall be given initial written notification of the type, quantity, 
and the location of hazardous materials placed aboard the aircraft before the start of any 
project. Thereafter, verbal notification before each flight is acceptable. For operations 
when the type and quantity of the materials do not change, repeated notification is not 
required.

B.11 CONTRACTOR'S ENVIRONMENTAL RESPONSIBILITIES

(a) The Contractor is responsible to ensure that all maintenance, fueling, and flight activities do 
not cause environmental damage to property or facilities. The contractor shall ensure tanks and 
buckets are cleaned appropriately when requested by the government to eliminate invasive 
aquatic species in known contaminated water sources. Cleaning product(s) and procedures 
(i.e. bleach, etc.) will be provided by the government.

(b) The Contractor shall be responsible for all cleanups of fuel, oil, and retardant contamination 
on airport ramps, retardant sites, parking areas, landing areas, etc., when caused by Contractor 
aircraft or personnel. When cleaning paved areas, the contractor shall utilize cleaning agent 
that are biodegradable and non-toxic. Contaminated soils shall be removed to appropriate 
containers and disposed of as hazardous waste.
SECTION B
TECHNICAL SPECIFICATIONS

(c) The Government may, at its option, assign an area to be utilized by the Contractor for storage of equipment used in support of Agreement performance. Oil, solvents, parts, engines, etc. shall be stored and utilized in a manner consistent with acceptable safety, health and environmental concerns.

(d) The contractor shall ensure that they are in compliance with 40 CFR Part 112: Oil Pollution Prevention; Spill Prevention, Control, and Countermeasure Plan Requirements (SPCC).

(e) For more information go to https://www.nwrcg.gov/publications/444.

An SPCC plan is required to be in each FSV used on this agreement regardless of bulk storage container (tank) size. See Exhibit 8.

B.12 PERSONNEL

(a) General

(1) Pilots, fuel servicing personnel, and mechanics shall speak English fluently and communicate clearly.

(2) Only qualified non-crewmembers are authorized on tactical flight missions. The Mechanic and Fuel Service Vehicle Driver are not considered qualified non-crew members and are not allowed to be onboard the helicopter during tactical flight missions.

(3) Operation in countries bordering the Contiguous United States may be required. Pilots crossing international borders shall possess a valid passport and pilot certificates must meet ICAO requirements.

(4) Vendor-QA/Evaluation/Safety checks may be conducted IAW Exhibit 29.

(b) Management Personnel Requirements

(1) Contractor shall have and maintain through the life of the contract personnel in the following positions:

(A) Flight Operations Manager (Director of Operations). Flight Operations Manager shall meet the following requirements:

(i) To serve as a Flight Operations Manager for a certificate holder that only conducts operations for which the pilot in command is required to hold a commercial pilot certificate, a person must hold at least a commercial pilot certificate. In addition, the Flight Operations Manager must have at least 3 years supervisory or managerial experience within the last 6 years in a position that exercised operational control over flight operations.

(B) Maintenance Manager (Director of Maintenance). Maintenance Manager shall meet the following requirements:

(i) To serve as a Maintenance Manager a person must hold a mechanic certificate with airframe and powerplant ratings and either:
SECTION B
TECHNICAL SPECIFICATIONS

(a) Have 3 years of experience within the past 6 years maintaining aircraft as a certificated mechanic, including, at the time of appointment as Maintenance Manager, experience in maintaining the same category and class of aircraft as the certificate holder uses; or

(b) Have 3 years of experience within the past 6 years repairing aircraft in a certificated airframe repair station, including 1 year in the capacity of approving aircraft for return to service.

(C) Chief Pilot

(i) To serve as Chief Pilot for a certificate holder that only conducts operations for which the pilot in command is required to hold a commercial pilot certificate, a person must hold at least a commercial pilot certificate. The Chief Pilot must be qualified to serve as pilot in command in at least one aircraft used in the certificate holder’s operation. In addition, the Chief Pilot must have at least 3 years’ experience, within the past 6 years, as pilot in command.

(2) PIC’s shall pass a flight evaluation within a 36 month period. The government retains the right to conduct a QA/Standardization evaluation at any time. The HIP will be accounted for in the W&B and load calculation just as they would for any evaluation flight. The evaluation will be conducted in accordance with the Interagency Helicopter Practical Test Standards (http://www.nifc.gov/aviation/av_documents/av_helicopters/IHPPTS.pdf) and per the contract specifications. The flight check will be in an aircraft supplied by the Contractor at no expense to the Government. The satisfactory completion of the evaluation flight will not substitute for any of the total flight hour requirements listed in this clause.

(3) Pilots shall complete appropriate portions of the Helicopter Pilot Qualifications and Approval Record (Form FS-5700-20a) prior to helicopter pilot inspector evaluation. FS-5700-20a can be found at http://www.nifc.gov/aviation/av_helicopters.html (Helicopter Pilot Qualifications and Approval Record). When approved, each pilot will be issued an Interagency Helicopter Pilot Qualification Card documenting: Company, make, model and series of aircraft approved to operate and the missions each pilot is approved to perform. Pilot cards are contractor specific and are non-transferable. The Regional Helicopter Inspector Pilot, with the concurrence of the National Helicopter Standardization Pilot and the National Helicopter Program Manager, will be the final authority in determining the number of aircraft and/or vendors for which the pilot will be carded. Generally the maximum number of aircraft that a pilot can be carded for will be three (3).

(4) Reserved

(c) Pilot Requirements - General

(1) Commercial or Airline Transport Pilot (ATP) Certificate with appropriate rating (Rotorcraft-Helicopter) and a valid Class I or Class II FAA Medical Certificate.

(2) Written evidence for make and model to be flown or 14 CFR 135 Airman
SECTION B  
TECHNICAL SPECIFICATIONS

Competency Proficiency Check (as applicable FAA Form 8410-3 or equivalent).

(3) Written evidence of an Equipment Check Endorsement for Restricted Category helicopters by the Chief Pilot (as applicable).

(4) Written evidence of qualification to meet 14 CFR 133.


(6) Proof of compliance with 14 CFR Part 61.57 (a) (1) (i) and (ii).

(7) Proof of qualifications to meet 14 CFR 137.

(8) Each pilot shall pass an agency flight evaluation in make, model, and series - conducted over typical terrain.

(9) The contractor shall ensure that a pilot who is presented for initial carding meets all requirements as outlined in paragraph B.12 (d) Pilot Requirements-Experience after award. The contractor shall verify all pilot hours submitted on form FS-5700-20a as determined from a certified pilot log or permanent record to ensure accuracy. Additionally, for pilots seeking initial approval, the contractor shall identify previous employers and submit the information on form FS-5700-20b (form pending) found in Exhibit 18. The information submitted is subject to verification by an Interagency Pilot Inspector.

(10) Pilots may function as mechanics providing:

   (i) The pilot meets all the Mechanic Qualifications of this Agreement.

   (ii) Pilot duty limitations will apply to the pilot when functioning as a mechanic.

   (iii) When pilots act as a mechanic, mechanic duties in excess of 2-hours will apply as flight hours on a one-to-one basis toward flight hour limitations.

   (iv) A mechanic, other than the pilot, shall perform 50-hour, 100-hour, or progressive inspections.

   (v) If approved by the Contractor's Operations Specifications, and in accordance with 14 CFR 43.3(h), 43.5 and 43.7, pilots may perform preventive maintenance on the aircraft.

(d) Pilot Requirements – Experience

Pilots shall have accumulated as pilot-in-command (PIC) the minimum flight hours listed below. Flight hours shall be determined from a certified pilot log. Further verification of flight hours may be required at the discretion of the CO.
SECTION B
TECHNICAL SPECIFICATIONS

All Helicopters Minimum Experience Flying Hours

Total Time ............................................................................................................................................. 1,500

Pilot-in-command hours:

Total Pilot-in Command (Helicopter) ........................................................................................................ 1,500
Helicopter, Preceding 12 months ........................................................................................................... 100**
Weight Class ......................................................................................................................................... 100***
Make and Model ................................................................................................................................... .50*
Make, Model, Series, Last 12-Months ...................................................................................................... 10
Turbine Helicopter Operations .................................................................................................................. 100

*Flight hour requirements may be reduced by 50% if the pilot submits evidence of satisfactory completion of the manufacturer’s approved pilot ground and flight procedures training in the applicable make and model or FS/OAS-accepted equivalent training (accepted equivalency applicable to Type II Helicopters Only).

**The contractor may request that this pilot flight hour requirement be waived for a pilot under special circumstances; however, the waiver may or may not be granted. The contractor should contact the Contracting Officer in advance of this need for additional information on this process. No other pilot qualification exceptions will be considered by the Government.

***Weight class is defined as:
Small aircraft – aircraft of 12,500 or less, maximum certificated takeoff weight
Large aircraft – aircraft of more than 12,500 pounds, maximum takeoff weight

Additional Special Mission Requirements:

BOA Pilot-in-Command – (as related to the applicable Special Mission approval): Minimum Experience Flying Hours:

Mountain Flying (see 1) ......................................................................................................................... 200
Mountain Flying Experience – Make and Model ..................................................................................... 10
Vertical Reference (VTR) Experience ....................................................................................................... 10*
Annual VTR Recurrency Training ........................................................................................................... 2*

* Mandatory for Type I, II & III Exclusive Use and Type I & II CWN Pilots. Optional for CWN Type III Pilots

1 Mountain Flying - Helicopter Pilot: 200 hours experience operating helicopters in mountainous terrain identified in 14 CFR 95 Subpart B-Designated Mountainous Area. Experience operating outside the United States may be considered “Mountain Flying” providing it is conducted in mountainous regions defined as 2000 feet above surroundings containing long slopes, deep valleys, and high ridges. Operating includes maneuvering and numerous takeoffs and landings to pinnacles, ridgelines and confined areas.

(e) Pilot - Equipment Proficiency

Pilots shall be required to demonstrate proficiency with all mission equipment.
SECTION B
TECHNICAL SPECIFICATIONS

(f) Pilot - Vertical Reference Proficiency

(1) Pilots may be required to demonstrate this capability during an agency evaluation. (Exhibit 10, Interagency Guidelines for Vertical Reference/External Load Training Standards)

(2) Vertical reference qualified pilots shall maintain proficiency in vertical reference or external load operations. When active under Agreement for a period of 30-consecutive days and no vertical reference activity occurs, the pilot will be provided a 1-hour proficiency flight at Government expense. This will include snorkel operations on tanked aircraft.

(3) The Contractor may be considered unavailable for failure to maintain vertical reference proficiency.

(g) Second in Command (SIC) Requirements (if applicable)

Second-In-Command shall meet requirements of operator’s certificate. The requirements for the second pilot shall be a commercial pilot certificate with rotorcraft category, helicopter class rating, and at a minimum a valid second class medical certificate. They are not issued a Helicopter Pilot Qualification card.

(h) Mechanic Qualifications

(1) The mechanic shall have a valid FAA mechanic certificate with airframe and power plant ratings, and shall have held the certificate for a period of 24-months. The mechanic shall have been actively engaged in aircraft maintenance as a certificated mechanic for at least 18-months out of the last 24-months. OR A mechanic may qualify by meeting one of the following.

(i) The mechanic shall have a valid FAA mechanic certificate with airframe and power plant ratings, and shall have held the certificate for a period of 12 months. The mechanic must show evidence of four years military experience of aircraft maintenance training and qualification as a Technical Inspector for Airframe or Power Plants.

(ii) The mechanic shall have a valid FAA mechanic certificate with airframe and power plant ratings, and shall have held the certificate for a period of 12 months. The mechanic must then have held the foreign equivalent with both ratings for a period of 24 months.

(2) The mechanic shall have 12-months experience as an Airframe & Power Plant (A&P) mechanic or foreign equivalent in maintaining helicopters. Three months experience shall have been in the last 2 years.

(3) The mechanic shall show evidence of maintaining a helicopter of the same make and model as offered within the previous 10 years and under “field” conditions for at least 1-full season. Three months experience maintaining a helicopter away from the operator’s Principle Base of Operations, and while under minimal supervision, will meet this requirement. Operator may provide an additional A&P mechanic for field experience training. The additional A&P mechanic is not required to be carded.
SECTION B
TECHNICAL SPECIFICATIONS

(4) Mechanics shall have satisfactorily completed a manufacturer's maintenance course or an equivalent Forest Service or DOI-approved Contractor's training program for the make and model of helicopter offered, or show evidence the mechanic has 12-months maintenance experience on a helicopter of the same make and model offered. The mechanics must have documented training in the following: company policies and procedures, company operations procedures, maintenance procedures, contract requirements and SMS.

(5) All mechanic qualifications shall be documented on the Aircraft Mechanic (Helicopter) Qualifications Form signed by the mechanic offered. A company representative, other than the mechanic in question, shall certify by signing the Aircraft Mechanic (Helicopter) Qualifications Form that each mechanic offered under this agreement has met the minimum certification, training, and experience qualifications of this section. The Aircraft Mechanic (Helicopter) Qualifications Form can be found in Exhibit 20 of the agreement.

(6) When requested by the Government, each Mechanic shall furnish a valid Interagency Mechanic Qualification card for review. The card shall be issued by the designated Interagency Maintenance Inspector for the duration of the Agreement, including any optional periods. Should the mechanic leave the employment of the Contractor, the mechanic shall surrender the card to the Contractor upon termination of employment.

(i) Availability of Mechanics

(1) A mechanic (other than the pilot) shall maintain the helicopter in accordance with the Contractor's FAA approved Maintenance Program.

(2) When the mechanic serves as the fuel servicing vehicle driver, the more stringent of the duty limitations apply.

(j) Fuel Servicing Vehicle Driver Qualifications

(1) The Contractor shall furnish a fuel servicing vehicle driver (FSVD) for each day the helicopter is available. The driver shall meet all DOT requirements.

(2) Driver(s) shall be experienced in proper fueling procedures and be familiar with the safety equipment installed on the fuel servicing vehicle.

(3) The FSV driver must have documented training in the following: company policies and procedures, company operations procedures, maintenance procedures, contract requirements and SMS.

B.13 CONDUCT AND REPLACEMENT OF PERSONNEL

(a) Personnel Conduct

(1) Replacement of Contractor Personnel
SECTION B
TECHNICAL SPECIFICATIONS

(i) Contractor employees required to work or reside on Federal property are expected to follow the facility manager’s rules of conduct that apply to both Government and non-Government personnel working or residing at these facilities. The COR will make available a copy of such rules. The Contractor may be required to replace employees who do not comply with these rules of conduct.

(ii) The Contractor must replace any employee who performs unsafely; ineffectively; refuses to cooperate; is unable or unwilling to adapt to field living conditions; or whose general performance is unsatisfactory, disruptive or detrimental to the purpose for which contracted.

(iii) The CO will notify the Contractor of all known unsatisfactory personnel conduct or unsafe performance. The employee may be afforded an opportunity for corrective action when the conditions warrant. When directed by the CO, the Contractor must replace unacceptable personnel not later than 24 hours after such notification, or as otherwise mutually agreed. The decision as to unacceptability will be at the sole discretion of the CO.

(b) Harassment Free Workplace

(1) Contractors shall abide by “U.S. Code, Title VII, Civil Rights Act of 1964, Executive Order EO-93-05, Secretary’s Memorandum 4430-2 Workplace Violence Policy, and Harassment Free Workplace (29 CFR Part 1614)”. Regulations can be found at www.gpoaccess.gov/

(c) Firearm / Weapon Prohibition

The possession of firearms or other dangerous weapon (18 USC 930 (f)(2) are prohibited at all times while on Government Property and during performance of services, under this contract. The term dangerous weapon does not include pocket knives with a blade less than 2 ½ inches in length or multi-purpose tools such as a Leatherman® tool.

d) Dogs and other animals

No person may bring dogs or other animals on Federal property for other than official purposes. However, a disabled person may bring a seeing eye dog, a guide dog, or other animal assisting or being trained to assist that individual. Reference 41 CFR 102-74.425

B.14 SUSPENSION AND REVOCATION OF PERSONNEL

(a) The COR/HIP/AMI may suspend after conferring with the CO, contractor personnel who fail to follow safe operating practices, does ineffective work, or exhibits conduct detrimental to the purpose for which contracted, or is under suspension or revocation by another government agency. Documentation of the suspension shall be provided to the CO.

(b) Upon involvement in an Aircraft Accident or NTSB Reportable Incident (see 49 CFR Part 830), a pilot operating under this agreement shall be suspended from performing pilot duties under this agreement and any other activity authorized under the interagency pilot qualification card(s) issued to the pilot pending the investigation outcome.
SECTION B
TECHNICAL SPECIFICATIONS

(c) Upon involvement in an Incident-with-Potential as defined under mishaps, a pilot operating under this agreement may be suspended from performing pilot duties under this agreement and any other activity authorized under the interagency pilot qualification card(s) issued to the pilot pending the incident investigation outcome.

(d) When a pilot/mechanic is suspended, and when requested, the interagency pilot/mechanic qualification card(s) shall be surrendered to the CO or authorized Government representative. Suspension will continue for up to 90 days or until:

1. The investigation findings and decision indicate no further suspension is required and the interagency pilot/mechanic qualification card(s) is returned to the pilot/mechanic; or

2. Revocation action to cancel the interagency pilot/mechanic authorization(s) is taken by the issuing agency in accordance with agency procedures.

B.15 SUBSTITUTION OR REPLACEMENT OF PERSONNEL, HELICOPTER, AND EQUIPMENT

(a) After award and inspection of initial helicopter the contractor may, at the option of the Government, propose a substitute or replacement helicopter or equipment equal to or greater than agreement awarded performance after receipt of agreement modification by the Contracting Officer. A agreement modification shall only be provided after the contractor has submitted documentation for the substitution helicopter equal to the information originally submitted for the awarded helicopter. Once approval of the helicopter has been received by the contractor, contractor must contact the appropriate National or Regional Aviation Maintenance Inspector (AMI) for inspection and carding of the helicopter. Reinspection provisions will apply.

(b) Request for substitution shall be made at least 15 (fifteen) days prior to the proposed exchange, except for unforeseen conditions. Aircraft substitutions shall be limited to a maximum of two (2) per calendar year.

(c) When pilots are exchanged or replaced, training and familiarization costs, including any required flight time up to 3 (three) hours, shall be accomplished at the Contractor’s expense. The Contracting Officer will determine the necessary amount of flight time up to 3 hours. This is not intended to affect cross shifting of Pilots that are familiar with the operating area or to affect approved relief pilots.

B.16 FLIGHT HOUR AND DUTY LIMITATIONS

(a) Flight limitations. Flight crewmembers shall be subject to the following flight hour limitations:

1. All flight time, regardless of how or where performed, except personal pleasure flying, will be reported by each flight crewmember and used to administer flight hour and duty time limitations. Flight time as a flight crewmember (commuting) will be reported and counted toward limitations if it is flown on a duty day. Flight time includes, but is not limited to: military flight time; charter; flight instruction; 14 CFR 61.56 flight review; flight examinations by FAA designees; any flight time for which a flight crewmember is compensated; or any other flight time of a commercial nature whether compensated or not.
SECTION B
TECHNICAL SPECIFICATIONS

(2) Pilot flight hour computations shall begin at lift off and end at touchdown and will be computed from the flight hour meter installed in the aircraft. All flight hours shall fall within duty hour limitations.

(3) Flight time shall not exceed a total of 8-hours per day. Except for flights point-to-point (airport to airport, heliport to heliport, etc.) with a pilot and co-pilot shall be limited to 10-flight hours per day. (A helicopter that departs “Airport A,” flies reconnaissance on a fire, and then flies to “Airport B,” is not point-to-point).

(4) Flight time shall not exceed a total of 42-hours in any 6-consecutive days. Pilots accumulating 36 or more flight hours in any 6-consecutive duty-days shall be off duty the following one calendar day for rest, after which a new 6-day cycle will begin.

(b) Duty Limitations. Flight crew members shall be subject to the following duty limitations:

(1) Assigned duty of any kind shall not exceed 14-hours in any 24-hour period. Local travel up to a maximum of 30-minutes each way between the work site and place of lodging will not be considered duty time. When one-way travel exceeds 30 minutes, the total travel time shall be considered as part of the duty day.

Note: The above travel time in excess of 30 minutes is considered duty time but is not compensable under standby or extended standby.

(2) The pilot shall be given a minimum of 10 consecutive hours of rest (off duty) prior to any duty assigned duty period.

(3) Pilots shall be have two (2) calendar days of rest (off duty) during any 14 consecutive duty days. Various work schedules are acceptable as per Section B. The compliment of contract personnel shall be on the same work schedule however days off may be staggered. (Examples of work schedules are 12 on and 2 off, 12 on and 12 off)

(4) For each day, duty time will be computed based on the time zone at the point of dispatch.

(5) Duty includes flight time, ground duty of any kind, and standby or alert status at any location.

(c) During times of prolonged heavy fire activity, the Government may issue a notice reducing the Pilot duty day/flight time and/or increasing off-duty days on a geographical or agency-wide basis. When a notice is issued the government representative will provide a copy of the notice and the procedures for exemptions. Payment for a non-flight day will either be at the daily availability rate or the hourly stand-by rate as applicable.

(d) Pilots may be relieved from duty for fatigue or other causes created by unusually strenuous or severe duty before reaching duty limitations.

(e) When pilots act as a mechanic, mechanic duties in excess of 2-hours will apply as flight hours on a one-to-one basis toward flight hour limitations.
SECTION B
TECHNICAL SPECIFICATIONS

(f) Relief, additional, or substitute pilots reporting for duty under this Contract shall furnish a record of all duty and all flight hours during the previous 14-days to the helicopter manager upon arrival.

(g) The Contractor may furnish a relief crew to meet the days off requirement in accordance with B.16, Flight Hour and Duty Limitations. Payment will be made in accordance with B.41 Transporting of Relief Crews. Approval to furnish relief crews and costs for transporting of relief crews will be approved in advance by the helicopter manager. Approval will be noted on the payment invoice in the remarks section.

(h) **Mechanics**

1. Within any 24-hour period, personnel shall have a minimum of 8 consecutive hours off duty immediately prior to the beginning of any duty day. Local travel up to a maximum of 30 minutes each way between the work site and place of lodging will not be considered duty time. When one-way travel exceeds 30 minutes, the total travel time shall be considered as part of the duty day. Note: The above travel time in excess of 30 minutes is considered duty time but is not compensable under standby or extended standby.

2. Mechanics will have a minimum of 2 full calendar days off duty during any 14 day period unless a 14 on 14 off work schedule is approved by the contracting officer under A.7 "Other." Days need not be consecutive.

3. Duty includes standby, work, or alert status at any location.

4. Mechanics may be removed from duty for fatigue or other causes created by unusually strenuous or severe duty before reaching duty limitations.

5. The mechanic shall be responsible to keep the Government apprised of their ground duty limitation status.

6. When the mechanic serves as the fuel servicing vehicle driver, the more stringent of the duty limitations apply.

(i) **Fuel Servicing Vehicle Drivers**

1. It is the Contractors' responsibility to ensure that employees comply with DOT Safety Regulation 49 CFR Part 390-399, including duty limitations.

2. Fuel servicing vehicle drivers may be removed from duty for fatigue or other causes created by unusually strenuous or severe duty before reaching duty limitations.

3. The fuel servicing vehicle driver will be responsible to keep the Government apprised of their ground duty limitation status.

4. Notwithstanding DOT Safety Regulation 49 CFR Part 390-399, the fuel servicing vehicle driver shall have a minimum of two (2) full calendar days off duty during any 14-day period. Off duty days need not be consecutive.
SECTION B
TECHNICAL SPECIFICATIONS

B.17 ACCIDENT PREVENTION AND SAFETY

(a) Contractor Furnished Reports

The Contractor shall furnish the COR with a copy of all reports required to be submitted to the FAA in accordance with 14 CFR that relate to pilot and maintenance personnel performance, aircraft airworthiness or operations. The Contractor will submit an FAA Form 8010-4, Malfunction or Defect Report, or file electronically in the FAA’s Service Difficulty Reporting (SDR) system any maintenance deficiency identified in 14 CFR Part 21.3(c), 135.415, 135.417 or as requested by the government for what it considers a significant discrepancy.

(b) Aviation Safety Management System

The Contractor shall develop, maintain and utilize a Safety Management System (SMS) necessary to assure safety of ground and flight operations. The development and maintenance of these programs are a material part of the performance of the contract. When the CO, in conjunction with the agency Aviation Safety Manager determines the safety programs do not adequately promote the safety of operations, the Government may terminate the contract for cause as provided in the “Contract Terms and Conditions” when factors indicate a lack of compliance. Examples of such termination causal factors are (1) personnel activities, (2) maintenance, (3) safety and risk management, and (4) compliance with regulations. Upon request of the government, the contractor will provide copies of pertinent data (CVR, FDR, OLMS, etc) for Flight Operations Quality Assurance (FOQA) analysis.

(c) The Aviation Safety Communiqué (SAFECOM)

The SAFECOM database fulfills the Aviation Mishap Information System (AMIS) requirements for aviation mishap reporting for the US Forest Service and the Department of Interior agencies. Categories of reports include incidents, hazards, maintenance, and airspace. The system uses the SAFECOM form to report any condition, observation, act, maintenance problem, or circumstance with personnel or the aircraft that has the potential to cause an aviation-related mishap. Contractors are to use this system to report while on contract to the USFS.

Note: The SAFECOM system is not intended for initiating punitive or disciplinary actions and is not to be used for claims or contract evaluation/determination purposes. The goal of the SAFECOM system is to create a reporting culture that encourages open and honest reporting that improves the safety of aviation operations. SAFECOMs should be utilized in tailgate safety sessions, after action reviews, and briefings only after they have been properly managed through the system. Submitting a SAFECOM is not a substitute for “on-the-spot” correction(s) to a safety concern. It is imperative that safety issues be addressed at the local level as well as being documented in a SAFECOM. SAFECOM managers at all levels may have additional corrective actions and input. SAFECOM managers at all levels are responsible for protecting personal data and sanitizing SAFECOMs prior to any distribution and/or posting to the public. The SAFECOM system contains Personal Identifiable Information (PII) which is subject to the Privacy Act of 1974, 5 U.S.C. § 552a that must be protected and safeguarded. In the event of an accident, NTSB law 49 CFR 831.11 & 831.13 which respectively, specify certain criteria for participation in NTSB investigations and limitations on the dissemination of investigation information applies.
SECTION B
TECHNICAL SPECIFICATIONS

In order for SAFECOM's to be effective as an accident prevention tool, they must be reported as soon as possible to the agency with operational control of the aircraft at the time of the event. SAFECOMs can be submitted online at www.safecom.gov or via phone at 888-464-7427. Hard copies of the OAS-34/FS-5700-14 form can be faxed to OAS at 208-433-5007; USFS at 208-387-5735 or submitted through the Unit/Forest Aviation Officer.

(d) Contractors Stand-Down or Deactivation

(1) The Contractor shall immediately notify the Contracting Officer by telephone, followed up with a written notification (email or letter) to the Contracting Officer, when the Contractor implements a stand-down or when the Contractor de-activates any or all of the aircraft/fleet that is operating in compliance with this contract. The Contractor’s verbal and written notifications shall include all of the tail number(s) for all the effected aircraft, the rationale for the stand-down/deactivation, and the estimated duration of the stand-down or the deactivation.

(2) The Contractor shall also notify the Contracting Officer by telephone, followed up with a written notification (email or letter) to the Contracting Officer of the planned reactivation date for each of the effected aircraft. The Contractor’s verbal and written notifications shall include the tail number(s) of all of the reactivated aircraft, the rationale/corrective action plan (if applicable), and the date(s) of the reactivation(s).

(3) Once a Contracting Officer has been officially notified of a Contractor implemented stand-down and/or deactivation, the Contracting Officer shall notify the appropriate Government officials accordingly.

B.18 MISHAPS

(a) Reporting

(1) While operating under this contract the contractor must immediately, and by the most expeditious means available, notify the NTSB AND the appropriate agency Aviation Safety Manager (ASM) when an “Aircraft Accident” or NTSB reportable “Incident” occurs.

(2) The toll free 24-hour Interagency Aircraft Accident Reporting Hot Line number is: 1-888-4MISHAP (1-888-464-7427)

(b) Forms Submission

Following an "Aircraft Accident" or when requested by the NTSB following notification of a reportable "Incident," the Contractor must provide the agency Air Safety Investigator with information necessary to complete a NTSB Form 6120.1/2 "Pilot/Operator Aircraft Accident Report”.

(c) Wreckage Preservation
SECTION B
TECHNICAL SPECIFICATIONS

(1) The Contractor shall not permit removal or alteration of the aircraft, aircraft equipment, including fuel servicing vehicles (fuel samples), support trailers/vehicles and equipment or records following an “Aircraft Mishap” which results in any damage to the aircraft or injury to personnel until authorized to do so by the CO. Exceptions are when threat-to-life or property exists; the aircraft is blocking an airport runway, etc. The CO shall be immediately notified when such actions take place. Upon request of the government, the contractor will provide copies of pertinent records and data (CVR, FDR, OLMS, etc.) following a mishap.

(2) The NTSB’s release of the wreckage does not constitute a release by the CO, who shall maintain control of the wreckage and related equipment until all investigations are complete.

(d) Investigation

The Contractor shall maintain an accurate record of all aircraft accidents, incidents, aviation hazards and injuries to Contractor or Government personnel arising in the course of performance under this Contract. Further, the Contractor fully agrees to cooperate with the USFS during an investigation and make available personnel, personnel records, aircraft records, and any equipment, damaged or undamaged, deemed necessary by the USFS. Following a mishap, the Contractor shall ensure that personnel (Pilot, mechanics, etc.) associated with the aircraft will remain in the vicinity of the mishap until released by the CO.

(e) Related Costs

The NTSB or USFS shall determine their individual agency investigation cost responsibility. The Contractor will be fully responsible for any cost associated with the reassembly, approval for return-to-Contract availability, and return transportation of any items disassembled by the USFS.

(f) Search, Rescue, and Salvage

The cost of search, rescue and salvage operations made necessary due to causes other than negligent acts of a Government employee shall be the responsibility of the Contractor.

B.19 PERSONAL PROTECTIVE EQUIPMENT

(a) General Operations

The following personal protective equipment shall be furnished by the Contractor, be operable and maintained in serviceable condition as per appropriate manufacturer’s specifications.

(b) Helmets

(1) Contractor personnel shall wear a flight helmet consisting of a one-piece hard shell made of polycarbonate, Kevlar, carbon fiber, or fiberglass that must cover the top, sides (including the temple area and to below the ears), and the rear of the head. The helmet shall be equipped with a chinstrap and shall be appropriately adjusted for proper fit. The helmet shall be worn with the chinstrap fastened. 
SECTION B
TECHNICAL SPECIFICATIONS

(2) Flight helmets currently approved for helicopters are outlined in the Aviation Life Support Equipment (ALSE) handbook at:

(3) Helmets designed for use in fixed wing aircraft do not provide adequate protection for helicopter occupants and are not approved for helicopter use.

(c) Clothing

(1) Contractor personnel while flying shall wear long-sleeved shirt and trousers (or long-sleeved flight suit) made of fire-resistant polyamide or aramid material, leather boots and leather, polyamide, or aramid gloves. A shirt with long-sleeves overlapping gloves, and long-pants overlapping boots by at least 2-inches, shall be worn by the pilot(s). Personnel shall not wear clothing made of non fire-resistant synthetic material under the fire-resistant clothing described herein.

(2) Nomex® or other material proven to meet or exceed specifications contained in MIL-C-83429A may be worn. Currently, the following "other" materials meet this specification:

(i) FRT Cotton Denim Cloth, MIL-C-24915

(ii) FRT Cotton Chambray Cloth, MIL-C-24916

(3) Clothing not containing labels identifying the material either by Brand Name or MIL-Spec will not be acceptable.

(d) Ground Operations

(1) While within the safety circle of a helicopter with engine(s) running and/or rotor(s) turning, all Contractor personnel shall wear the following PPE:

(i) Shirt with long-sleeves overlapping gloves, long-pants, hardhat/flight helmet with chinstrap, boots, hearing and eye protection.

(ii) Maintenance personnel (mechanics only) working on engine(s) running and/or rotor(s) turning on aircraft are exempt from gloves, eye protection (eye protection may be worn at the option of maintenance personnel or company policy), long sleeves, and hardhat requirements.

(2) During all fueling operations, fuel-servicing personnel shall wear a long-sleeved shirt, long trousers, boots, and gloves. The shirt and pants must be made of 100% cotton or other natural fiber, or be labeled as non-static.

(e) Personal Flotation Devices
SECTION B
TECHNICAL SPECIFICATIONS

(1) A personal floatation device (PFD), normally worn around the neck and over the shoulders only, shall be worn by each individual on board the helicopter when conducting operations beyond power-off gliding distance to shore, and during all bucketed or tanked firefighting operations. Personal floatation devices that are normally worn around the waist, which need to be pulled up and over the helmet for use, are not permitted. Acceptable personal floatation devices types are; normally worn around the neck and over the shoulders, must be CO2 cartridge deployable, and have a manual inflation valve installed. Personal floatation devices will be serviced annually per manufacturer recommendation for damage, operation, and condition.

(2) Automatic inflation (water activated) personal flotation devices shall not be allowed.

(f) Contractor will provide USFS approved personal fire shelters (spec. 5100-606) for all contractor personnel covered under this contract. Fire shelters required in the aircraft must be secured and accessible to crews onboard the aircraft, not stored in cargo compartments or loosely placed in the “hat-rack”. Fire shelters are not to be located in areas which would reduce the crash attenuation of any aircraft component, i.e. under the seats. Instruction in the use of shelter deployment shall be completed and documented by the contractor and verified by the Helicopter Manager. Shelter deployment training shall be completed yearly. The condition and care of the shelter will meet USFS standards. Fire shelter shall be on-board the helicopter at all times while under contract and included in the equipped weight (8 lbs). Ground crews shall have fire shelters readily available for use if needed. For further information on fire shelter training and for the purchase of USFS approved fire shelters see: https://www.supplycache.com/; http://www.cascadefire.com/index.php/ and http://www.nifc.gov/fireShelt/fsheet_main.html.

B.20 INSPECTION AND ACCEPTANCE

In accordance with Federal Acquisition Regulation Clause 52.212-4 (a), the following is added:

Note: Official Government logos such as the USFS shield and or reference to “Official U.S. Government Fire Fighting Vehicle” will not be permitted on contractor equipment.

Pre-Use Inspection of Equipment and Personnel

(a) After award of the agreement and any renewal thereof, an inspection of the contractor’s equipment and personnel will be made prior to any use. Inspection priority and determination of operational need shall be at the government’s discretion. Inspections will be scheduled by mutual agreement between the Contracting Officer and the Contractor. Inspection priority and determination of need shall be at the government’s discretion. The inspection will take place at the contractor’s facility or other location as approved by the Contracting Officer.

(b) The helicopter, pilot, relief pilot, mechanic, fuel vehicle driver, and fuel servicing vehicle will be made available for inspection as scheduled by the CO.

(c) At the scheduled inspection, the contractor shall provide a complete listing of all FAA ADs and Manufacturer’s Mandatory Service Bulletins (MSBs) applicable to the make, model, and series of aircraft being offered. Documentation of compliance to each AD and MSB will include date and method of compliance, date of recurring compliance, and an authorized signature and certificate number will be recorded. The list shall be similar to that shown in AC 43-9c, as amended.
SECTION B
TECHNICAL SPECIFICATIONS

(d) All components or items installed in the offered aircraft that are subject to specified time basis or schedule (time/calendar life) for inspection, overhaul, or replacement shall be listed and made available to the Government at time of inspection. The list shall include component name, serial number, service life or inspection/overhaul time, total time since major inspection, overhaul, or replacement and hours/cycles calendar time remaining before required inspection, overhaul, or replacement. The list shall be similar to that shown in AC 43-9C, as amended.

(e) The Contractor may be required to furnish a copy of the procedures manual and revisions as required by 14 CFR 135 (as applicable).

(f) Each fuel servicing driver will be expected to demonstrate knowledge of correct fueling procedures and fueling and safety equipment installed on the fuel-servicing vehicle.

Contractor shall have equipment and personnel to change the filter on the fuel service vehicle as required.

(g) The fuel service vehicle approval is only an indication that the vehicle meets the additional equipment requirements of this Agreement, and in no way indicates that the vehicle meets any requirement of 49 CFR.

(h) Contractors shall ensure all documentation submitted for pilot approvals has been verified for accuracy and completeness. Pilot evaluations or approvals will not be administered/issued until all required documentation is complete. The documentation referenced in B.20(i)(2) shall be submitted annually for each pilot needing interagency approval (Note: the CO may require additional information and documentation).

(i) The items described below shall be made available at the pre-use, or renewal inspection:

(1) Certificates/Agreement

(i) Copy of 14 CFR 133
(ii) Copy of 14 CFR 135 (if applicable)
(iii) Copy of 14 CFR 137
(iv) Complete copy of awarded Agreement, including modifications, with each aircraft
(v) Safety Management System (SMS) Manual in its entirety

(2) Pilots

(i) Completed “Pilots qualifications and Approval Record”.

(USFS Form FS-5700-20a or OAS Form 64B)

(ii) Completed “Flight Hour Requirements & Experience Verification with form.”
(See Exhibit 18)

(This form required only for pilots seeking their initial (first time) interagency approval)
SECTION B
TECHNICAL SPECIFICATIONS

(iii) Signed and dated signature page from the "Operations and Safety Procedures Guide for Helicopter Pilots".

(iv) Copy of FAA Pilot Certificate. *(Both front and back may be needed to obtain all of the required information)*

(v) Copy of current Medical Certificate.

(vi) Copy of current FAR 135 Airman Competency / Proficiency Check. "FAA form 8410-3" for each standard category make and model helicopter the pilot seeks approval in. *(Required if operating aircraft listed on the operators 135 Certificate)*

OR

(vii) Copy of current Flight Review.

*(Required if pilot does not have a valid FAA Flight Review within the last 24 months)*

"AND"

Copy of current (within the last 12 calendar months) Equipment Check Endorsement *(or comparable document (E.G.CFR 14, part 61.58 Pilot Proficiency Check) for each Limited Use or Restricted Category make and model helicopter the pilot seeks approval in. *(Required if operating aircraft not listed on the operators 135 Certificate)*

(viii) Copy of FAR 133 endorsement.

(ix) Copy of FAR 137 endorsement.

(x) Reserved

(xi) Completed Load Calculation form for each helicopter make/model in which the pilot is seeking approval. Included with the Load Calculation will be notations indicating what chart(s) are used. *(I.e. page and illustration or chart number)*

(xii) Completed “Vertical Reference Flight Training Endorsement” *(required for long-line operations and snorkel operations conducted in helicopters not equipped with mirrors for external load operations)*

Copy of the front and back of the pilots most recently issued Interagency Helicopter Qualification Card. *(If card cannot be produced it may be necessary to demonstrate proficiency for all Special Use operations required under the agreement)*

Completed “Pilots Qualifications and Approval Record”. *(USFS Form FS-5700-20a or OAS Form 64B)*
SECTION B
TECHNICAL SPECIFICATIONS

(xiii) Prior to receiving an interagency "Pilot Qualification Card", all helicopters pilots are required to complete the on-line training modules for helicopter fire operations at least every 36 months. These modules are listed on the Interagency Aviation Training (IAT) website at https://www.iat.gov/ and include Helicopter Pilot Training – Firefighting (Modules H-1, 2, & 3) and Aviation Transport of Hazardous Materials (A-110), and Grand Canyon Special Federal Aviation Regulation (SFAR). Pilots must sign up, create a profile and after completion of the modules print a copy of the certificates. A copy of the certificate must be presented to the Helicopter Inspector Pilot before an Interagency Helicopter Pilot Qualification card will be issued.

(xiv) Equipment Check Endorsement

An Equipment Check Endorsement shall include, at a minimum, documentation of the following training:

(A) Operations Training; 1.0 hour Minimum
Company policies & procedures, Operations Specifications, HazMat, agreement requirements, etc.

(B) Aircraft Ground Training; 2.0 hour Minimum
Aircraft systems, aircraft maintenance practices, radio programming, GPS programming, etc.

(C) Aircraft Flight Training; 1.0 hour Minimum
Aircraft familiarization, normal procedures, emergency procedures, in flight programming of radios and GPS, etc. (Note: this training shall be in addition to any contractually required special mission training, i.e., long-line training, etc.)

(3) Equipment

(i) Appropriate equipment installed, or available to be installed, on the aircraft for the flight evaluation; i.e. dual controls, communications and navigation equipment and buckets

(ii) Longline(s) of at least 150 feet and a suitable weight shall be available

(iii) Aircraft maintenance records

(iv) Fuel servicing vehicle available

(4) Mechanic(s)

(i) A&P Mechanic available

(ii) Completed A&P Qualifications and Approval Record Form with applicable qualifying mechanic’s records.
SECTION B
TECHNICAL SPECIFICATIONS

B.21 PRE-USE INSPECTION EXPENSES

(a) All operating expenses incidental to the inspection shall be borne by the Contractor.

(b) Pilot evaluation flights may require up to 2-hours of flight time for each pilot as deemed necessary by the CO. Evaluations will be conducted in the Make and Model furnished for the contracts. If the contractor requests additional make and model approvals, the pilot must be qualified in accordance with B.12 and must pass an evaluation flight in the additional aircraft if any of the items below apply:

1. Initial carding in Make and Model
2. Initial carding in type (type I, II, or III)
3. Initial carding in that seating position (left to right or right to left)
4. Interagency approval for make and model has lapsed by more than 12 months.
5. Required by the Helicopter Inspector Pilot, or Contracting Officer

(c) The Contractor shall ensure that a set of fully operational dual flight controls are installed in the aircraft during all pilot evaluation flights.

(d) The Contractor will not be charged for the costs incurred by the Government on the initial pre-use inspection.

(e) Discrepancies noted during a CWN inspection must be corrected within 30 calendar days, if the discrepancies are not corrected within 30 days a complete re-inspection will be required.

B.22 RE-INSPECTION EXPENSES

When re-inspection is necessary because Contractor equipment and/or personnel did not satisfy the initial inspection, or when inspecting substitute personnel and/or equipment subsequent to the initial pre-use inspection, the Contractor may be charged the actual costs incurred by the government in performing the re-inspection. Re-inspections will be performed at a time and location mutually agreed to by the Contractor and CO/Airworthiness Inspector.

B.23 INSPECTIONS DURING USE

(a) At any time during the agreement period the CO may require, but is not limited to inspections/weighing/tests as deemed necessary to determine that the Contractor's equipment and/or personnel currently meet specifications. Government costs incurred during these inspections will not be charged to the Contractor.

(b) Should the inspection reveal deficiencies that require corrective action and subsequent re-inspection, the actual costs incurred by the Government may be charged to the Contractor.

(c) When the helicopter becomes unavailable due to mechanical breakdown, the Government reserves the right to inspect the aircraft after the Contractor's mechanic has approved the aircraft for return to service. For items covered under 14 CFR 135.415, the Contractor shall furnish the CO/Regional Maintenance Inspector with a completed copy of FAA Form 8010-4,
SECTION B
TECHNICAL SPECIFICATIONS

Malfunction or Defect Report, or a Helicopter Association International (HAI) Maintenance Malfunction/Information Reporting Form 9 (as applicable).

B.24 PERIOD OF BASIC ORDERING AGREEMENT

This basic Ordering Agreement will be in effect for up to four years from date of award. The unit prices for individual orders will be in accordance with the pricing defined prior to the establishment of the initial agreement. This agreement may be discontinued by either party upon 30 day’s written notice.

B.25 AUTHORIZED ORDERING ACTIVITIES

(a) Type I & II Helicopter orders for services may be placed only by those identified herein to place orders. Orders for fire incidents and emergency support will only be placed by the National Interagency Coordination Center (NICC), located at the National Interagency Fire Center (NIFC) in Boise, Idaho. There may be occasions where orders for project work outside the fire incident/emergency support would be placed by the applicable agency Contracting Officer. If services are ordered by the Contracting Officer, NICC will be advised of aircraft status by the end user of those services. Contractors shall not accept orders or dispatches from sources other than NICC or the agency specific Contracting Officer.

This ordering agreement from the Department of Agriculture, U.S. Forest Service authorizes the Department of the Interior (DOI) to issue Task Order (TO) numbers in support of DOI as follows:

Fire - The Department of Interior (DOI), Contracting Officer (CO) will provide each CWN vendor a task order number to support all DOI fire suppression activities at award of the contract and every fiscal year, thereafter (https://www.doi.gov/aviation/agd/contracts). The task order is for invoicing purposes and the vendor is responsible for the input of the flight data into their own website account, Aviation Information Reporting Support (AIRS) and the submittal of their invoice through IPP. DOI will provide a copy of the detailed invoicing instructions to the CWN vendor upon receipt of their fire task order. The Resource Orders are issued by the National Interagency Coordination Center (NICC).

Search & Rescue (SAR) for National Park Service – The DOI Contracting Officer will provide the CWN vendor a SAR DOI Task Order number at the time an order is placed with NICC and that Task Order number will be provided to the USFS COR.

Non-Fire - project orders will be placed by the DOI CO and coordinated through, and with the NICC when the task order is issued to the contractor. The DOI CO shall perform all contract administration, payment processing, claims adjudication, and close-out of each DOI task order.

Each ordering agreement or TO will be signed by the agency’s designated Contracting Officer with payment being made as provided elsewhere in this agreement.

(b) Ordering Procedures

Orders for service will be placed with the contractor subject to the following:

(1) Orders for service will be placed with the Contractor as needed. Orders will be filled based on performance, cost and urgency. The Government will calculate performance and allowable payload for each helicopter on agreement. Computed performance,
SECTION B
TECHNICAL SPECIFICATIONS

allowable payload for conditions expected at the assigned work location, helicopter configuration, location of helicopter and crew at the time of the need may take precedent over other factors including cost when ordering helicopters.

(2) The Government does not guarantee the placement of any orders for service under the Agreement and the Contractor is not obligated to accept any orders. However, once the Contractor accepts an order, the Contractor is obligated to perform in accordance with the terms and conditions stated herein.

(3) It is the contractors' responsibility to keep the aircraft desk at NICC informed on the location and availability of their helicopter(s) for fire and project assignments. The Phone number at NICC is 1-208-387-5400 or for flight following 1-800-994-6312. If the contractor has not kept NICC currently informed on the location and status of the aircraft they will be considered not available for work under the agreement.

(c) Point-of-Hire

Point-of-Hire shall be the Contractor's Principle Base of Operations as specified in Section B or the location of aircraft at time-of-hire.

(d) Assigned Work Location(s)

The Assigned Work Location will be determined at the time the order for services is placed.

(e) Ordered Availability Periods

Helicopters and associated equipment and personnel shall be available as ordered by the CO and agreed to by the Contractor. After a period of availability has begun, the helicopter will not be released at the request of the Contractor until approved by the CO.

B.26 DAILY AVAILABILITY REQUIREMENTS

(a) Equipment. The helicopter and related equipment will be available 14 hours per day and will not be removed from the assigned work location without the approval of the Contracting Officer.

(1) Inclement weather plan: The Pilot in Command (PIC) is the final authority for the safety and security of the helicopter. When inclement weather may be a concern, both Pilot and Helicopter Manager/COR must develop and document a contingency plan in writing for the operational area to identify potential relocation destination(s) that will afford the best protection for the helicopter. Once agreed upon by both manager and pilot, the request to re-position or release the helicopter must be approved by aviation management staff (example: FAO, AOB, UAO, UAM).

(b) Personnel. Personnel will be in one of the following categories of availability:

(1) Standby: Personnel will be on standby status each day. The beginning of the Standby period will be set by the Helicopter Manager after conferring with the COR at a minimum and may be adjusted from day-to-day. Once Standby begins, the standby period will continue for 9 consecutive hours regardless of the payment status of the helicopter. During the Standby period, with the exception of the first 30 minute period to
SECTION B
TECHNICAL SPECIFICATIONS

accommodate preflight, the personnel/helicopter shall be able to respond to a dispatch within 15-minutes unless an alternate response time is established by the CO/COR.

Dispatches that require extended flight planning due to non-local mobilization shall be able to respond with 60 minutes unless otherwise established by the HMGB/COR.

(2) Extended Standby (that period over 9 hours per day per authorized crew member) is not intended to compensate the contractor on a one-to-one basis for all hours necessary to service and maintain the helicopter, nor is it paid while crew is traveling to and from place of lodging. Extended standby must be specifically ORDERED and documented on the Flight Use Invoice by the Government and only in unusual circumstances will the Government compensate the Contractor for extended standby when helicopter is not also available for immediate dispatch. Extended Standby is not applicable to double-flight crews. Extended Standby applies only to the awarded number of compensable personnel provided with each helicopter.

(3) Authorized Break. During the standby period, requirements may be modified by the CO/COR to allow Contractor’s personnel time off away from the assigned work location or to conduct routine maintenance. No deduction of availability will be made for such authorized breaks except when Contractor personnel fail to return to Standby upon request. The Contractor will provide the CO/COR with information on how to contact Contractor personnel. Personnel will be allowed 1-hour to return to standby status after the contact attempt is made. Failure to return to work within 1-hour will result in loss of availability.

(4) Release-from-Duty. The Contractor’s personnel may be released and be considered off duty prior to completion of their individual crew duty limitation period. Once released, the Contractor personnel are not required to return to Standby status the same day. Service shall be recorded as fully available provided the CO/COR has approved release of the Contractor’s personnel in advance. Service shall be recorded as fully available provided the CO has approved release of the Contractor’s personnel in advance.

(5) Reserved

B.27 UNAVAILABILITY

(a) The Contractor will be considered to be “Unavailable” whenever equipment or personnel are unable to perform or fail to perform the requirements of this Contract. Also the aircraft will be considered unavailable when the pilot, mechanic, or fuel servicing vehicle driver cannot perform because of duty limitations unless a relief crew is provided.

Unavailability however, will not be assessed when pilot(s) has reached flight and/or duty limitations while performing under this Contract when the conditions in B.16 Flight and Duty Limitations occur.

Unavailability will be rounded up to the nearest quarter hour when a contractor fails to comply with requirements.

(b) Reserved
SECTION B
TECHNICAL SPECIFICATIONS

(c) Unavailability status will continue until the deficiency is corrected. It is the Contractor's responsibility to inform the CO/COR whenever the equipment or personnel become available. Inspection by the Government after a performance failure has occurred will be made as promptly as possible after the Contractor has given notice that the deficiency has been corrected. When Inspection reveals that the failure has been corrected, the Contractor will be considered in "Available" status from the time the Contractor gives notice to the Government that the deficiency has been corrected. The CO retains the right to require aircraft and personnel review and/or check flights at Contractor's expense.

When any unscheduled maintenance or repairs are performed for mechanical or equipment deficiencies, a DOI/USFS approved Maintenance Inspector and the Contracting Officer will be notified for "return to contract availability", before the aircraft may again be allowed to fly under the contract. Depending on the complexity of the maintenance or repair, "return to contract availability" may be given by electronic or verbal means.

Do not return aircraft having mechanical or equipment deficiencies to "contract availability" until the aircraft has been approved by an authorized aircraft inspector.

(d) Periods of Unavailability will be accumulated for the day and posted on the Flight Use Invoice as actual clock unavailability.

B.28 CWN PAYMENT PROCEDURES

(a) Services Received by the US Forest Service

(1) All flight time, daily availability and other authorized charges or deductions shall be recorded on a flight use invoice in Aviation Business System (ABS). At the end of each day data shall be entered and reviewed by the Government and the Contractor's Representative.

(2) Approved invoices will be packaged electronically for payment on a semi-monthly basis for submission through the ABS process and electronically forwarded to the contractor for review and approval. Corrections shall be returned electronically to the designated representative for resolution. Upon approval, the package will be electronically forwarded to the Albuquerque Service Center (ASC) for payment. Invoices accumulated during the first half of the month will be processed for payment about the 16th and those accumulated during the last of the month will be processed about the 1st of the following month.

Go to http://www.fs.fed.us/business/abs "Getting Started" for instructions and more information.

(b) Services received by the Department of the Interior

(1) The Contractor's pilot in command (PIC) and the appropriate Government representative in the field must complete and sign an Aircraft Use Report (AUR), AMD-23/23E or other form as directed by the DOI CO that documents the daily services.

(2) Upon completion of flight services, in accordance with paragraph (b) (2) (ii), vendor will initiate funding requests according to DOI invoicing procedures as directed by the DOI CO. CWN vendor is required to receive an AIRS account utilizing the AIRS User Access Management Form located at: https://www.doi.gov/aviation/agd/airs.
SECTION B
TECHNICAL SPECIFICATIONS

(i) All services to include flight time, daily availability and other authorized charges incurred under a DOI task order shall be recorded and submitted in accordance with DOI payment procedures that are provided to the CWN vendor.

(ii) Aircraft Use Reports may be submitted no sooner than every two weeks or upon release from a fire incident or project if less than two weeks. Services provided and related charges must be shown on a daily basis.

(iii) Similar to the USDA, funding for wildland fire suppression is obligated after the vendor has submitted their funding request to the DOI and validated by a Contracting Officer, per the DOI payment procedures. Upon completion of the first fire suppression activity, the task order will be obligated and executed and sent to the vendor. The same task order number will be used for subsequent assignments and funds will be obligated with a modification and executed as above.

(3) Once the contractor receives the email with the obligated task order, the contractor will be submit electronically their invoice through the U. S. Department of the Treasury’s Invoice Processing Platform (IPP). The IPP website address is: https://www.ipp.gov. Contractor assistance with enrollment can be obtained by contacting the IPP Production Helpdesk via email ippgroup@bos.frb.org or phone (866) 973-3131.

(i) Under the DOI order, the following documents are required to be submitted as attachments to the IPP invoice:

(A) Completed AUR’s, (AMD Form 23/23E) or other form as directed by the DOI CO documenting daily services provided under the contract/order. The AUR or other form as directed by the DOI CO must be signed by the appropriate representatives of the Contractor and Government.

(B) Documentation required by the contract to support additional pay items (i.e. transportation worksheets, receipts, etc.).

(C) AIRS PDF detailed report downloaded from AIRS.

(4) Questions for services received by the Department of The Interior should be directed to the DOI/AQD Contracting Office at 208-433-5075 or after hours at 208-600-2679.

B.29 PAYMENT FOR FLIGHT

(a) Flight time will be computed in hours and tenths of hours as recorded by the collective activated flight hour meter (Hobbs) on the helicopter.

(b) Payment for flight time will be made only for government authorized flight.

(c) The Government does not guarantee any flight time.
SECTION B
TECHNICAL SPECIFICATIONS

B.30 PAYMENT FOR AVAILABILITY

(a) Availability will be paid at the applicable rate specified in the Schedule of Items only when Contractor's equipment and personnel meet the Daily Availability Requirements and are recorded in ABS for US Forest Service orders or as prescribed by the Department of The Interior (DOI) in Section B.28 (b) for task orders in support of the DOI.

(b) Availability for aircraft and crewmembers (maximum 14-hours-single crew) will be ordered, measured, and recorded each day.

(c) Payment for availability will not commence until the aircraft and flight crew arrive at the Assigned Work Location and are available for standby. On the first day, if an aircraft arrives at the Assigned Work Location at or before 1200 hours (noon local time) a full day of availability will be paid. Aircraft arriving after 1200 hours (noon local time), will be paid for a half-day of Availability. For purposes of this clause, on the first and last day, duty time will be computed based on time zone at point of departure.

(d) On the last day at the Assigned Work Location, aircraft released from the Assigned Work Location at or before 1200 hours (noon local time) will be paid one half-day of Availability. Aircraft released after 1200 hours (noon local time) will be paid for a full day of Availability.

(e) No more than one day of Availability may be earned in a calendar day (0001 to 2400).

(f) When the aircraft and crewmembers have arrived at the Assigned Work Location and the fuel-servicing vehicle is enroute, the aircraft and crewmembers may be considered to be available for payment purposes by the CO.

(g) The awarded daily availability rate shall include all fixed and variable costs (depreciation, salaries, overnight allowances, travel costs to and from lodging, overhead, permanent shop facilities, etc.) incurred in providing continuous service exclusive of those costs directly attributed to actual flight.

B.31 PAYMENT FOR EXTENDED STANDBY

(a) Extended Standby (that period over the first 9 hours of standby per day, per authorized crewmember) will be measured in hours (rounded to the next full-hour and paid at the rate specified in the Schedule of Items) for all Extended Standby ordered by the Helicopter Manager/COR and performed by the Contractor when the crew meets the Standby requirement in accordance with Section B, Daily Availability Requirements.

(b) Extended Standby is not applicable on days when mobilization or demobilization is paid.

(c) The Contractor will not be compensated for Extended Standby when the aircraft is not available for immediate dispatch, except when authorized by the CO.

(d) Reserved

B.32 PAYMENT FOR PROJECT WORK

(a) Daily Availability Rate plus Specified Flight Rate Method
SECTION B
TECHNICAL SPECIFICATIONS

(1) The Contractor will be paid for availability and flight in accordance with B.29 Payment for Flight and B.30 Payment for Availability.

(2) Unavailability will be deducted in accordance with B.27 Unavailability.

(3) Any additional payments will be made in accordance with B.43 Miscellaneous Costs to the Contractor.

OR

(b) “For non-fire suppression missions, Project Flight Rate may be used”

(1) Services may be ordered for short periods of time (normally 1-day or less) to accomplish project work.

(2) When service is ordered under the Project Flight Rate specified in the Schedule of Items, payment will be made only for actual flight time performed. Daily availability rate is not applicable. When the Project Flight Rate is in effect and when the project extends for more than 1-day, incurred Remain-Over-Night (RON) costs will be reimbursed in accordance with the Federal Travel Regulations (FTRs).

(3) Services may also be ordered under the Daily Availability Rate specified in the Schedule of Items, plus the flight rate specified (Exhibit 12 Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart). For CWN, when Daily Availability payment is used, RON fees are not applicable.

(4) The method of payment shall be established prior to the start of the project. The selected method of payment will be used for the duration of the project.

(5) Reserved

(6) Reserved

(c) Ferry time of aircraft to and from the point of hire from the Contractor’s base of operations or current aircraft location, whichever is closer, will be paid at the applicable flight rate. If a fuel servicing vehicle is required, mileage to and from the point of use from the Contractor’s base of operations or current location that the fuel servicing vehicle is stationed, whichever is closer, will be paid at the rates stipulated in B.38 Payment for Fuel Servicing Vehicle Mileage.

B.33 RESERVED -

B.34 ORDERING AND PAYMENT FOR ADDITIONAL AIRCRAFT AND PERSONNEL

The CO may order an additional pilot or crewmember or aircraft on an intermittent basis to maximize usage of the helicopter. The pilot or crewmember or aircraft may be furnished at the option of the Contractor. All terms and conditions of the Agreement will apply except as set forth below:

(a) When ordered by the CO, each additional crewmember will be paid a lump sum of $500 per day for travel days and work days. This compensation is only for double crews ordered by the Government.
SECTION B
TECHNICAL SPECIFICATIONS

(b) Transportation costs shall be reviewed by the CO to determine reasonableness prior to ordering. Reasonable costs of roundtrip transportation, not to exceed the cost of transportation from the aircraft point-of-hire and return, will be paid. This does not apply to relief crews brought in by the Contractor on primary pilot or crews’ mandatory days off.

(c) Such aircraft will be released when the Governments need ceases to exist.

B.35 REIMBURSEMENT FOR MOBILIZATION AND DEMOBILIZATION COSTS

(a) During mobilization and demobilization on any day in which flight is performed, no daily availability is earned, and flight crew are required to remain overnight to and/or from point of hire, a lump sum of $500 per authorized crew member will be paid.

(b) Mobilization and Demobilization is not applicable if the helicopter is reassigned. The rate in affect for a reassignment is the daily availability rate plus flight.

(c) Mobilization and Demobilization are not applicable when using project flight rate.

(d) Mobilization and Demobilization payment is not intended to compensate the Contractor on a one-to-one basis for incurred costs.

(e) The Contractor will be reimbursed for fuel service vehicle mileage, airport landing fees, airport use costs (tie-downs) truck permits or taxes at points-of-entry associated with performance under this Contract. Costs associated with preparing the aircraft for service will not be paid.

(f) The costs shall be necessary and reasonable in amount. Itemized receipts must support claims for reimbursement and must be kept on file by the contractor and made available to the CO upon request. Salary costs for Contractor employee(s) while in travel status will not be paid.

(g) Claims for reimbursement shall be documented on the FS 6500-122 or DOI Flight AUR (Aircraft Use Report) or AMD 23/23E. Itemized receipts must support claims for reimbursement and must be kept on file by the contractor. Copies of receipts are to be provided to the helicopter manager for review and approval but are not required to be submitted with the FS payments document. DOI reimbursement claims will be supported by itemized receipts which must be included with the AUR and uploaded as an attachment to the invoice in IPP.

(h) Failure to perform upon arrival at the Assigned Work Location may result in non-payment of all mobilization and demobilization costs.

(i) Aircraft released from the Assigned Work Location, demobilization costs paid back to the original point-of-hire. Prior to the aircraft departing, the manager shall coordinate with the pilot and demobilization costs estimated and paid as they actually occur.

(j) Should an aircraft relocate somewhere other than the original point-of-hire, demobilization costs will only be paid from the last assigned work location back to the original point-of-hire. If an aircraft does not return to the original point-of-hire but to another location, demobilization costs paid to either the original point-of-hire or final destination whichever is closer.
SECTION B
TECHNICAL SPECIFICATIONS

(k) Once an aircraft reaches its final destination whether point-of-hire, home base, or other location the pilot will relay the final demobilization numbers either to the manager or COR to close out the invoice.

(l) During mobilization, if cancellation occurs after flight has commenced, the Contractor in accordance with the above provisions will be compensated.

B.36 PAYMENT FOR SUBSTITUTE/REPLACEMENT HELICOPTER

When substitute or replacement aircraft are approved for use by the Contracting Officer, the following payment terms will apply:

(a) Availability Rate – The same rate applicable to the aircraft that is being substituted or replaced.

(b) Flight Rate – The rate applicable to the make, model, and series of the substitute or replacement aircraft.

B.37 LODGING & MEALS

No charge will be made for lodging or meals furnished by the Government.

B.38 PAYMENT FOR FUEL SERVICING VEHICLE MILEAGE

(a) A fuel-servicing vehicle is required for all fire support and non-fire project use.

(b) The price of the vehicle is included in the daily availability rate or Optional Use Flight rate offered for both fire and non-fire use.

(c) For CWN or outside the Exclusive Use MAP period, when dispatched by the Government, applicable mileage rates will be paid to and from the Assigned Work Location, beginning at the Contractor’s Principle Base of Operations or from the location of the vehicle at the time of order, whichever is closer. Payment will be made only for miles driven in support of the aircraft.

(d) Reserved

**Vehicle Mileage Schedule**

$4.43 per mile - where the carrying capacity of aircraft fuel is 1,500 gallons or more

$3.20 per mile - where the carrying capacity of aircraft fuel is at least 750 gallons to 1,499 gallons

$2.47 per mile - where the carrying capacity of aircraft fuel is at least 350 gallons to 749 gallons

$1.73 per mile - where the carrying capacity of aircraft fuel is less than 350 gallons

B.39 PAYMENT FOR FUEL TRANSPORTATION

(a) The Government will reimburse the Contractor for costs incurred in transportation of helicopter fuel to sustain Government operations under the following conditions:
SECTION B
TECHNICAL SPECIFICATIONS

(1) When Contractor's fuel servicing vehicle cannot travel to an assigned alternate base of operations due to lack of road access.

(2) When Contractor has to arrange for fuel support at an assigned alternate base of operation to provide a supply for helicopter flights until the Contractor's fuel-servicing vehicle arrives on site.

(b) The CO will designate the method of transportation and the gallons to be transported.

(c) When the CO orders the Contractor to transport fuel by air, the flight time required to transport the fuel will be paid at the Agreement flight hour rate.

(d) When the CO orders transportation of fuel by commercial carrier, reimbursement will be based on supporting itemized paid receipts and provided to the CO, upon request.

(e) In the event the Government furnishes fuel to the Contractor, fuel cost will be charged based upon rates at the nearest accessible point fuel is commercially available. Such fuel costs will be deducted from any sums otherwise due the Contractor on the Flight Use Invoice.

B.40 PAYMENT FOR WILDLAND FIRE CHEMICALS

(a) Reserved

(b) Any wildland fire chemicals used by the Contractor shall be on the list of approved Wildland Fire Chemicals found at the following website: https://www.fs.fed.us/rm/fire/wfcs/index.htm.

B.41 CWN RELIEF CREW APPROVAL AND PAYMENT

(a) The Contractor may furnish a relief crew to meet the days off requirement in accordance with B.16, Flight Hour and Duty Limitations. Approval to furnish relief crews and costs for transporting of relief crews will be approved in advance by the helicopter manager. Approval will be noted on the payment invoice in the remarks section.

(b) The reasonable cost of transporting a relief crew to and from the current assigned work location of the Helicopter will be paid by the Government. Claims for reimbursement will be supported by itemized receipt(s), but do not need to be submitted with the Flight Use Report for payment purposes although must be available for review by the Helicopter Manager; i.e., itineraries supporting round trips, names of travelers, etc. This cost reimbursement is not applicable to primary crews. DOI reimbursement claims will be supported by itemized receipts which must be included with the Invoice/AMD-23 for payment. Salary costs for Contractor employee(s) while in travel status is not a cost for which the Government will reimburse the Contractor. Utilize Exhibit 32 (Transportation Worksheet) when providing this information.

(c) Relief Crew Costs will only be paid once every 14 days regardless of work schedules. The Government is entitled to 12 days of service under this agreement before relief costs are authorized for payment.

B.42 PAYMENT FOR OVERNIGHT ALLOWANCE

No payment for CWN personnel is authorized.
SECTION B
TECHNICAL SPECIFICATIONS

B.43 MISCELLANEOUS COSTS TO THE CONTRACTOR

(a) Reserved

(b) The Government will reimburse the contractor for any airport use costs the Contractor is required to pay when ordered to operate from an airport such as airport landing fees, tie-down charges, or other similar type costs.

(c) Miscellaneous, unforeseen costs incurred by the Contractor while performing under the terms of the Contract may be reimbursed at actual cost when approved by the CO. Examples of such items are airport landing fees, hanger fees (inclement weather), airport use costs (tie-downs) while at the designated or alternate base and rental car. Rental car expenditure shall be authorized prior to commitment and documented on the Flight Use Invoice accordingly. Supporting itemized paid receipts will be provided to the CO, upon request. Claims for reimbursement shall be documented on the Flight Use Report at the time incurred.

(d) Itemized receipts must support claims for reimbursement and must be kept on file by the contractor and made available to the CO upon request.

B.44 HELICOPTER MANAGER DELEGATED AUTHORITIES

A Helicopter Manager will be assigned to each helicopter furnished. In addition to directing the work of the Helicopter, the Helicopter Manager has the following delegated Agreement administration duties and authority:

(a) Complete Helicopter and Fuel Service Truck Pre-Use Checklist (Exhibit 14, Helicopter and Fuel Service Vehicle Pre-Use Checklist).

(b) Administer helicopter services as provided in the agreement.

(c) Secure compliance with all agreement provisions and specifications, and issue Work Orders/Notices of Non-Compliance as needed.

(d) Conduct investigations and prepare Statements of Findings when requested by the CO.

(e) Suspend operations pending the removal or reinstatement of unsatisfactory equipment or personnel by the CO.

(f) Coordinate temporary substitutions of helicopter(s) and pilot(s) with the CO.

(g) Initiate and sign correspondence and other agreement administration documents over the title "Helicopter Manager."

(h) Maintain Daily Diary of agreement activities.

(i) Document availability, flight times, and other payment items on the Flight Use Report and submit daily into ABS or completing the DOI AMD-23 form as applicable.

(j) Document and verify reasonable transportation costs for ordered additional personnel.

(k) Establish daily schedules.
SECTION B
TECHNICAL SPECIFICATIONS

(l) Approve authorized breaks.

(m) Review the Helicopter Data Record for Inspection and Approval currency.

(n) Review the Pilot’s and Mechanics Interagency Qualification Card(s) for currency and qualifications.

(o) Complete and submit Performance Report (Exhibit 15, Performance Report).

(p) Review Contractor Power Trend Analysis Graph.

(q) Government Helicopter Manager may ride in a Standard Category Type 2 Helicopter during point-to-point flights and initial attack dispatches. The following conditions shall be met when the Manager is on board:

(1) FAA approved passenger or crew seat with available restraint system as per B.4 (d) General Requirements. This seat shall be in conformity with the helicopter’s type certificate. The use of the observer’s position (jump seat) is not approved.

(2) Managers may not ride on Type 1 helicopters.

(3) Helicopter Managers shall not ride in helicopters certified as Restricted Category aircraft.

(r) Discuss, develop and document an Inclement Weather Plan (IWP), reference B.26 (a) (1).

B.45 DEFINITIONS

As used throughout this agreement, the following terms shall have the meaning set forth below:

Additional Personnel: Additional personnel specifically ordered by the CO where it is to the Government’s advantage to have additional availability of the helicopter (not to be confused with a relief crew furnished by contractor to replace primary crew).

Aircraft Accident: An occurrence associated with the operation of a helicopter, which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.

Aircraft Incident: An occurrence other than an accident, associated with the operation of a helicopter, which affects or could affect the safety of operations.

Aircraft Make, Model, and Series: A specific make, model, and series of aircraft including modification (e.g., a Bell 206B is not the same make, model, and series as a Bell 206L).

Airspace Conflict: A near mid-air collision, intrusion, or violation of airspace rules.

Alert Status: A status subject to flight and duty limitations, in which the Contractor has 1 hour to return to standby if ordered by the CO to do so.
SECTION B
TECHNICAL SPECIFICATIONS

Alternate Base: A base, other than the host base, established to permit operation from the vicinity of a project area or incident.

Anchor: The Interagency approved device manufactured to be the fixed point attached to the helicopter for rappel and cargo letdown operations.

Appropriate Flight Manual Hover Performance Chart: A performance chart residing in either the original or supplemental portion of a rotorcraft flight manual (RFM) that the manufacturer or Supplemental Type Certificate (STC) holder deems appropriate for a given phase of flight or special purpose activity. For example: Kaman K-1200 Rotorcraft Flight Manual Supplement No. 1 USFS Fire Fighting.

Assigned Work Location: The location designated by the CO from which an ordered flight will originate.

Authorized Crewmember: Those individuals specified in the "Schedule of Items" unless designated otherwise by the CO.

Authorized Flight or Flying Time: The actual time that a helicopter is off the ground for the purpose of the task or tasks to which assigned under an ordered flight when such time is recorded by the pilot and approved by a designated Government Official as having been properly performed.

Aviation Hazard: Any condition, act, or set of circumstances that exposes an individual to unnecessary risk or harm during aviation operations.

Base Cost: The portion of the flight rate that is constant throughout the agreement period and not affected by changes in fuel prices. Adjustments to the base cost will be made annually by the CO.

Call-When-Needed: A term used to identify the furnishing of services on an "as needed basis" or "intermittent use" in government procurement agreements. There is no guarantee the Government will place any orders and the Contractor is not obligated to accept any orders. However, once an order is placed and the Contractor takes steps to perform, both sides are bound by the terms and conditions of the Agreement.

Cargo: Any material thing carried by the aircraft.

Civil Twilight: Begins in the morning, and ends in the evening when the center of the sun is geometrically 6° below the horizon.

Contractor: An operator being paid by the Government for services.

Crewmember: A person assigned to perform duty in an aircraft during flight time.

Duty: That period that includes flight time, ground duty (pre- and post- flight inspections) of any kind, and standby or alert status at any location.

Empty Weight: Means the weight of the airframe, engines, propellers, rotors, and fixed equipment. Empty weight excludes the weight of the crew and payload, but includes the weight
of all fixed ballast, unusable fuel supply, undrainable oil, total quantity of engine coolant, and total quantity of hydraulic fluid.

**Equipped Weight:**

- **Standard Category Bucket Helicopters:** Equipped weight equals the Empty Weight (as listed in the Weight and Balance Data) plus the weight of lubricants and onboard equipment required by agreement (i.e., including but not limited to survival kit, rappel anchor, first aid kit). Does not include the weight of the bucket and any associated suspension hardware.

- **Restricted Category Bucket Helicopters:** Equipped weight equals the Empty Weight (as listed in the Weight and Balance Data) plus the weight of lubricants and onboard equipment required by agreement (i.e., including but not limited to survival kit, rappel anchor, first aid kit). **Includes** the weight of the bucket and any associated suspension hardware.

- **Tanked Helicopters:** Equipped weight equals the Empty Weight (as listed in the Weight and Balance Data) plus the weight of lubricants and onboard equipment required by agreement (i.e., including but not limited to survival kit, rappel anchor, first aid kit). **Includes** the weight of a fixed tank and snorkel.

**Extended Standby:** Period following the 9 hours of standby up to 5 hours.

**External Load:** Any combination of load and line that is 50 feet or less in length.

**Fatal Injury:** Any injury, which results in death within 30-days of the accident.

**Federal Aviation Regulations:** Rules and regulations contained in Title 14 of the Code of Federal Regulations.

**Ferry Flight:** Movement of helicopter under its own power from point-to-point.

**First Aid:** Any medical attention that involves no medical bill - If a physician prescribes medical treatment for less than serious injury and makes a charge for this service, that injury becomes "medical attention."

**Flight Crew:** Those Contractor personnel required by the Federal Aviation Administration to operate the aircraft safely while performing under agreement to the Government.

**Flight Rate:** The agreement unit price per hour of flight time as found in the Flight Rate Chart or Schedule of Items. (Includes base cost plus fuel costs)

**Flight Time:** Begins when the aircraft leaves the ground in takeoff for a given flight and ends when the aircraft has landed.

**Forced Landing:** A landing necessitated by failure of engines, systems, components, or incapacitation of a crewmember, which makes continued flight impossible, and which may or may not result in damage.

**Fuel Cost:** The variable portion of the flight rate that is subject to change due to fuel price change.
SECTION B
TECHNICAL SPECIFICATIONS

Form A: The Form A is a tabulation of all operating equipment that is or may be installed, and for which provision for fixed stowage has been made in a definite location in the helicopter. It provides a weight, arm, and moment of individual items. This is the primary document utilized to identify how a helicopter was precisely configured at the time of weighing. The items installed are indicated with a check mark or "x", where the items not installed are identified with a "0".

Form B: The Form B is a single-page form used for recording the scaled weighing data and computing the empty weight and balance of the helicopter. This document will provide the individual weights for each scale and show which type of scale was used to obtain the weight.

Form C: The Form C is a malleable list that updates the weight obtained from the Form B as equipment is added or removed. It additionally shows a continuous history of the basic weight, arm, and moment resulting from structural and equipment changes in service.

Fuel Endurance: Fuel required including a 20-minute reserve.

Fully Operational: Helicopter, pilot(s), other personnel, repairs, operating supplies, service facilities, and incidentals necessary for the safe operation of the helicopter both on the ground and in the air.

Fully Rated Capacity: The number of passenger seats or pounds of cargo load authorized in the applicable Type Certificate Data Sheet.

General Aviation: That portion of civil aviation that encompasses all facets of aviation except air carriers.

Ground Mishap, Aircraft: An aircraft mishap in which there is no intent to fly; however, the power plants and/or rotors are in operation and damage incurred requiring replacement or repair of rotors, propellers, wheels, tires, wing tips, flaps, etc., or an injury is incurred requiring first aid or medical attention.

Hazard: Any condition, act or set of circumstances that exposes an individual to unnecessary risk or harm during aviation operations.

Host Base: The initial location at which the aircraft will be made available for the purpose of providing aircraft services as identified under Exclusive Use.

Hover-in-ground-effect (HIGE): Maximum pressure altitude and temperature at which a helicopter can hover (at maximum gross weight) using the effects of ground cushion per the Flight Manual/Supplements and STC performance charts.

Hover-out-of-ground Effect (HOGE): Maximum pressure altitude and temperature at which a helicopter can hover (at maximum gross weight) without the effects of ground cushion per the Flight Manual/Supplements and STC performance charts.

Incident: An occurrence other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operations.

Incident-With-Potential: An incident that narrowly misses being an accident and in which the circumstances indicate significant potential for substantial damage or serious injury. Final classification will be determined by the agency Aviation Safety Manager.
SECTION B
TECHNICAL SPECIFICATIONS


Internal Cargo Compartments: An area within the helicopter specifically designed to carry cargo.

Law Enforcement: Those duties carried out by agency personnel together with personnel from cooperating agencies, to enforce various Federal laws applicable to trespass (those activities relating to timber, grazing, fire, occupancy and others). Other activities can include those that are illegal under the antiquities acts and the manufacturing, production, and trafficking of substances in violation of the Controlled Substances Act (16 U.S.C. 559b-f) and other illegal activities occurring on agency jurisdictional lands. Specific law enforcement activities can include surveillance (visual, infrared, or photographic), transportation of law enforcement personnel and persons in custody and transportation of property (both internally and externally). All helicopter activities including landings will occur at locations that are secured by law enforcement personnel or are locations removed from law enforcement actions.

Life-Threatening: A situation or occurrence of a serious nature, developing suddenly and unexpectedly and demanding immediate action to prevent loss of life.

Limited Use Helicopter: A limited use helicopter is an Interagency term used to denote a standard category helicopter that is designated and utilized in a limited role (not for passenger transport). See Standard Category.

Long-line: Any combination of load and line, attached to the cargo hook of the aircraft for the purpose of carrying an external load greater than 50 feet in length.

Maintenance Deficiency: An equipment defect or failure which affects or could affect the safety of operations, or that causes an interruption to the services being performed.

Mishap, Aviation: Mishaps include aircraft accidents, incidents-with-potential, aircraft incidents, aviation hazards and aircraft maintenance deficiencies.

Mountain Flying - Helicopter Pilot: 200 hours experience operating helicopters in mountainous terrain identified in 14 CFR 95 Subpart B-Designated Mountainous Area. Operating includes maneuvering and numerous takeoffs and landings to pinnacles, ridgelines and confined areas.

Night: The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time.

Occupant: Any crew or passenger that is aboard an aircraft.

Official Sunset and Sunrise: The times when the upper edge of the disk of the Sun is on the horizon, considered unobstructed relative to the location of interest. Atmospheric conditions are assumed to be average and the location is in a level region on the Earth’s surface.

Operational Control: The condition existing when an entity exercises authority over initiating, conducting or terminating a flight.

Operating Agency: An executive agency or any entity there of using agency aircraft, which it does not own.
SECTION B
TECHNICAL SPECIFICATIONS

Operator: Any person who causes or authorizes the operation of an aircraft, such as the owner, lessee, or bailee of an aircraft.

Optional Use Flight Rate: Hourly flight rate specified on the schedule of items inclusive of all costs.

Passenger: Any person aboard an aircraft who does not perform the function of a flight crewmember or crewmember.

Passenger Seating Capacity: Number of passenger seats excluding pilot(s).

Payload: The maximum allowable weight (passengers and/or cargo) that can be carried in any one mission.

Pilot-In-Command: The pilot responsible for the operation and safety of the aircraft during the time defined as flight time.

Point-of-Hire: Point-of-Hire shall be the Contractor’s Principle Base of Operations as specified in Section A or the location of aircraft at time-of-hire.

Portable Electronic Device: Any kind of electronic device, typically but not limited to consumer electronics, brought on board the aircraft that is not permanently installed and part of the approved aircraft configuration. Electrical energy can be provided from internal sources, such as batteries, an aircraft power source or both. This includes transmitting PEDs (T-PEDs).

Precautionary Landing: A landing necessitated by apparent impending failure of engines, systems, or components, which makes continued flight inadvisable.

Principal Base of Operations: The primary operating location of a 14 CFR 121, 133, 135 or 137 certificate holder as established by the certificate holder.

Restricted Category: An aircraft that has been manufactured in accordance with the requirements of and accepted for use by an Armed Force of the United States and later modified for special purposes such as agriculture, forest and wildlife conservation, aerial surveying, patrolling, or any the operation specified by the FAA Administrator.

SAFECOM: Use to report any condition, observance, act, maintenance problem, or circumstance, which has potential to cause an aviation related mishap. The purpose of the SAFECOM form is not intended to be punitive in nature. It will be used to disseminate safety information to aviation managers, and also to aid in accident prevention by trend monitoring and tracking. See www.safecom.gov

Serious Injury: Any injury which: (1) requires hospitalization for more than 48-hours, commencing within 7-days from the date the injury was received; (2) results in a fracture of any bone (except simple fractures of fingers, toes or nose); (3) causes severe hemorrhages, nerve, muscle or tendon damage; (4) involves any internal organ; or; (5) involves second or third-degree burns, or any burns affecting more than 5% of the body surface.

Sling Load: Jettisonable external load that is lifted free of land or water during the rotorcraft operation.
SECTION B  
TECHNICAL SPECIFICATIONS

Special Use Missions:

Air Tactical Coordination (Air Attack): Coordination with other tactical aircraft during fire and other project operations.

Fire Surveillance/Reconnaissance: Patrolling in search of and scouting wildland fires; checking fuel types and fire behavior.

Reconnaissance (Non-Fire): Observation and fact-finding reconnaissance, i.e. wildlife monitoring, snow surveys, search and rescue, timber and range surveys, insect and disease surveys, law enforcement, and aerial photography.

Other: Cooperative use with other agencies, and other purposes mutually agreed upon by the Contractor and the Contracting Officer.

Standard Category Helicopter: Turbine powered helicopters certificated in the normal or transport category. Standard Category helicopters are operated and maintained for passenger carriage in accordance with (IAW) 14 CFR 135 by an operator holding an Air Carrier Certificate.

Substantial Damage: Any damage or failure which adversely affects the structural strength, performance or flight characteristics of the helicopter, and which would normally require major repair or replacement of the affected component. Engine failure or damage limited to an engine if only one engine fails or rotor or propeller blades and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wing tips are not considered “substantial damage” for the purpose of this part.

Type I (Heavy) Helicopter: A helicopter with a certified internal gross weight of over 14,001 pounds. Under the ICS helicopter typing system, a heavy helicopter is a Type 1 helicopter and has 10+ passenger seats (unless restricted category). Based on the KMAX limited use and its payload being over 3300 lbs it is considered a Type 1.

Type II (Medium) Helicopter: A helicopter with a certified internal gross weight between 7,001 and 14,000 pounds. Under the ICS helicopter typing system, a medium helicopter is a Type 2 helicopter and has 9 or less passenger seats (unless restricted category).

Type III (Light) Helicopter: A helicopter with a certified internal gross weight of less than 7,000 pounds. Under the ICS helicopter typing system, a light helicopter is a Type 3 helicopter and has 9 or less passenger seats.

Vertical Reference/External Load: Direct visual reference, by the pilot, of an external load/cargo being slung from beneath the helicopter with a line attached to the cargo hook and being removed or placed from the earth’s surface with precision.

SECTION B
TECHNICAL SPECIFICATIONS

B.46 ABBREVIATIONS/ACRONYMS

A&P  Airframe & Powerplant (Mechanic)
ABS  Aviation Business Systems
AC   Advisory Circular
AD   Airworthiness Directive
AIRS Aviation Information Reporting Support
AFF  Automated Flight Following
AMI  Aviation Maintenance Inspector
AOBD Air Operations Branch Director
ASC  Albuquerque Service Center
ASI  Aviation Safety Inspector - Airworthiness
ASP  Aviation Safety Plan
ATC  Air Traffic Control
ATCO Air Taxi/Commercial Operators
ATU  Additional Telemetry Unit
BOA  Basic Ordering Agreement
CAB  Civil Aeronautics Board
CG   Center of Gravity
CO   Contracting Officer
CFR  Code of Federal Regulations
COR  Contracting Officer's Representative
COTR Contracting Officer's Technical Representative
CPARS Contractor Performance Assessment Reporting System
CVR  Cockpit Voice Recorder
CWN  Call-when-Needed (Agreement)
DOI  Department of the Interior
DOT  Department of Transportation
ELT  Emergency Locator Transmitter
EPA  Environmental Protection Agency
ETA  Estimated Time of Arrival
FAA  Federal Aviation Administration
FAO  Forest Aviation Officer
FASD Fire Applications Support Desk
FAR  Federal Acquisition Regulations
FDR  Flight Data Recorder
FPMR Federal Property Management Regulations
FSS  Flight Service Station
GPM  Gallons-Per-Minute
HIP  Helicopter Inspector Pilot
HOS  Helicopter Operations Specialist
IATB Interagency Airtanker Board
ICAO International Civil Aviation Organization
IFR  Instrument Flight Rules
IMC  Instrument Meteorological Conditions
MAP  Mandatory Availability Period/Availability Period
M&I  Meals and Incidental Expenses
MSL  Mean Sea Level
NTSB National Transportation Safety Board
NOTAM Notice to Airmen
### SECTION B
**TECHNICAL SPECIFICATIONS**

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>OAS</td>
<td>Office of Aviation Services</td>
</tr>
<tr>
<td>OLMS</td>
<td>Operational Load Monitoring System</td>
</tr>
<tr>
<td>PA</td>
<td>Public Address System</td>
</tr>
<tr>
<td>PASP</td>
<td>Project Aviation Safety Plan</td>
</tr>
<tr>
<td>PED</td>
<td>Portable Electronic Device</td>
</tr>
<tr>
<td>PIC</td>
<td>Pilot-in-Command</td>
</tr>
<tr>
<td>PTT</td>
<td>Push-To-Talk</td>
</tr>
<tr>
<td>RADS</td>
<td>Rope Assisted Delivery System</td>
</tr>
<tr>
<td>RAO</td>
<td>Regional Aviation Officer</td>
</tr>
<tr>
<td>RASM</td>
<td>Regional Aviation Safety Manager</td>
</tr>
<tr>
<td>RON</td>
<td>Remain-Over-Night</td>
</tr>
<tr>
<td>SIC</td>
<td>Second-in-Command/Co-Pilot</td>
</tr>
<tr>
<td>SPCC</td>
<td>Spill Prevention, Control and Countermeasure Plan Requirements</td>
</tr>
<tr>
<td>STC</td>
<td>Supplemental Type Certificate</td>
</tr>
<tr>
<td>TAS</td>
<td>Traffic Advisory System</td>
</tr>
<tr>
<td>TBO</td>
<td>Time between Overhaul</td>
</tr>
<tr>
<td>TCAS</td>
<td>Traffic Collision Avoidance System</td>
</tr>
<tr>
<td>TSO</td>
<td>Technical Standard Order</td>
</tr>
<tr>
<td>UAM</td>
<td>Unit Aviation Manager</td>
</tr>
<tr>
<td>UAO</td>
<td>Unit Aviation Officer</td>
</tr>
<tr>
<td>USFS</td>
<td>United States -Forest Service</td>
</tr>
<tr>
<td>VFR</td>
<td>Visual Flight Rules</td>
</tr>
<tr>
<td>VNE</td>
<td>Velocity Never Exceed</td>
</tr>
<tr>
<td>VSWR</td>
<td>Voltage Standing Wave Ratio</td>
</tr>
</tbody>
</table>
SECTION C
CONTRACT TERMS AND CONDITIONS

C.1 52.252-2 CLAUSES INCORPORATED BY REFERENCE (FEB 1998)

This agreement incorporates one or more clauses by reference, with the same force and effect as if they were given in full text. Upon request, the Contracting Officer will make their full text available. Also, the full text of a clause may be accessed electronically at this/these address(es): www.acquisition.gov.

52.203-17 Contractor Employee Whistleblower Rights and Requirement to Inform Employees of Whistleblower Rights (APR 2014)
52.204-4 Printed or Copied Double-Sided on Recycled Paper (MAY 2011)
52.204-19 Incorporation by Reference of Representations and Certifications (DEC 2014)
52.228-5 Insurance – Work on a Government Installation (JAN 1997)
52.245-1 Government Property (ALTERNATE I)(APR 2012)
52.245-9 Use and Charges (APR 2012)

C.2 CONTRACT TERMS AND CONDITIONS - COMMERCIAL ITEMS (52.212.4) (DEVIATION 2017-1) (OCT 2018)

(a) Inspection/Acceptance. The Contractor shall only tender for acceptance those items that conform to the requirements of this contract. The Government reserves the right to inspect or test any supplies or services that have been tendered for acceptance. The Government may require repair or replacement of nonconforming supplies or re-performance of nonconforming services at no increase in contract price. If repair/replacement or re-performance will not correct the defects or is not possible, the Government may seek an equitable price reduction or adequate consideration for acceptance of nonconforming supplies or services. The Government must exercise its post-acceptance rights—

(1) Within a reasonable time after the defect was discovered or should have been discovered; and

(2) Before any substantial change occurs in the condition of the item, unless the change is due to the defect in the item.

(b) Assignment. The Contractor or its assignee may assign its rights to receive payment due as a result of performance of this contract to a bank, trust company, or other financing institution, including any Federal lending agency in accordance with the Assignment of Claims Act (31 U.S.C. 3727). However, when a third party makes payment (e.g., use of the Government-wide commercial purchase card), the Contractor may not assign its rights to receive payment under this contract.

(c) Changes. Changes in the terms and conditions of this contract may be made only by written agreement of the parties.
SECTION C
CONTRACT TERMS AND CONDITIONS

(d) Disputes. This contract is subject to 41 U.S.C. chapter 71, Contract Disputes. Failure of the parties to this contract to reach agreement on any request for equitable adjustment, claim, appeal or action arising under or relating to this contract shall be a dispute to be resolved in accordance with the clause at FAR 52.233-1, Disputes, which is incorporated herein by reference. The Contractor shall proceed diligently with performance of this contract, pending final resolution of any dispute arising under the contract.

(e) Definitions. The clause at FAR 52.202-1, Definitions, is incorporated herein by reference.

(f) Excusable delays. The Contractor shall be liable for default unless nonperformance is caused by an occurrence beyond the reasonable control of the Contractor and without its fault or negligence such as, acts of God or the public enemy, acts of the Government in either its sovereign or contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, unusually severe weather, and delays of common carriers. The Contractor shall notify the Contracting Officer in writing as soon as it is reasonably possible after the commencement of any excusable delay, setting forth the full particulars in connection therewith, shall remedy such occurrence with all reasonable dispatch, and shall promptly give written notice to the Contracting Officer of the cessation of such occurrence.

(g) Invoice.

(1) The Contractor shall submit an original invoice and three copies (or electronic invoice, if authorized) to the address designated in the contract to receive invoices. An invoice must include—

(i) Name and address of the Contractor;

(ii) Invoice date and number;

(iii) Contract number, line item number and, if applicable, the order number;

(iv) Description, quantity, unit of measure, unit price and extended price of the items delivered;

(v) Shipping number and date of shipment, including the bill of lading number and weight of shipment if shipped on Government bill of lading;

(vi) Terms of any discount for prompt payment offered;

(vii) Name and address of official to whom payment is to be sent;

(viii) Name, title, and phone number of person to notify in event of defective invoice; and

(ix) Taxpayer Identification Number (TIN). The Contractor shall include its TIN on the invoice only if required elsewhere in this contract.
SECTION C

CONTRACT TERMS AND CONDITIONS

(x) Electronic funds transfer (EFT) banking information.

(A) The Contractor shall include EFT banking information on the invoice only if required elsewhere in this contract.

(B) If EFT banking information is not required to be on the invoice, in order for the invoice to be a proper invoice, the Contractor shall have submitted correct EFT banking information in accordance with the applicable solicitation provision, contract clause (e.g., 52.232-33, Payment by Electronic Funds Transfer—System for Award Management, or 52.232-34, Payment by Electronic Funds Transfer—Other Than System for Award Management), or applicable agency procedures.

(C) EFT banking information is not required if the Government waived the requirement to pay by EFT.

(2) Invoices will be handled in accordance with the Prompt Payment Act (31 U.S.C. 3903) and Office of Management and Budget (OMB) prompt payment regulations at 5 CFR Part 1315.

(h) Patent indemnity. The Contractor shall indemnify the Government and its officers, employees and agents against liability, including costs, for actual or alleged direct or contributory infringement of, or inducement to infringe, any United States or foreign patent, trademark or copyright, arising out of the performance of this contract, provided the Contractor is reasonably notified of such claims and proceedings.

(i) Payment.—

(1) Items accepted. Payment shall be made for items accepted by the Government that have been delivered to the delivery destinations set forth in this contract.

(2) Prompt payment. The Government will make payment in accordance with the Prompt Payment Act (31 U.S.C. 3903) and prompt payment regulations at 5 CFR Part 1315.

(3) Electronic Funds Transfer (EFT). If the Government makes payment by EFT, see 52.212-5 (b) for the appropriate EFT clause.

(4) Discount. In connection with any discount offered for early payment, time shall be computed from the date of the invoice. For the purpose of computing the discount earned, payment shall be considered to have been made on the date which appears on the payment check or the specified payment date if an electronic funds transfer payment is made.

(5) Overpayments. If the Contractor becomes aware of a duplicate contract financing or invoice payment or that the Government has otherwise overpaid on a contract financing or invoice payment, the Contractor shall—
SECTION C
CONTRACT TERMS AND CONDITIONS

(i) Remit the overpayment amount to the payment office cited in the contract along with a description of the overpayment including the—

(A) Circumstances of the overpayment (e.g., duplicate payment, erroneous payment, liquidation errors, date(s) of overpayment);

(B) Affected contract number and delivery order number, if applicable;

(C) Affected line item or subline item, if applicable; and

(D) Contractor point of contact.

(ii) Provide a copy of the remittance and supporting documentation to the Contracting Officer.

(6) Interest.

(i) All amounts that become payable by the Contractor to the Government under this contract shall bear simple interest from the date due until paid unless paid within 30 days of becoming due. The interest rate shall be the interest rate established by the Secretary of the Treasury as provided in 41 U.S.C. 7109, which is applicable to the period in which the amount becomes due, as provided in (i)(6)(v) of this clause, and then at the rate applicable for each six-month period as fixed by the Secretary until the amount is paid.

(ii) The Government may issue a demand for payment to the Contractor upon finding a debt is due under the contract.

(iii) Final decisions. The Contracting Officer will issue a final decision as required by 33.211 if—

(A) The Contracting Officer and the Contractor are unable to reach agreement on the existence or amount of a debt within 30 days;

(B) The Contractor fails to liquidate a debt previously demanded by the Contracting Officer within the timeline specified in the demand for payment unless the amounts were not repaid because the Contractor has requested an installment payment agreement; or

(C) The Contractor requests a deferment of collection on a debt previously demanded by the Contracting Officer (see 32.607-2).

(iv) If a demand for payment was previously issued for the debt, the demand for payment included in the final decision shall identify the same due date as the original demand for payment.
SECTION C  
CONTRACT TERMS AND CONDITIONS  

(v) Amounts shall be due at the earliest of the following dates:

(A) The date fixed under this contract.

(B) The date of the first written demand for payment, including any demand for payment resulting from a default termination.

(vi) The interest charge shall be computed for the actual number of calendar days involved beginning on the due date and ending on—

(A) The date on which the designated office receives payment from the Contractor;

(B) The date of issuance of a Government check to the Contractor from which an amount otherwise payable has been withheld as a credit against the contract debt; or

(C) The date on which an amount withheld and applied to the contract debt would otherwise have become payable to the Contractor.

(vii) The interest charge made under this clause may be reduced under the procedures prescribed in 32.608-2 of the Federal Acquisition Regulation in effect on the date of this contract.

(j) Risk of loss. Unless the contract specifically provides otherwise, risk of loss or damage to the supplies provided under this contract shall remain with the Contractor until, and shall pass to the Government upon:

(1) Delivery of the supplies to a carrier, if transportation is f.o.b. origin; or

(2) Delivery of the supplies to the Government at the destination specified in the contract, if transportation is f.o.b. destination.

(k) Taxes. The contract price includes all applicable Federal, State, and local taxes and duties.
SECTION C
CONTRACT TERMS AND CONDITIONS

(l) **Termination for the Government's convenience.** The Government reserves the right to terminate this contract, or any part hereof, for its sole convenience. In the event of such termination, the Contractor shall immediately stop all work hereunder and shall immediately cause any and all of its suppliers and subcontractors to cease work. Subject to the terms of this contract, the Contractor shall be paid a percentage of the contract price reflecting the percentage of the work performed prior to the notice of termination, plus reasonable charges the Contractor can demonstrate to the satisfaction of the Government using its standard record keeping system, have resulted from the termination. The Contractor shall not be required to comply with the cost accounting standards or contract cost principles for this purpose. This paragraph does not give the Government any right to audit the Contractor's records. The Contractor shall not be paid for any work performed or costs incurred which reasonably could have been avoided.

(m) **Termination for cause.** The Government may terminate this contract, or any part hereof, for cause in the event of any default by the Contractor, or if the Contractor fails to comply with any contract terms and conditions, or fails to provide the Government, upon request, with adequate assurances of future performance. In the event of termination for cause, the Government shall not be liable to the Contractor for any amount for supplies or services not accepted, and the Contractor shall be liable to the Government for any and all rights and remedies provided by law. If it is determined that the Government improperly terminated this contract for default, such termination shall be deemed a termination for convenience.

(n) **Title.** Unless specified elsewhere in this contract, title to items furnished under this contract shall pass to the Government upon acceptance, regardless of when or where the Government takes physical possession.

(o) **Warranty.** The Contractor warrants and implies that the items delivered hereunder are merchantable and fit for use for the particular purpose described in this contract.

(p) **Limitation of liability.** Except as otherwise provided by an express warranty, the Contractor will not be liable to the Government for consequential damages resulting from any defect or deficiencies in accepted items.

(q) **Other compliances.** The Contractor shall comply with all applicable Federal, State and local laws, executive orders, rules and regulations applicable to its performance under this contract.


(s) **Order of precedence.** Any inconsistencies in this solicitation or contract shall be resolved by giving precedence in the following order:
SECTION C

CONTRACT TERMS AND CONDITIONS

(1) The schedule of supplies/services.

(2) The Assignments, Disputes, Payments, Invoice, Other Compliances, Compliance with Laws Unique to Government Contracts, and Unauthorized Obligations paragraphs of this clause;

(3) The clause at 52.212-5.

(4) Addenda to this solicitation or contract, including any license agreements for computer software.

(5) Solicitation provisions if this is a solicitation.

(6) Other paragraphs of this clause.

(7) The Standard Form 1449.

(8) Other documents, exhibits, and attachments.

(9) The specification.

(t) Reserved

(u) Unauthorized Obligations

(1) Except as stated in paragraph (u)(2) of this clause, when any supply or service acquired under this contract is subject to any End User License Agreement (EULA), Terms of Service (TOS), or similar legal instrument or agreement, that includes any clause requiring the Government to indemnify the Contractor or any person or entity for damages, costs, fees, or any other loss or liability that would create an Anti-Deficiency Act violation (31 U.S.C. 1341), the following shall govern:

(i) Any such clause is unenforceable against the Government.

(ii) Neither the Government nor any Government authorized end user shall be deemed to have agreed to such clause by virtue of it appearing in the EULA, TOS, or similar legal instrument or agreement. If the EULA, TOS, or similar legal instrument or agreement is invoked through an “I agree” click box or other comparable mechanism (e.g., “click-wrap” or “browse-wrap” agreements), execution does not bind the Government or any Government authorized end user to such clause.

(iii) Any such clause is deemed to be stricken from the EULA, TOS, or similar legal instrument or agreement.
SECTION C
CONTRACT TERMS AND CONDITIONS

(2) Paragraph (u)(1) of this clause does not apply to indemnification by the Government that is expressly authorized by statute and specifically authorized under applicable agency regulations and procedures.

(v) Incorporation by reference. The Contractor's representations and certifications, including those completed electronically via the System for Award Management (SAM), are incorporated by reference into the contract.

C.3 RESERVED

C.4 CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS – COMMERCIAL ITEMS (52.212-5) (MAY 2019) (DEVIATION 2017-1)

(a) The Contractor shall comply with the following Federal Acquisition Regulation (FAR) clauses, which are incorporated in this contract by reference, to implement provisions of law or Executive orders applicable to acquisitions of commercial items: (1) 52.203-19, Prohibition on Requiring Certain Internal Confidentiality Agreements or Statements (Jan 2017) (section 743 of Division E, Title VII, of the Consolidated and Further Continuing Appropriations Act 2015 (Pub. L. 113-235) and its successor provisions in subsequent appropriations acts (and as extended in continuing resolutions)).

(2) 52.204-23, Prohibition on Contracting for Hardware, Software, and Services Developed or Provided by Kaspersky Lab and Other Covered Entities (Jul 2018) (Section 1634 of Pub. L. 115-91).

(3) 52.209-10, Prohibition on Contracting with Inverted Domestic Corporations (Nov 2015)


(b) The Contractor shall comply with the FAR clauses in this paragraph (b) that the contracting officer has indicated as being incorporated in this contract by reference to implement provisions of law or Executive orders applicable to acquisitions of commercial items:


- (4) 52.203-17, Contractor Employee Whistleblower Rights and Requirement To Inform Employees of Whistleblower Rights (April 2014) (41 U.S.C. 4712 relating to whistleblower protections).
SECTION C
CONTRACT TERMS AND CONDITIONS


☐ (6) [Reserved]


☐ (11)[Reserved]


☐ (ii) Alternate I (Nov 2011) of 52.219-3.

☐ (13)(i) 52.219-4, Notice of Price Evaluation Preference for HUBZone Small Business Concerns (Oct 2014) (if the offeror elects to waive the preference, it shall so indicate in its offer) (15 U.S.C. 657a).

☐ (ii) Alternate I (Jan 2011) of 52.219-4.

☐ (14)[Reserved]


☐ (ii) Alternate I (Nov 2011).

☐ (iii) Alternate II (Nov 2011).


☐ (iii) Alternate II (Mar 2004) of 52.219-7.

☒ (17) 52.219-8, Utilization of Small Business Concerns (Oct 2018) (15 U.S.C. 637(d)(2) and (3)).

SECTION C
CONTRACT TERMS AND CONDITIONS

☐ (ii) Alternate I (Nov 2016) of 52.219-9.

☐ (iii) Alternate II (Nov 2016) of 52.219-9.

☐ (iv) Alternate III (Nov 2016) of 52.219-9.


☐ (19) 52.219-13, Notice of Set-Aside of Orders (Nov 2011) (15 U.S.C. 644(r)).

☒ (20) 52.219-14, Limitations on Subcontracting (Jan 2017) (15 U.S.C. 637(a)(14)).


☐ (23) 52.219-28, Post Award Small Business Program Rerepresentation (Jul 2013) (15 U.S.C. 632(a)(2)).

☐ (24) 52.219-29, Notice of Set-Aside for, or Sole Source Award to, Economically Disadvantaged Women-Owned Small Business Concerns (Dec 2015) (15 U.S.C. 637(m)).

☐ (25) 52.219-30, Notice of Set-Aside for, or Sole Source Award to, Women-Owned Small Business Concerns Eligible Under the Women-Owned Small Business Program (Dec 2015) (15 U.S.C. 637(m)).

☒ (26) 52.222-3, Convict Labor (June 2003) (E.O. 11755).

☐ (27) 52.222-19, Child Labor—Cooperation with Authorities and Remedies (Jan 2018) (E.O. 13126).

☒ (28) 52.222-21, Prohibition of Segregated Facilities (Apr 2015).

☒ (29) (i) 52.222-26, Equal Opportunity (Sep 2016) (E.O. 11246).

☐ (ii) Alternate I (Feb 1999) of 52.222-26.


☐ (ii) Alternate I (July 2014) of 52.222-35.


☐ (ii) Alternate I (July 2014) of 52.222-36.

SECTION C

CONTRACT TERMS AND CONDITIONS

☐ (33) 52.222-40, Notification of Employee Rights Under the National Labor Relations Act (Dec 2010) (E.O. 13496).


☒ (35) 52.222-54, Employment Eligibility Verification (Oct 2015). (E. O. 12989). (Not applicable to the acquisition of commercially available off-the-shelf items or certain other types of commercial items as prescribed in 22.1803.)

☐ (36) (i) 52.223-9, Estimate of Percentage of Recovered Material Content for EPA-Designated Items (May 2008) (42 U.S.C. 6962(o)(3)(A)(ii)). (Not applicable to the acquisition of commercially available off-the-shelf items.)

☐ (ii) Alternate I (May 2008) of 52.223-9 (42 U.S.C. 6962(i)(2)(C)). (Not applicable to the acquisition of commercially available off-the-shelf items.)

☐ (37) 52.223-11, Ozone-Depleting Substances and High Global Warming Potential Hydrofluorocarbons (Jun 2016) (E.O.13693).

☐ (38) 52.223-12, Maintenance, Service, Repair, or Disposal of Refrigeration Equipment and Air Conditioners (Jun 2016) (E.O. 13693).

☐ (39) (i) 52.223-13, Acquisition of EPEAT®-Registered Imaging Equipment (Jun 2014) (E.O.s 13423 and 13514


☐ (40) (i) 52.223-14, Acquisition of EPEAT®-Registered Television (Jun 2014) (E.O.s 13423 and 13514).

☐ (ii) Alternate I (Jun 2014) of 52.223-14.


☐ (42) (i) 52.223-16, Acquisition of EPEAT®-Registered Personal Computer Products (Oct 2015) (E.O.s 13423 and 13514).

☐ (ii) Alternate I (Jun 2014) of 52.223-16.

☒ (43) 52.223-18, Encouraging Contractor Policies to Ban Text Messaging while Driving (Aug 2011) (E.O. 13513).

☐ (44) 52.223-20, Aerosols (Jun 2016) (E.O. 13693).

☐ (45) 52.223-21, Foams (Jun 2016) (E.O. 13696).
SECTION C

CONTRACT TERMS AND CONDITIONS

  ☐ (ii) Alternate I (Jan 2017) of 52.224-3.


  ☐ (ii) Alternate I (May 2014) of 52.225-3.
  ☐ (iii) Alternate II (May 2014) of 52.225-3.
  ☐ (iv) Alternate III (May 2014) of 52.225-3.


☒ (50) 52.225-13, Restrictions on Certain Foreign Purchases (June 2008) (E.O.'s, proclamations, and statutes administered by the Office of Foreign Assets Control of the Department of the Treasury).


☐ (52) 52.226-4, Notice of Disaster or Emergency Area Set-Aside (Nov 2007) (42 U.S.C. 5150).

☐ (53) 52.226-5, Restrictions on Subcontracting Outside Disaster or Emergency Area (Nov 2007) (42 U.S.C. 5150).


☐ (57) 52.232-34, Payment by Electronic Funds Transfer—Other Than System for Award Management (Jul 2013) (31 U.S.C. 3332).


SECTION C
CONTRACT TERMS AND CONDITIONS

☐ (60) 52.242-5, Payments to Small Business Subcontractors (Jan 2017) (15 U.S.C. 637(d)(13)).

☐ (61) (i) 52.247-64, Preference for Privately Owned U.S.-Flag Commercial Vessels (Feb 2006) (46 U.S.C. Appx 1241(b) and 10 U.S.C. 2631).

☐ (ii) Alternate I (Apr 2003) of 52.247-64.

☐ (iii) Alternate II (Feb 2006) of 52.247-64.

(c) The Contractor shall comply with the FAR clauses in this paragraph (c), applicable to commercial services, that the Contracting Officer has indicated as being incorporated in this contract by reference to implement provisions of law or executive orders applicable to acquisitions of commercial items:

☐ (1) 52.222-17, Nondisplacement of Qualified Workers (May 2014) (E.O. 13495)


☐ (10) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations. (May 2014) (42 U.S.C. 1792).

(d) Comptroller General Examination of Record The Contractor shall comply with the provisions of this paragraph (d) if this contract was awarded using other than sealed bid, is in excess of the simplified acquisition threshold, and does not contain the clause at 52.215-2, Audit and Records -- Negotiation.
SECTION C

CONTRACT TERMS AND CONDITIONS

(1) The Comptroller General of the United States, or an authorized representative of the Comptroller General, shall have access to and right to examine any of the Contractor's directly pertinent records involving transactions related to this contract.

(2) The Contractor shall make available at its offices at all reasonable times the records, materials, and other evidence for examination, audit, or reproduction, until 3 years after final payment under this contract or for any shorter period specified in FAR Subpart 4.7, Contractor Records Retention, of the other clauses of this contract. If this contract is completely or partially terminated, the records relating to the work terminated shall be made available for 3 years after any resulting final termination settlement. Records relating to appeals under the disputes clause or to litigation or the settlement of claims arising under or relating to this contract shall be made available until such appeals, litigation, or claims are finally resolved.

(3) As used in this clause, records include books, documents, accounting procedures and practices, and other data, regardless of type and regardless of form. This does not require the Contractor to create or maintain any record that the Contractor does not maintain in the ordinary course of business or pursuant to a provision of law.

(1) Notwithstanding the requirements of the clauses in paragraphs (a), (b), (c) and (d) of this clause, the Contractor is not required to flow down any FAR clause, other than those in this paragraph (e)(1) in a subcontract for commercial items. Unless otherwise indicated below, the extent of the flow down shall be as required by the clause—


(ii) 52.203-19, Prohibition on Requiring Certain Internal Confidentiality Agreements or Statements (Jan 2017) (section 743 of Division E, Title VII, of the Consolidated and Further Continuing Appropriations Act, 2015 (Pub. L. 113-235) and its successor provisions in subsequent appropriations acts (and as extended in continuing resolutions)).

(iii) 52.204-23, Prohibition on Contracting for Hardware, Software, and Services Developed or Provided by Kaspersky Lab and Other Covered Entities (Jul 2018) (Section 1634 of Pub. L. 115-91).

(iv) 52.219-8, Utilization of Small Business Concerns (Oct 2018) (15 U.S.C. 637(d)(2) and (3)). in all subcontracts that offer further subcontracting opportunities. If the subcontract (except subcontracts to small business concerns) exceeds $700,000 ($1.5 million for construction of any public facility), the subcontractor must include 52.219-8 in lower tier subcontracts that offer subcontracting opportunities.

(v) 52.222-17, Nondisplacement of Qualified Workers (May 2014) (E.O. 13495). Flow down required in accordance with paragraph (1) of FAR clause 52.222-17.

(vi) 52.222-21, Prohibition of Segregated Facilities (Apr 2015).
SECTION C
CONTRACT TERMS AND CONDITIONS

(vii) 52.222-26, Equal Opportunity (Sep 2016) (E.O. 11246).


(x) 52.222-37, Employment Reports on Veterans (Feb 2016) (38 U.S.C. 4212).

(xi) 52.222-40, Notification of Employee Rights Under the National Labor Relations Act (Dec 2010) (E.O. 13496). Flow down required in accordance with paragraph (f) of FAR clause 52.222-40.


(xiv) 52.222-51, Exemption from Application of the Service Contract Labor Standards to Contracts for Maintenance, Calibration, or Repair of Certain Equipment--Requirements (May 2014) (41 U.S.C. chapter 67.)


(xvi) 52.222-54, Employment Eligibility Verification (Oct 2015) (E. O. 12989).

(xvii) 52.222-55, Minimum Wages Under Executive Order 13658 (Dec 2015).


(B) Alternate I (Jan 2017) of 52.224-3.


(xxii) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations. (May 2014) (42 U.S.C. 1792). Flow down required in accordance with paragraph (e) of FAR clause 52.226-6.
SECTION C
CONTRACT TERMS AND CONDITIONS

(xxii) 52.247-64, Preference for Privately-Owned U.S. Flag Commercial Vessels (Feb 2006) (46 U.S.C. Appx 1241(b) and 10 U.S.C. 2631). Flow down required in accordance with paragraph (d) of FAR clause 52.247-64.

(2) While not required, the Contractor may include in its subcontracts for commercial items a minimal number of additional clauses necessary to satisfy its contractual obligations.

C.5 STATEMENT OF EQUIVALENT RATES FOR FEDERAL HIRES (FAR 52.222-42) (MAY 2014)

In compliance with the Service Contract Labor Standards statute and the regulations of the Secretary of Labor (29 CFR part 4), this clause identifies the classes of service employees expected to be employed under the contract and states the wages and fringe benefits payable to each if they were employed by the contracting agency subject to the provisions of 5 U.S.C. 5341 or 5332.

This statement is for information only: It is not a wage determination.

<table>
<thead>
<tr>
<th>Employee</th>
<th>Class</th>
<th>Wage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft Pilot</td>
<td>GS-11</td>
<td>$29.33</td>
</tr>
<tr>
<td>Aircraft Mechanic—III</td>
<td>GS-12</td>
<td>$35.16</td>
</tr>
<tr>
<td>Aircraft Mechanic—II</td>
<td>GS-11</td>
<td>$29.33</td>
</tr>
<tr>
<td>Aircraft Mechanic—Helper</td>
<td>G S-5</td>
<td>$16.00</td>
</tr>
<tr>
<td>Truck Driver, Tractor Trailer</td>
<td>GS-8</td>
<td>$24.24</td>
</tr>
</tbody>
</table>

C.6 AVAILABILITY OF FUNDS (FAR 52.232-18) (APR 1984)

Funds are not presently available for this agreement. The Government’s obligation under this agreement is contingent upon the availability of appropriated funds from which payment for agreement purposes can be made. No legal liability on the part of the Government for any payment may arise until funds are made available to the Contracting Officer for this agreement and until the Contractor receives notice of such availability, to be confirmed in writing by the Contracting Officer.

C.7 PROPERTY AND PERSONAL DAMAGE

(a) The Contractor shall use every precaution necessary to prevent damage to public and private property.

(b) The Contractor shall be responsible for all damage to property and to persons, including third parties that occur as a result of his or his agents or employee’s fault or negligence. The term "third parties" is construed to include employees of the Government.

(c) The Contractor shall procure and maintain during the term of this agreement, and any extension thereof, aircraft and General Public Liability Insurance in accordance with 14 CFR 205. The parties named insured under the policy or policies shall be the CONTRACTOR and THE UNITED STATES OF AMERICA.

(d) The Contractor may be otherwise insured by a combination of primary and excess policies. Such policies shall have combined coverage equal to or greater than the combined minimums required.
SECTION C
CONTRACT TERMS AND CONDITIONS

(e) Policies containing exclusions for chemical damage or damage incidental to the use of equipment and supplies furnished under this agreement, or growing out of direct performance of the agreement, will not be acceptable. The chemical damage coverage may be limited to chemicals dispensed while performing firefighting activities.

(f) Prior to the commencement of work, the Contractor shall provide the CO with one copy of the insurance policy, or confirmation from the insurance company, certifying that the coverage described in this clause has been obtained.

C.8 NOTICE OF CONTRACTOR PERFORMANCE ASSESSMENT REPORTING SYSTEM
(JULY 2010)

(a) The US Forest Service has implemented the Contractor Performance Assessment Reporting System (CPARS) for reporting all past performance information. One or more past performance evaluations will be conducted in order to record your agreement performance as required by FAR 42.15.

(b) The past performance evaluation process is a totally paperless process using CPARS. CPARS is a web-based system that allows for electronic processing of the performance evaluation report. Once the report is processed, it is available in the Past Performance Information Retrieval System (PPIRS) for Government use in evaluating past performance as part of a source selection action.

(c) We request that you furnish the Contracting Officer with the name, position title, phone number, and email address for each person designated to have access to your firm’s past performance evaluation(s) for the agreement no later than 60 days after award. Each person granted access will have the ability to provide comments in the Contractor portion of the report and state whether or not the Contractor agrees with the evaluation, before returning the report to the Assessing Official. The report information must be protected as source selection sensitive information not releasable to the public.

(d) When your Contractor Representative(s) (Past Performance Points of Contact) are registered in CPARS, they will receive an automatically-generated email with detailed login instructions. Further details, systems requirements, and training information for CPARS are available at http://www.cpars.csd.disa.mil/. The CPARS User Manual, registration for On Line Training for Contractor Representatives, and a practice application may be found at this site.

(e) Within 60 days after the end of a performance period, the Contracting Officer will complete an interim or final past performance evaluation and the report will be accessible at http://www.cpars.csd.disa.mil/. Contractor Representatives may then provide comments in response to the evaluation, or return the evaluation without comment.

Comments are limited to the space provided in Block 22. Your comments should focus on objective facts in the Assessing Official’s narrative and should provide your views on the causes and ramifications of the assessed performance. In addition to the ratings and supporting narratives, blocks 1 – 17 should be reviewed for accuracy, as these include key fields that will be used by the Government to identify your firm in future source selection actions.
SECTION C
CONTRACT TERMS AND CONDITIONS

If you elect not to provide comments, please acknowledge receipt of the evaluation by indicating "No comment" in Block 22, and then signing and dating Block 23 of the form. Without a statement in Block 22, you will be unable to sign and submit the evaluation back to the Government. If you do not sign and submit the CPAR within 60 days, it will automatically be returned to the Government and will be annotated: "The report was delivered/received by the contractor on (date). The contractor neither signed nor offered comment in response to this assessment." Your response is due within 60 calendar days after receipt of the CPAR.

(f) The following guidelines apply concerning your use of the past performance evaluation:

(1) Protect the evaluation as "source selection information." After review, transmit the evaluation by completing and submitting the form through CPARS. If for some reason you are unable to view and/or submit the form through CPARS, contact the Contracting Officer for instructions.

(2) Strictly control access to the evaluation within your organization. Ensure the evaluation is never released to persons or entities outside of your control.

(3) Prohibit the use of or reference to evaluation data for advertising, promotional material, pre-award surveys, responsibility determinations, production readiness reviews, or other similar purposes.

(g) If you wish to discuss a past performance evaluation, you should request a meeting in writing to the Contracting Officer no later than seven days following your receipt of the evaluation. The meeting will be held in person or via telephone or other means during your 60-day review period.

(h) A copy of the completed past performance evaluation will be available in CPARS for your viewing and for Government use supporting source selection actions after it has been finalized.

C.9 INSPECTION AND ACCEPTANCE (AGAR 452.246-70) (FEB 1988)

The Contracting Officer or the Contracting Officer's duly authorized representative will inspect and accept the supplies and/or services to be provided under this agreement.

C.10 RESERVED

C.11 AFFIRMATIVE PROCUREMENT OF BIO BASED PRODUCTS UNDER SERVICE AND CONSTRUCTION CONTRACT (FAR 52.223-2) (SEPT 2013)

(a) In the performance of this contract, the contractor shall make maximum use of bio based products that are United States Department of Agriculture (USDA)-designated items unless—

(1) The product cannot be acquired—

(i) Competitively within a time frame providing for compliance with the contract performance schedule;

(ii) Meeting contract performance requirements; or

(iii) At a reasonable price.
SECTION C

CONTRACT TERMS AND CONDITIONS

(2) The product is to be used in an application covered by a USDA categorical exemption (see 7 CFR 3201.3(e)). For example, all USDA-designated items are exempt from the preferred procurement requirement for the following:

   (i) Spacecraft system and launch support equipment.

   (ii) Military equipment, i.e., a product or system designed or procured for combat or combat-related missions.

(b) Information about this requirement and these products is available at http://www.biopreferred.gov.

(c) In the performance of this contract, the Contractor shall—

   (1) Report to http://www.sam.gov, with a copy to the Contracting Officer, on the product types and dollar value of any USDA-designated biobased products purchased by the Contractor during the previous Government fiscal year, between October 1 and September 30; and

   (2) Submit this report no later than—

      (i) October 31 of each year during contract performance; and

      (ii) At the end of contract performance.

C.12 CONTRACTOR AUTHORIZED SIGNATURES

Contractor is to submit names, positions and contact information of all company individuals who are legally authorized to bind the company and sign contractual documents. Contractor is also required to advise and update the Contracting Officer whenever there are changes in these authorized individuals.

<table>
<thead>
<tr>
<th>Name</th>
<th>Position/Title</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Email

<table>
<thead>
<tr>
<th>Name</th>
<th>Position/Title</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Email
C.13 OPTION TO EXTEND SERVICES (FAR 52.217-8) (NOV 1999)

The Government may require continued performance of any services within the limits and at the rates specified in the contract. These rates may be adjusted only as a result of revisions to prevailing labor rates provided by the Secretary of Labor. The option provision may be exercised more than once, but the total extension of performance hereunder shall not exceed 6 months. The Contracting Officer may exercise the option by written notice to the Contractor within 20 Days.

C.14 ECONOMIC PRICE ADJUSTMENT SPECIFIED FLIGHT RATE CONTRACTS

(a) NON-FUEL PORTION OF THE SPECIFIED FLIGHT RATE

Agreement rates will be established in accordance with the following to reflect increases or decreases in the cost of performance of the agreement work. The increases or decreases used in establishing the rates will be those indicated by the changes in the following price indexes:

The Non-Fuel Portion of the Specified Flight rate will be affected by:

**TABLE 6-PRODUCER PRICE INDEXES**

1. Commodity Group 1423 -- Aircraft Engines and Engine Parts
2. Commodity Group 1425 -- Aircraft Parts and Auxiliary Equipment

**AVERAGE OF PERCENT CHANGES X 100 PERCENT OF LAST ADJUSTED RATE**

The new rate will be derived by multiplying the average of the percentage changes of (1) and (2) times the rate in effect for the year immediately prior to the year in which the renewal is effective. The result will be added to or subtracted from the existing rate to become the newly adjusted rate (rounded to the next dollar).

Base Rates: Commodity Group 1423: 227.7 Commodity Group 1425: 187.1

(b) FUEL PORTION OF THE SPECIFIED FLIGHT RATE

(1) During the entire agreement period of performance, flight rates will be adjusted to reflect increases and decreases to the prices of aviation fuel.

(2) For adjustment purposes, the baseline price of Jet A fuel is established at $5.18 per gallon. The unit prices are the average price for aviation fuel based upon the National Fuel Survey located at [http://www.fs.fed.us/fire/contracting/helicopters_exclu/helicopters_exclu.htm](http://www.fs.fed.us/fire/contracting/helicopters_exclu/helicopters_exclu.htm).

(3) The adjustment to the fuel portion of the flight rate shall be the average difference multiplied by the fuel consumption rates located in the solicitation/ agreement for the applicable aircraft type.
SECTION C  
CONTRACT TERMS AND CONDITIONS

4) An adjustment to the flight rate shall be made on May 16th of each agreement period, regardless of the variation in the fuel price to re-establish the baseline. Subsequent adjustments shall only be made if the fuel price is either 10% higher or lower than the unit price established when the last adjustment was made. The time-point where these adjustments would take place would be on July 16th and February 16th each year.

The adjustment to the fuel portion of the flight rate will be the determined variation amount multiplied by the fuel consumption rates found in Exhibit 12, Helicopter Services Hourly Flight Rates, Fuel Consumption and Weight Reduction Chart for the applicable aircraft type.

(c) PROJECT/OPTIONAL USE RATE

The Project/Optional use rate will not be adjusted. The Optional use rate will be in effect for each optional use period as bid in the schedule of items.

C.15 ECONOMIC PRICE ADJUSTMENT FOR EXTENDED STANDBY

The extended standby rate will be reviewed on an annual basis to ensure compliance with the Service Contract Act and an adjustment will be made if needed. The extended standby rate will be computed by taking the minimum wage rate from the Department of Labor Wage Determination (current at that time), for Nationwide Pilot, times 1.5 plus 20% for benefits, overhead and profit and rounded to the nearest dollar. If needed, adjusted rates will become effective annually on May 16th of each year.

C.16 ORDERING (FAR 52.216-18) (OCT 1995)

(a) Any supplies and services to be furnished under this agreement shall be ordered by issuance of delivery orders or task orders by the individuals or activities designated in the Schedule. Such orders may be issued from date of agreement award through 48 months (if all Options are exercised by the Government).

(b) All delivery orders or task orders are subject to the terms and conditions of this agreement. In the event of conflict between a delivery order or task order and this agreement, the agreement shall control.

(c) If mailed, a delivery order or task order is considered "issued" when the Government deposits the order in the mail. Orders may be issued orally, by facsimile, or by electronic commerce methods only if authorized in the Schedule.

C.17 PERIOD OF PERFORMANCE (AGAR 452.211-74) (FEB 1988)

(a) Period of Performance is the date of initial agreement award through 48 months after the award date. Should subsequent Option to Extend Services be exercised, the period of performance may be extended for up to 6 (six) additional months. Overall, the total performance length of the agreement could come to 54 months if all available options were exercised.
D.1 LIST OF EXHIBITS

Exhibit 1: First Aid Kit Aeronautical
Exhibit 2: Survival Kit Aeronautical
Exhibit 3: Alaska
Exhibit 4: Restraint Systems Condition Inspection Guidelines
Exhibit 5: Additional Suppression/Prescribed Fire
Exhibit 6: High Visibility Markings on Main Rotor Blades
Exhibit 7: Reserved – (Additional Avionics Equipment)
Exhibit 8: Fuel Servicing Equipment Requirements
Exhibit 9: Operations and Safety Procedures Guide For Helicopter Pilots
Exhibit 10: Interagency Guidelines for Vertical Reference/External Load Training
Exhibit 11: Helicopter Make/Model/.Series List
Exhibit 12: Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart
Exhibit 13: Interagency Helicopter Load Calculation
Exhibit 14: Helicopter and Fuel Service Truck Pre-Use Checklist
Exhibit 15: Performance Report
Exhibit 16: Department of Labor Wage Determination
Exhibit 17: Reserved – (Supplemental Rappel Requirements – Equipment)
Exhibit 18: Contractor’s Verification of Individual Helicopter Pilot Requirements and Experience for Initial Interagency Approval
Exhibit 20: Aircraft Mechanic (Helicopter) Qualification Form
Exhibit 21: Weight and Balance Form (Example)
Exhibit 22: Reserved – (Gross Computed Weight Table)
Exhibit 23: Performance by Government-Furnished Pilot
Exhibit 24: FAA Overwater Kit
Exhibit 25: Litter Kit Provisions and Litter
Exhibit 26: Reserved – (Aerial Ignition)
Exhibit 27: Reserved – (Law Enforcement Short Haul Special Mission Qualifications)
Exhibit 28: Public Aircraft Operations
Exhibit 29: Vendor-Contractor QA/Evaluation/Safety Checks
Exhibit 30: Reserved – (Night Flying Operations)
Exhibit 31: Safety Management System (SMS) Components Questionnaire and Accident History
Exhibit 32: Transportation Worksheet
Exhibit 33: Reserved – (Additional Telemetry Unit (ATU))
SECTION D
EXHIBITS

EXHIBIT 1 - FIRST AID KIT AERONAUTICAL (B.4)

Each kit shall be in a dust-proof and moisture-proof container. The kit shall be on board the aircraft and accessible to the occupants. The contents shall include the following minimum items:

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Passenger Seats (0 – 9)</th>
<th>Passenger Seats (10 – 50)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adhesive bandage strips (3 inches long)</td>
<td>8</td>
<td>16</td>
</tr>
<tr>
<td>Antiseptic or alcohol wipes (packets)</td>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td>Emergency trauma dressing, 4 inch x 2'</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Triangular bandage, 40 inch (slings)</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Roller bandage, 4 inch x 5 yards (gauze)</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Adhesive tape, 1 inch x 5 yards (standard roll)</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>EMT trauma shears 5/2&quot;</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Body Fluids Barrier Kit:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 2-pair of latex gloves</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 1-face shield</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 1-mouth-to-mouth barrier</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 1-protective gown (optional)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 2-antiseptic towelettes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 1-biohazard disposal bag</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Combat Application Tourniquet (C-A-T) (optional)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: Splints are recommended if space permits.

The kit's contents which have expiration dates shall not be acceptable if past their expiration dates.
EXHIBIT 2 - SURVIVAL KIT AERONAUTICAL (LOWER 48) (B.4)

The contents shall include the following minimum items:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Knife</td>
<td>Signal Mirror</td>
</tr>
<tr>
<td>Non-Marine Aerial Flares (6-each)</td>
<td>Matches (2-small boxes in waterproof containers)</td>
</tr>
<tr>
<td>Food (2-days @ a minimum 1,000 calories per day, emergency rations per occupant)</td>
<td>Water (1-quart per occupant) (not required when operating over areas with adequate drinking water)</td>
</tr>
<tr>
<td>Space Blanket (1-per occupant)</td>
<td>Candles</td>
</tr>
<tr>
<td>Collapsible Water Bag</td>
<td>Whistle</td>
</tr>
<tr>
<td>Magnesium Fire Starter</td>
<td>Nylon Rope or Parachute Cord (50-feet)</td>
</tr>
<tr>
<td>Water Purification Tablets</td>
<td></td>
</tr>
</tbody>
</table>

Suggested Survival Kit Items Dependent Upon Terrain and Climate:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Container w/carrying Handle or Straps</td>
<td>Individual First Aid Kit</td>
</tr>
<tr>
<td>Large Plastic Bags</td>
<td>Signal Panels</td>
</tr>
<tr>
<td>Flashlight with Spare Batteries</td>
<td>Hand Saw or Wire Saw</td>
</tr>
<tr>
<td>Collapsible Shovel</td>
<td>Sleeping Bag (1-per two occupants)</td>
</tr>
<tr>
<td>Survival Manual (Arctic/Desert)</td>
<td>Snowshoes</td>
</tr>
<tr>
<td>Insect Repellant</td>
<td>Axe or Hatchet</td>
</tr>
<tr>
<td>Insect Head net (1-per occupant)</td>
<td>Collapsible fishing pole with an assortment of fishing tackle such as hooks, flies, lines, sinkers, etc.</td>
</tr>
<tr>
<td></td>
<td>Consistent with AK equipment</td>
</tr>
<tr>
<td>Personal ELT</td>
<td>Sunscreen</td>
</tr>
</tbody>
</table>

Note: A hand-held 760 channel VHF transceiver radio is recommended. It should be attached, or immediately accessible, to a crewmember rather than placed in the aircraft survival kit.

The kit's contents which have expiration dates shall not be acceptable if past their expiration dates.
SECTION D
EXHIBITS

EXHIBIT 3 - ALASKA (A.1, A.7, A.33)

The following provisions shall apply when operating in Alaska. All other provisions not expressly changed herein continue to apply.

NOTE: Contractors from the lower 48 dispatched to Alaska need to have insurance coverage for Alaska, in addition to having Operations Specifications that permit Alaska operations.

(a) General Equipment

Additional Equipment:

(1) One set of approved Tundra Boards or Snow Pads with accompanying FAA certification.

(2) Complete set of current aeronautical charts and navigation publications covering areas of operation within Alaska and Canada.

(3) Survival kit:

All aircraft will carry survival equipment. Survival kits will contain at least the following items and additional items required by local regulation as is appropriate for local climate and terrain conditions.

The minimum equipment to be carried during the summer months:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ax or hatchet (1), and Knife (1)</td>
<td>Water Purification Tablets</td>
</tr>
<tr>
<td>Magnesium Fire Starter</td>
<td>Mosquito repellant containing DEET</td>
</tr>
<tr>
<td>Whistle</td>
<td>Mosquito head net for each occupant</td>
</tr>
<tr>
<td>Signal Mirror</td>
<td>Candles (5 each)</td>
</tr>
<tr>
<td>Non-Marine Aerial Flares (6-each)</td>
<td>Space Blanket (1 per occupant)</td>
</tr>
<tr>
<td>Matches (2-small boxes in waterproof containers)</td>
<td>Nylon Rope or Parachute Cord (50-feet)</td>
</tr>
<tr>
<td>Food (Each occupant sufficient to sustain life for 1-week @ minimum of 1,000 calories per day)</td>
<td>Collapsible fishing pole with an assortment of fishing tackle such as hooks, flies, lines, sinkers, etc.</td>
</tr>
</tbody>
</table>

Personal Locator Beacon (PLB) (Note: required only if Aircraft ELT requires tools to be removed)

In addition to the above, the following shall be carried as minimum equipment from October 15 to April 1 of each year:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pair of Snowshoes (1)</td>
<td>Sleeping bag per two occupants (1)</td>
</tr>
<tr>
<td>Wool blanket or equivalent for each occupant over 4-years of age (1)</td>
<td></td>
</tr>
</tbody>
</table>
SECTION D
EXHIBITS

EXHIBIT 3 - ALASKA SUPPLEMENT (A.1, A.7, A.33) (Continued)

Note: A hand-held 760 channel VHF transceiver radio is recommended. It should be attached, or immediately accessible, to a crewmember rather than placed in the aircraft survival kit.

FUEL SERVICING VEHICLE SPECIFICATIONS

A fuel servicing vehicle and driver are not required.

The Government will furnish, transport, and store all aircraft fuel required at no expense to the Contractor.

Grades of Government-furnished fuel vary from location to location, and the Contractor shall use the grade available.

The appropriate type of fuel (Avgas or Jet fuel), in one of the following grades, will be available at each location:

<table>
<thead>
<tr>
<th>Avgas</th>
<th>Jet Fuel</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>Jet A</td>
</tr>
<tr>
<td>100LL</td>
<td>Jet A-50</td>
</tr>
<tr>
<td></td>
<td>Jet B</td>
</tr>
<tr>
<td></td>
<td>Jet-4 or JP-5 or JP-8</td>
</tr>
</tbody>
</table>

All lubricating oil, parts, and supplies shall be furnished and transported by the Contractor to the assigned work location.

The Contractor shall furnish for each aircraft a portable hand or electrically-operated fuel pump, barrel stem, hoses, and filtration system for refueling in remote areas.

The filtration system shall include a unit which accomplishes water separation with positive shut-off. The size of the filtration system unit shall be compatible with pump size. One acceptable three-stage unit is FACET part number 050871. If this model FACET is used, the third stage monitor should be a Velcon part number CDF-210K which is rated to 10 GPM. Also acceptable are Velcon filter spin on 5 micron cartridges, part number 40505SP, rated to 13 GPM; or Velcon VF-31 with 1 micron cartridge element, part number ACO-21005B, rated to 15 GPM. All filtering components shall be changed annually or sooner if needed, and the date of the change shall be placarded on the canister.

Two complete spare filter changes shall be furnished by the Contractor.

AVAILABILITY OF MECHANICS –

The mechanic shall be present for all operations in Alaska. The mechanic shall accompany the helicopter to any assigned work location. The cost of the mechanic shall be included in the Daily Availability Rate.
(b) Payment for Availability

Operations in Alaska will be scheduled by the Government in accordance with flight time/duty time limitations. The schedule will not exceed:

SINGLE CREW: Maximum 14 hour per day PIC, or PIC and SIC.

DOUBLE CREW: Maximum 24 hours per day.

Measurement of availability will be reduced, as specified below, for each hour or portion thereof service is listed as unavailable to the Government. Single or double crew Periods of Unavailability will be accumulated for the day and posted on the Flight Use Invoice as actual clock unavailability. There will no longer be a need to round to the nearest quarter hour or reduce unavailability by 1/56.

Availability, as measured above, will be paid at the applicable rate appearing in the Schedule of Items

(c) Payment for Extended Standby is Applicable for Alaska assignments.

(d) Transporting of Relief Crew

(e) AIRCRAFT FUEL. The cost of fuel furnished by the Contractor in lieu of Government Furnished fuel while operating in Alaska will be reimbursed to the Contractor as provided below:

GENERAL: The Contractor shall not charge any fuel acquired under this agreement directly to the Government. All fuel not otherwise furnished by the Government must be paid by or charged to the Contractor. The purchase must be approved by the Contracting Officer. Fuel related costs shall be recorded as a line entry (i.e., date, fuel charge, dollar amount, and use-item code fuel charge [FC]), shall be summarized under "Other Charges/Credits" on the Aircraft Use Report (OAS-23), or Flight Use Invoice, and shall be supported by paid legible, itemized invoices from the supplier. Itemized receipts must support claims for reimbursement and must be kept on file by the contractor. Copies of receipts to be provided to the helicopter manager for review and approval but are not required to be submitted with the payment document. Certified true copies may be submitted in lieu of the original invoice.

Government furnished fuel used by the Contractor for maintenance flights, repositioning aircraft, crew transportation, or any other flight for the convenience of the Contractor, will be deducted from amounts due the Contractor at the rate specified in the current Hourly Flight Rate Fuel Consumption and Weight Reduction Chart.

(f) Adjustment for Flight Rate. The flight rate will be reduced to reflect a dry rate by multiplying the fuel consumption for make and model of aircraft by current jet fuel price in the current Hourly Flight Rate Fuel Consumption and Weight Reduction Chart. Mobilization and demobilization will be at the wet rate. The dry rate will be effective upon the first Government-Furnished-Fueling.
SECTION D
EXHIBITS

EXHIBIT 3 - ALASKA SUPPLEMENT (A.1, A.7, A.33) (Continued)

FERRY FLIGHTS THROUGH CANADA. Flights through Canada will be paid at the wet rate.

(g) Payment for Transportation of Helicopter Fuel: Not applicable in Alaska

(h) Wage Determination in effect is the one provided in the solicitation

The kit's contents which have expiration dates shall not be acceptable if past their expiration dates.

EXHIBIT 4 - RESTRAINT SYSTEMS CONDITION INSPECTION GUIDELINES (B.4 (d) (8))

Federal Aviation Regulations require that occupant restraints systems are to be replaced in aircraft manufactured after July 1, 1951; such systems shall conform to standards established by the FAA. These standards are contained in Technical Standard Order TSO-C22g. Restraint system eligible for installation in aircraft may be identified by the marking TSO-C22g, TSO-C114 on the webbing, or by a military designation number since military systems comply with the strength requirements of the TSO. Aircraft manufacturer installed restraint systems with part numbers are acceptable. Each system shall be equipped with an approved metal-to-metal latching device.

Federal Aviation Regulations provide minimum inspection guidance, other than to state, that mildew and fraying may render the restraint system un-airworthy and that suspected webbing should be tested for tensile strength. The tensile strength requirement for a single person system is 525 pounds (most systems are rated at 1,500 pounds).

Unacceptable Condition Criteria:

<table>
<thead>
<tr>
<th>Webbing</th>
<th>Hardware</th>
<th>Stitching</th>
<th>TSO Tags</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frayed (5%)</td>
<td>Inoperable</td>
<td>Broken</td>
<td>Missing</td>
</tr>
<tr>
<td>Torn</td>
<td>Damaged</td>
<td>Excessive Wear</td>
<td>Illegible</td>
</tr>
<tr>
<td>Crushed</td>
<td>Corroded</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Swollen</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Creased</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deteriorated</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

References:
14 CFR 91.205
14 CFR 21.607
AC 21-34
TSO-C22g
TSO-C114
SECTION D
EXHIBITS

EXHIBIT 5 - ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e))

NOTE 1: For Tank Operations reference B.10 (e) (4)

NOTE 2: There will be NO on-board mixing of wildland fire chemicals on Forest Service owned, contracted, chartered or leased aircraft.

(a) Fixed Suppressant/Retardant Delivery Tank with Self-Filling Capability

One (1) externally/externally mounted, fixed suppressant/retardant delivery tank. With a capacity commensurate with the maximum related lifting capability of the helicopter equipped with the tank at sea level on a standard day, meeting or exceeding the following specification:

(1) Door(s)

The Tank door(s) shall be designed such that:

(i) The frontal area of the retardant column is minimized.

(ii) The door(s) does not appreciably deflect the retardant when fully opened.

(iii) The tank and doors shall be leak proof, i.e. 1/2 gallon or less in a 24-hour period

(iv) The doors shall be closeable in flight if the aircraft is not capable of landing with the door(s) open without damaging the door(s).

(2) Venting

(i) The tank shall be vented so that no more than 0.25 PSI negative pressure will be created in the tank head space during the fastest drop sequence.

(ii) The vent shall not leak during filling or normal flight maneuvers.

(3) Fill Port(s) (Not required for hover draft operations.)

(i) The fill port shall be a 3-inch Kamlock® fitting (male) and shall be located on the right and left side of the aircraft.

(ii) The fill port shall not leak or overflow during ground operations or during normal flight maneuvers.

(4) Controls (All controls for tank system shall be labeled as to function.)

(i) The door open switch shall be the same switch that opens the water bucket.

(ii) When required, the tank close switch shall be the same switch that closes the water bucket unless tank STC requires a different switch location.
EXHIBIT 5 - ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e)) (Continued)

(iii) All tanks shall be equipped with an independently controlled and operated emergency dump system enabling the entire load to be dropped in less than 6-seconds. This system shall use mechanical, pneumatic, or fluid pressure for operation.

(iv) Emergency systems operated by pneumatic or fluid pressure shall be isolated from the normal tank system pressure. Normal function or failure of the normal system shall not affect the emergency system pressure. Emergency systems dependent on normal operating aircraft or tank systems for initial charge shall have a pressure gauge or indicator readily visible to the crew. Emergency systems dependent on precharged bottles shall have a positive means of checking system charge during preflight.

(v) The primary emergency dump control shall be positioned within easy reach of the pilot and copilot while strapped in their respective seats. Electrically operated controls shall be wired direct to a source of power isolated from the normal aircraft electrical bus and protected by a fuse or circuit breaker of adequate capacity.

(5) Certifications

(i) Reserved

(ii) Weight and balance computations shall be made with the tank full, empty, and removed, showing the helicopter to remain within acceptable center of gravity limits at all times.

(iii) The tank shall accept filling at a rate sufficient to allow the tank to be filled to capacity in no more than 1-minute.

(6) For Type II helicopters

(i) Fixed Suppressant / Retardant Tank must be manufactured with an opening that allows use of the cargo hook for external load operations while tank is attached.

(ii) Extended Height landing gear that ensures a minimum of 12 inches clearance between the attached delivery tank and the level ground shall have an extended height access step or equivalent to provide a minimum of one step half the distance to the skid.

(7) For Type II Standard Category helicopters

(i) Snorkel will be removable.

(ii) Snorkel assembly will be Supplemental Type Certificated (STC) to allow for personnel transport with the snorkel in the stowed position during day time operations.
SECTION D
EXHIBITS

EXHIBIT 5 - ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e)) (Continued)

(8) Reserved (For Type I helicopters)

(i) Tanked aircraft will display the last three numbers/letters of the aircraft registration on both sides of the aircraft. Numbers/letters will be high visibility/contrasting colors and a minimum 32 inches high and 5 inches wide. Number placement on the aircraft sides should give high consideration to visibility from the ground. If there is a duplication in Aircraft Identifier for substitute aircraft and/or if a fixed external tank is replaced or moved to a different airframe, contact your CO for direction.

Example: N282CL will display 2CL

(b) Suppressant Equipment

(1) Remote Cargo Hook

(i) As a minimum, the remote cargo hook shall be completely disassembled and inspected with repairs made as required, lubricated, and a full-load operational check in accordance with manufacturer’s recommendations.

(ii) All work shall be done in accordance with manufacturer’s maintenance manuals, as applicable.

(2) Long-lines 150 feet (as applicable)

(i) Rotation resistant wire rope

(A) Rotation resistant wire rope with swaged fittings rated in accordance with ANSI Standards.

(B) Fabrication and installation methods shall be in accordance with aircraft and ANSI Standards.

(ii) Synthetic Long Line

(A) Helicopter synthetic long-lines shall be constructed from the HMWPE (High Molecular Weight Polyethylene Equipment) or HMPE (High Molecular Polyethylene Equipment) family of rope fibers including brand names such as Spectra® by Allied Signal or fibers with similar properties.

(B) Working or Rated Load

(1) The working or rated load of a rope is the maximum static load that will be lifted by the rope. Working loads are based on a percentage of the approximate breaking or ultimate strength of the rope when new and unused. The working load shall be appropriate to the lifting capability of the helicopter.
SECTION D
EXHIBITS

EXHIBIT 5 - ADDITIONAL SUPPRESSION/PREScribed FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e)) (Continued)

(2) For reference, lifting capability for each category of helicopter is as follows:

Type I (Heavy) 4,500 lbs to 30,000 lbs or greater
Type II (Medium) 1,600 lbs to 4,500 lbs
Type III (Light) 750 lbs to 1,600 lbs

(C) Factor of Safety

A factor of safety of 7 shall be used for helicopter synthetic long-lines. Therefore, all ropes shall have an ultimate strength of seven times the rated or working load. For example, if a Type II (Medium) helicopter line will have a working load of 4,500 pounds, the rope shall have strength, when new, of at least 31,500 pounds. Rope diameters will vary depending on strength and type of rope.

(D) Knots and Splices

Knots are not permitted in the synthetic long-line. Knots can decrease rope strength by as much as 50%. Splices may be used in the assembly of the long-line, but no mid-line splicing repairs may be done. Re-splicing at the end of the line is permitted only if the rope is in good condition, and the new splice is done per manufacturer's recommended splicing practices. Splices should always follow the manufacturer's recommended splicing practices.

(E) Maintenance and Inspections

Manufacturer's recommended maintenance and inspection procedures shall be complied with.
EXHIBIT 6 - HIGH VISIBILITY MARKINGS ON MAIN ROTOR BLADES (B.4 (d) (16))

Acceptable Paint Schemes

(a) Starting at blade tip, paint first 1/6th of blade length with gloss white. Paint second 1/6th of blade length with orange. Paint third 1/6th of blade length with gloss white. Paint next 1/3rd of blade length with orange. Paint remaining 1/6th of blade length with gloss white.

<table>
<thead>
<tr>
<th>White</th>
<th>Orange</th>
<th>White</th>
<th>Orange</th>
<th>White</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/6</td>
<td>1/6</td>
<td>1/6</td>
<td>1/3</td>
<td>1/6</td>
</tr>
</tbody>
</table>

(b) One black and one white blade.

(c) Paint schemes previously approved under Interagency Fire and Aviation Agreement.

(d) Paint schemes and color variations specified by manufacturer in a service bulletin, instructions, or other manufacturer published document or text.

EXHIBIT 7 - RESERVED – (Additional Avionics Equipment)
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21))

(a) General

(1) An approved fuel servicing vehicle (FSV) (truck, pump-house, or trailer) shall be provided with each helicopter. The FSV shall be inspected annually and possess current USFS or USDA-OAS inspection documentation.

(2) The fuel-servicing vehicle shall be capable of transporting fuel over rough mountainous terrain to include grades of up to 9%.

(3) Fuel tank/chassis combinations must meet DOT requirements.

(4) Fuel servicing vehicles shall be properly maintained, cleaned, and reliable. Tanks, plumbing, filters, and other required equipment shall be free of leaks, rust, scale, dirt, and other contaminants. Trailers used for storage and transport of fuel shall have an effective wheel braking system.

(5) Spare filters, seals, and other components of the fuel-servicing vehicle filtering system shall be stored in a clean, dry area in the fuel service vehicle. A minimum of one set is required to be with the vehicle.

(6) The fuel servicing vehicle tank capacity shall be sufficient to sustain 8-hours of flight (14-hours of flight when the aircraft is doubled crewed and required in the Schedule of Items). Barrels are not acceptable.

(7) All tanks will be securely fastened to the vehicle frame in accordance with DOT regulations and shall have a sump or sediment settling area of adequate capacity to provide uncontaminated fuel to the filter.

(8) A 10-gallon per minute filter and pump is the minimum size acceptable. Filter and pump systems sizes shall be compatible with the helicopter being serviced.

(9) The filter manufacturer’s Operating, Installation and Service Manual shall be with the FSV. Filters shall be changed in accordance with the filter manufacturer’s manual, at a minimum of every 12-months, whichever is less, and documented. The filter vessel shall be placarded indicating filter change date and documented in service vehicle log.

(10) Gasoline engine driven pumps shall be designed to pump fuel, have shielded or insulated ignition system, Forest Service approved spark arrester muffler, and a metal shield between the engine and pump. Other exposed terminal connections shall be insulated to prevent sparking in the event of contact with conductive material.

(11) FSV shall have deadman controls designed to allow operation while wearing gloves and be held for the time needed. A pistol grip deadman device at the end of the nozzle or an electronic control to stop the pump is acceptable.

(12) FSV shall have most current version of the Emergency Response Guidebook (ERG) on FSV either electronic or hardcopy.
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(b) Equipment

(1) Each aircraft fuel servicing tank vehicle shall have two fire extinguishers, each having a rating of 20-B: C (more than 20 is acceptable) with one extinguisher mounted on each side of the vehicle. Extinguishers shall comply with NFPA 10 Standards for Portable Fire Extinguishers.

Note: FSV inspected after 1 January 2022 shall comply with the following:

Each FSV shall have two fire extinguishers, with one fire extinguisher mounted on each side. Extinguishers shall comply with NFPA 10 Standards for Portable Fire Extinguishers and each shall have a minimum rating of 40-B: C. Fire extinguishers with an A rating will not be acceptable.

(2) Fuel tanks shall be designed to allow contaminants to be removed from the sediment settling area.

(3) Only hoses compatible with aviation fuel shall be used for servicing. Hoses shall be kept in good repair. The hose shall be at least 50 feet in length, minimum of ½ the rotor diameter plus 20 feet for rapid refueling.

Note: FSV inspected after 1 January 2022 shall comply with the following:

(a) Aircraft fueling hose shall be removed from service after 10 years from date of manufacture.

(b) Aircraft fueling hose not placed into service within 2 years of the date of manufacture shall not be used.

(4) Fuel nozzle shall include a 100-mesh or finer screen (except for closed circuit systems), a dust protective device, and a bonding cable with clip or plug. No hold-open devices will be permitted.

(5) An accurate fuel-metering device for registering quantities in U.S. gallons of fuel pumped shall be provided. The meter shall be positioned in full view of the fuel handler while fueling the helicopter.

(6) Fuel servicing vehicle shall have adequate bonding cables.

(7) Fuel servicing vehicle shall comply with DOT and EPA requirements for transportation and storage of fuel, and shall carry sufficient petroleum product absorbent pads or materials to absorb or contain up to a 5-gallon petroleum product spill. The Contractor is responsible for proper disposal of all products used in the cleanup of a spill in accordance with the EPA, 40 CFR 261 and 262.

(8) All tank inlet ports, sump drains, and the fuel nozzle must be locked closed or stored inside locked compartments when not in use to preclude tampering, contamination, or improper drainage of the fuel supply.
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(c) Markings

(1) Each fuel-servicing vehicle shall have "NO SMOKING" signs with 3-inch minimum letters visible from both sides and rear of vehicle.

(2) Each vehicle shall also be conspicuously and legibly marked to indicate the nature of the fuel. The marking shall be on each side and the rear in letters at least 3 inches high on a background of sharply contrasting color such as Avgas by grade or jet fuel by type. Example: Jet-A white on black background.

(3) All fuel servicing vehicles shall be placarded in accordance with 49 CFR 172.

(d) Filtering System (Three-Stage or Single-Stage is acceptable)

(1) The first and third stage elements of a three-stage system and the elements of a single-stage system shall be new and installed by the Contractor during the annual inspection and witnessed by the Government Inspector, upon request.

(2) The separator element (Teflon screen) of the three-stage system shall be inspected and tested as prescribed by the manufacturer during the inspection. The filter assembly shall be placarded with that data.

(3) If equipped with a drain, the bottom of the filter assembly shall be mounted to allow for draining and pressure flushing into a container. If the unit is drained overboard, the fuel shall not come in contact with the exhaust system or the vehicle’s wheels. If the unit is equipped with a water sight gauge, the balls shall be visible.

(4) Three-Stage (filter, water separator, monitor) System:

Fueling systems shall utilize a three-stage system such as a Facet Part Number 900442-GNG-220 for 20 gallon-per-minute (gpm) pump, or equal. A Facet Part Number 900443-GNG-210 for a 10 gallon-per-minute pump, or equal. An acceptable third-stage (monitor) unit is Velcon CDF-220 Series for 20-gpm flow or Velcon CDF-210E for 10 gpm systems.

(5) Single-Stage System or Three-in-One Filter Canister:

Fueling systems shall utilize a single element system such as a Velcon filter canister with Aquacon cartridge of a size compatible with pumps flow rate.

(6) Differential pressure gauge(s) shall be installed and readable. Example: Velcon VF-61 canister with an ACO-51201C cartridge.

(e) Fuel Servicing

(1) General
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(i) The Contractor shall supply all aircraft fuel unless the Government exercises the option of providing fuel. All fuel provided by the Contractor will be commercial grade aviation fuel. Only fuels meeting the specifications of American Society for Testing and Materials (ASTM) D-1655 (Type Jet A, A-1 or B), MIL T-5624 (Grade JP-4 or JP-5) for turbine engine powered aircraft are authorized for use.

(ii) Fueling operations, including storage and handling, shall comply with the airframe and engine manufacturer's recommendations and all applicable FAA standards. NFPA Standard No. 407, Aircraft Fuel Servicing, shall be followed, except that no passengers may be on board during fueling operations.

(iii) The contractor shall ensure that they are in compliance with 40 CFR Part 112: Oil Pollution Prevention; Spill Prevention, Control, and Countermeasure Plan Requirements (SPCC). An SPCC plan is required for each fuel servicing vehicle used on this contract regardless of bulk storage container (tank) size.

(iv) Reserved

(2) Rapid Refueling

(i) There are two approved methods (CCR and Open Port) for fueling helicopters with engine(s) running.

  (A) Closed Circuit Refueling (CCR). This method of refueling uses a CCR system designed to prevent spills, minimized fuel contamination, and prevent escape of flammable fuel vapors. Open port nozzle Emco Wheaton Model G457 or equivalent may be used in place of CCR system.

  (B) Open Port. This method of refueling allows flammable fuel vapors to escape.

(ii) Rapid refueling of helicopters is permitted IAW NFPA 407 and the contractors approved rapid refueling plan. Rapid refueling authorization shall be annotated on the approval card. At a minimum the following requirements will be met:

  (A) Rapid refueling is requested by the Government.

  (B) The aircraft must be shut down after 4 hours of flight (Hobbs) time or 2 fuel cycles (whichever occurs first).

  (C) Personnel providing onsite fire protection are briefed on the Contractor’s rapid refueling procedures.

  (D) Government personnel shall not refuel Contract aircraft unless the pilot requests Government assistance due to an emergency situation; or when the Government provides the fuel servicing system and dispensing personnel.

  (E) The hose shall be at least 50 feet in length, minimum of ½ the rotor diameter plus 20 feet for rapid refueling.
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(F) No passengers may be on board during fueling operations.

(G) A copy of the contractors approved rapid refueling plan must be kept with FSV.

(f) Fuel Quality Control Procedures

Compliance with fuel quality control requirements is the responsibility of the contractor.

(1) Daily

Note 1: Individual clear glass one quart jars will be used for each sample port. Sample jars will be marked for each sample port and will be retained until the next sample is taken.

Note 2: After three consecutive samples from any port are taken without a clean sample, the FSV will be removed from service. An interagency FSV inspector must return the FSV to Contract Availability.

(i) Sample for and remove any contaminants from fuel tanks. A check will be performed each morning before the vehicle is moved, after every reloading of fuel, washing of equipment, and after a heavy rain or snowstorm.

(ii) Sample all filter/separator drain valves and check for contaminants.

(iii) Sample from open port fuel nozzle (downstream from filter). Any visual contaminates are not acceptable.

(2) During Helicopter Fueling Process

(i) Check sight gauge for water, if equipped

(ii) Visually monitor FSV for leaks.

(iii) Monitor differential pressure reading.

(3) Weekly

(i) With pump operating, pressure flush filter assembly. Continue flush operation until sample is clear, clean, and bright.

(ii) Sample from closed circuit nozzle for contaminants.

(iii) Check condition of covers, gaskets, and vents.

(iv) Inspect all fire extinguishers for broken seals, proper pressure, and recharge date. Replace as necessary.
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(v) Inspect hoses for abrasions, separations, or soft spots. Weak hoses will be replaced.

(4) Record Keeping. (Records shall be kept with the FSV) The fuel handler shall keep a record containing the following information: (as a minimum)

(i) Condition (clean, clear, bright, etc.) of fuel sample at:

(A) Nozzle

(B) Filter Sump

(C) Tank Sump

(ii) Differential pressure

(iii) Filter change (reason & date)

(iv) Record of source, location, when and quantity of fuel loaded into FSV

(v) Reserved

Note: When identified in Section A.12 as a required item, or when the Contractor elects to provide a P25 Digital VHF-FM Mobile Radio as optional for contract consideration, the below specifications shall be in effect.

(g) P25 Digital VHF-FM Mobile Radio

(1) A P25 Digital VHF-FM two-way mobile radio, with a matched broadband antenna (Antenna Specialists ASPR7490, Maxrad MWB5803, or equivalent), shall be installed in the fuel-servicing vehicle. The radio shall provide selection of analog wideband (25.0 kHz), analog narrowband (12.5 kHz), and P25 Digital narrowband (12.5 kHz), channel spacing on each channel operating from 150 MHz to 174 MHz. The radio shall be frequency-synthesized, equipped with a CTCSS sub-audible tone encoder having a minimum of 32 selectable tones meeting the current TIA/EIA-603 standard, and develop a minimum of 30 watts nominal output power.

(2) Transceivers shall be set to operate in the narrowband mode unless local requirements dictate otherwise. All radios must have the ability to be programmed in the field by the radio operator without the aid of a computer or the services typically found in a radio shop.

(3) The use of appropriate VHF-FM portable radios with suitable output power booster units is permissible. See the below VHF-FM Portable Radio section for portable radio requirements.

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

Note 1: It is highly recommended that a programming “cheat sheet” accompany the fuel servicing vehicle.

Note 2: When identified in Section A.12 as a required item, or when the Contractor elects to provide a P25 Digital VHF-FM Portable Radio as optional for contract consideration, the below specifications shall be in effect.

(h) P-25 Digital VHF-FM Portable Radio

(1) A P25 Digital VHF-FM two-way portable radio operating from 150 MHz to 174 MHz. The radio shall provide selection of analog wideband (25.0 kHz), analog narrowband (12.5 kHz), and P25 Digital narrowband (12.5 kHz) channel spacing on each channel. The radio shall be frequency-synthesized, equipped with a CTCSS sub-audible tone encoder having a minimum of 32 selectable tones meeting the current TIA/EIA-603 standard, and develop a minimum of 1 watt nominal output power but no more than 10 watts nominal output power. Modified or Family Service Radios (FSR) are not acceptable.

(2) Transceivers shall be set to operate in the analog narrowband mode unless local requirements dictate otherwise. All radios must have the ability to be programmed in the field by the radio operator without the aid of a computer or the services typically found in a radio shop.

(3) When the above Fuel Service Vehicle Radio requirement is met with the use of a VHF-FM portable radio with output power booster, that portable VHF-FM radio may be used to comply with this section as long as the portable radio complies with all specified VHF-FM Portable Radio requirements. The VHF-FM portable radio used in the fuel service vehicle must be removable and still operate as a portable radio.

(4) At least two fully charged batteries per radio are required at the beginning of each shift when using rechargeable batteries. The contractor supplied batteries must operate the portable radio throughout the shift. It is highly recommended that all portable radios utilize an AA alkaline battery clamshell. A source of 115 VAC power may not be available for rechargeable batteries.

Note: It is highly recommended that a programming “cheat sheet” accompany the VHF-FM portable radio. Additionally, the radio should have a carrying case or chest pack carrier and utilize AA batteries.

SECTION D
EXHIBITS

EXHIBIT 9 - OPERATIONS AND SAFETY PROCEDURES GUIDE FOR HELICOPTER PILOTS
It is important for Agreement pilots to be familiar with the Agreement specifications. See Forest Service website: http://www.nifc.gov/aviation/av_documents/av_helicopters/SafetyBrief.pdf

Pilot operation briefings will emphasize the following areas:

(1) Pilot Authority and Responsibility
(2) Helicopter Management
(3) Operational Requirements
(4) Operating Limitations and Weather Requirements
(5) FM Radio and GPS Operations
(6) Flight Following and Flight Plans
(7) Incident Airspace
(8) Knowledge and Procedure Overview
(9) Regional Procedures
(10) Reference Web Sites
(11) Pilot Certification
(12) Verification of Long-Line and/or Snorkel Training
(13) Flight Hour requirements and experience verification
(14) Required documentation for pilot carding
SECTION D
EXHIBITS

EXHIBIT 10 - INTERAGENCY GUIDELINES FOR VERTICAL REFERENCE/EXTERNAL LOAD TRAINING (B.12 (f) (1))

National Interagency Helicopter Standards require that contractors develop a Vertical Reference / External Load Training Syllabus and that agreement pilots receive this training before applying for Agency Special Use approval. Each agreement pilot must have a current proficiency endorsement from the company’s chief pilot in order to qualify for a Flight Evaluation by an Interagency Helicopter Inspector Pilot.

The Applicant has demonstrated VTR proficiency with a 150’ long-line by:

(1) Exhibiting knowledge of the elements of vertical reference / external load operations.
(2) Performing a thorough preflight briefing of ground personnel to include hookup procedures, signals, and pilot and ground personnel actions in the event of an emergency or hook malfunction.
(3) Visually determining that the cargo hook(s) and cables are installed properly and that electrical and manual releases are functioning properly.
(4) Ascending vertically using vertical reference techniques while centered over the load until the load clears the ground, then maintain a stable hover with a load 10 feet (+ - 5 feet) above the ground for 30 seconds. (The applicant should insure that the long-line does not become tangled on external parts of the helicopter).
(5) Controlling the hook movement and stopping load oscillations while in a hover.
(6) Maintaining positive control of the load throughout the flight while maintaining specified altitude within 50 feet, airspeed within 10 knots, and heading within 10 degrees.
(7) Maintaining the proper approach angle and rate of closure to establish an out-of-ground effect hover with the load 10 feet above the ground (+ - 5 feet) for 30 seconds and then placing the load within a 10-foot radius of the specified release/ touchdown point.
(8) Maintaining the proper approach angle and rate of closure to establish an out-of-ground effect hover within a confined area with the load 10 feet above the ground (+ - 5 feet) for 30 seconds and then placing the load within a 10-foot radius of the specified release/touchdown point.

NAME: ___________________________ CERT NO: ___________________________ □ INITIAL □ RECURRENT

(Check One)

I certify that the above listed pilot has completed training as outlined in the National Interagency Helicopter Standards and meets the currency and performance requirements of this company’s Vertical Reference / External Load Training Manual and recommend him/her for evaluation.

CHIEF PILOT: ______________________ COMPANY: ___________________________

Printed Name

CHIEF PILOT: ______________________ DATE: ______________________

Signature
SECTION D
EXHIBITS

EXHIBIT 10 - INTERAGENCY GUIDELINES FOR VERTICAL REFERENCE/EXTERNAL LOAD TRAINING (B.12 (f) (1)) (Continued)

National Interagency Helicopter Standards require that contractors develop a Vertical Reference training syllabus for pilots who fly helicopters with a fixed tank and snorkel and that agreement pilots receive initial and recurrent training before applying for agency Special Use approval. Each agreement pilot shall have a current proficiency endorsement from the company’s chief pilot in order to qualify for a Flight Evaluation Check by an Interagency Helicopter Inspector Pilot.

VERTICAL REFERENCE GUIDELINES FOR HELICOPTERS USING A FIXED TANK WITH SNORKLE

The pilot shall demonstrate proficiency with the snorkel by:

- Exhibiting knowledge of the elements of vertical reference operations.
- Performing a thorough preflight of the tank and snorkel
- Establishing a hover before takeoff by ascending vertically using vertical reference techniques while not dragging the snorkel.
- Establishing and maintaining the proper approach angle and rate of closure to establish a 5 foot snorkel height above the porta-tank and then lowering the snorkel into the tank. Maintain a stable hover for 30 seconds. Ascend vertically while keeping the snorkel clear of the edges of the tank until the snorkel is at least five (5) feet above the tank. Transition to forward flight without allowing the snorkel to settle back into the tank.

OR

- Establishing and maintaining a proper approach angle and rate of closure to establish a 5 foot snorkel height above the ground and over a circle of 8 to 10 feet in diameter. The circle shall be marked by paint or other easily identifiable material. From a stable hover, lower the aircraft until the snorkel head is touching the ground. Execute a 360 degree turn (left or right) while maintaining the snorkel head in contact with the ground within the circle and not allowing any part of the snorkel hose to touch the outside of the circle. The maneuver should be completed in 90-120 seconds.

AND

- Perform a landing while placing the main landing gear in a 6 foot diameter circle.

NAME: ___________________________ CERT NO: ___________________________ □ INITIAL □ RECURRENT

(Check One)

I certify that the above listed pilot has completed training as outlined in the National Interagency Helicopter Standards and meets the currency and performance requirements of this company’s Vertical Reference / External Load Training Manual and recommend him/her for evaluation.

CHIEF PILOT: ___________________________ COMPANY: ___________________________

Printed Name

CHIEF PILOT: ___________________________ DATE: ________________

Signature
SECTION D
EXHIBITS

EXHIBIT 11 - HELICOPTER MAKE/MODEL/SERIES LIST (B.21 (b))

Grouping of like makes and models of aircraft allows determination of pilot authority. Differences training shall be completed for each of the makes/models in a grouping. Make/model qualification and currency are met with time flown in any aircraft in grouping.

When make/model/series currency is specified in the procurement document, only that specific make/model/series may be used to determine currency.

<table>
<thead>
<tr>
<th>Make</th>
<th>Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>Augusta</td>
<td>A-119</td>
</tr>
<tr>
<td>Augusta</td>
<td>AW-139</td>
</tr>
<tr>
<td>Bell</td>
<td>47 Series (All Recips)</td>
</tr>
<tr>
<td>Bell</td>
<td>47 Series (Soloy)</td>
</tr>
<tr>
<td>Bell</td>
<td>206A, 206B, 206B3</td>
</tr>
<tr>
<td>Bell</td>
<td>206L, 206L1, 206L3, 206L4</td>
</tr>
<tr>
<td>Bell</td>
<td>407</td>
</tr>
<tr>
<td>Bell</td>
<td>204, 205, 210, Eagle Single, UH-1, All Series</td>
</tr>
<tr>
<td>Bell</td>
<td>212, 412</td>
</tr>
<tr>
<td>Bell</td>
<td>214</td>
</tr>
<tr>
<td>Boeing</td>
<td>BV-107-II, KV-107-II</td>
</tr>
<tr>
<td>Boeing</td>
<td>BV-234, CH-47</td>
</tr>
<tr>
<td>Boeing</td>
<td>369 (500) Series</td>
</tr>
<tr>
<td>Boeing</td>
<td>MD-600N</td>
</tr>
<tr>
<td>Boeing</td>
<td>MD-900, 902</td>
</tr>
<tr>
<td>Enstrom</td>
<td>28 Series</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-315, SA-316, SA-319 (Alouette/Lama)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-318</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>AS 350 Series (A-star)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>AS-355 Series (Twin Star)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-341 (Gazelle)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-360</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-365 (Dauphin)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-330, AS-332 (Puma)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>MBB-105 Series</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>BK-117 Series</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>EC-145</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>EC-135</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>EC-120</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>BO-105</td>
</tr>
<tr>
<td>Hiller</td>
<td>12 Series (Recips)</td>
</tr>
<tr>
<td>Hiller</td>
<td>12 Series (Soloy)</td>
</tr>
<tr>
<td>Hiller</td>
<td>FH-1100</td>
</tr>
<tr>
<td>Hughes/Schweizer</td>
<td>269 (300) Series (Recips)</td>
</tr>
<tr>
<td>Schweizer</td>
<td>330</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-55, H-19 (Recip), S-55T</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-58, H-34 Series (Recip), S-58T Series</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-62</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-61 Series, SH-3</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-64, CH-54</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>CH-53</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-76 Series</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-70, Uh-60 Series</td>
</tr>
</tbody>
</table>
### SECTION D
#### EXHIBITS

**EXHIBIT 12 - HELICOPTER SERVICES HOURLY FLIGHT RATES, FUEL CONSUMPTION, AND WEIGHT REDUCTION CHART (A.1, A.3, (a), B.10 (a) (6), B.32 (b) (3), B.36 (b))**

*FOR CONTRACTS AWARDED 2018 - 2021 (CWN/Exclusive Use) – Effective July 16, 2019 (For Contracts Awarded 1/1/2018 and After)*

<table>
<thead>
<tr>
<th>COMPANY</th>
<th>AIRCRAFT TYPE</th>
<th>FUEL CONSUMPTION (gal/hr)</th>
<th>MAY 16, 2019 HOURLY FLIGHT RATE ($)</th>
<th>LOAD CALCULATION Weight Reduction (lbs)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AEROSPATIALE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SA-315B</td>
<td>58</td>
<td>$1,937.65</td>
<td>190</td>
<td></td>
</tr>
<tr>
<td>SA-316C</td>
<td>58</td>
<td>$1,987.29</td>
<td>170</td>
<td></td>
</tr>
<tr>
<td>SA-318C</td>
<td>45</td>
<td>$2,012.67</td>
<td>80</td>
<td></td>
</tr>
<tr>
<td>SA-319B</td>
<td>45</td>
<td>$1,874.63</td>
<td>150</td>
<td></td>
</tr>
<tr>
<td>AS-332J</td>
<td>176</td>
<td>$4,828.74</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>AS-332L</td>
<td>160</td>
<td>$4,288.78</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>SA-341G</td>
<td>45</td>
<td>$1,764.02</td>
<td>140</td>
<td></td>
</tr>
<tr>
<td>AS-350B</td>
<td>45</td>
<td>$2,144.45</td>
<td>130</td>
<td></td>
</tr>
<tr>
<td>AS-350BA</td>
<td>45</td>
<td>$2,086.28</td>
<td>130</td>
<td></td>
</tr>
<tr>
<td>AS-350B-1</td>
<td>45</td>
<td>$2,125.73</td>
<td>160</td>
<td></td>
</tr>
<tr>
<td>AS-350B-2</td>
<td>45</td>
<td>$2,096.13</td>
<td>160</td>
<td></td>
</tr>
<tr>
<td>AS-350B-3</td>
<td>50</td>
<td>$2,545.59</td>
<td>175</td>
<td></td>
</tr>
<tr>
<td>AS-350D</td>
<td>58</td>
<td>$3,153.70</td>
<td>190</td>
<td></td>
</tr>
<tr>
<td>AS-350F-1/350F-2</td>
<td>58</td>
<td>$1,425.67</td>
<td>140</td>
<td></td>
</tr>
<tr>
<td>AS-365N-1</td>
<td>87</td>
<td>$2,367.90</td>
<td>276</td>
<td></td>
</tr>
<tr>
<td>EC-120</td>
<td>51</td>
<td>$3,260.10</td>
<td>NOT ESTABLISHED</td>
<td></td>
</tr>
<tr>
<td>EC-130-B4</td>
<td>58</td>
<td>$1,266.44</td>
<td>NOT ESTABLISHED</td>
<td></td>
</tr>
<tr>
<td>EC-135</td>
<td>64</td>
<td>$1,453.94</td>
<td>220</td>
<td></td>
</tr>
<tr>
<td>EC-145</td>
<td>56</td>
<td>$2,005.29</td>
<td>NOT ESTABLISHED</td>
<td></td>
</tr>
<tr>
<td>EC-150B1</td>
<td>58</td>
<td>$2,479.09</td>
<td>NOT ESTABLISHED</td>
<td></td>
</tr>
<tr>
<td>EC-225</td>
<td>133</td>
<td>$4,146.33</td>
<td>NOT ESTABLISHED</td>
<td></td>
</tr>
<tr>
<td><strong>BELL:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>472C/12C</td>
<td>23</td>
<td>$720.90</td>
<td>120</td>
<td></td>
</tr>
<tr>
<td>206L (UH-1H/Serv)</td>
<td>80</td>
<td>$1,937.89</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>204 Super B</td>
<td>80</td>
<td>$1,982.72</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>206A-1</td>
<td>88</td>
<td>$2,035.40</td>
<td>260</td>
<td></td>
</tr>
<tr>
<td>206A-1.5</td>
<td>90</td>
<td>$2,047.92</td>
<td>260</td>
<td></td>
</tr>
<tr>
<td>206B</td>
<td>80</td>
<td>$2,315.15</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>206B-3</td>
<td>80</td>
<td>$2,065.15</td>
<td>120</td>
<td></td>
</tr>
<tr>
<td>206L-1</td>
<td>32</td>
<td>$1,115.61</td>
<td>150</td>
<td></td>
</tr>
<tr>
<td>206L-2</td>
<td>58</td>
<td>$1,134.12</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>206L-4</td>
<td>38</td>
<td>$1,134.12</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>210</td>
<td>50</td>
<td>$2,047.92</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>212 Single (Eagla)</td>
<td>50</td>
<td>$2,045.60</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>212/212HP</td>
<td>100</td>
<td>$2,245.90</td>
<td>390</td>
<td></td>
</tr>
<tr>
<td>214B</td>
<td>160</td>
<td>$3,377.25</td>
<td>350</td>
<td></td>
</tr>
<tr>
<td>216G1</td>
<td>145</td>
<td>$9,171.09</td>
<td>590</td>
<td></td>
</tr>
<tr>
<td>216G2</td>
<td>133</td>
<td>$8,951.07</td>
<td>420</td>
<td></td>
</tr>
<tr>
<td>220A</td>
<td>70</td>
<td>$2,958.98</td>
<td>NOT ESTABLISHED</td>
<td></td>
</tr>
<tr>
<td>220B</td>
<td>83</td>
<td>$2,449.08</td>
<td>NOT ESTABLISHED</td>
<td></td>
</tr>
<tr>
<td>220U1</td>
<td>63</td>
<td>$2,449.08</td>
<td>NOT ESTABLISHED</td>
<td></td>
</tr>
<tr>
<td><strong>REV 6-17-19</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>407</td>
<td>44</td>
<td>$1,176.88</td>
<td>156</td>
<td></td>
</tr>
<tr>
<td>A12</td>
<td>110</td>
<td>$2,346.97</td>
<td>300</td>
<td></td>
</tr>
<tr>
<td>A12-P</td>
<td>116</td>
<td>$2,346.97</td>
<td>350</td>
<td></td>
</tr>
<tr>
<td>412-P</td>
<td>73</td>
<td>$1,063.99</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>UH-1B</td>
<td>86</td>
<td>$1,032.39</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>UH-1B Super</td>
<td>88</td>
<td>$1,039.40</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>UH-1C</td>
<td>88</td>
<td>$1,039.40</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>UH-1H (13 engine)</td>
<td>88</td>
<td>$1,047.92</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td><strong>REV 6-17-19</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>507</td>
<td>507</td>
<td>$3,799.55</td>
<td>90</td>
<td></td>
</tr>
<tr>
<td>H-110B</td>
<td>23</td>
<td>$903.33</td>
<td>230</td>
<td></td>
</tr>
<tr>
<td><strong>REV 6-17-19</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>162G/1200</td>
<td>68</td>
<td>$2,596.51</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td><strong>REV 6-17-19</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LEONARDO</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AW 119 KOGAL</td>
<td>55</td>
<td>$1,346.25</td>
<td>230</td>
<td></td>
</tr>
<tr>
<td>AW 199</td>
<td>120</td>
<td>$2,325.95</td>
<td>155</td>
<td></td>
</tr>
<tr>
<td><strong>REV 6-17-19</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>500E</td>
<td>500</td>
<td>$797.09</td>
<td>120</td>
<td></td>
</tr>
<tr>
<td>500E1</td>
<td>500</td>
<td>$1,030.91</td>
<td>150</td>
<td></td>
</tr>
<tr>
<td>520N</td>
<td>52</td>
<td>$1,030.91</td>
<td>150</td>
<td></td>
</tr>
<tr>
<td>520F</td>
<td>52</td>
<td>$1,030.91</td>
<td>150</td>
<td></td>
</tr>
<tr>
<td>520D</td>
<td>41</td>
<td>$1,046.40</td>
<td>150</td>
<td></td>
</tr>
<tr>
<td>6060R1</td>
<td>69</td>
<td>$1,046.40</td>
<td>210</td>
<td></td>
</tr>
<tr>
<td><strong>REV 6-4-19</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CH-503</td>
<td>425</td>
<td>$7,508.24</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>CH 540-560</td>
<td>506</td>
<td>$7,045.29</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>CH 540-560</td>
<td>506</td>
<td>$7,045.29</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>S-551</td>
<td>47</td>
<td>$1,556.32</td>
<td>170</td>
<td></td>
</tr>
<tr>
<td>S-551E</td>
<td>83</td>
<td>$2,028.82</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>S-561/P191-3</td>
<td>115</td>
<td>$2,770.96</td>
<td>400</td>
<td></td>
</tr>
<tr>
<td>S-561/P191-6</td>
<td>115</td>
<td>$2,770.96</td>
<td>400</td>
<td></td>
</tr>
<tr>
<td>S-567/P191-6</td>
<td>115</td>
<td>$2,770.96</td>
<td>400</td>
<td></td>
</tr>
<tr>
<td>S-602-1</td>
<td>110</td>
<td>$4,492.47</td>
<td>550</td>
<td></td>
</tr>
<tr>
<td>S-720-1</td>
<td>70</td>
<td>$3,042.95</td>
<td>300</td>
<td></td>
</tr>
<tr>
<td>S-750-1</td>
<td>60</td>
<td>$2,476.00</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>S-760-1</td>
<td>60</td>
<td>$2,476.00</td>
<td>NOT ESTABLISHED</td>
<td></td>
</tr>
<tr>
<td>S-820-1</td>
<td>176</td>
<td>$4,046.17</td>
<td>NOT ESTABLISHED</td>
<td></td>
</tr>
<tr>
<td>AVERAGE GALLON PRICE:</td>
<td><strong>JET FUEL</strong>:</td>
<td></td>
<td><strong>$0.16</strong></td>
<td></td>
</tr>
</tbody>
</table>
SECTION D
EXHIBITS

EXHIBIT 13 - INTERAGENCY HELICOPTER LOAD CALCULATION (A.3, B.10 (a) (5), B.10 (b) (2))
Vendors shall use Computed Gross Weight for load calculation purposes for submitting proposals. For field operations use current temperature and elevation for performance planning purposes.

An Out of Ground (OGE) power check will be performed for either the takeoff or landing, whichever is most restrictive. Refer to Tech Bulletin No. IATB 17-01, dated November 10, 2016. Bulletins can be found at: http://www.fs.fed.us/fire/av_safety/promotion/Technical_Bulletins/index.html.

Instructions
A load calculation must be completed daily. A new calculation is required when operating conditions change (± 1000' in elevation or ± 5°C in temperature) or when the Helicopter Operating Weight changes (such as changes to the Equipped Weight, changes in flight crew weight or a change in fuel load).

All blocks must be completed. Pilot must complete all header information and Items 1-13. Helicopter Manager completes Items 14 & 15.

1. DEPARTURE – Name of departure location and current Pressure Altitude (PA, read altimeter when set to 29.92) and Outside Air Temperature (OAT, in Celsius) at departure location.

2. DESTINATION – Name of destination location and PA & OAT at destination. If destination conditions are unknown, use MSL elevation from a map and Standard Lapse Rate of 2° C/1000' to estimate OAT.

Check the box in Line 1 (Departure) or Line 2 (Destination) to indicate the most restrictive values used to obtain Computed Gross Weight in Line 7b.

3. HELICOPTER EQUIPPED WEIGHT – Equipped Weight equals the Empty Weight (as listed in the Weight and Balance Data) plus the weight of lubricants and onboard equipment required by agreement (i.e. survival kit, rappel bracket).

4. FLIGHT CREW WEIGHT – Weight of the Pilot and any other assigned flight crewmembers on board (i.e. Co-pilot, flight engineer, navigator) plus the weight of their personal gear to include PFD’s.

5. FUEL WEIGHT – Number of gallons onboard X the weight per gallon (Jet Fuel = 7.0 lbs/gal; AvGas = 6.0 lbs/gal)

6. OPERATING WEIGHT – Add items 3, 4 and 5.

7a. PERFORMANCE REFERENCES – List the specific Flight Manual supplement and hover performance charts used to derive Computed Gross Weight for Line 7b. Separate charts may be required to derive HIGE, HOGE and HOGE-J. HIGE: use Hover-In-Ground-Effect, External/Cargo Hook Chart (if available). HOGE & HOGE-J: use Hover-Out-Ground-Effect charts for all HOGE operations.
SECTION D
EXHIBITS

EXHIBIT 13 - INTERAGENCY HELICOPTER LOAD CALCULATION (A.3, B.10 (a) (5), B.10 (b) (2)) (Continued)

7b. COMPUTED GROSS WEIGHT - Compute gross weights for HIGE, HOGE and HOGE-J from appropriate Flight Manual hover performance charts using the Pressure Altitude (PA) and temperature (OAT) from the most restrictive location, either Departure or Destination. Check the box in Line 1 (Departure) or Line 2 (Destination) to indicate which values were used to obtain Computed Gross Weight.

8. WEIGHT REDUCTION – The Government Weight Reduction is required for all “non-jettisonable” loads. The Weight Reduction is optional (mutual agreement between Pilot and Helicopter Manager) when carrying jettisonable loads (HOGE-J) where the pilot has total jettison control. The appropriate Weight Reduction value, for make & model, can be found in the current helicopter procurement document (agreement).


10. GROSS WEIGHT LIMITATION – Enter applicable gross weight limit from Limitations section of the basic Flight Manual or the appropriate Flight Manual Supplement. This may be Maximum Gross Weight Limit for Take-Off and Landing, a Weight/Altitude/Temperature (WAT) limitation or a Maximum Gross Weight Limit for External Load (jettisonable). Limitations may vary for HIGE, HOGE and HOGE-J. Refer to Tech Bulletin No. 2011-03, dated September 14, 2011. Bulletins can be found at: http://www.fs.fed.us/fire/av_safety/promotion/Technical_Bulletins/index.html

11. SELECTED WEIGHT – The lowest weight, either line 9 or 10, will be entered for all loads. Applicable limitations in the Flight Manual must not be exceeded.

12. OPERATING WEIGHT – Use the value entered in Line 6.

13. ALLOWABLE PAYLOAD – Line 11 minus Line 12 is the maximum allowable weight (passengers and/or cargo) that can be carried for the mission. Allowable Payload may differ for HIGE, HOGE and HOGE-J.

14. PASSENGERS AND/OR CARGO – Enter passenger names and weights and/or type and weights of cargo to be transported. Include mission accessories, tools, gear, baggage, etc. A separate manifest may be used.

15. ACTUAL PAYLOAD – Total of all weights listed in Item 14. Actual payload must not exceed Allowable Payload for the intended mission profile, i.e. HIGE, HOGE or HOGE-J.

Both Pilot and Helicopter Manager must review and sign the form. Check if HazMat is being transported. Manager must inform the pilot of type, quantity and location of HazMat onboard.
SECTION D
EXHIBITS

EXHIBIT 13 - INTERAGENCY HELICOPTER LOAD CALCULATION (A.3, B.10 (a) (5), B.10 (b) (2)) (Continued)

<table>
<thead>
<tr>
<th>INTERAGENCY HELICOPTER LOAD CALCULATION</th>
<th>MODEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>OAS-57/FS 5700-17 (11/03)</td>
<td>N#</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PILOT(S)</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MISSION</th>
<th>TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>1</th>
<th>DEPARTURE</th>
<th>PA</th>
<th>OAT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2</th>
<th>DESTINATION</th>
<th>PA</th>
<th>OAT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3</th>
<th>HELICOPTER EQUIPPED WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>4</th>
<th>FLIGHT CREW WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>5</th>
<th>FUEL WT (______ gallons X _______ lbs per gal)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>6</th>
<th>OPERATING WEIGHT (3 + 4 + 5)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Non-Jettisonable</th>
<th>Jettisonable</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIGE</td>
<td>HOGE</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| 7a | PERFORMANCE REF  |
|    | (List page/chart from FM) |
|    | (From Line 13) |

| 7b | COMP GROSS WT  |
|    | (FM Performance section) |
|    | (From Line 13) |

| 8 | WT REDUCTION  |
|   | (Per for all Non-Jettisonable) |
|   | (From Line 13) |

| 9 | ADJUSTED WEIGHT  |
|   | (7b minus 8) |
|   | (From Line 13) |

| 10 | GROSS WT LIMIT  |
|    | (FM Limitations Section) |
|    | (From Line 13) |

| 11 | SELECTED WEIGHT  |
|    | (Lowest of 9 or 10) |
|    | (From Line 13) |

| 12 | OPERATING WEIGHT  |
|    | (From Line 13) |

| 13 | ALLOWABLE PAYLOAD  |
|    | (11 minus 12) |
|    | (From Line 13) |

| 14 | PASSENGERS/CARGO MANIFEST |
|    | (From Line 13) |

| 15 | ACTUAL PAYLOAD  (Total of all weights listed in item 14) |
|    | Line 15 must not exceed Line 13 for the intended mission |
|    | (From Line 13) |

HazMat
PILOT SIGNATURE:  
Yes____  No____

MGR SIGNATURE:  

124
**SECTION D**

**EXHIBITS**

**EXHIBIT 14 - HELICOPTER AND FUEL SERVICE TRUCK PRE-USE CHECKLIST**

### GENERAL

<table>
<thead>
<tr>
<th>Date:</th>
<th>Aircraft Make/Model:</th>
<th>N #:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vendor:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Pilot(s) Name(s): [ ] Yes [ ] No
- Card Expiration Date(s): [ ] Yes [ ] No
- Aircraft Carded For Intended Mission(s): [ ] Yes [ ] No
- Departure Base: Departure Hobbs Reading: [ ] Yes [ ] No
- Arrival Hobbs Reading: [ ] Yes [ ] No
- Copy of Contract on Board Aircraft: [ ] Yes [ ] No
- HazMat HBF/Exemption/ERG: [ ] Yes [ ] No
- Fire shelter training documentation on site (each vendor personnel): [ ] Yes [ ] No
- Fire shelter on FSV, Aircraft and Maintenance Pod (1 for each vendor personnel): [ ] Yes [ ] No

### LOGBOOK REVIEW

- 50/100-Hr., Progressive, Or Other Inspection Program Up-To-Date: [ ] Yes [ ] No
- Entries Indicating Damage To Aircraft: [ ] Yes [ ] No
- Form HCM-5 "Turbine Engine Performance Analysis" Onboard Aircraft: [ ] Yes [ ] No
- Power Check Completed/Results Satisfactory: [ ] Yes [ ] No

### CONDITION OF HELICOPTER

<table>
<thead>
<tr>
<th>Item</th>
<th>OK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Skin and Exterior</td>
<td></td>
</tr>
<tr>
<td>Windows</td>
<td></td>
</tr>
<tr>
<td>Ocons</td>
<td></td>
</tr>
<tr>
<td>Upholstery</td>
<td></td>
</tr>
<tr>
<td>Cargo Compartment</td>
<td></td>
</tr>
<tr>
<td>Skids/Wheels</td>
<td></td>
</tr>
<tr>
<td>Fixed Tank</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
</tr>
</tbody>
</table>

### REQUIRED HELICOPTER EQUIPMENT INSTALLED AND OPERATIVE (CONSULT CONTRACT)

<table>
<thead>
<tr>
<th>Item</th>
<th>Yes</th>
<th>No</th>
<th>Item</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seat Belts and Harnesses</td>
<td>Strobe Light(s)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hi-Visibility Paint on Main Rotor Blades</td>
<td>Survival Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VHF-FM Radio</td>
<td>First Aid Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VHF-AM 760 Channel</td>
<td>Fire Extinguisher(s)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auxiliary Radio Adapter</td>
<td>Cargo Hook</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GPS</td>
<td>Convex Mirror</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Skid Gear</td>
<td>Buckets (Appropriate Sizes)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nine-Pin Connector (Type II and III Helicopters)</td>
<td>Anti-Theft Security Measures in Place</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### REQUIRED SERVICE TRUCK EQUIPMENT INSTALLED AND OPERATIVE (CONSULT CONTRACT)

<table>
<thead>
<tr>
<th>Item</th>
<th>Yes</th>
<th>No</th>
<th>Item</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spare Set of Filters</td>
<td>Filter Change Data Placarded</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Extinguisher(s) Current Inspection</td>
<td>Bonding Cables</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hazmat Marking and Placards</td>
<td>Fuel Quality Control Log</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inspection Sticker</td>
<td>Absorbent Materials for Spills</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Comments:

### Signature of Inspecting Govt. Representative & Pilot

<table>
<thead>
<tr>
<th>Print Name</th>
<th>Date</th>
</tr>
</thead>
</table>

125
## EXHIBIT 15 - PERFORMANCE REPORT

### EVALUATION REPORT ON CONTRACTOR PERFORMANCE

"CPARS Compatible Format"

**SOURCE SELECTION INFORMATION**

NOT FOR PUBLIC RELEASE (see FAR 3.104 & 42.1503)

**Email to:** SM.FS.cwn_cpars@usda.gov

### AGENCY / USER
- U.S. FOREST SERVICE
  - INCIDENT SUPPORT BRANCH
  - 3833 S. DEVELOPMENT AVE
  - BOISE, IDAHO 83705-5354
  - Phone 208-387-5665
  - Fax 208-387-5384

### CONTRACTOR
- U.S. DEPARTMENT OF INTERIOR
  - IBC ACQUISITION SERVICES
  - 300 E MALLARD DR SUITE 200
  - BOISE, ID 83706
  - Phone 208-433-5026
  - Fax 208-433-5030

### CONTRACT NO.

### PERIOD OF PERFORMANCE
- FROM
- TO

### LOCATION OF PERFORMANCE

### AIRCRAFT FLIGHT SERVICES
- ☐ AIRPLANE
- ☐ HELICOPTER
- ☐ AIR TANKER

### AIRCRAFT TYPE

### CONTRACT EFFORT DESCRIPTION
- ☐ EXCLUSIVE USE
- ☐ CALL WHEN NEEDED
- ☐ FIRE MANAGEMENT
- ☐ RESOURCE
- ☐ MAINTENANCE
- ☐ OTHER MISSION – specify:

**INSTRUCTIONS:** This form can be completed on the computer or printed and completed by hand. Use the mouse to navigate. To check or uncheck a box, ‘double click’ the box. If further direction is required on how to complete this evaluation or where to submit it, please contact your Contracting Officer. Comment boxes are formatted to automatically wrap the entered text. Check the box that best describes the level in which the Contractor supported the area described. Comments are essential and must substantiate your rating selection. N/A = not applicable. If additional space is required, use page 2 of the form or attach additional page(s).

### SEE PAGE 4 FOR EVALUATION RATINGS DEFINITIONS

1. **Quality.** Contractor was professional and conformed to contract requirements. Was capable, efficient and effective in supporting the programs of this contract. Provided well maintained equipment and highly qualified personnel.

   - ☐ N/A
   - ☐ Exceptional
   - ☐ Very Good
   - ☐ Satisfactory
   - ☐ Marginal
   - ☐ Unsatisfactory

### COMMENTS:

2. **Schedule.** Contractor was prepared and available to begin work on contract start date and provided daily coverage during the contract period with little to no disruption or unavailability. Contractor kept COR informed of crew exchanges, maintenance issues, etc.

   - ☐ N/A
   - ☐ Exceptional
   - ☐ Very Good
   - ☐ Satisfactory
   - ☐ Marginal
   - ☐ Unsatisfactory

### COMMENTS:
### SECTION D

#### EXHIBITS

3. **Cost Control.** How well does the contractor control operating costs? (Check N/A if this is a Firm Fixed price or Firm Fixed Price with Economic Price Adjustment contract)

<table>
<thead>
<tr>
<th></th>
<th>N/A</th>
<th>Exceptional</th>
<th>Very Good</th>
<th>Satisfactory</th>
<th>Marginal</th>
<th>Unsatisfactory</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><img src="image" alt="Comments" /></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

4. **Management.** Contractor and on-site representatives were professional, well qualified, and committed to customer satisfaction and safety of operations. Contractor provided necessary support for key personnel and if applicable, took necessary action to correct or replace any personnel.

<table>
<thead>
<tr>
<th></th>
<th>N/A</th>
<th>Exceptional</th>
<th>Very Good</th>
<th>Satisfactory</th>
<th>Marginal</th>
<th>Unsatisfactory</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><img src="image" alt="Comments" /></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5. **Small Business.** How does the contractor support small business? (Check N/A unless this is a large business and a subcontracting plan is required)

<table>
<thead>
<tr>
<th></th>
<th>N/A</th>
<th>Exceptional</th>
<th>Very Good</th>
<th>Satisfactory</th>
<th>Marginal</th>
<th>Unsatisfactory</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><img src="image" alt="Comments" /></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
6. Regulatory Compliance. How well does the contractor comply with governing regulations such as the Federal Aviation Regulation or others.

☐ N/A    ☐ Exceptional    ☐ Very Good    ☐ Satisfactory    ☐ Marginal    ☐ Unsatisfactory

COMMENTS: [Blank]

7. Other – Safety. Contractor and on-site representatives attitude and efforts, as well as actual application, towards aircraft safety and general safety of operations?

☐ N/A    ☐ Exceptional    ☐ Very Good    ☐ Satisfactory    ☐ Marginal    ☐ Unsatisfactory

COMMENTS: [Blank]

8. Customer Satisfaction. Identify to what level you were satisfied with the services provided under this contract. If given the opportunity, would you hire this contractor again to accomplish a similar project?

☐ yes    ☐ No

☐ N/A    ☐ Exceptional    ☐ Very Good    ☐ Satisfactory    ☐ Marginal    ☐ Unsatisfactory

COMMENTS: [Blank]

9. Other Areas:

☐ N/A    ☐ Exceptional    ☐ Very Good    ☐ Satisfactory    ☐ Marginal    ☐ Unsatisfactory
SECTION D
EXHIBITS

10. Other Areas:

- [ ] N/A
- [ ] Exceptional
- [ ] Very Good
- [ ] Satisfactory
- [ ] Marginal
- [ ] Unsatisfactory

11. Other Areas:

- [ ] N/A
- [ ] Exceptional
- [ ] Very Good
- [ ] Satisfactory
- [ ] Marginal
- [ ] Unsatisfactory

12. Other Areas:

- [ ] N/A
- [ ] Exceptional
- [ ] Very Good
- [ ] Satisfactory
- [ ] Marginal
- [ ] Unsatisfactory

Additional comments to support your response to any item above or other items (will not be posted on CPARS website)

Name, Title of Individual Completing this Form (include agency, phone and electronic address)

Signature
<table>
<thead>
<tr>
<th>RATING</th>
<th>DEFINITION</th>
<th>NOTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exceptional</td>
<td>Performance meets contractual requirements and exceeds many to the Government’s benefit. The contractual performance of the element being assessed was accomplished with few minor problems for which corrective actions taken by the Contractor was highly effective.</td>
<td>To justify an Exceptional rating, identify multiple significant events and state how they were of benefit to the Government. A singular benefit, however, could be of such magnitude that it alone constitutes an Exceptional rating. Also there should have been NO significant weaknesses identified.</td>
</tr>
<tr>
<td>Very Good</td>
<td>Performance meets contractual requirements and exceeds some to the Government’s benefit. The contractual performance of the element being assessed was accomplished with some minor problems for which corrective actions taken by the Contractor was effective.</td>
<td>To justify a Very Good rating, identify a significant event and state how it was a benefit to the Government. There should have been no significant weaknesses identified.</td>
</tr>
<tr>
<td>Satisfactory</td>
<td>Performance meets contractual requirements. The contractual performance of the element being assessed contains some minor problems for which corrective actions taken by the Contractor appear or were satisfactory.</td>
<td>To justify a Satisfactory rating, there should have been only minor problems, or major problems the contractor recovered from without impact to the contract. There should have been NO significant weaknesses identified.</td>
</tr>
<tr>
<td>Marginal</td>
<td>Performance does not meet some contractual requirements. The contractual performance of the element being assessed reflects a serious problem for which the Contractor has not yet identified corrective actions. The Contractor’s proposed actions appear only marginally effective or were not fully implemented.</td>
<td>To justify Marginal performance, identify a significant event in each category that the Contractor has trouble overcoming and state how it impacted the Government. A Marginal rating should be supported by referencing the management tool that notified the Contractor of the contractual deficiency. (e.g., quality, schedule, business relations, management of key personnel, safety report or letter)</td>
</tr>
<tr>
<td>Unsatisfactory</td>
<td>Performance does not meet most contractual requirements and recovery is not likely in a timely manner. The contractual performance of the element contains a serious problem(s) for which the contractor’s corrective actions appear or were ineffective.</td>
<td>To justify an Unsatisfactory rating, identify multiple significant events in each category that the Contractor had trouble overcoming and state how it impacted the Government. A singular problem, however, could be of such serious magnitude that it alone constitutes an unsatisfactory rating. An Unsatisfactory rating should be supported by referencing the management tools used to notify the contractor of the contractual deficiencies (e.g., management, quality, safety, etc.)</td>
</tr>
</tbody>
</table>
SECTION D
EXHIBITS

EXHIBIT 16 - DEPARTMENT OF LABOR WAGE DETERMINATIONS

DEPARTMENT OF LABOR WAGE DETERMINATION INFORMATION

This agreement includes the Department of Labor (DOL) wage determination specified below. In order to reduce the size, the following information has been extracted from the wage determination listed below and identifies the occupation of service employees that would typically be employed on this type of agreement. To receive the wage determination in its entirety, please contact the issuing office.

DOL WAGE DETERMINATION NO. 1995-0222, REV. 49 DATED 07/16/2019

Area: Nationwide

Applicable Occupation: Airplane Pilot Minimum Hourly Wage: $29.94

DOL WAGE DETERMINATION NO. 1995-0221, REV. 48 DATED 07/16/2019

Area: Nationwide

Applicable Occupation
- Aircraft Mechanic II Minimum Hourly Wage: $31.95
- Aircraft Mechanic III Minimum Hourly Wage: $33.39
- Aircraft Mechanic—Helper Min. Wage: $23.42
- Truck Driver, Tractor Trailer Min. Wage: $19.80

FRINGE BENEFITS REQUIRED AND APPLICABLE FOR THE OCCUPATIONS IDENTIFIED ABOVE

1. Health & Welfare: $4.54 per hour or $181.60 per week or $786.93 per month

2. Vacation: 2 weeks paid vacation after 1 year of service with a Contractor or successor; 3 weeks after 5 years; 4 weeks after 15 years. Length of service includes the whole span of continuous service with the present Contractor or successor, wherever employed, and with the predecessor Contractors in the performance of similar work at the same Federal facility. (Reg. 29 CFR 4.173)


EXHIBIT 17 – RESERVED- (Supplemental Rappel Requirements- Equipment)
SECTION D
EXHIBITS

EXHIBIT 18 - CONTRACTOR'S VERIFICATION OF INDIVIDUAL HELICOPTER PILOT REQUIREMENTS AND EXPERIENCE FOR INITIAL INTERAGENCY APPROVAL (B.12 (c) (9), B.20 (i) (2))

AMD-60B (12/06) / FS-5700-20b (pending)

CONTRACTOR'S VERIFICATION OF INDIVIDUAL HELICOPTER PILOT REQUIREMENTS AND EXPERIENCE FOR INITIAL INTERAGENCY APPROVAL

Note: This form is required prior to initial (first-time) approval/carding. This form is not for pilots previously approved or carded by the USDA Forest Service or DOI, Office of Aviation Services (formerly Office of Aircraft Services).

The Contractor must ensure that a pilot who is presented for initial carding meets all requirements as outlined in the contract's Section B, Technical Specifications/Pilot Qualifications, after award. The Contractor must verify all pilot hours submitted on this form as determined from a certified pilot log or permanent record to ensure accuracy. In addition, the Contractor must identify previous employers and submit the information on this form. The information provided by the pilot on USFS Form FS-5700-20A or OAS Form 64B, Interagency Helicopter Pilot Qualifications and Approval Record, prior to approval needs to be verified as accurate by the Contractor. The information submitted is subject to verification by an interagency pilot inspector.

Date (mm/dd/yyyy):

Company's name:

Pilot's name:

Pilot's total helicopter pilot-in-command hours (verified from pilot's logbook or permanent record):

Pilot's information and flight time/experience as submitted for initial carding on OAS-64B or FS-5700-20a verified as accurate? Check if yes: ☐

Previous Employers:

<table>
<thead>
<tr>
<th>Previous Employer</th>
<th>Address &amp; Telephone Number</th>
<th>Current Contact Name &amp; Telephone No.</th>
<th>Period Employed</th>
<th>Make/Model(s): Flown and PIC Hours in each</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Helicopter Training Courses Completed:

<table>
<thead>
<tr>
<th>Name of Course &amp; Provider</th>
<th>Address &amp; Telephone Number</th>
<th>Contact Name &amp; Telephone No.</th>
<th>Date of Completion</th>
<th>Flight Hours Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Comments (use additional sheets if necessary):

Check one: ☐ Chief Pilot ☐ Director of Operations ☐ Other

Print name: ____________________________ Sign name: ____________________________
SECTION D
EXHIBITS

EXHIBIT 19 - "ON CONTRACT" PILOT OPERATIONAL TRAINING (B.10 (a) (3))

Pilot "operational training" may be accomplished "on contract" provided the following criteria are met.

(a) Training will be conducted in carded helicopters.

(b) Training shall not interfere with the Scope of the Contract (government will determine what constitutes interference). Note: Will be reviewed at pre-work conference.

(c) Training may be suspended or terminated by the government at any time.

(d) Contractor shall be responsible for all travel, per diem, and wage expenses of trainee pilots.

(e) Contractor has an OAS / USFS approved "Pilot Operational Training Plan". Plan shall contain at a minimum:

(1) Intent of program
(2) Responsibilities of Chief Pilot, Trainer and Trainee
(3) Safety
(4) Ground Training Syllabus minimum requirements:
   (i) Operations and Safety Procedures Guide.
   (ii) FAR Review
   (iii) PPE
   (iv) Contract
   (v) Load Calc
   (vi) Performance Planning
   (vii) Weight & Balance

(5) Flight Training Syllabus minimum requirements:
   (i) Lesson plans for all special use tasks required by the procurement document.
   (ii) Special use tasks will be trained to the standards set forth in the Interagency Helicopter Practical Test Standards.
SECTION D
EXHIBITS

EXHIBIT 19 - “ON CONTRACT” PILOT OPERATIONAL TRAINING (B.10 (a) (3)) (Continued)

(6) Training documentation & tracking procedures

(i) Contractor shall maintain training records documenting all phases of pilot training.

(ii) Training records are subject to Quality Assurance/Compliance reviews at any time by the government.

(7) Evaluation Process by the Trainer

(8) Process to submit trainee for carding evaluation.

(f) Pilot operational training plan shall be approved by the National Helicopter Standardization Pilot (USFS) or the National Helicopter Specialist (OAS).

(g) Training shall be accomplished only by an interagency approved “Pilot Trainer” meeting the following criteria:

(1) Current and valid CFI Rotorcraft-Helicopter or designated as an approved company instructor.

(2) Has held an interagency pilot card for a minimum of 2 of the last 5 years.

(3) A current and valid interagency pilot card endorsed for all missions in which training is to be provided and is endorsed as “Designated Pilot Trainer”.

(4) Pilot trainer endorsement may be revoked at the government’s discretion.

(h) “Trainee Only Pilots” shall meet the following criteria:

(1) For aircraft requiring 2 pilots, has met the requirements set forth in 14 CFR part 61

(2) Has submitted the documentation as outlined in B.20.

(3) Holds a current and valid Interagency Pilot Card with the endorsement, “Trainee Only” pilot.

(4) “Trainee Only” pilots are authorized to receive training in all missions that the “Pilot Trainer” is endorsed to perform.

(5) Operational training flight hours may be used to satisfy all but the initial 10 hours of the required flight hours for “weight class”.

(6) Operational training flight hours may be used to satisfy all but the initial 10 hours of the required flight hours for “make and model”.

(7) Operational training flight hours may be used to satisfy the required flight hours for “Mountain Flying – Make and Model”.

134
SECTION D
EXHIBITS

EXHIBIT 19 - “ON CONTRACT” PILOT OPERATIONAL TRAINING (B.10 (a) (3)) (Continued)

(8) Operational flight training will not be used to accomplish the contractually required 10 flight hours of Long-Line training.

(9) “Trainee Only” pilots are limited to receive training in no more than one aircraft make and model per calendar year.

(i) Contractors awarded up to three items may be authorized two “Pilot Trainers”: If awarded four or more items, contractor may be authorized four “Pilot Trainers”.

(j) Contractors will be authorized two “Trainee Only” pilots per “Pilot Trainer” at any time.

(k) Contractors shall submit training records and a formal request recommending the “Trainee Only” pilot for evaluation by a Helicopter Inspector Pilot. The pilot trainer shall have verified that the trainee has met all contract minimum flight hour requirements and that the trainee is proficient in all special use missions required by the procurement document.

(l) Any deviation from this exhibit must be approved by an Alternate Means of Compliance (AMOC) issued by the National Helicopter Standardization Pilot or the National Helicopter Specialist and the appropriate Contracting Officer.
## SECTION D
### EXHIBITS

**EXHIBIT 20 - AIRCRAFT MECHANIC (HELICOPTER) QUALIFICATION FORM (B.12 (h) (5))**

**U.S. Department of Agriculture - Forest Service**

**AIRCRAFT MECHANIC (HELICOPTER)**

Agreement No. __________________________

<table>
<thead>
<tr>
<th>Name</th>
<th>Date of Birth</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Employer**

<table>
<thead>
<tr>
<th>Office Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

**FAA Certificates:** Type ______ No. __________ Date Issued __________

**Total Years Experience** __________ **Total Years Experience as Licensed Mechanic** __________

**Record of Special Training (Factory Schools, etc.)**

<table>
<thead>
<tr>
<th>Name of Course</th>
<th>Location</th>
<th>Year Attended</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Record of Past Performance (Previous Three Years)**

<table>
<thead>
<tr>
<th>Dates</th>
<th>Location</th>
<th>Employer/Supervisor</th>
<th>Phone No.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Record of maintaining helicopters Under Field Conditions:**

<table>
<thead>
<tr>
<th>Dates</th>
<th>Location (Designated Base)</th>
<th>Type of Agreement</th>
<th>Type Helicopter</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* "Field Condition" is defined as maintaining the helicopter away from the contractor's base of operation with minimal supervision*
SECTION D
EXHIBITS

EXHIBIT 20 - AIRCRAFT MECHANIC (HELICOPTER) QUALIFICATION FORM (B.12 (h) (5)) (Continued)

I certify that the information listed by me on this form is true and correct summary of my aircraft maintenance experience. I have read the Maintenance Section of this agreement and understand the terms and conditions. I have received/provided the training as required in B.12(h) (4).

Date ___________________________________________________________ Mechanic Signature ______________________________

Date ___________________________________________________________ Company Representative __________________________

(Inspectors Use Only)

Mechanic meets the Experience Requirements of the Agreement and is approved to perform maintenance on:

Type and Model of Helicopter(s) ________________________________________________________________

Type and Model Engine(s) ________________________________________________________________

Date ________________________________________________________________ USFS Maintenance Inspector __________________________

137
**EXHIBIT 21 - WEIGHT AND BALANCE FORM (EXAMPLE) (A.3, B.5 (a) (15 & 17))**

<table>
<thead>
<tr>
<th>Page</th>
<th>A/C Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Date Weighed</th>
<th>Date Weighed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 of 1</td>
<td>Bell 205A-1</td>
<td>N12345</td>
<td>66666</td>
<td>9/15/2009</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location and Description of Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
<th>Lat. Arm</th>
<th>Lat. Moment</th>
<th>In A/C</th>
<th>ON 'C' Chart</th>
<th>In A/C</th>
<th>ON 'C' Chart</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fuselage:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ballast</td>
<td>25.3</td>
<td>8.5</td>
<td>215.1</td>
<td>3.4</td>
<td>86</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Battery</td>
<td>52.5</td>
<td>8.5</td>
<td>446.3</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wire Strike kit upper and lower</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>O</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pulse light kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Strobe</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cargo Hook</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cabin:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Instruments</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Radios</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Automated Flight Following</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seats</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Engine Deck:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rotor brake</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T-53 engine</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>212 Rotor assy</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Tail:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fast Fin</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Strake Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>212 Tail Rotor Assy</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Strobe Light</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Removable Equipment:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fill Pump</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rappel Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Survival Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>First Aid Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Tank</td>
<td>395.2</td>
<td>125</td>
<td>49400</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

X: Item was on the aircraft at the time aircraft was weighed or is included in the basic weight.  
O: Item was off the aircraft at the time aircraft was weighed or is not included in the basic weight.  
C: Item is on Form C when installed.
### EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)

<table>
<thead>
<tr>
<th>Form A : List of approved equipment</th>
<th>Date Weighed</th>
<th>Date Weighed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Page</td>
<td>A/C Make, Model, Series</td>
<td>Registration Number</td>
</tr>
<tr>
<td>Location and Description of Item</td>
<td>Weight</td>
<td>Arm</td>
</tr>
</tbody>
</table>

- **X**: Item was on the aircraft at the time aircraft was weighed or is included in the basic weight.
- **O**: Item was off the aircraft at the time aircraft was weighed or is not included in the basic weight.
- **C**: Item is on Form C when installed.
SECTION D
EXHIBITS

EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)

<table>
<thead>
<tr>
<th>Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bell, 205A -1</td>
<td>N12345</td>
<td>86666</td>
<td>9/15/2000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Datum is</th>
<th>Leveling Means</th>
<th>Weighing Procedures References</th>
<th>Scale Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.60&quot; aft of cabin nose</td>
<td>Plumb line from top of left main door frame</td>
<td>CFR, part 29 / OEM Maint. Manual chapter 8 / Type Certificate DS</td>
<td>Jack points</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Scale</th>
<th>Reading</th>
<th>Tare</th>
<th>Net Weight</th>
<th>Long. Arm</th>
<th>Moment</th>
<th>Lat. Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left Front or Nose</td>
<td>1478</td>
<td>0</td>
<td>1478</td>
<td>+ 61.69</td>
<td>91177.8</td>
<td>- 30</td>
<td>44340</td>
</tr>
<tr>
<td>Right Front</td>
<td>1116</td>
<td>0</td>
<td>1116</td>
<td>+ 61.69</td>
<td>8384.1</td>
<td>+ 30</td>
<td>33480</td>
</tr>
<tr>
<td>Left Aft or Tail</td>
<td>1215</td>
<td>0</td>
<td>1215</td>
<td>+ 211.58</td>
<td>257098.7</td>
<td>- 30</td>
<td>36450</td>
</tr>
<tr>
<td>Right Aft</td>
<td>1974</td>
<td>0</td>
<td>1974</td>
<td>+ 211.58</td>
<td>417658.9</td>
<td>+ 30</td>
<td>59220</td>
</tr>
</tbody>
</table>

| Basic Weight (Total)  | 5783   | 144.46 | 834752.5 | 2.06 | 11910 |

**Fluids (Fuel & Oil and Etc) at Time of Weighing**

<table>
<thead>
<tr>
<th>Fuel</th>
<th>Full</th>
<th>Defueled</th>
<th>Drained</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil Engine</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Transmission</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Tail Gearboxes</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hydraulic Fluid</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes**

Oil and unusable fuel in basic weight

<table>
<thead>
<tr>
<th>Items Weighed not part of Basic Weight</th>
<th>Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Usable fuel (if full)</td>
<td>1457.5</td>
<td>+ 150.4</td>
<td>219208</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Items not Weighed but part of Basic Weight</th>
<th>Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unusable fuel (if drained)</td>
<td>16.5</td>
<td>+ 144</td>
<td>3276</td>
<td></td>
</tr>
</tbody>
</table>

**Adjusted Basic Weight of Aircraft as Weighed**

| Total (−)       | 1457.5       |

<table>
<thead>
<tr>
<th>Total Basic Weight of Aircraft as Weighed</th>
<th>5783</th>
</tr>
</thead>
<tbody>
<tr>
<td>Longitudinal EW. CG</td>
<td>834752</td>
</tr>
<tr>
<td>Lateral EW CG</td>
<td>11910</td>
</tr>
</tbody>
</table>

**Aircraft Weighed By**

- **Print Name:**
- **Signature:**
- **Certificate Type and Number:**

**Scales**

- **Type:**
- **Serial Number:**
- **Calibration Date:**
## SECTION D
### EXHIBITS

EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)

<table>
<thead>
<tr>
<th>Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Datums is</td>
<td>Leveling Means</td>
<td>Weighing Procedures References</td>
<td>Scale Location</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Scale</th>
<th>Reading</th>
<th>Tare</th>
<th>Net Weight</th>
<th>Long. Arm</th>
<th>Moment</th>
<th>Lat. Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left Front or Nose</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right Front</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Left Aft or Tail</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right Aft</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Scale Readings</th>
<th>Basic Weight</th>
<th>Total</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Fuel &amp; Oil at Time of Weighing</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel</td>
<td>Full</td>
</tr>
<tr>
<td>Oil Engine</td>
<td></td>
</tr>
<tr>
<td>Oil Transmission</td>
<td></td>
</tr>
<tr>
<td>Oil Tail Gearboxes</td>
<td></td>
</tr>
<tr>
<td>Hydraulic Fluid</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Items Weighed not part of Basic Weight</th>
<th>Items not Weighed but part of Basic Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Item</td>
<td>Weight</td>
</tr>
</tbody>
</table>

| Total (--) | Total (+) |

<table>
<thead>
<tr>
<th>Adjusted Basic Weight of Aircraft as Weighed</th>
<th>CG</th>
<th>Moment</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Total Empty Weight of Aircraft as Weighed</th>
<th>Longitudinal EW, CG</th>
<th>Lateral EW CG</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Aircraft Weighed By</th>
<th>Scales</th>
</tr>
</thead>
<tbody>
<tr>
<td>Print Name</td>
<td>Type</td>
</tr>
<tr>
<td>Signature</td>
<td>Serial Number</td>
</tr>
<tr>
<td>Certificate Type and Number</td>
<td>Calibration Date</td>
</tr>
<tr>
<td>Date mm/dd/yyyy</td>
<td>Description of Item</td>
</tr>
<tr>
<td>----------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>12/31/2009</td>
<td>Aircraft as weighed</td>
</tr>
<tr>
<td>7/15/2010</td>
<td>Survival Kit</td>
</tr>
<tr>
<td>7/15/2010</td>
<td>Rappel Mount kit</td>
</tr>
<tr>
<td>7/15/2010</td>
<td>Sorenson Tank and Snorkel</td>
</tr>
<tr>
<td>7/15/2010</td>
<td>Fire Shelter</td>
</tr>
<tr>
<td>7/15/2010</td>
<td>Cleaning Supplies/Xtra Oil</td>
</tr>
<tr>
<td>7/15/2010</td>
<td>Ladder</td>
</tr>
<tr>
<td>7/15/2010</td>
<td>Log Books</td>
</tr>
<tr>
<td>7/15/2010</td>
<td>Tool Box</td>
</tr>
</tbody>
</table>
### EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)

**Form C: Continuous History of Equipped Weight After Weighing**

<table>
<thead>
<tr>
<th>Date mm/dd/yyyy</th>
<th>Description of Item</th>
<th>Weight Change</th>
<th>Current Total Equipped Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Added (+)</td>
<td>Removed (-)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Weight</td>
<td>Arm</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
SECTION D
EXHIBITS

EXHIBIT 22 - RESERVED – (Computed Gross Weight)
SECTION D
EXHIBITS

EXHIBIT 23 - PERFORMANCE BY GOVERNMENT-FURNISHED PILOT (A.14)

(a) General
(1) The following provisions shall apply to the performance of work under the contract, on an intermittent and short term basis, when the utilization of a qualified Government pilot is authorized by the Contractor. All other provisions not expressly changed herein continue to apply.

(2) Qualified Government Pilots may operate Contractor aircraft on a case by case basis, upon written approval of the Regional Aviation Officer (RAO) and the CO.

(3) Government pilot operations will be in compliance with the USDA Forest Service Manual (FSM) 5700 or Department of the Interior, Departmental Manual (DM), Parts 350-354 Aviation Management and Title 14, Part 91 of the CFR, including those portions that apply to civil aircraft except as noted in the agency manuals. It is not intended that Government pilots meet all requirements of B.12.

(4) Appropriate records to establish the qualifications and experience of the Government pilot will be furnished to the Contractor upon request.

(5) The Contractor may conduct check rides and/or training of Government pilots for familiarization in the Contractor's helicopters. The cost of check rides and flight training, if required, will be borne by the Government.

(6) Approval of a Government pilot to perform work under the contract rests solely with the Contractor.

(7) The clause Loss, Damage, or Destruction, is applicable to this contract when the Contractor authorizes performance by a Government pilot.

(8) The payment provisions of the contract remain unchanged.

(9) Shall not function as Contractor's scheduled relief pilot.

(b) Loss, Damage, or Destruction

(1) The Contractor shall indemnify and hold the Government harmless from any and all losses or damage to the aircraft furnished under this contract except as delineated below. For the purpose of fulfilling the contractor’s obligation under this clause, the Contractor shall procure and maintain during the term of this contract, and any extension thereof, hull insurance meeting FAA requirement, acceptable to the Contracting Officer (CO). The Contractor's insurance coverage shall apply to pilots furnished by the Government to operate this aircraft. The contractor shall procure and maintain during the term of this contract, and any extension thereof, aircraft public liability insurance in accordance with 14 CFR, Parts 198 and 205. The parties names insured under the policies shall be the Contractor and the United States of America. The Contractor may request a list of Government pilots, by name, and qualifications for potential pilots from the CO.
SECTION D
EXHIBITS

EXHIBIT 23 - PERFORMANCE BY GOVERNMENT-FURNISHED PILOT (A.14) (Continued)

(2) Prior to the commencement of work hereunder, the Contractor shall furnish the CO with a copy of the insurance policy or policies or a certificate of insurance issued by the underwriter(s) showing that the coverage required by this clause has been obtained.

(3) Each policy or certificate evidencing the insurance shall contain an endorsement that provides that the insurance company will notify the CO thirty (30) days prior to the effective date of any cancellation or termination of any policy or certificate or any modification of a policy or certificate that adversely affects the interest of the Government in such insurance. The notice shall be sent by registered mail and shall identify this contract, the name and address of the Contracting Officer, the policy, and the insured. The Contractor, prior to commencement of work, shall submit to the Contracting Officer one copy of the insurance policy, or confirmation from the insurance company, certifying that the coverage described in this clause has been obtained.

(4) If the aircraft is damaged or destroyed while in the custody and control of the Government, the maximum liability to the Government shall not exceed the Contractor’s deductible (if any) stipulated in the insurance coverage. The Contractor’s deductible as stipulated in the insurance coverage shall not exceed:

   (i) In-Motion Accidents - Up to 5% of the current insured value of the aircraft as stated in the policy.

   (ii) Not In-Motion Accidents – Up to $1,000.00 per accident.

(5) Such reimbursement shall not be made; however, for loss or damage to the aircraft resulting from (1) normal wear and tear, (2) negligence or fault in maintenance of the aircraft by the Contractor, or (3) defect in construction of the aircraft or a component thereof.

(6) If damage to the aircraft is established to be the fault of the Government, availability payments will be made to the Contractor during the repair period. The Government may, at its option, make necessary repairs or return the aircraft to the Contractor for repair. In the event the aircraft is lost, destroyed, or damaged so extensively as to be beyond repair, no rental payment will be made to the Contractor thereafter.

(7) The contractor shall use every precaution necessary to prevent damage to public and private property. The Contractor shall be responsible for all damage to property and to persons, including third parties that occur as a result of their or their agent’s or employee’s fault or negligence. The term “third parties” is construed to include employees of the Government. The Contractor may be otherwise insured by a combination of primary and excess policies. Such policies must have combined coverage equal to or greater than the combined minimums required.
SECTION D
EXHIBITS

EXHIBIT 23 - PERFORMANCE BY GOVERNMENT-FURNISHED PILOT (A.14) (Continued)

(8) Any failure to agree as to the responsibility of the Contractor under this clause shall, after a final finding and determination by the CO, be considered a dispute within the meaning of the “Disputes” clause of this contract.

(9) The Government shall not be liable for damages to contractor equipment or personnel provided under this contract except for damages caused by Government personnel acting within the scope of their official duties as compensable under the Federal Tort Claims Act, 28 U.S.C. 2671-2680.
SECTION D
EXHIBITS

EXHIBIT 24 - FAA OVER WATER KIT (A.12)

(a) Weather guidelines: Ceiling of 500 feet and visibility of three miles offshore.

(b) Personal Protective Equipment:

(1) Flotation/survival vests shall be worn by all occupants when flying beyond power-off gliding distance to shore.

(2) A flotation/survival vest shall be provided by the Contractor for each seat available in the helicopter. The contents of this vest shall be as follows:

   (i) Dual inflation bladders TSO-C13c or equal.

   (ii) Water activated light attached to vest TSO-C85.

   (iii) Dye marker.

   (iv) Whistle or other Coast Guard-approved noise device.

   (v) Mirror for signaling.

(3) A flotation/survival vest shall be provided by the contractor for the pilot. The contents of this vest shall be as follows:

   (i) All the contents of subsection 2 above.

   (ii) One FAA-approved 406 MHz Emergency Locator Transmitter (ELT), Coast Guard-approved 406 MHz Emergency Position Indicating Radio Beacon (EPIRB), or FCC-approved 406 MHz Personal Locator Beacon (PLB). This shall be of a size that allows the ELT/EPIRB/PLB to be carried on the flotation/survival vest and shall not impede egress from the aircraft.

   (iii) Two smoke markers for daytime distress signaling.

Note: The flotation/survival vests used satisfactorily in the past have been assembled from components (i.e., durable nylon mesh vest with an inner flotation device; pockets available in the vest allowed for required equipment storage, etc.) available from a variety of marine survival equipment suppliers.

(c) Life Raft: A double chamber life raft(s) shall be provided for each helicopter with a "rated capacity" equal to the seating capacity of the aircraft (pilot and passengers).

Note: Personal Locator Beacon (PLB) with same specifications in (b) (3) (ii) above shall be provided by the government for all passengers.
SECTION D
EXHIBITS

EXHIBIT 25 - LITTER KIT PROVISIONS AND LITTER (A.12)

Litter Kit must be designed to facilitate rapid conversion of the helicopter to an air ambulance configuration. The Litter Kit shall provide for transporting one or two litter patients as well as one or two attendants. The kit shall consist of a minimum one folding litter and support structure, attaching hardware, and one special door. The special door shall incorporate provisions for quick installation which will permit high speed and/or long distance transportation of patients and attendants in comfort.

Included in the kit may be a basic shape door window glass panels for quick interchange with a bubble glass panel for normal operation.

Operations:

With litters installed, operations must be conducted in accordance with the rotorcraft flight manual supplement.

Equipped Weight and Gross Weight Limitations:

Equipped weight of the helicopter with kit and litter shall be computed and listed on the running weight charts. Center of Gravity Limitations:

Before each flight with a litter patient a weight and balance shall be computed.

EXHIBIT 26 – RESERVED – (Aerial Ignition)

EXHIBIT 27 – RESERVED – (Law Enforcement Short Haul Special Mission Qualifications & Requirements)
SECTION D
EXHIBITS

EXHIBIT 28 - PUBLIC AIRCRAFT OPERATIONS

This Exhibit serves as notice that you may be conducting Public Aircraft Operations (PAO) while under contract to the United States Forest Service (USFS). Flights ordered and conducted under this contract may be considered Public Aircraft Operations.

FAA Advisory Circular 00-1.1B can be referenced at hyperlink below:

https://www.faa.gov/documentlibrary/media/advisoryCircular/ac_00.1-1b.pdf

After contract award, the contractor/company is responsible for providing the following information to the Federal Aviation Administration Flight Standards District Office that your 133, 135 and/or 137 Certificates are issued by. In addition, a copy of this document is required to be carried in each aircraft listed below.

Civil Operator: Name your Certificates are Held Under

Aircraft Type (Fixed-Wing or Helicopter): Make/Model/Series

Name of Aircraft Owner: Name on Aircraft Registration

Aircraft Registration Number(s): N Number(s) of Aircraft on Contract

Contract Number: 12024BXXXXXX

Contract Type and Service: EU/CWN, Airtanker/Helicopter/Light FW, etc. Services

Date of Contract: Contract Award Date

Date of Proposed First Flight as a PAO: Effective Date of Contract

Date PAO Declaration Expires: This date should be the final day of the contract period of performance – including the base period of the contract plus all possible option years.

Public Aircraft Operations are being conducted under contract by: U.S. Forest Service, 1400 Independence Avenue SW, Washington DC 20250

Acquisition Management Official: Robert Hoffman, Contracting Officer, robert.hoffman@usda.gov or (208) -387-5681.


Please contact Assistant Director of Aviation at (202) 205-1410 with comments or questions regarding the PAO declaration.
SECTION D
EXHIBITS

EXHIBIT 29 - VENDOR-CONTRACTOR QA/EVALUATION/SAFETY CHECKS

Type 1 aircraft are authorized to utilize an aircraft seat (non-pilot station) to conduct evaluations on company pilots for the purpose of Quality Assurance, CRM/Safety evaluations while on an operational mission. Type 2 aircraft are authorized to utilize a pilot position to conduct the above evaluations.

Restrictions are as follows:

(a) Limited to 1 (one) fuel cycle per crew on an operational mission.

(b) Must meet PPE and Fire Shelter requirement.

(c) Jump seat must be an FAA approved seat with approved restraint system.

(d) A minimum of 24 hours’ notice must be given to the Helicopter Manager/COR. The COR/Helicopter Manager will have the final approval authority.

(e) The only authorized personnel to conduct evaluations are; Chief Pilots, Chief flight instructors, Company Safety managers. If they have access to flight controls (Type 2) they are restricted from flying the aircraft unless they have a current interagency card. Companies will submit the names of the personnel that are in these positions to the National Helicopter Standardization Pilot for approval.

(f) Evaluation program must be addressed in the company’s SMS or operations specs and include procedures for addressing summary of findings/ mitigations.

(g) Relief pilot safety orientation flight is authorized provided the flight is an operational mission, is limited to 1 (one) fuel cycle and will be counted as a duty day.

(h) An end of season summary of findings will be provided to the National Helicopter Standardization Pilot or National Helicopter Program Manager.

EXHIBIT 30 – RESERVED – (Night Flying Operations)
SECTION D
EXHIBITS

EXHIBIT 31 - SAFETY MANAGEMENT SYSTEM (SMS) COMPONENTS QUESTIONNAIRE AND ACCIDENT HISTORY

The FS aviation program views Safety Management Systems (SMS) as a critical element for contract evaluation. **A complete response is required.**

(a) Safety Management System Components

The FS aviation program uses Safety Management Systems (SMS) agency-wide approach to aviation operations that includes safety management policy, safety risk management, safety assurance and safety promotion. Provide evidence of your SMS program as described below.

**Note:** Under the column heading OFFEROR ACTION REQUIRED on the form, the documentation provided must describe the policy or process used to meet the standard with completed evidence. Blank forms are not acceptable as evidence. For example, for audit evidence under Safety Assurance, a certificate of an SMS audit serves as evidence; or a copy of a "self-validated" SMS audit will suffice. If no action is stated, simply mark the column with a Y, N or N/A where applicable.

The International Standard for Business Aircraft Operations (IS-BAO) and the Federal Aviation Administration (FAA) in AC120.92A can provide the explanations and examples of the requested standards below.

<table>
<thead>
<tr>
<th>SAFETY MANAGEMENT SYSTEM COMPONENTS</th>
<th>Y</th>
<th>N</th>
<th>NA</th>
<th>OFFEROR ACTION REQUIRED</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Standard</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Safety Policy and Objectives</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1a Are key safety personnel appointed? Is there an identified trained Aviation Safety Manager?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>1b Does the company have an organizational structure (organizational chart) that clearly defines duties, authorities and accountabilities?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>1c Where the company has more than one operating base, has the management structure addressed the management responsibilities at each location?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>Operations Manual</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1d</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Does the Operations Manual contain a flight operations and aircraft maintenance policy?</td>
<td></td>
<td></td>
<td></td>
<td>Describe</td>
</tr>
<tr>
<td>• Does the Operations Manual contain an operational control system and SOP's?</td>
<td></td>
<td></td>
<td></td>
<td>Provide evidence.</td>
</tr>
<tr>
<td>• Is the Operations Manual approved by management (CEO)?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### SAFETY MANAGEMENT SYSTEM COMPONENTS

<table>
<thead>
<tr>
<th>Standard</th>
<th>Y</th>
<th>N</th>
<th>NA</th>
<th>OFFEROR ACTION REQUIRED</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Is the Operations Manual amended or revised as necessary to ensure that the information contained in it is kept up to date?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>- Have the employees been trained on the Operations Manual?</td>
<td></td>
<td></td>
<td></td>
<td>Provide evidence.</td>
</tr>
<tr>
<td>- Does the Operations Manual reflect the type operation that is being contracted for?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>Emergency Response Plan</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Do you have an internal emergency response plan?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>- Is the Accident / Emergency Plan available to all employees?</td>
<td></td>
<td></td>
<td></td>
<td>Describe.</td>
</tr>
<tr>
<td>- Are personnel who have a role in the emergency response plan trained in their role, and is the plan exercised periodically in order to test its integrity?</td>
<td></td>
<td></td>
<td></td>
<td>Provide evidence.</td>
</tr>
</tbody>
</table>

#### Safety Risk Management

<table>
<thead>
<tr>
<th>2a</th>
<th>Does the company have a Risk Management Policy?</th>
<th>Provide evidence.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Has the company developed and maintained a Risk Management Process to:</td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td></td>
<td>Identify Hazards</td>
<td>No blank forms.</td>
</tr>
<tr>
<td></td>
<td>Risk Analysis (Exposure)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Risk Assessment (Severity and likelihood)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Decision Making (Mitigations)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Validation of Control (Controls effective)</td>
<td></td>
</tr>
</tbody>
</table>

| 2b | Does the company have an Operational Risk Management (ORM) Worksheet or Flight Risk Analysis Tool (FRAT)* Worksheet. | Describe and provide evidence. |

| 2d | Is there a process to elevate the risk decision outcome? i.e. Chief Pilot? CEO? | Describe and provide evidence. |

#### Safety Assurance

<table>
<thead>
<tr>
<th>3a</th>
<th>Have operations (internal or external) audits been conducted in this past field season?</th>
<th>Describe and provide evidence.</th>
</tr>
</thead>
<tbody>
<tr>
<td>3b</td>
<td>Is there an Action Plan (AP) developed from the audits?</td>
<td>Provide your latest plan.</td>
</tr>
<tr>
<td>3c</td>
<td>Does the company have a Quality Assurance Program?</td>
<td>Describe and provide evidence.</td>
</tr>
</tbody>
</table>
### SECTION D

#### EXHIBITS

<table>
<thead>
<tr>
<th>Externally Developed</th>
<th>Your Company Developed</th>
<th>Evidence</th>
</tr>
</thead>
<tbody>
<tr>
<td>(3d)</td>
<td>Has the company developed and maintained a means of: monitoring and measuring safety performance, identifying and managing organizational changes that may affect safety, ensuring continual improvement?</td>
<td>What action has your company taken and/or plans to facilitate change? Describe and provide evidence.</td>
</tr>
<tr>
<td>(3e)</td>
<td>Does the company have a training program that ensures personnel are trained and competent to perform their assigned duties?</td>
<td>Do you have a process that can train your pilots and mechanics, both initially and annually, on the requirements of this contract? Describe and provide evidence.</td>
</tr>
<tr>
<td>(3f)</td>
<td>Does the company have a separate training program for: pilots, maintenance personnel, fuelers / truck drivers?</td>
<td>Describe and provide evidence.</td>
</tr>
</tbody>
</table>

#### Safety Promotion

<table>
<thead>
<tr>
<th>Externally Developed</th>
<th>Your Company Developed</th>
<th>Evidence</th>
</tr>
</thead>
<tbody>
<tr>
<td>(4a)</td>
<td>Has the company developed and maintained a formal means of safety communication (like SAFECOM)</td>
<td>Briefly describe technology your company has acquired to facilitate communication with deployed pilots. Describe and provide evidence.</td>
</tr>
<tr>
<td>(4b)</td>
<td>Are there lessons-learned developed from incidents/accidents? Are they shared with the company personnel?</td>
<td>Provide evidence.</td>
</tr>
<tr>
<td>(4c)</td>
<td>Is a Safety Award system in place?</td>
<td>Describe</td>
</tr>
</tbody>
</table>

(b) Accident History for the previous 5 years: Include all aircraft that have operated under your Operating Certificates (fixed wing and rotor wing). Complete the blocks that apply to your company accident history.

(1) Total number of flight hours for the previous 5 years: ____________________

(2) Number of aircraft accidents reported to NTSB in the previous 5 years: ______

If your company has had an accident in the last 5 years provide an accident prevention action plan or evidence of actions taken to prevent future accidents.

If you had an accident that was reported to the NTSB and it was downgraded to an incident, you must provide evidence from the NTSB.
EXHIBIT 32 - TRANSPORTATION WORKSHEET

When assigned to an alternate base, the Contractor will be paid for actual necessary and reasonable costs associated with transporting authorized personnel (relief crew). The Contractor is responsible for advising the on-site Government representative(s) of the anticipated cost associated with transporting relief (and/or maintenance) personnel to the alternate base prior to the relief exchange. **Claims must be supported by itemized invoices, summarized on this worksheet, and submitted to the COR.**

See contract clause “Transportation Costs Associated with Operating Away From the Designated Base” for detailed information.

| VENDOR: | AIRCRAFT TAIL NUMBER: |
| DATE | ALTERNATE BASE LOCATION |

### Relief Exchange – Involved Crew Member(s)

- [ ] Pilot (list on page 2)
- [ ] Fuel Servicing Vehicle Driver (list on page 2)
- [ ] Mechanic (If required by contract) (list on page 2)

### Additional Personnel

- [ ] Mechanic
- [ ] Other

| Name | Name |

| Maintenance Accomplished | Reason for providing additional personnel |

### ITEMIZATION OF COSTS – From Page 2 (vendor maintain receipts at home base)

| Airline Transportation | Total for all positions from page 2 | $ |
| Charter Aircraft | Invoice to include aircraft make/model, flight time, hourly rate, passengers, and departure/destination location, date and time | $ |
| Rental Car | Total from page 2 | $ |
| Rental Car Fuel | Total from page 2 | $ |
| POV automobile | Total Mileage From | To | $ |
| *POV/Company aircraft | Total *Statute Miles From | To | $ (GSA rate x sm*) |
| Other (explain) | $ |

| Total Cost | $ |

Vendor: Fill out page 1 and 2 of the Transportation Worksheet (relief costs). Receipts shall match information provided on page 2; maintain actual receipts at Home Base. *If POV/Company aircraft used to transport relief, the vendor must provide airline ticket cost comparison. Government will pay the lesser amount.*

Vendor Signature: Date
**SECTION D**
**EXHIBITS**

**EXHIBIT 32 - TRANSPORTATION WORKSHEET (Continued) (Use Extra Sheets If Needed)**

<table>
<thead>
<tr>
<th>AC Location</th>
<th>Pilot Name(s)</th>
<th>Travel In</th>
<th>Travel Out</th>
<th>Airline Ticket</th>
<th>Rental Car</th>
<th>Rental Car Gas</th>
<th>*POV-auto (GSA rate x miles)</th>
<th>*POV-aircraft (GSA rate x SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mechanic Name(s)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel Service Driver Name(s)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Applicable (yr.) - Rate per mile x nautical miles (NM)  
http://www.gsa.gov/mileage

*Applicable (yr.) - Rate per mile x statute miles (SM)  
(1NM equals 1.15077945 SM)  
http://www.gsa.gov/mileage
SECTION D
EXHIBITS

EXHIBIT 33 – RESERVED – (Additional Telemetry Unit (ATU))
U.S. DEPARTMENT OF AGRICULTURE
FOREST SERVICE

CONTRACT NO.: (6)(6)

PROJECT: NATIONAL CALL-WHEN-NEEDED TYPE I & II HELICOPTER SERVICES

CONTRACTOR: NORTH WIND AVIATION
207 AIRPORT WAY
CHELAN, WA 98816

TELEPHONE: (509) 679-7153

AWARDING OFFICE: U.S. FOREST SERVICE - CONTRACTING NATIONAL INTERAGENCY FIRE CENTER Owyhee Building - MS 1100
3833 S Development Ave
BOISE, ID 83705-5354

ROBERT HOFFMAN
CONTRACTING OFFICER
TELEPHONE: 208-387-5681
FAX: 208-387-5384
robert.hoffman@usda.gov
# TABLE OF CONTENTS

## SECTION A – REQUIREMENTS AND PRICES

### STANDARD FORM 1449

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.1</td>
<td>SCHEDULE OF ITEMS</td>
<td>3</td>
</tr>
<tr>
<td>A.2</td>
<td>PRINCIPAL BASE OPERATION</td>
<td>4</td>
</tr>
<tr>
<td>A.3</td>
<td>AIRCRAFT PERFORMANCE SPECIFICATIONS</td>
<td>4</td>
</tr>
<tr>
<td>A.4</td>
<td>ENGINE REQUIREMENTS</td>
<td>6</td>
</tr>
<tr>
<td>A.5</td>
<td>CREW COVERAGE</td>
<td>6</td>
</tr>
<tr>
<td>A.6</td>
<td>MAXIMUM COMPLEMENT OF PERSONNEL BY AIRCRAFT TYPE</td>
<td>6</td>
</tr>
<tr>
<td>A.7</td>
<td>ACCEPTABLE WORK SCHEDULE</td>
<td>7</td>
</tr>
<tr>
<td>A.8</td>
<td>STANDBY HOURS PER DAY</td>
<td>7</td>
</tr>
<tr>
<td>A.9</td>
<td>EXTENDED STANDBY HOURLY RATE</td>
<td>7</td>
</tr>
<tr>
<td>A.10</td>
<td>OVERNIGHT STANDBY PER DIEM RATE ALLOWANCE</td>
<td>7</td>
</tr>
<tr>
<td>A.11</td>
<td>OPERATIONS IN ALASKA, CARIBBEAN, CANADA, OR MEXICO</td>
<td>7</td>
</tr>
<tr>
<td>A.12</td>
<td>CONTRACTOR FURNISHED SPECIAL REQUIREMENTS</td>
<td>8</td>
</tr>
<tr>
<td>A.13</td>
<td>CONTRACT PILOT QUALIFICATION</td>
<td>8</td>
</tr>
<tr>
<td>A.14</td>
<td>GOVERNMENT PILOT</td>
<td>9</td>
</tr>
<tr>
<td>A.15</td>
<td>ADDITIONAL INFORMATION</td>
<td>9</td>
</tr>
<tr>
<td>A.16</td>
<td>PUBLIC AIRCRAFT OPERATIONS</td>
<td>9</td>
</tr>
<tr>
<td>A.17</td>
<td>AIRCRAFT PERFORMANCE CHARTS</td>
<td>9</td>
</tr>
</tbody>
</table>

## SECTION B – TECHNICAL SPECIFICATIONS

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>B.1</td>
<td>SCOPE OF AGREEMENT</td>
<td>10</td>
</tr>
<tr>
<td>B.2</td>
<td>CERTIFICATIONS</td>
<td>11</td>
</tr>
<tr>
<td>B.3</td>
<td>GOVERNMENT FURNISHED INFORMATION</td>
<td>12</td>
</tr>
<tr>
<td>B.4</td>
<td>HELICOPTER REQUIREMENTS</td>
<td>12</td>
</tr>
<tr>
<td>B.5</td>
<td>HELICOPTER MAINTENANCE</td>
<td>20</td>
</tr>
<tr>
<td>B.6</td>
<td>AIRCRAFT AND EQUIPMENT SECURITY</td>
<td>22</td>
</tr>
<tr>
<td>B.7</td>
<td>AVIONICS REQUIREMENTS</td>
<td>22</td>
</tr>
<tr>
<td>B.8</td>
<td>DATA, IMAGES AND VOICE RECORDINGS</td>
<td>32</td>
</tr>
<tr>
<td>B.9</td>
<td>RESERVED – (Extended Standby Hourly Rate)</td>
<td>32</td>
</tr>
<tr>
<td>B.10</td>
<td>OPERATIONS</td>
<td>32</td>
</tr>
<tr>
<td>B.11</td>
<td>CONTRACTOR'S ENVIRONMENTAL RESPONSIBILITIES</td>
<td>37</td>
</tr>
<tr>
<td>B.12</td>
<td>PERSONNEL</td>
<td>38</td>
</tr>
<tr>
<td>B.13</td>
<td>CONDUCT AND REPLACEMENT OF PERSONNEL</td>
<td>43</td>
</tr>
<tr>
<td>B.14</td>
<td>SUSPENSION AND REVOCATION OF PERSONNEL</td>
<td>44</td>
</tr>
<tr>
<td>B.15</td>
<td>SUBSTITUTION OR REPLACEMENT OF PERSONNEL, HELICOPTER, AND EQUIPMENT</td>
<td>45</td>
</tr>
<tr>
<td>B.16</td>
<td>FLIGHT HOUR AND DUTY LIMITATIONS</td>
<td>45</td>
</tr>
<tr>
<td>B.17</td>
<td>ACCIDENT PREVENTION AND SAFETY</td>
<td>48</td>
</tr>
<tr>
<td>B.18</td>
<td>MISHAPS</td>
<td>49</td>
</tr>
<tr>
<td>B.19</td>
<td>PERSONAL PROTECTIVE EQUIPMENT</td>
<td>50</td>
</tr>
<tr>
<td>B.20</td>
<td>INSPECTION AND ACCEPTANCE</td>
<td>52</td>
</tr>
<tr>
<td>B.21</td>
<td>PRE-USE INSPECTION EXPENSES</td>
<td>56</td>
</tr>
<tr>
<td>B.22</td>
<td>RE-INSPECTION EXPENSES</td>
<td>56</td>
</tr>
<tr>
<td>B.23</td>
<td>INSPECTIONS DURING USE</td>
<td>56</td>
</tr>
<tr>
<td>B.24</td>
<td>PERIOD OF BASIC ORDERING AGREEMENT</td>
<td>57</td>
</tr>
<tr>
<td>B.25</td>
<td>AUTHORIZED ORDERING ACTIVITIES</td>
<td>57</td>
</tr>
<tr>
<td>B.26</td>
<td>DAILY AVAILABILITY REQUIREMENTS</td>
<td>58</td>
</tr>
<tr>
<td>B.27</td>
<td>UNAVAILABILITY</td>
<td>59</td>
</tr>
</tbody>
</table>
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>B.28</td>
<td>CWN PAYMENT PROCEDURES</td>
<td>60</td>
</tr>
<tr>
<td>B.29</td>
<td>PAYMENT FOR FLIGHT</td>
<td>61</td>
</tr>
<tr>
<td>B.30</td>
<td>PAYMENT FOR AVAILABILITY</td>
<td>62</td>
</tr>
<tr>
<td>B.31</td>
<td>PAYMENT FOR EXTENDED STANDBY</td>
<td>62</td>
</tr>
<tr>
<td>B.32</td>
<td>PAYMENT FOR PROJECT WORK</td>
<td>62</td>
</tr>
<tr>
<td>B.33</td>
<td>RESERVED -</td>
<td>63</td>
</tr>
<tr>
<td>B.34</td>
<td>ORDERING AND PAYMENT FOR ADDITIONAL AIRCRAFT AND PERSONNEL</td>
<td>63</td>
</tr>
<tr>
<td>B.35</td>
<td>REIMBURSEMENT FOR MOBILIZATION AND DEMOBILIZATION COSTS</td>
<td>64</td>
</tr>
<tr>
<td>B.36</td>
<td>PAYMENT FOR SUBSTITUTE/REPLACEMENT HELICOPTER</td>
<td>65</td>
</tr>
<tr>
<td>B.37</td>
<td>LODGING &amp; MEALS</td>
<td>65</td>
</tr>
<tr>
<td>B.38</td>
<td>PAYMENT FOR FUEL SERVICING VEHICLE MILEAGE</td>
<td>65</td>
</tr>
<tr>
<td>B.39</td>
<td>PAYMENT FOR FUEL TRANSPORTATION</td>
<td>65</td>
</tr>
<tr>
<td>B.40</td>
<td>PAYMENT FOR WILDLAND FIRE CHEMICALS</td>
<td>66</td>
</tr>
<tr>
<td>B.41</td>
<td>CWN RELIEF CREW APPROVAL AND PAYMENT</td>
<td>66</td>
</tr>
<tr>
<td>B.42</td>
<td>PAYMENT FOR OVERNIGHT ALLOWANCE</td>
<td>66</td>
</tr>
<tr>
<td>B.43</td>
<td>MISCELLANEOUS COSTS TO THE CONTRACTOR</td>
<td>67</td>
</tr>
<tr>
<td>B.44</td>
<td>HELICOPTER MANAGER DELEGATED AUTHORITIES</td>
<td>67</td>
</tr>
<tr>
<td>B.45</td>
<td>DEFINITIONS</td>
<td>68</td>
</tr>
<tr>
<td>B.46</td>
<td>ABBREVIATIONS/ACRONYMS</td>
<td>75</td>
</tr>
</tbody>
</table>

## SECTION C – CONTRACT TERMS AND CONDITIONS

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>C.1</td>
<td>52.252-2 CLAUSES INCORPORATED BY REFERENCE (FEB 1998)</td>
<td>77</td>
</tr>
<tr>
<td>C.2</td>
<td>CONTRACT TERMS AND CONDITIONS - COMMERCIAL ITEMS (52.212.4) (JAN 2018)</td>
<td>77</td>
</tr>
<tr>
<td>C.3</td>
<td>RESERVED -</td>
<td>84</td>
</tr>
<tr>
<td>C.4</td>
<td>CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS -- COMMERCIAL ITEMS (52.212-5) (MAY 2019) (DEVIATION 2017-1)</td>
<td>84</td>
</tr>
<tr>
<td>C.5</td>
<td>STATEMENT OF EQUIVALENT RATES FOR FEDERAL HIRES (FAR 52.222-42) (MAY 2014)</td>
<td>92</td>
</tr>
<tr>
<td>C.6</td>
<td>AVAILABILITY OF FUNDS (FAR 52.232-18) (APR 1984)</td>
<td>92</td>
</tr>
<tr>
<td>C.7</td>
<td>PROPERTY AND PERSONAL DAMAGE</td>
<td>92</td>
</tr>
<tr>
<td>C.8</td>
<td>NOTICE OF CONTRACTOR PERFORMANCE ASSESSMENT REPORTING SYSTEM (JULY 2010)</td>
<td>93</td>
</tr>
<tr>
<td>C.9</td>
<td>INSPECTION AND ACCEPTANCE (AGAR 452.246-70) (FEB 1988)</td>
<td>94</td>
</tr>
<tr>
<td>C.10</td>
<td>RESERVED -</td>
<td>94</td>
</tr>
<tr>
<td>C.11</td>
<td>AFFIRMATIVE PROCUREMENT OF BIO BASED PRODUCTS UNDER SERVICE AND CONSTRUCTION CONTRACT (FAR 52.223-2) (SEPT 2013)</td>
<td>94</td>
</tr>
<tr>
<td>C.12</td>
<td>CONTRACTOR AUTHORIZED SIGNATURES</td>
<td>95</td>
</tr>
<tr>
<td>C.13</td>
<td>OPTION TO EXTEND SERVICES (FAR 52.217-8) (NOV 1999)</td>
<td>96</td>
</tr>
<tr>
<td>C.14</td>
<td>ECONOMIC PRICE ADJUSTMENT SPECIFIED FLIGHT RATE CONTRACTS</td>
<td>96</td>
</tr>
<tr>
<td>C.15</td>
<td>ECONOMIC PRICE ADJUSTMENT FOR EXTENDED STANDBY</td>
<td>97</td>
</tr>
<tr>
<td>C.16</td>
<td>ORDERING (FAR 52.216-18) (OCT 1995)</td>
<td>97</td>
</tr>
<tr>
<td>C.17</td>
<td>PERIOD OF PERFORMANCE (AGAR 452.211-74) (FEB 1988)</td>
<td>97</td>
</tr>
</tbody>
</table>

## SECTION D – EXHIBITS

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>D.1</td>
<td>LIST OF EXHIBITS</td>
<td>98</td>
</tr>
<tr>
<td></td>
<td>EXHIBIT 1 - FIRST AID KIT AERONAUTICAL (B.4)</td>
<td>99</td>
</tr>
<tr>
<td></td>
<td>EXHIBIT 2 - SURVIVAL KIT AERONAUTICAL (LOWER 48) (B.4)</td>
<td>100</td>
</tr>
</tbody>
</table>
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>EXHIBIT</th>
<th>DESCRIPTION</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>EXHIBIT 3</td>
<td>ALASKA (A.1, A.7, A.33)</td>
<td>101</td>
</tr>
<tr>
<td>EXHIBIT 4</td>
<td>RESTRAINT SYSTEMS CONDITION INSPECTION GUIDELINES (B.4 (d) (8))</td>
<td>104</td>
</tr>
<tr>
<td>EXHIBIT 5</td>
<td>ADDITIONAL SUPPRESSION/PREScribed FIRE EQUIPMENT</td>
<td>105</td>
</tr>
<tr>
<td></td>
<td>(B.4 (d) (7), B.4 (d) (18), B.10 (e))</td>
<td></td>
</tr>
<tr>
<td>EXHIBIT 6</td>
<td>HIGH VISIBILITY MARKINGS ON MAIN ROTOR BLADES (B.4 (d) (16))</td>
<td>109</td>
</tr>
<tr>
<td>EXHIBIT 7</td>
<td>RESERVED – (Additional Avionics Equipment)</td>
<td>109</td>
</tr>
<tr>
<td>EXHIBIT 8</td>
<td>FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21))</td>
<td>110</td>
</tr>
<tr>
<td>EXHIBIT 9</td>
<td>OPERATIONS AND SAFETY PROCEDURES GUIDE FOR HELICOPTER PILOTS</td>
<td>117</td>
</tr>
<tr>
<td>EXHIBIT 10</td>
<td>INTERAGENCY GUIDELINES FOR VERTICAL REFERENCE/EXTERNAL LOAD TRAINING (B.12 (f) (1))</td>
<td>118</td>
</tr>
<tr>
<td>EXHIBIT 11</td>
<td>HELICOPTER MAKE/MODEL/SERIES LIST (B.21 (b))</td>
<td>120</td>
</tr>
<tr>
<td>EXHIBIT 12</td>
<td>HELICOPTER SERVICES HOURLY FLIGHT RATES, FUEL CONSUMPTION</td>
<td>121</td>
</tr>
<tr>
<td>EXHIBIT 13</td>
<td>INTERAGENCY HELICOPTER LOAD CALCULATION (A.3, B.10 (a) (5))</td>
<td>122</td>
</tr>
<tr>
<td>EXHIBIT 14</td>
<td>HELICOPTER AND FUEL SERVICE TRUCK PRE-USE CHECKLIST</td>
<td>125</td>
</tr>
<tr>
<td>EXHIBIT 15</td>
<td>PERFORMANCE REPORT</td>
<td>126</td>
</tr>
<tr>
<td>EXHIBIT 16</td>
<td>DEPARTMENT OF LABOR WAGE DETERMINATIONS</td>
<td>131</td>
</tr>
<tr>
<td>EXHIBIT 17</td>
<td>RESERVED – (Supplemental Rappel Requirements - Equipment)</td>
<td>131</td>
</tr>
<tr>
<td>EXHIBIT 18</td>
<td>CONTRACTOR'S VERIFICATION OF INDIVIDUAL HELICOPTER PILOT REQUIREMENTS AND EXPERIENCE FOR INITIAL INTERAGENCY APPROVAL (B.12 (c) (9), B.20 (i) (2))</td>
<td>132</td>
</tr>
<tr>
<td>EXHIBIT 19</td>
<td>&quot;ON CONTRACT&quot; PILOT OPERATIONAL TRAINING (B.10 (a) (3))</td>
<td>133</td>
</tr>
<tr>
<td>EXHIBIT 20</td>
<td>AIRCRAFT MECHANIC (HELICOPTER) QUALIFICATION FORM (B.12 (h) (5))</td>
<td>136</td>
</tr>
<tr>
<td>EXHIBIT 21</td>
<td>WEIGHT AND BALANCE FORM (EXAMPLE) (A.3, B.5 (a) (15 &amp; 17))</td>
<td>138</td>
</tr>
<tr>
<td>EXHIBIT 22</td>
<td>RESERVED – Computed Gross Weigh</td>
<td>144</td>
</tr>
<tr>
<td>EXHIBIT 23</td>
<td>PERFORMANCE BY GOVERNMENT-FURNISHED PILOT (A.14)</td>
<td>145</td>
</tr>
<tr>
<td>EXHIBIT 24</td>
<td>FAA OVER WATER KIT (A.12)</td>
<td>148</td>
</tr>
<tr>
<td>EXHIBIT 25</td>
<td>LITTER KIT PROVISIONS AND LITTER (A.12)</td>
<td>149</td>
</tr>
<tr>
<td>EXHIBIT 26</td>
<td>RESERVED – (Aerial Ignition)</td>
<td>149</td>
</tr>
<tr>
<td>EXHIBIT 27</td>
<td>RESERVED – (Law Enforcement Short Haul Special Mission Qualifications &amp; Requirements)</td>
<td>149</td>
</tr>
<tr>
<td>EXHIBIT 28</td>
<td>PUBLIC AIRCRAFT OPERATIONS</td>
<td>150</td>
</tr>
<tr>
<td>EXHIBIT 29</td>
<td>VENDOR-CONTRACTOR QA/EVALUATION/SAFETY CHECKS</td>
<td>151</td>
</tr>
<tr>
<td>EXHIBIT 30</td>
<td>RESERVED – (Night Flying Operations)</td>
<td>151</td>
</tr>
<tr>
<td>EXHIBIT 31</td>
<td>SAFETY MANAGEMENT SYSTEM (SMS) COMPONENTS QUESTIONNAIRE AND ACCIDENT HISTORY</td>
<td>152</td>
</tr>
<tr>
<td>EXHIBIT 32</td>
<td>TRANSPORTATION WORKSHEET</td>
<td>155</td>
</tr>
<tr>
<td>EXHIBIT 33</td>
<td>RESERVED – (Additional Telemetry Unit (ATU))</td>
<td>157</td>
</tr>
</tbody>
</table>
SOLICITATION/CONTRACT/OFFER TO COMPLETE BLOCKS 12, 17, 23, 24, & 30
1. REQUISITION NUMBER
2. CONTRACT NO.
3. AWARD/EFFECTIVE DATE
4. ORDER NUMBER
5. SOLICITATION NUMBER
6. SOLICITATION ISSUE DATE
7. FOR SOLICITATION INFORMATION CALL:
8. NAME
9. ISSUED BY CODE
10. THIS ACQUISITION IS:
   UNRESTRICTED OR  SET ASIDE: 100% FOR:
   SMALL BUSINESS  WOMEN-OWNED SMALL BUSINESS (WOSB) ELIGIBLE UNDER THE WOMEN-OWNED
   HUBZONE SMALL BUSINESS  SMALL BUSINESS PROGRAM
   SERVICE-DISABLED  (EDWOSB)
   VETERAN-OWNED  NAICS: 481212
   SMALL BUSINESS  SIZE STANDARD:
   8 (A)
   1500 Employees
11. DELIVERY FOR FOB DESTINATION UNLESS BLOCK IS MARKED
   SEE SCHEDULE
12. DISCOUNT TERMS
13a. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15 CFR 701)
13b. RATING
14. METHOD OF SOLICITATION
   RFQ  IFB  RFP
15. DELIVER TO CODE
16. ADMINISTERED BY CODE
17a. CONTRACTOR CODE
18a. PAYMENT WILL BE MADE BY ALBUQUERQUE SERVICE CENTER
18b. SUBMIT INVOICES TO ADDRESS SHOWN IN BLOCK 18a UNLESS BLOCK BELOW IS CHECKED
   SEE ADDENDUM
19. ITEM NO.
20. SCHEDULE OF SUPPLIES/SERVICES
21. UNIT
22. QUANTITY
23. UNIT PRICE
24. AMOUNT

National Call When Needed (CWN) Heavy (Type I) and Medium (Type II) Helicopter Services
See Schedule of Items Section A.1

25. ACCOUNTING AND APPROPRIATION DATA
   x 27a. SOLICITATION INCORPORATES BY REFERENCE FAR 52.212-1, 52.212-4. FAR 52.212-3 AND 52.212-5 ARE ATTACHED. ADDENDA ARE NOT ATTACHED.
   x 27b. CONTRACT/PURCHASE ORDER INCORPORATES BY REFERENCE FAR 52.212-4. FAR 52.212-5 IS ATTACHED. ADDENDA ARE NOT ATTACHED.

28. CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN COPIES TO ISSUING OFFICE. CONTRACTOR AGREES TO FURNISH AND DELIVER ALL ITEMS SET FORTH OR OTHERWISE IDENTIFIED ABOVE AND ON ANY ADDITIONAL SHEETS SUBJECT TO THE TERMS AND CONDITIONS SPECIFIED HEREIN.

29. AWARD OF CONTRACT
   DATED: YOUR OFFER ON SOLICITATION (BLOCK 5), INCLUDING ANY ADDITIONS OR CHANGES WHICH ARE SET FORTH HEREIN, IS ACCEPTED AS TO ITEMS:

30a. SIGNATURE OF OFFICER/CONTRACTOR

30b. NAME AND TITLE OF SIGNED (Type or print)

30c. DATE SIGNED

Ryan McDonald - Owner

AUTHORIZED FOR LOCAL REPRODUCTION
PREVIOUS EDITION NOT USABLE

RECEIVED
SEP 03 2019
CONTRACTING USDA FOREST SERVICE

STANDARD FORM 1449 (REV. 2/2012)
Prepared by OSA - FAR (49 CFR) 52.212
SECTION A
REQUIREMENTS AND PRICES

GENERAL

To obtain the services for Heavy and Medium (Type I and II) Helicopters fully operated, meeting the technical requirements of this solicitation and the specifications for operation on an on call, Call When Needed (CWN) basis by multiple agencies party to various National Interagency Fire Center (NIFC) inter-agency agreements.

It is the intent of this solicitation to award multiple Basic Ordering Agreements (BOA’s). These BOA’s will be a duration of 48 months with an Option to extend services for up to six additional months. Award of BOA’s will be made to offerors proposing reasonable prices and submitting technically acceptable proposals. The Government will determine price reasonableness based on historical pricing.

Awards will not be made for helicopters considered unsuitable for the Government’s need, or at prices determined to be unreasonable. Materially unbalanced offers may be rejected.

ORDERS AND PROCEDURES

(1) Delivery or performance shall be made only as authorized by orders issued in accordance with the B.25 AUTHORIZED ORDERING ACTIVITIES paragraph.

Subject to any limitations elsewhere in this contract, the Contractor shall furnish to the Government all services specified in the Schedule and called for by orders issued in accordance with the Ordering Agreement. The Government may issue orders requiring performance at multiple locations.

(2) Call When Needed Helicopter flight service for All Risk Management to be furnished under this agreement shall be ordered by issuance of a task order (resource order). Orders for fire incidents and emergency support will only be placed by the National Interagency Coordination Center (NICC), after coordination with the National Aviation Coordinator or National Assistant Helicopter Operations Specialist, located at the National Interagency Fire Center (NIFC) in Boise, Idaho or activities designated in the agreement. After coordination with the National Aviation Coordinator and approval by the Contracting Officer, Resource Orders for project flight services may be ordered on a case by case basis, subject to agency procurement requirements.

The Department of Interior (DOI), Interior Business Center (IBC), Contracting Officer (CO) is authorized to place Task Orders directly with the contractor in accordance with the terms and conditions of this Basic Ordering Agreement All Risk Management as follows:

Fire - The DOI Contracting Officer will provide each CWN vendor a task order number to support all DOI fire suppression activities at award of the contract and every fiscal year, thereafter. The task order is for invoicing purposes and the vendor is responsible for the input of the flight data into their own website account, Aviation Information Reporting Support (AIRS) and the submittal of their invoice through IPP. DOI will provide a copy of the detailed invoicing instructions to the CWN vendor upon receipt of their fire task order. The Resource Orders for fire suppression activities are issued by the National Interagency Coordination Center (NICC).

Search & Rescue (SAR) for National Park Service – The DOI Contracting Officer will provide the CWN vendor a SAR DOI Task Order number at the time an order is placed with NICC and that Task Order number will be provided to the USFS COR.
SECTION A
REQUIREMENTS AND PRICES

Non-Fire - Project orders will be placed by the DOI CO and coordinated through, and with the NICC when the task order is issued to the contractor. The DOI CO shall perform all contract administration, payment processing, claims adjudication, and close-out of each DOI task order.

(3) At the time of dispatch or re-assignment, the Government dispatch center will provide a Resource Order Form, including an incident project name, Incident project order number and the appropriate Government Agency (USFS or DOI) agreement number or task order number supporting the suppression assignment. The DOI Task Order numbers can be found at the following website:

https://www.doi.gov/aviation/agd/contracts

An order may be made orally or electronically, but will be confirmed in writing by a Government resource order for the USFS or DOI. If the incident is in support of DOI, the Resource Order will be related to the issued fire task or SAR order number. The contractor shall provide the resource order to the Government’s authorized representative upon arrival at the incident. Additionally, for DOI support, the vendor must provide the issued fire or SAR task order number. The contractor shall follow the procedures as stated in Contract Paragraph C-28, Payment Procedures.

(4) All resource/task orders are subject to the terms and conditions of this contract. In the event of conflict between a task order and this contract, the contract shall control.

(5) If the Government places a request and the vendor cannot meet the mission requirements, specified time frames, or if the Contractor does not accept the order, the Government may acquire the required services from another source.
SECTION A
REQUIREMENTS AND PRICES

A.1 SCHEDULE OF ITEMS

This is an Agreement for Interagency Call-When-Needed (CWN) Helicopter Services. Furnish Type (insert Helicopter Heavy (Type 1) or Medium (Type II) helicopter(s) fully operated and maintained; including fuel servicing vehicle(s), meeting the requirements of this schedule and the specifications included herein, on a call-when-needed basis. Offers are instructed to place an asterisk in the N number column for any helicopters not currently available for inspection/booking.

Upon Contractor's acceptance of an order from an authorized ordering office, the order becomes a binding contract under the prices, terms, and conditions of this agreement.

<table>
<thead>
<tr>
<th>N Number</th>
<th>Make</th>
<th>Model &amp; Series</th>
<th>Category</th>
<th>Equipped Weight (per contract definition)</th>
<th>Helicopter Allowable HOGE Payload</th>
<th>Daily Availability Rate Base Year</th>
<th>Daily Av Rate 1st Period</th>
<th>Daily Av Rate 2nd Period</th>
<th>Daily Av Rate 3rd Period</th>
<th>Daily Av Rate 6 Mo Option</th>
<th>Project Flight Rate Base Year</th>
<th>Project Flight Rate 1st RP</th>
<th>Project Flight Rate 2nd RP</th>
<th>Project Flight Rate 3rd RP</th>
</tr>
</thead>
</table>

1 Category: Indicate the category the aircraft is offered as: Standard = S, Limited (Standard Category offered in a Limited Capacity) = L, and Restricted = R

2 Equipped Weight = 5,680 lbs

Equipped Weight for Standard Category (Passenger Carrying) aircraft see "Equipped Weight" in Definitions (B.45).

Equipped Weight includes the weight of a fixed tank or the weight of the empty bucket and any associated suspension hardware (cables, connectors, etc.) for restricted aircraft. See Clause B.45 for reference.

3 The awarded Daily Availability Rate shall include all fixed and variable costs (depreciation, salaries, overnight allowances, overhead, permanent shop facilities, etc.) incurred in providing continuous service exclusive of those costs directly attributed to actual flight.

4 Project Flight Rates will not be used in the evaluation for award. Hourly Flight Rate will be paid at the applicable Hourly Flight Rate, in accordance with Exhibit 12, Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart.

5 Calculated from Line 13 of Load Calculation Form (IOAS-67/FS 5700-17)
SECTION A
REQUIREMENTS AND PRICES

A.2 PRINCIPAL BASE OPERATION

Offeror shall enter the location of the "Principal Base of Operation" in accordance with the definitions found in Section C for the offered aircraft.

207 Airport Way, Chelan, WA 98816

Location (Physical Address)

Washington

State

A.3 AIRCRAFT PERFORMANCE SPECIFICATIONS (MINIMUM) TO BE USED FOR PROPOSAL EVALUATION PURPOSES AND AIRCRAFT WEIGHING AND WEIGHT VALIDATION

(a) Performance shall be based on minimum engine specification. Aircraft performance capabilities shall be determined by using the Standard Interagency Helicopter Load Calculation Method. (Exhibit 13, Interagency Helicopter Load Calculation)

Performance enhancing data (Power Assurance Checks, wind charts, etc) shall not be used. Only FAA approved charts based on minimum specification engine performance shall be used. As an example, Kaman K-1200 helicopters shall only use minimum specification engine performance data calculated from Rotorcraft FMS NO. 1, (USFS Fire Fighting).

Use (Exhibit 13, Interagency Helicopter Load Calculation and Exhibit 12, Hourly Flight Rates, Fuel consumption, and Weight Reduction Chart) per aircraft type and the appropriate Hover Ceiling Charts (HOGE and HIGE) from the approved Rotorcraft Flight Manual with current supplements and changes as applicable.

Vendors shall use Computed Gross Weight from Exhibit 22 for load calculation purposes for submitting proposals.

For field operations use current temperature and elevation for performance planning purposes.

(b) Aircraft Weighing and Weight Validation

(1) The aircraft’s equipped weight is determined using weight and balance data, which was determined by actual weighing of the aircraft in accordance with the manufacturer’s requirements and configured in accordance with the agreement specifications, as proposed. Additional weighing criteria:

(i) The weighing shall be accomplished by the Contractor or their agent.

(ii) All weighing of aircraft shall be performed on scales that have been certified as accurate within the previous one (1) year. The certifying entity may be any accredited weights and measures laboratory using standards traceable to the National Institute of Standards and Technology (NIST). The scales will be listed by make, model and calibration date in the aircrafts weight and balance documentation (See Form B, Exhibit 21).

(iii) Weighing shall be:

(A) Accomplished within 12 months prior to the due date of proposal submission, and
SECTION A
REQUIREMENTS AND PRICES

1. For aircraft on the companies operating certificate that are currently operating outside of the US, the current operating weight and balance will be submitted. These aircraft will be required to be weighed within 12 months prior to initial contract inspection.

(B) At an interval of 24 months thereafter and / or

(C) Following any major repair or major alteration or change to the equipment list, which significantly affects the center of gravity of the aircraft.

(iv) Helicopter(s) under this solicitation shall:

(A) Remain at or below the contracted helicopter equipped weight as proposed in the base year of the agreement. When there is a difference in the aircraft’s weight between different sets of scales, scales shall be allowed a maintenance tolerance of .2 % (two tenths of a percent) of the scale reading for each set of scales. For example, a helicopter that weighed 6000 lbs on one scale set would be allowed a 12 lb tolerance on each scale set when compared. (Ref. NIST Handbook 44, Table 6).

(B) Be allowed a total of 1% above the contracted helicopter equipped weight as proposed during the combined agreement option periods.

(v) Cowings, doors and fairings shall not be removed to meet agreement equipped weight for performance.

(vi) If the government requires additional equipment after agreement award, no penalty will be assessed.

(2) Reserved

Tier 1 Performance Specifications:

CAPABILITY OF:

At 7,000 feet pressure altitude and 20°C with ☐ non-jettisonable ☒ jettisonable

☒ Hovering out of ground effect (HOGE)

The payload of 3,300 pounds, as determined by Exhibit 13, Standard Interagency Load Calculation form, using a standard pilot weight of 200 pounds and fuel for one hour and 30 minutes (01+30) as determined by Exhibit 12, Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart.

Note: See schedule of items for tank or bucket requirements.
SECTION A
REQUIREMENTS AND PRICES

Tier 2 Performance Specifications:

CAPABILITY OF:

At 5,000 feet pressure altitude and 30°C with ☐ non-jettisonable ☑ jettisonable

☑ Hovering out of ground effect (HOGE)

The payload of 1600 pounds, as determined by Exhibit 13, Standard Interagency Load Calculation form, using a standard pilot weight of 200 pounds and fuel for one hour and 30 minutes (01+30) as determined by Exhibit 12, Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart.

Note: See schedule of items for tank or bucket requirements.

Aircraft Performance Specifications: (minimum) to be used for proposal evaluation purposes

A.4 ENGINE REQUIREMENTS

Turbine engine(s)

A.5 CREW COVERAGE

The number of persons required will be the minimum complement of personnel while operating under this agreement, additional positions may be offered to staff and support the helicopters.

☑ One Pilot Crew or ☐ Two Pilot crew or ☐ Three Pilot crew

And

☑ 7-Day Coverage (See Chart Below)

<table>
<thead>
<tr>
<th>COVERAGE</th>
<th>FUEL SERVICING VEHICLE DRIVER</th>
<th>MECHANIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>7-Day Coverage</td>
<td>Full Time FSVD Required at Host Base/Alternate Base</td>
<td>Full Time Mechanic(s) Required at Host Base/Alternate Base</td>
</tr>
</tbody>
</table>

A.6 MAXIMUM COMPLEMENT OF PERSONNEL BY AIRCRAFT TYPE

Type I (Heavy) Helicopters - A maximum of 10 Personnel may be paid as per the payment clause.

Type II (Medium) Helicopter - A maximum of 4 Personnel may be paid as per the payment clause.

Note: Managers may pay up to the Maximum Compliment.

A.7 ACCEPTABLE WORK SCHEDULES (NEED TO CHECK ONE)

☑ 12/2 ☐ 12/12 ☐ Other (If “Other” is checked, Identify requested schedule, which is subject to approval by Contracting Officer)
SECTION A
REQUIREMENTS AND PRICES

Note: All Personnel shall be under the same work schedule with the exception of Maintenance Personnel. Maintenance Personnel may work a 14/14 schedule. If maintenance personnel work 14 days on, they must take 14 days off, unless approved by the Contracting Officer. Days off schedule may vary. A 14/14 schedule must be requested by checking "Other" and subject to approval by the Contracting Officer.

A.8 STANDBY HOURS PER DAY

9 Hours Standby per day

A.9 EXTENDED STANDBY HOURLY RATE

(a) The extended standby rate will be reviewed on an annual basis to ensure compliance with the Service Contract Act and an adjustment will be made if needed. The extended standby rate will be computed by taking the minimum wage rate from the Department of Labor Wage Determination (current at that time), for Nationwide Pilot, times 1.5 plus 20% for benefits, overhead and profit and rounded to the nearest dollar. If needed, adjusted rates will become effective annually on February 16 of each year.

(b) Extended standby is not intended to compensate the Contractor on a one-to-one basis for all hours necessary to service and maintain the aircraft.

(c) The current rate is $52.00 per hour.

A.10 OVERNIGHT STANDARD PER DIEM RATE ALLOWANCE

Rates as published in Federal Travel Regulations See Section B.37 and B.42

A.11 OPERATIONS IN ALASKA, CARIBBEAN, CANADA, OR MEXICO (Contractor to check all that apply).

Contractor has authorization as indicated in FAA Operation Specifications for operations in the following locations. Reference Exhibit 3

☐ALASKA    ☐CARIBBEAN    ☐CANADA    ☐MEXICO

A.12 CONTRACTOR FURNISHED SPECIAL REQUIREMENTS (Note that exceptions may apply)

Additional Offered Equipment

The Offeror may offer items or services in addition to those listed below. Where no provision is made for a daily rate, the cost for furnishing such equipment shall be included in the daily availability rate. Offeror shall provide specifications on the items or services offered. Offered items may be awarded based on the needs of the Government and when prices are determined to be reasonable.

If additional offered equipment is provided by Contractor, see appropriate Exhibits, if applicable.

Daily rates for additional equipment will be paid only if ordered by the CO.
SECTION A
REQUIREMENTS AND PRICES

<table>
<thead>
<tr>
<th>✓</th>
<th>Description</th>
<th>Capacity</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>✓</td>
<td>Seeder</td>
<td></td>
<td></td>
<td>Day</td>
<td>$</td>
</tr>
<tr>
<td>✓</td>
<td>Fertilizer Spreader</td>
<td></td>
<td></td>
<td>Day</td>
<td>$200.00</td>
</tr>
<tr>
<td>✓</td>
<td>Fixed Suppressant/Retardant Delivery Tank</td>
<td></td>
<td></td>
<td>Day</td>
<td>$200.00</td>
</tr>
<tr>
<td></td>
<td>Dip Tank/Water Pumps</td>
<td></td>
<td></td>
<td>Day</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Spill Containment Barrier</td>
<td></td>
<td></td>
<td>Day</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Tundra Boards or Snow Pads</td>
<td></td>
<td></td>
<td>Day</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Aerial Ignition (See Exhibit 26)</td>
<td></td>
<td></td>
<td>Day</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Infrared Capability</td>
<td></td>
<td></td>
<td>Day</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Short Haul Capability (See Exhibit 27)</td>
<td></td>
<td></td>
<td>Day</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Hoist Capability</td>
<td></td>
<td></td>
<td>Day</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Floats/Pop-outs</td>
<td></td>
<td></td>
<td>Day</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Other Equipment Offered</td>
<td></td>
<td></td>
<td>Day</td>
<td>$</td>
</tr>
</tbody>
</table>

A.13 CONTRACT PILOT QUALIFICATION

Pilots performing on this contract will meet the requirements of Section B.12 (c) & (d) and B.20. Contractors will offer pilots approved or eligible for approval in the mission tasks selected below. All pilots offered may be evaluated in accordance with B.12 (b) (2) or when requested by the CO.

- Low Level (Recon and Surveillance)  Required All Items
- Helltack/Passenger Transport  Required All Standard Category Type II Aircraft
- External Load (belly hook)  Required All Type II
- Water/Retardant Delivery  Required All Bucket and Tank Items
- Longline VTR (150')  Required All Type I and Type II Bucket Items
- Snorkel  Required All Tanked Items
- Mountainous Terrain Flight  Required All Items

A.14 GOVERNMENT PILOT

Contractor  will  will not authorize performance of work under the contract by a Government Pilot. (See Exhibit 23)

A.15 ADDITIONAL INFORMATION

Additional information that is required to be submitted with your proposal is contained in Section E, Instructions to Offerors-Commercial Items (FAR 52.212-1) (Tailored).

A.16 PUBLIC AIRCRAFT OPERATIONS

After contract award, the contractor/company should declare Public Use by completing Exhibit 28 Public Aircraft Operations.

Refer to FAA AC 00-1.1A:
https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_00-1_1A.pdf
B.1 SCOPE OF AGREEMENT

(a) The intent of this solicitation and any resultant agreement is to obtain helicopters fully operated by qualified and proficient personnel and equipped to meet specifications contained herein for offered helicopters used in the administration and protection of Public Lands.

(b) The Contractor shall keep and maintain programs necessary to assure safety of ground and flight operations. The development and maintenance of these programs are a material part of the performance of the contract. (See Section E Synopsis of Safety Program) Examples of such programs include but are not limited to: 1) Personnel Activities, 2) Maintenance, 3) Safety and 4) Compliance with Regulations.

(c) The primary purpose of this solicitation and resulting agreements is to obtain Call When Needed Helicopter Services to supplement the US Forest Service's natural resource and fire suppression programs. These services will predominately support additional needs over and above the requirements of Exclusive Use helicopter contracts. However, at times, these agreements may be utilized to obtain pricing and requirements for extended periods to supplement exclusive use contracts. This would only be under unusual circumstances such as an unusually severe fire season or unexpected terminations or non-renewals of exclusive use contracts.

(d) The helicopter furnished will be used for incident support and may also be used for project, law enforcement, and administrative flights. If contractor agrees to perform law enforcement, such agreement shall be in writing.

(e) The Government has Interagency and cooperative agreements with Federal and State Agencies and private landholders. Helicopters may be dispatched under this contract for such use.

(f) The Contracting Officer (CO) may by mutual agreement, release the Contractor from the contract for short periods of time to perform outside work for other Federal, State, or local agencies or private parties. During the period of such release, the U.S. Forest Service (USFS) shall not be responsible for any payment or liability.

(g) The Department of Interior (DOI), Contracting Officer (CO) will provide each CWN vendor a task order number to support all DOI fire suppression activities at award of the contract and every fiscal year, thereafter [https://www.doi.gov/aviation/aqd/contracts]. In addition, if a National Park Service Search & Rescue (SAR) mission is required, the DOI Contracting Officer will provide the CWN vendor a SAR DOI task order number and will ensure to provide that to the USFS COR. The task order is for invoicing purposes and the vendor is responsible for the input of the flight data into their own website account, Aviation Information Reporting Support (AIRS) and the submittal of their invoice through IPP. DOI will provide a copy of the detailed invoicing instructions to the CWN vendor upon receipt of their fire task order. The Resource Orders are issued by the National Interagency Coordination Center (NICC).

(h) Non-Fire - the DOI CO has the authority to place Task Orders directly with the contractor in accordance with the terms and conditions of this Basic Ordering Agreement in support of non-suppression activities (projects). Project orders will be placed by the DOI CO and coordinated through, and with the NICC when the task order is issued to the contractor. The DOI CO shall perform all contract administration, payment processing, claims adjudication, and close-out of each DOI task order.

(i) The contractor will keep their individual contracted helicopters, respective status, of either “available” or “non-available,” current with the National Interagency Coordination Center (NICC). Notification to NICC of the availability status may be accomplished by telephone at (208) 387-5400, by FAX at (208) 387-5414 or 5663.
SECTION B
TECHNICAL SPECIFICATIONS

B.2 CERTIFICATIONS

(a) General

(1) Contractors shall be currently certificated to meet 14 Code of Federal Regulations (CFR), 133 (External Load Operations), 135 (Commuter and On Demand Operations and Rules Governing Person on Board Such Aircraft), and 137 (Agricultural Aircraft Operations), as applicable. Any helicopter offered shall be listed by make, model, series, and registration number on the Operators Certificates.

(2) Helicopters shall conform to the approved type design (normal or transport), be maintained and operated in accordance with type certificate requirements notwithstanding the aviation regulations of the State in which the helicopter may be operated except those requirements specifically waived by the CO. If an operator has a 135 certificate, the aircraft will be maintained in accordance with their FAA approved maintenance program. 14 CFR Part 133 and 137 helicopters will be maintained in accordance with the type certificate and applicable supplement type certificates (STC).

(3) Reserved

(4) Each helicopter shall operate in accordance with an approved 14 CFR Part 133, Rotorcraft Load Combination Flight Manual (RLCFM), unless the CO specifically waives the requirement. A copy of the RLCFM shall be kept with the aircraft at all times.

(b) Standard Category Helicopters

(1) All passenger-carrying flights, regardless of the number of passengers carried, shall be conducted in accordance with the Contractor’s 14 CFR Part 135 operations specifications.

(2) Helicopters shall be certificated in Normal or Transport Category.

(3) The Government may elect not to utilize individual Standard Category helicopter for passenger transport.

(4) Helicopters shall carry their fully rated capacity of cargo for suppressant/retardant as determined by use of the approved weight and balance performance data.

(c) Restricted Category Helicopters

(1) Helicopter(s) certificated in Restricted Category shall have been issued a Special Airworthiness Certificate.

(i) Aircraft is required to have a Special Airworthiness Certificate prior to initial contract inspection.

(2) Helicopter(s) configured from aircraft types that have FAA Type Certificates obtained by the helicopter manufacturer shall incorporate the manufacturer’s designated changes to bring the helicopter into conformity with their type design, excluding passenger configuration requirements. All applicable Airworthiness Directives and mandatory manufacturer Service Bulletins shall be accomplished.
SECTION B  
TECHNICAL SPECIFICATIONS

(3) Helicopter(s), which are configured from former military aircraft, which have FAA Type Certificates based upon military operation in lieu of a manufacturer’s Type Certificate, shall have all applicable Time Compliance Technical Orders (TCTO’s), military Service Bulletins, and Safety-of-Flight Messages accomplished. This includes any directives, which refer to later models of the same type, which were issued after the earlier models had left the military inventory. When FAA approvals establish more restrictive limits, such limits will prevail.

(4) Helicopters shall carry their fully rated capacity of cargo for suppressant/retardant as determined by use of the approved weight and balance performance data.

B.3 GOVERNMENT FURNISHED INFORMATION

(a) Reserved

(b) The following information must be down-loaded by the contractor and kept on aircraft:

   (1) NWCG Standards for Aviation Transport of Hazardous Materials:  

       Department of Transportation (DOT) Special Permit Letter:

   (2) Reserved

(c) Wildland Fire Chemicals listed on the current Qualified Product List (QPL) may be provided by the Government as needed in accordance with the most current QPL as specified at https://www.fs.fed.us/rm/fire/wlcs/index.htm.

(d) The following may be provided to the Contractor at the convenience of the Government.

   AUX-FM adapter cable with portable radio

B.4 HELICOPTER REQUIREMENTS

(a) General

   (1) Helicopter shall be maintained in accordance with all applicable 14 CFR requirements, mandatory manufacturers’ bulletins as required or identified by the FS and/or DOI, and all applicable FAA Airworthiness Directives (AD).

   (2) All required documents needed to verify the data in Form FS-5700-21a or OAS 36b; Helicopter Data Record (including airframe logs, engine logs, compliance with mandatory manufacturer’s bulletins, FAA AD compliance, listing of installed STC’s, and helicopter status record, etc.) shall be made available to FS or DOI inspector(s). A status sheet containing the status of inspections, Airworthiness Directives and components having time/life limits will be available with each helicopter.
SECTION B
TECHNICAL SPECIFICATIONS

(3) Unless authorized by an approved Minimum Equipment List (MEL), the helicopter shall not be approved or used if any accessory or instrument listed on the helicopter type certificate data sheet is inoperative. However, all items required by this agreement may not be placed on an MEL as non-operational unless approved by a government Aviation Maintenance Inspector or the CO. As an example the following equipment, when inoperative, cannot be placed on an MEL with the helicopter continuing to be utilized under agreement.

(i) Emergency Locator Transmitter

(ii) VHF-AM Transceiver (at least one must be operational)

(iii) P25 Digital VHF-FM Transceiver (at least one must be operational)

(iv) Transponder and altitude reporting system (at least one must be operational)

(v) Static pressure, altimeter, and automatic altitude reporting system (at least one must be operational and connected to an operational transponder and altitude reporting system)

(4) Helicopter shall not be approved if any component time in service exceeds the manufacturers’ recommended Time Between Overhaul (TBO) or FAA-approved extension. All inspection times and intervals shall comply with the Contractor’s FAA approved maintenance program.

(5) Complete set of current aeronautical charts covering area of operation. The Contractor shall be responsible for providing navigation publications. FAA approved “electronic” flight bags meet this requirement.

(b) Condition of Equipment

(1) Contractor-furnished aircraft and equipment shall be operable, free of damage, and in good repair. Helicopter systems and components shall be free of leaks except within limitations specified by the manufacturer.

(2) All windows and windshields shall be clean and free of scratches, cracks, crazing, distortion, or repairs, which hinder visibility. Repairs such as safety wire lacing and stop drilling of cracks are not acceptable permanent repairs. Prior to acceptance, all temporarily repaired windows and windshields shall have permanent repairs completed or shall be replaced.

(3) The helicopter interior shall be clean and neat. There shall be no unrepaired tears, rips, cracks, or other damage to the interior. The exterior finish, including the paint, shall be clean, neat, and in good condition (i.e. no severe fading or large areas of flaking or missing paint etc.). Military or other low visibility paint schemes are unacceptable. Any corrosion shall be within manufacturer or FAA acceptable limits.
SECTION B
TECHNICAL SPECIFICATIONS

(c) Center of Gravity

1. All helicopters shall be configured so that the center of gravity will remain within the FAA approved Flight Manual published limits for all load requirements and full range of fuel conditions, including ferry with minimum crew without subtraction or addition of ballast.

2. All helicopters shall be loaded such that the center of gravity will remain within allowed limit during the flight. Actual weights will be used for flight calculation.

3. When the equipped weight of the helicopter, as noted by registration number in Section B, Schedule of items changes, the Contractor shall notify the CO of the change and submit a new weight and balance as required by the Agreement.

(d) General Equipment (as applicable)

Helicopters shall be configured with the equipment required by 14 CFR and approved for make and model furnished. In addition, the following will be required:

1. A copy of the Awarded Agreement and modification(s) shall remain in the helicopter during the Agreement period(s). The flight manual supplements (performance charts) and Load Calculations as submitted with the contractor’s proposal were utilized in aircraft performance evaluations for award of the Basic Ordering Agreement (BOA). These documents, by virtue of the agreement award were incorporated into the BOA. These are also required to be kept with the helicopter through the life of the agreement, in addition to the aforementioned agreement and modification(s) associated with it, as a complete Agreement package. This is irrespective of the fact that these performance charts are included in the Flight Manual, which is not, in turn, a substitute for a complete Agreement package being with the helicopter.

2. Instrumentation required by the Type Certificate and 14 CFR for use with the make and model furnished.

3. Free air temperature gauge.

4. Approved helicopter lighting for night operation in accordance with 14 CFR 91.209, plus instrument lights.

5. First Aid Kit Aeronautical (Exhibit 1, First Aid Kit Aeronautical)

6. Survival Kit Aeronautical (Exhibit 2, Survival Kit Aeronautical, Lower 48 and Exhibit 3 Alaska Supplement; weight of Survival Kit shall be considered as an addition to the equipped weight of the aircraft and will be documented on the C-chart or equipment list)

7. Additional Suppression/Prescribed Fire Equipment (Exhibit 5, Additional Suppression/Prescribed Fire Equipment) as applicable.

8. Seats, Seatbelts and Shoulder Harnesses

   (i) Seat belts for all seats. One set of individual lap belts for each occupant.
SECTION B
TECHNICAL SPECIFICATIONS

(ii) FAA-approved double-strap shoulder harness with automatic or manual locking inertia reels for each front seat occupant. Shoulder straps and lap belts shall fasten with one single-point, metal-to-metal and quick-release mechanism. Standard factory shoulder harnesses are acceptable for Aerospatiale and Bell transport category helicopters. Military style harnesses are acceptable. (Exhibit 4, Restraint Systems Condition Inspection Guidelines).

(iii) For Type II (Medium) Helicopters: FAA approved shoulder harness (single diagonal strap with inertia reel) for each aft cabin passenger position. Shoulder harness straps and lap belts must fasten with a single-point, metal-to-metal, and a quick-release mechanism.

(iv) Reserved

(v) All Seats, Seat Belts and Shoulder Harnesses for all helicopters must either be:

(A) An OEM installation

(B) STC’d

(C) Approved for installation by an FAA Form 8110-3 with all DER supporting engineering substantiation documentation attached or

(D) Field Approved for installation with supporting FAA Form 8110-3 and all DER supporting engineering substantiation documentation attached

(vi) Installations substantiated to the requirements 14 CFR Part 29 are most desirable. All data pertinent for these installations shall be available for review by the Forest Service prior to agreement award. Installations of a seat, seat belt or shoulder harness are not acceptable as a minor alteration. Seatbelt and shoulder harness installations should follow the guidelines and best practices of FAA Advisory Circular (AC) 21-25A and 21-34. Field Approvals based on previously approved installations must match Make and Model. Field Approvals using previously approved "generic" Field Approvals are not acceptable, i.e. a Field Approval for a Bell 212, based on a previously approved similar installation for an S-58, would not be acceptable.

(9) One flight hour meter (Hobbs) installed in a location observable from the cockpit.

The meter shall be wired in series with a switch on the collective control, and a switch that is activated by engine or transmission oil pressure.

OR

For helicopters with a landing gear incorporating an extendable strut, the hour meter may be activated by a switch mounted in such a manner as to only operate when the strut is fully extended.

The hour meter shall record actual flight time in hours and tenths of an hour only.
SECTION B
TECHNICAL SPECIFICATIONS

(10) Operations from other than the manufacturer’s designated pilot station (right seat in most helicopters) are allowed only with an approved FAA Supplemental Type Certificate (STC) or field approval and designation on the aircraft Interagency Data Card. For single piloted aircraft, field approvals in lieu of STCs are not acceptable unless the appropriate crew door has been modified with bubble window (if available) and operational gauges installed in the door that can be viewed by the pilot while performing vertical reference operations.

(11) Convex mirror for observation of external loads and landing gear (not required for aircraft equipped ONLY for vertical reference operations).

(12) As required by 14 CFR, fire extinguisher(s) shall be a hand-held bottle, fully charged, with a minimum 2-B:C rating, maintained in accordance with NFPA 10 and mounted with a quick release attachment accessible to the flight crew while seated.

(13) Standard Category helicopters with a floor height greater than 18-inches shall have an approved personnel access step to assure safe entrance and exit from each door of the helicopter. A section of external cargo rack may be utilized as a step by providing a clear space covered with non-skid material. (Not required for Type 1 helicopters).

(14) Reserved

(15) One or more independently switched white strobe light(s) mounted on top of the helicopter or otherwise visible from above. An LED aviation red strobe installed by the OEM or Supplemental Type Certificate will also fulfill this requirement. In order to meet agreement specifications, Contractors shall obtain FAA approval (FAA Form 337) to alter the aircraft, if applicable.

Each anti-collision light shall be aviation red and shall meet the applicable requirements of 14 CFR Part 27.1401 or Part 29.1401.

(16) High visibility markings on main rotor blades (Exhibit 6, High Visibility Markings on Main Rotor Blades).

(17) Remote and Cargo Hook

(i) Cargo Hook

(A) One keeperless cargo hook that is capable of being loaded and locked in a single motion with one hand, and is rated at the maximum lifting capacity of the aircraft. Not required for Type 1 helicopters.

(B) As a minimum, the cargo hook shall be completely disassembled and inspected with repairs made as required, lubricated, and a full-load operational check in accordance with manufacturer’s recommendations.
SECTION B
TECHNICAL SPECIFICATIONS

(ii) Remote Hook/Long line

(A) One remote cargo hook capable of being loaded and locked in a single motion with one hand, and is rated at the maximum lifting capacity of the aircraft and a minimum of 150 feet of long line. Long line may consist of multiple segments and none shorter than 50 feet as per Exhibit 5.

(B) For Power requirements see Exhibit 5

(18) Variable capacity collapsible bucket(s) (Required for all bucket helicopters and Type II and III tanked helicopters)

(i) All Buckets

(A) One (1) collapsible, variable capacity water/retardant buckets shall be furnished under this Contract. Bucket must be capable of being transported in cabin or baggage compartment or external basket of the helicopter.

(B) The bucket, at 100 percent of manufacturers rated capacity (+/- 5%) shall be commensurate with the maximum OGE lifting capability of the helicopter at 5000 PA and 200 degrees C and use 200 pounds for each pilot and 1 1/2 hours of total fuel or the manufacturer recommended size/model bucket by helicopter make and model shall be used. The bucket shall be capable of being operated with all increments of the long-line.

(C) An Operations Manual for the type bucket(s) provided shall be available on site.

(D) Environmental operating conditions may dictate the need for more than one size bucket.

(E) Shall be leak free (1/2 gallon or less in a 24-hour period)

(ii) Non-Gated buckets and non-powerfill buckets

(A) A second variable capacity water/retardant is required. At 100% capacity, the second bucket shall be no more than 10% greater than the minimum capacity of the primary bucket.

(B) Bucket capacity at each position or adjustment level shall be marked on the bucket. Collapsible buckets with cinch straps shall only be adjusted to marked graduations (i.e., 90%, 80%, and 70%). Intermediate graduations or capacities below the manufacturer's minimum graduation (by tying knots, etc.) are prohibited.

(C) Either the weight of the bucket or capacity at each adjustment level shall be marked on the bucket or the operator shall have a written statement of the maximum capacity (weight) at each adjustment point.
SECTION B
TECHNICAL SPECIFICATIONS

(iii) Gated Buckets and Powerfill buckets

(A) Requires electronic hook load measuring system that provides cockpit readout of the actual weight.

(B) Either the weight of the bucket or capacity shall be marked on the bucket or the operator shall have a written statement of the maximum capacity (weight).

(C) If powerfill equipped, bucket must fill to maximum capacity in no more than 90 seconds.

(19) For Type 1 Helicopters

(i) Tanked aircraft will display the last three numbers/letters of the aircraft registration on both sides of the aircraft. Numbers/letters will be high visibility/contrasting colors and a minimum 32 inches high and 5 inches wide. Number placement on the aircraft sides should give high consideration to visibility from the ground. If there is a duplication in Aircraft Identifier for substitute aircraft and/or if a fixed external tank is replaced or moved to a different airframe, contact your CO for direction.

All other tank numbers (ex: 700 series) must be removed from aircraft when hired on this agreement.

Example: N282CL will display 2CL

(20) Reserved

(21) Fuel Servicing Vehicle (See Exhibit 8 Fuel Servicing Equipment Requirements) (Not required for Alaska).

(22) FAA Approved Extended Height /High Skid Landing Gear (if available by STC or aircraft manufacturer).

(23) FAA approved high visibility, pulsating, forward facing, conspicuity lighting.

(24) FAA approved locking cap(s) on all fuel filler ports. Single point refueling port dust caps need not have an FAA approved locking device.

(25) FAA approved Wire Cutters, for Standard Category personnel transport helicopters only.

(26) FAA approved floor protection. Helicopters shall have floor protection within the cargo area. Floor protection is not required within the passenger seating areas. Floor protection in both seating and cargo areas shall not be in excess of ½ inch to allow for installation of all passenger seats and access to all installed anchor points. (Not applicable to Type 1 or restricted category helicopters.)
SECTION B
TECHNICAL SPECIFICATIONS

(27) Internal baggage compartment/external cargo basket/racks. For Type II Standard Category Aircraft. All cargo restraint anchor locations must have cargo rings installed. Minimum of fifteen (15) cubic feet of cargo space with isolated internal baggage compartment(s) capable of accommodating 58-inch long shovels, rakes, and other fire fighting tools (requires rear bulkhead modification of baggage compartment of some models).

External cargo basket(s)/rack(s) with a closing mechanical latching lid, if available, may be provided in lieu of baggage compartments, which cannot be modified to accept fire tools. The lid shall cover the entire basket/rack. Cargo basket/rack shall be at least 4-inches deep and shall not hamper ingress and egress of personnel from the cabin area. The devices shall be simple in function and have the capacity of being installed quickly. All cargo will be loaded, contained and restrained in a FAA Approved manner that is compliant with the aircraft’s approved flight manual and the operator’s 135 Operations Manual.

All helicopters equipped with an external basket must have an FAA STC or field approval applicable for make and model, for dimension, load carrying capability and material construction. The basket will have a hinged top with a suitable method to secure the top closed in flight, to prevent the contents from exiting.

All helicopters shall have FAA approved internal cargo area restraints or barriers which extend from the floor to the ceiling, isolating the passenger area from the cargo area (transmission wells), sliding door area and will not compromise passenger ingress and egress. Cargo behind soft passenger seats must be restrained while seats are occupied per 14 CFR Part 29 requirements. Restraints or barriers must be capable of being removed within 15 minutes. Restraints within the cargo area of the transmission wells shall have netting restraints only.

(28) Reserved

(29) Engine inlet air filtration system/particle air separator for all medium and light helicopters.

(30) Heating system for windshield de-fog.

(31) Kit for disposal of fuel during start-up/shut down; i.e., EPA Bell Kit if commercially available.

(32) Reserved

(e) Reserved
SECTION B
TECHNICAL SPECIFICATIONS

B.5 HELICOPTER MAINTENANCE

(a) General

(1) The Contractor shall be capable of providing field maintenance support to each helicopter for extended periods during heavy use.

(2) Helicopters shall be operated and maintained in accordance with 14 CFR requirements and manufacturers’ recommendations. Special equipment and/or modification of the helicopter to meet requirements of this contract shall be inspected, repaired, and altered in accordance with 14 CFR requirements and manufacturer’s recommendations or engineered data and, if required, be FAA approved. All “time change” components, including engines, shall be replaced upon reaching the factory recommended time, or FAA approved extension if applicable. Helicopters operated with components and accessories on approved TBO extension programs are acceptable, provided the Contractor who provides the helicopter is the holder of the approved extension authorization (not the owner if the helicopter is leased), and shall operate in accordance with the extension.

(3) FAA, CFR 14, Part 145 Repair Stations, may be used for specific maintenance functions that the repair station is certified for. The helicopter must be returned to service under the repair station certificate, and not under an individual’s certificate for the repair station; for example repairman or A&P mechanic. The repair station may not be used in lieu of a carded mechanic if required by this contract.

(4) Contract performance may subject the helicopter engine to frequent smoke, sand and dust ingestion. All helicopters shall comply with the erosion inspection procedures at the recommended intervals in accordance with the engine operation and maintenance manual for the Contracted aircraft.

(5) All maintenance performed shall be recorded in accordance with 14 CFR 43 and 91 including helicopter time-in-service and hour meter reading.

(6) A copy of the current maintenance record required by 14 CFR 91 shall be kept with the aircraft, and at least every 12 flight hours or 7 days- whichever occurs first; transmitted to the operator’s home office (Location that Certificate is held).

(7) Maintenance of aircraft records shall be in accordance with the FAA Advisory Circular (AC) No. 43-9C as revised.

(8) Contractor shall notify the Contracting Officer Representative (COR) at least 16 flight hours prior to the initiation of any maintenance inspection. In addition the Contractor shall immediately notify the COR of any change of an engine, power train, control, or major airframe component and circumstances inducing the change.

(9) Routine maintenance shall be performed before or after the daily standby or as approved by the COR.

(10) All inspection times and intervals shall comply with the Contractor’s FAA Approved Maintenance Program.
SECTION B
TECHNICAL SPECIFICATIONS

(11) Inspections shall be performed in a maintenance facility, or in the best field conditions available.

(12) Reserved

(13) Reserved

(14) Reserved

(15) All weighing of aircraft shall be performed on scales that have been certified as accurate within the previous one (1) year. The certifying entity may be any accredited weights and measures laboratory using standards traceable to the National Institute of Standards and Technology (NIST). The scales shall be listed by make model and calibration date in the aircraft's weight and balance documentation (See Form B, Exhibit 21).

(i) For aircraft on the companies operating certificate that are currently operating outside of the US, the current operating weight and balance will be submitted. These aircraft will be required to be weighed within 12 months prior to initial contract inspection.

(16) Helicopter(s) under initially awarded agreements(s) under this solicitation shall remain at or below contracted helicopter equipped weight as proposed in the base year of the agreement. Helicopters will be allowed a total of 1% above the awarded contracted helicopter equipped weight as proposed during the combined agreement renewal periods. The helicopter’s equipped weight is determined using weight and balance data which was determined by actual weighing of the aircraft within 12 months prior to the due date of proposal submission and 24 months thereafter or following any major repair or major alteration or change to the equipment list which significantly affects the center of gravity of the aircraft. If the government requires additional equipment after agreement award no penalty will be assessed.

(17) A list of equipment installed in the aircraft at the time of weighing shall be compiled. The equipment list shall include the name, weight, arm and moment of each item installed. Items that may be easily removed or installed for aircraft configuration changes (seats, doors, radios, cargo hook, baskets, special mission equipment, etc.) shall also be listed including the name, weight, arm and moment of each item. Each page of the equipment list shall identify the specific aircraft by serial and registration number. Each page of the equipment list shall be dated indicating the last date of actual weighing or computation. The weight and balance shall be revised each time equipment is removed or installed which more than negligibly affects the center of gravity of the aircraft. See Exhibit 21 for an acceptable example.

(18) When the contract equipped weight of the aircraft, as noted by registration number in Section A, Schedule of Items, changes, the Contractor shall notify the CO of the change and submit a revised weight and balance as required by the Agreement.
SECTION B
TECHNICAL SPECIFICATIONS

(b) Turbine Engine Power Assurance Checks

(1) A power assurance check shall be accomplished on the first day of operation, and thereafter within each 10-hour interval of contracted flight operation unless prohibited by environmental conditions (i.e. weather, smoke). The power assurance check shall be accomplished by the contractor in accordance with the Rotorcraft Flight Manual or approved company performance monitoring program. A current record of the power assurance checks will be maintained with the aircraft under this Agreement and any renewal periods.

(2) Helicopters with power output below the minimum published performance charts or if the trend analysis indicates significant deterioration in performance the aircraft shall be removed from service. The power condition shall be corrected before return to service and agreement availability.

(c) Maintenance Flights

A functional maintenance flight shall be performed following overhaul, repair, and/or replacement of any engine, power train, rotor system or flight control equipment, and following any adjustment of the flight control systems before the helicopter is returned to service. The flight will be performed at the Contractor’s expense. Results of the maintenance flights shall be reported to and approved by the FS or DOI Aviation Maintenance Inspector before the helicopter is returned to Agreement availability.

(d) Reserved

(e) Calibrated Tools

All Torque wrenches and measuring devices must be calibrated annually. A decal showing current calibration must be affixed to each tool showing calibration date.

B.6 AIRCRAFT AND EQUIPMENT SECURITY

(a) The security of Contractor provided helicopter and equipment is the responsibility of the Contractor.

(b) Helicopter shall be electrically and/or mechanically disabled by two independent security systems whenever the helicopter is unattended. Deactivating security systems shall be incorporated into preflight checklists to prevent accidental damage to the helicopter or interfere with safety of flight.

(c) Examples of unacceptable disabling systems are:

(1) Locked door/windows; and/or

(2) Fenced parking areas.

B.7 AVIONICS REQUIREMENTS

(a) Minimum Requirements
SECTION B
TECHNICAL SPECIFICATIONS

All avionics used to meet this agreement shall comply with the requirements of paragraph (b) Avionics Specifications and paragraph (c) Avionics Installation and Maintenance Standards. The following are the minimum avionics which shall be installed. Additional avionics may be required in section B of this agreement.

(1) All Helicopters
   (i) One VHF-AM Radio (COM 1)
   (ii) One VHF-FM Radio (FM 1)
   (iii) One Auxiliary FM system (AUX FM) (Not required in heavy helicopters with 2 VHF-FM radios installed or KMAX)
   (iv) One Global Positioning System (GPS)
   (v) An Intercom System (ICS) (Not required in single occupant aircraft)
   (vi) Audio Control systems applicable to the type of aircraft offered
   (vii) An Emergency Locator Transmitter (ELT)
   (viii) An Automated Flight Following System (AFF)
   (ix) One Transponder
   (x) One Altimeter and Automatic Pressure Altitude Reporting system
   (xi) One Auxiliary Power Source (3 Pin) (Not required in helicopters not approved for passengers)
   (xii) One Bucket/Torch Connector (9 Pin) (Not required in heavy helicopters)
   (xiii) Lighting for night operations in accordance with 14 CFR 91.205 (c)
   (xiv) Lighting for all instruments required by 14 CFR 91.205 (b)
   (xv) ADS-B OUT will be required beginning January 1st 2020

(2) Reserved

(3) Reserved

(4) Helicopters approved for Air Tactical operations

Helicopters may be approved for Air Tactical operations provided they meet the requirements of (a) (1) (iii) through (a) (1) (xv) and the following requirements based on the type of Air Tactical approval. These requirements are for optional mission approval only. Paragraph (a) (1) and additional requirements in section A shall remain the minimum required avionics for aircraft under this agreement.
SECTION B
TECHNICAL SPECIFICATIONS

(i) Type I

(A) Two VHF-AM Radios (COM 1 & COM 2)

(B) Two VHF-FM Radios (FM 1 & FM 2)

(C) Radio transmit capability from the aft passenger compartment connected to the SIC/observer Audio Control system. An Aft Audio Control system for this position is acceptable.

(ii) Type II

(A) Two VHF-AM Radios (COM 1 & COM 2)

(B) One VHF-FM Radio (FM 1)

(C) Radio transmit capability from the aft passenger compartment connected to the SIC/observer Audio Control system. An Aft Audio Control system for this position is acceptable.

(iii) Type III

(A) Two VHF-AM Radios (COM 1 & COM 2)

(B) One VHF-FM Radio (FM 1)

(b) Avionics Specifications

All avionics used to meet this agreement shall comply with the following requirements and paragraph (c) Avionics Installation and Maintenance Standards.

(1) Communications systems

Transmitters shall not open squelch on, or interfere with, other AM or FM transceivers on the aircraft which are monitoring different frequencies. Transmit interlock functions shall not be used with communication transceivers. (This paragraph does not apply to single pilot helicopters which are not approved for passengers or non-fire aircraft.)

(i) VHF-AM Radios

VHF-AM radios shall be TSO approved aeronautical transceivers, permanently installed, and operate in the frequency band of 118.000 to 136.975 MHz with a minimum of 760 channels in no greater than 25 KHz increments. Transmitters shall have a minimum of 5 Watts carrier output power.

(ii) VHF-FM Radios

All aircraft approved for fire operations shall use P25 Digital VHF-FM transceivers meeting the specifications of FS/OAS A-19. FM radios used in all aircraft shall be agency approved. FS/OAS A-19 and a list of currently approved
SECTION B
TECHNICAL SPECIFICATIONS

FM radios can be found on the following website: http://www.nifc.gov/NIICD/documents.html. The following requirements shall be met.

(A) VHF-FM radios shall be aeronautical transceivers, permanently installed in a location that is convenient to the PIC and SIC/observer, and operate in the frequency band of 138 to 174 MHz. All usable frequencies shall be programmable in flight. Narrowband and digital operation shall be selectable by channel for both MAIN and GUARD operation. Carrier output power shall be 6-10 Watts nominal.

(B) Transceivers shall have a GUARD capability constantly monitoring in all GUARD transmissions. Simultaneous monitoring of MAIN and GUARD is required. Scanning of GUARD is not acceptable. Aircraft not approved for Air Tactical operation only require one FM GUARD receiver.

(C) Transceivers shall have the capability of encoding CTCSS subaudible tones on all channels. A minimum of 32 tones meeting the current TIA/EIA-603 standards shall be selectable.

(D) Transceivers shall have the capability to display both receiver and transmitter frequencies. Activation indicators for transmit and receive shall be provided for both MAIN and GUARD operation.

(E) The radio shall use an external broadband antenna covering the frequency band of 138 to 174 MHz (Comant CI-177-1 or equivalent).

(iii) Auxiliary FM systems (AUX FM)

An interface to properly operate a portable FM radio through the aircraft audio control systems shall be provided using an MS3112E12-10S type bulkhead mounted connector with contact assignments as specified by FS/OAS A-17 available at the following website: http://www.nifc.gov/NIICD/documents.html. Sidetone for the portable radio shall be provided (AEM AA34 or equivalent). The following applies to all AUX FM installations.

(A) An external broadband antenna covering the frequency band of 138 to 174 MHz (Comant CI-177-1 or equivalent) shall be installed with the associated coax terminated in a bulkhead mounted BNC connector adjacent to the above 10 pin connector.

(B) A portable radio mount (Field Support Services AUX-EPH-RB or equivalent) shall be installed providing the crew unrestricted operation of the radio controls when connected with an 18 inch adapter cable.

(C) A VHF-FM radio meeting the requirements of paragraph (b) (1) (ii) may be installed, in addition to the radios already required, in lieu of the AUX FM system.

(iv) Non-Standard Radios
SECTION B
TECHNICAL SPECIFICATIONS

Non-standard radios shall be aeronautical transceivers interfaced to the aircraft audio control systems and a compatible antenna via an approved installation. The radio shall be compatible with the requesting unit.

(v) Reserved

(vi) Reserved

(2) Audio Systems

(i) Intercom Systems (ICS)

ICS shall integrate with the aircraft audio control systems and mix with selected receiver audio. An independent ICS volume control, keyed operation, and a "hot mic" capability shall be provided for each required position. Passenger volume adjustments must not affect other positions. Hot mic may be voice activated (VOX) or controlled via an activation switch. The ICS must have the capability to isolate the flight crew from passengers.

ICS is required for the PIC and SIC/observer for all aircraft. Exclusive-use helicopters approved for passengers, and helicopters which require an aft audio control system, shall provide ICS at all passenger positions. Call-when-needed helicopters approved for passengers shall provide ICS for two aft exit passenger positions.

(ii) Audio Control Systems

(A) General

Aircraft configuration shall comply with the applicable drawing for "Helicopter Audio Requirements" at the following website: http://www.nifc.gov/NIICD/documents.html. A master radio volume control and collocated controls for transmitter selection and independent receiver selection of all required radios shall be provided for each required audio control system. Each system shall have the capability to simultaneously select and utilize a different transceiver (and PA if required). Sidetone shall be provided for the user as well as for cross monitoring by all installed systems. Receiver audio shall be automatically selected when the corresponding transmitter is selected. Receiver audio shall be provided to each position which requires ICS (refer to ICS section for requirements). Aft audio control systems are not required to provide NAV audio.

All required passenger positions shall utilize the SIC/observer's audio control system unless an aft audio control system is installed. Exclusive use helicopters approved for passengers shall provide radio transmit capability for two aft passenger positions. See the applicable "Helicopter Audio Requirements" drawing for locations.
SECTION B
TECHNICAL SPECIFICATIONS

Audio controls shall be labeled as COM-1, FM-1, AUX, PA etc... as appropriate or as COM-1, COM-2, COM-3, etc... with the corresponding transceiver labeled to match. Audio shall be free of distortion, noise, or crosstalk. The system shall be designed for use with 600 ohm earphones and carbon equivalent, noise cancelling, boom type microphones (Gentex 5060-4 or equivalent). The PIC and SIC/observer shall have U-92 type audio jacks.

All required passenger positions with ICS, including the SIC/observer, shall have MS3112E10-6S type 6-pin connectors wired for compatibility with an appropriate drop cord (Alpine Aerotech AAL280 series or equivalent). The 6-pin connector is not required at the SIC position in aircraft requiring dual pilots. Aft passenger connectors shall be mounted above the seats and near the passengers head. Drop cords shall be provided with the aircraft for all passenger positions which require ICS. In lieu of the 6-pin connector and drop cord, the SIC/observer may utilize either a foot or console mounted Push-To-Talk (PTT) switch in conjunction with a switch to select between radio and ICS PTT operation. Crew positions shall have radio and ICS PTT switches on their respective cyclic controls in addition to the previous requirements.

(B) Drop Cord Requirements

- Coil cord that extends to 6 feet nominally
- 6-Pin MS3476L10-6P type connector on the coil cord
- U-92 (TJT-120) type audio jack on the housing
- Large clip
- Volume control
- ICS switch with momentary and lock positions
- Radio PTT switch (only for positions which require radio transmit)

(C) Aft Audio Control Systems (when required)

The audio controller shall be installed in a location that provides unobstructed access to the controls while seated. Aft passengers shall utilize the aft audio control system(s). Two aft passenger positions shall have radio transmit capability. See the applicable “Helicopter Audio Requirements” drawing for locations.

(D) Required Audio Control systems

The following audio control systems are required based on helicopter type

- **Helicopters not approved for passengers**
  A single audio control system for the PIC and SIC/observer
SECTION B
TECHNICAL SPECIFICATIONS

- Light and Medium Helicopters approved for passengers
  Two separate audio control systems (which may be combined in a single unit) for the PIC and SIC/observer
- Heavy Helicopters approved for passengers
  Two separate audio control systems (which may be combined in a single unit) for the PIC and SIC/observer and an aft audio control system for the Helicopter Manager.

(3) Navigation Systems

(i) Global Positioning Systems (GPS)

(A) Aeronautical GPS

Each required GPS shall be TSO approved, permanently installed where both the PIC and SIC/observer can clearly view the display, use an approved external aircraft antenna, and be powered by the aircraft electrical system. The GPS shall utilize the WGS-84 datum, reference coordinates in the DM (degrees/minutes(decimal minutes) format and have the ability to manually enter waypoints in flight. The GPS navigation database shall be updated annually covering the geographic areas where the aircraft will operate.

(B) Portable Aviation GPS

Portable aviation GPS units (Garmin GPSMAP, aera, or equivalent) are acceptable when an Aeronautical GPS is not specified. They shall be securely mounted via an approved installation using the aircraft electrical system and a remote antenna. The GPS shall present information from an overhead perspective. The PIC shall have clear view of the display and unrestricted access to the controls. The SIC/observer shall also have a clear view of the display in Air Tactical aircraft. The GPS shall meet the above datum, coordinate, and database requirements for an aeronautical GPS. Portable GPS units are not acceptable for aircraft performing IFR or NVG operations.

(C) GPS with Moving Map

The GPS providing data to the moving map shall meet all of the above GPS requirements. The moving map’s display shall be 3 inches wide, 1.5 inches high, and show the aircraft’s present position relative to user selected waypoints and geographical features. The map may be integrated with the GPS.

(4) Surveillance systems
SECTION B
TECHNICAL SPECIFICATIONS

(i) Emergency Locator Transmitters (ELT)

Emergency locator transmitters must be helicopter models with at least a 5 axis G-switch and certified to TSO C126 or newer. ELTs must be automatic fixed, installed in a conspicuous or marked location, and meet the same requirements as those detailed for airplanes in 14 CFR 91.207 (excluding section f). ELT mounts must use rigid attachments and meet the deflection requirements of RTCA/DO-204. Velcro style mounts are not acceptable. ELT antennas must be mounted externally to the aircraft unless installed in a location approved by the aircraft manufacturer. Documentation of current registration is required from the national authority for which the aircraft is registered.

(ii) Automated Flight Following systems (AFF)

Automated flight following systems must be compatible with the government’s tracking program (AFF.gov), utilize satellite communications, and use aircraft power via a dedicated circuit breaker. AFF must be functional in all phases of flight and in all geographic areas where the aircraft will operate. The following additional requirements shall be met.

(A) A subscription service shall be maintained through the equipment provider allowing position reporting via the Government AFF Program. The reporting interval must be every two minutes while aircraft power is on.

(B) AFF equipment must be registered with AFF.gov providing all requested information. Changes to equipment and registration information shall be reported to AFF.gov ensuring the program is current prior to aircraft use. For assistance, the Fire Applications Help Desk (FAHD) may be reached at (866) 224-7677 or (616) 323-1667.

(C) An AFF operational test shall be performed by the vendor no less than seven calendar days prior to the annual compliance inspection. This test must ensure that the system meets all requirements and is displayed in the AFF viewer with the correct information. A user name and password are required. Registration and additional information are available at https://www.aff.gov/. If the aircraft is not displaying properly, the vendor shall notify AFF.gov.

(D) If AFF becomes unreliable the aircraft may, at the discretion of the Government, remain available for service utilizing radio/voice systems for flight following. The system shall be returned to full operational capability within 5 calendar days after the system is discovered to be unreliable.

(E) This clause incorporates the JSON Specification Section Supplement available at https://www.aff.gov/documents/Json_Specification_Section_Supplement.pdf as if it was presented as full text herein.

(F) For questions about current compatibility requirements contact the AFF Program Manager by emailing affadmin@firenet.gov.
SECTION B
TECHNICAL SPECIFICATIONS

(iii) Reserved

(iv) Transponders

Transponder systems shall meet the requirements of 14 CFR 91.215(a). Part 135 aircraft shall meet the "Mode S" requirements of 14 CFR 135.143(c). Transponder systems shall be tested and inspected every 24 calendar months as specified by 14 CFR 91.413.

(v) Altimeter and Automatic Pressure Altitude Reporting systems

Altimeter, static pressure, and automatic pressure altitude reporting systems shall be installed and maintained in accordance with the IFR requirements of 14 CFR Part 91. These systems shall be tested and inspected every 24 calendar months as specified by 14 CFR 91.411.

(vi) Reserved

(vii) Automatic Dependent Surveillance – Broadcast Out (ADS-B OUT)

ADS-B OUT systems must be approved to TSO-C154c or TSO-C166b. Aircraft operating outside of the United States must be equipped with systems approved to TSO-C166b.

(5) General Systems

(i) Reserved

(ii) Auxiliary Power Source (3 Pin)

An MS3112E12-3S type connector shall be installed and mounted in a location convenient to the passenger compartment and protected by a 5 Amp circuit breaker. Pin A shall be +28 VDC. Pin B shall be airframe ground. Pin C shall not be used. Reference FS/OAS A-16.

(iii) Bucket/Torch Connector (9 Pin)

(A) An MS3101A24-11S type connector shall be installed adjacent to the cargo hook within 12 inches. The connector must be adequately supported to prevent tension on the electrical wiring. Pin D must be airframe ground. Pin E must be +28 VDC operated with the "Bucket Open" switch on the collective and protected by a 50 Amp circuit breaker that can be manually opened and reset.

(B) The bucket open switch must be clearly labeled "Open", spring-loaded to the "Off" position, and mounted on the collective to avoid confusion with the cargo hook release. The switch must be of a different design and mounted in such a way as to not easily be confused with the RPM Control (Beep switch).
SECTION B
TECHNICAL SPECIFICATIONS

(C) Reserved

(iv) VHF-FM Programming Ports

DB-9 type D-subminiature connectors shall be installed in a location convenient to the SIC/observer. These shall be wired for RS232 serial communication between all required VHF-FM radios and a laptop computer. Individual connectors or an FM select switch may be used. Pin 2 shall be data transmitted from the FM. Pin 3 shall be data received by the FM. Pin 5 shall be signal ground. Compatible radio front panel connectors may be used to meet this requirement if serial adapter cables are provided with the aircraft. For example TDFM 136A s/n FDA1200 and higher.

(v) Reserved – (GPS Data Connectors)

(vi) External Portable Aviation GPS Antennas

Antennas shall be TSO approved and compatible with the portable aviation GPS of the requesting unit.

(vii) Dual USB charging Ports

USB charging ports must be TSO approved, capable of providing at least 2 amps of power to each port simultaneously with an output voltage of 5 VDC and installed in a location convenient to the specified users.

(viii) Portable Electronic Device (PED) Tolerance - RESERVED

(c) Avionics Installation and Maintenance Standards

All avionics used to meet this agreement shall comply with the manufacturer's specifications and installation instructions, federal regulations, and the following requirements.

(1) Strict adherence to the guidelines in FAA AC 43.13-1B Chapter 11 "Aircraft Electrical Systems" and Chapter 12 "Aircraft Avionics Systems" as well as FAA AC 43.13-2B Chapter 1 "Structural Data", Chapter 2 "Communication, Navigation and Emergency Locator Transmitter System Installations" and Chapter 3 "Antenna Installation" is required.

(2) All antennas shall be FAA approved, have a Voltage Standing Wave Ratio (VSWR) less than 3.0 to 1 and be properly matched and polarized to their associated avionics system.

(3) Labeling and marking of all avionics controls and equipment shall be understandable, legible, and permanent. Electronic label marking is acceptable.

(4) Avionics installations shall not interfere with passenger safety, space or comfort. Avionics equipment shall not be mounted under seats designed for energy attenuation. In all instances, the designated areas for collapse shall be protected.
SECTION B
TECHNICAL SPECIFICATIONS

(5) All avionics equipment shall be included on the aircraft’s equipment list by model, nomenclature, and location.


B.8 DATA, IMAGES AND VOICE RECORDINGS

All contractually required recorded data, and images and voice data collected or stored from radios, sensors, phones, cameras or other audio and image recording devices are the property of the USDA Forest Service while on contract.

This will include but not be limited to, Additional Telemetry Units, Automated Flight Following, and Operational Loads Monitoring data and data collected or stored from EO/IR sensors, any cameras, radios or other audio and video recording devices owned by the contractor, contractor representatives or the Forest Service. Use of the audio and image data outside of the scope of the contract is prohibited unless authorized in writing by the contracting officer.

B.9 RESERVED – (Extended Standby Hourly Rate)

B.10 OPERATIONS

(a) General

(1) Regardless of any status as a public helicopter operation (see Exhibit 28), the Contractor shall operate in accordance with their approved 14 CFR 135 Operations Specification and all portions of 14 CFR 91 (including those portions applicable to civil aircraft) and each certification required under this Agreement unless otherwise authorized by the CO. Forest Service acknowledges certain special use missions do not fall within the purview of 14 CFR Parts 135 and 91. Special use missions include but are not limited to rappel short haul aerial ignition and rope assisted deployment operations.

(2) A Government representative may inspect the pilot’s Interagency Helicopter Pilot Qualification Card for currency before any flight. The Government has operational control and can delay, terminate, or cancel a flight at any time.
SECTION B
TECHNICAL SPECIFICATIONS

(3) The government recognizes the ever-increasing difficulty operators are encountering in hiring mission-qualified pilots. In response to this situation the government has developed provisions for contractors to conduct "On Contract" pilot operational training. This program has been designed with the intent of providing operational training opportunities to contractors seeking to upgrade pilots into new aircraft, and to provide operational training for pilots with little or no previous natural resource/wildland fire experience. Other significant conditions and restrictions are detailed in Exhibit 19. Adherence to these guidelines is critical for success of the program. See Exhibit 19.

(4) Performance enhancing data (Power Assurance Checks, wind charts, etc) shall not be used. Only FAA approved charts based on minimum specification engine performance shall be used. As an example, Kaman K-1200 helicopters shall only use minimum specification engine performance data calculated from Rotorcraft FMS NO. 1, (USFS Fire Fighting).

(5) Use (Exhibit 13, Interagency Helicopter Load Calculation and Exhibit 12, Hourly Flight Rates, Fuel consumption, and Weight Reduction Chart) per aircraft type and the appropriate Hover Ceiling Charts (HOGE and HIGE) from the approved Rotorcraft Flight Manual.

(6) For contracts requiring longline operations, any combination of line length may be used at the discretion of the pilot, providing the pilot card is endorsed Longline VTR and interagency policies (obstacle and tail rotor clearance etc.) are adhered to.

(7) All documents required to be with aircraft during contract period, may be stored in an electronic storage device. The storage device must have a viewing screen of at least 7 inches. If an electronic storage device is used, a paper back up for each required document must be available with the support vehicle. Examples of approved storage device are Tablet; IPAD etc. smart phones will not be acceptable.

(8) The aircraft must be shut down after 4 hours of flight (Hobbs) time or 2 fuel cycles (whichever occurs first).

(b) Pilot Authority and Responsibilities

(1) The Pilot-In-Command (PIC) is responsible for the safety of the aircraft, loading and unloading of occupants and cargo. The pilot shall comply with the directions of the Government, except when in the pilot's judgment compliance will be a violation of applicable federal or state regulations or agreement provisions. The pilot has final authority to determine whether the flight can be accomplished safely and shall refuse any flight or landing which is considered hazardous or unsafe.

(2) The pilot is responsible for computing the weight and balance for all flights and for assuring that the gross weight and center of gravity do not exceed the aircraft's limitations. Pilots shall be responsible for the proper loading and securing of all cargo. Load calculations (Exhibit 13, Form 5700-17/OAS-67) shall be computed and completed daily by the pilot using appropriate flight manual hover performance charts.

(3) Smoking is prohibited within 50-feet of fuel servicing vehicle, fueling equipment, or aircraft.
SECTION B
TECHNICAL SPECIFICATIONS

(4) After engine(s) shutdown, the pilot may exit the aircraft while the rotor(s) are turning if the Rotorcraft Flight Manual (RFM) allows and the pilot remains within the arc of the rotor(s). The pilot shall coordinate this action with the Helicopter Manager. If not allowed by the RFM, aircraft must be shutdown and rotors stopped for pilot to exit aircraft or change seats.

(5) Pilot(s) will use an approved cockpit checklist for all flight operations. Rotorcraft Flight Manual Checklist.

(6) Toe-in, single-skid, step-out landings are prohibited.

(7) Equipment such as radios, survival gear, fire tools, etc., shall be located in or on the aircraft in such a manner as to potentially not cause damage or obstruct the operation of equipment or personnel. All cargo shall be properly secured.

(8) The pilot shall not permit any passenger in the helicopter or any cargo to be loaded therein unless authorized by the Helicopter Manager.

(9) Passenger Briefing - Before each takeoff, the PIC shall ensure that all passengers have been briefed in accordance with the briefing items contained in 14 CFR 135. Briefing shall include the following; Personal Protective Equipment (PPE), Shut-Off Procedures for Battery and Fuel, and Aircraft Hazards.

(10) Flight Plans - Pilots shall file and operate on a FAA, ICAO, or agency flight plan. Contractor flight plans are not acceptable. Flight plans shall be filed prior to takeoff when possible.

(11) Flight Following - Pilots are responsible for flight following with the FAA, ICAO, or in accordance with FS or DOI-Bureau approved flight following procedures, which includes Automated Flight Following (AFF) and radio check-ins.

(12) Manifesting - Prior to any takeoff, the PIC shall provide the appropriate FS or DOI dispatch office/coordination center or helibase with current passenger and cargo information.

(13) Fuel Reserve - To provide adequate fuel reserve all operations shall comply with 14 CFR 91 for VFR (20-minutes reserve).

(14) During missions that involve transporting agency personnel, a HOGE power check shall be performed for either the takeoff or landing, whichever is most restrictive. This requirement applies to pinnacles, ridgelines and confined areas or any first time missions into/out of a HOGE site. Refer to the interagency helicopter pilot practical test standards and can be found at this website: https://www.fs.fed.us/fire/av_safety/promotion/Technical_Bulletins/IATB_17-01_HOGE_Power_Check_508.pdf.

(c) IFR/Night Flight - Not authorized

(d) Flights with Cowling(s), Fairings, and Panels or Doors Open/Removed
SECTION B
TECHNICAL SPECIFICATIONS

The Contractor is responsible for removal, reinstallation and security of the doors at all times. However, Government personnel may assist with removal and reinstallation when properly trained by the mechanic or pilot. The contractor shall maintain full responsibility to ensure the procedure is accomplished correctly.

All loose items must be secured prior to flight with doors open/removed (Velcro is not considered a secure attachment). Flights with cowlings, fairings, and panels removed are not permitted. The helicopter external registration number shall be clearly visible at all times.

(e) External Load Operations

(1) All External Load Operations (Applicable to Cargo, Bucket and Tank operations unless specifically noted)

(i) Determine allowable payload using the Interagency Helicopter Load Calculation, appropriate HOGE-J helicopter performance charts, and current local temperature and pressure altitude.

(ii) Helicopters equipped with a tail rotor and conducting external load operations (excluding class A loads) will be limited to an airspeed of 80 knots indicated or the airspeed limitation established by the rotorcraft flight manual, whichever is less. All other helicopters conducting external load operations shall comply with applicable Rotorcraft Flight Manual Limitations.

(iii) When conducting external load operations, rotors will remain above the canopy or helicopter will operate within an opening no less than 1 ½ times the main rotor diameter (e.g. an aircraft with a 48’ main rotor diameter would require a 72’ diameter opening).

(iv) For loads with a total suspended height of 50 feet or greater the pilot must be approved for longline VTR.

(v) The jettison-arming switch, if applicable, shall be in the armed position during external load operations.

(2) Cargo Operations

(i) Use actual weight of cargo from load calculation or manifest form. Weight reduction is optional and may be calculated into jettisonable payload when agreed upon by pilot and agency personnel.

(3) Bucket Operations

(i) All Bucket Operations (Applicable to both gated and non-gated buckets)

(A) For calculation of the allowable bucket payload use 8.3 pounds per gallon for water. When mixed fire retardant is being delivered by bucket, use the actual weight per gallon of the mixed retardant.
SECTION B
TECHNICAL SPECIFICATIONS

(B) Buckets and hardware shall be designed for the applicable aircraft and attached directly to the belly hook unless the pilot is approved for longline VTR.

(C) When a bucket is attached directly to the cargo hook, it is critical to measure the maximum length of the extended bucket from the shackle on the control head to the extended dump valve/fire sock, making sure that it is at least 6-inches less than the distance from the belly hook to the closest possible point on the tail rotor. Lines attached between the cargo hook and the bucket shall extend the bucket past the outside arc of the tail rotor, the line shall be no shorter than 50 feet.

(D) Reserved

(ii) Non-gated bucket operations

(A) Partial dips are not authorized.

(B) At the beginning of the fuel cycle, bucket capacity shall be adjusted so that the bucket, when filled to the adjusted capacity, does not exceed the allowable payload.

(C) Bucket capacity at each position or adjustment level shall be marked on the bucket. Collapsible buckets with cinch straps shall only be adjusted to marked graduations (i.e., 90%, 80%, and 70%). Intermediate graduations or capacities below the manufacturer’s minimum graduation (by tying knots, etc.) are prohibited.

(iii) Gated bucket operations

(A) Requires electronic hook load measuring system that provides cockpit readout of the actual weight.

(B) Partial filling is authorized, based on aircraft performance and environmental conditions.

(4) Tank Operations

The following procedure shall be used for all Tank operations (also see Exhibit 5):

(i) Snorkel removal and installation shall be the Pilots responsibility at all times. However, Government personnel may assist with removal and installation when properly trained by the mechanic or pilot.

(ii) Prior to or during the helicopter’s first start-up of each day, tank doors shall be checked for normal and emergency operation, to include checking the snorkel for proper operation. These operational checks should be incorporated into the aircraft’s cockpit checklist. Not required in conditions that present potential damage to tank or snorkel system.
SECTION B
TECHNICAL SPECIFICATIONS

(iii) Items awarded as tanked aircraft may replace tank with water bucket when requested by the government due to firefighting suppression tactics, this should be documented and CO/COR notified.

(f) Reserved

(g) Dual Controls

Dual controls - Dual controls are required and shall be made accessible to an approved agency helicopter inspector pilot (HIP) for all pilot performance evaluations. During flight operations the front seat not occupied by a pilot may only be occupied by a helicopter manager or an authorized crewmember briefed by the PIC or HMGB. For type 3 aircraft, the dual controls shall be removed except during pilot evaluation, unless aircraft type certification prevents controls from being removed.

(h) Transportation of Hazardous Material (HazMat)

(1) Helicopters may be required to carry hazardous materials. Such transportation shall be in accordance with DOT Special Permit and the DOI or NWCG Standards for Aviation Transport of Hazardous Materials (PMS 513). A copy (hard copy or electronic copy) of the current Special Permit and handbook/guide and DOT Emergency Response Guide (ERG) shall be aboard each aircraft operating under the provisions of this Special Permit and can be found at this website: https://www.nwcg.gov/sites/default/files/publications/pms513-fs-dot-sp-9198.pdf

(2) It is the responsibility of the Contractor to ensure that Contractor employees have received training in the handling of hazardous materials. Documentation of this training shall be retained by the company in the employee's records and made available to the Government as required. The training, A-110 is available at this website: https://www.iat.gov/.

(3) The pilot shall ensure personnel are briefed of specific actions required in the event of an emergency. The pilot shall be given initial written notification of the type, quantity, and the location of hazardous materials placed aboard the aircraft before the start of any project. Thereafter, verbal notification before each flight is acceptable. For operations when the type and quantity of the materials do not change, repeated notification is not required.

B.11 CONTRACTOR’S ENVIRONMENTAL RESPONSIBILITIES

(a) The Contractor is responsible to ensure that all maintenance, fueling, and flight activities do not cause environmental damage to property or facilities. The contractor shall ensure tanks and buckets are cleaned appropriately when requested by the government to eliminate invasive aquatic species in known contaminated water sources. Cleaning product(s) and procedures (i.e. bleach, etc.) will be provided by the government.

(b) The Contractor shall be responsible for all cleanups of fuel, oil, and retardant contamination on airport ramps, retardant sites, parking areas, landing areas, etc., when caused by Contractor aircraft or personnel. When cleaning paved areas, the contractor shall utilize cleaning agent that are biodegradable and non-toxic. Contaminated soils shall be removed to appropriate containers and disposed of as hazardous waste.
SECTION B
TECHNICAL SPECIFICATIONS

(c) The Government may, at its option, assign an area to be utilized by the Contractor for storage of equipment used in support of Agreement performance. Oil, solvents, parts, engines, etc. shall be stored and utilized in a manner consistent with acceptable safety, health and environmental concerns.

(d) The contractor shall ensure that they are in compliance with 40 CFR Part 112: Oil Pollution Prevention; Spill Prevention, Control, and Countermeasure Plan Requirements (SPCC).

(e) For more information go to https://www.nwrcg.gov/publications/444.

An SPCC plan is required to be in each FSV used on this agreement regardless of bulk storage container (tank) size. See Exhibit 8.

B.12 PERSONNEL

(a) General

(1) Pilots, fuel servicing personnel, and mechanics shall speak English fluently and communicate clearly.

(2) Only qualified non-crewmembers are authorized on tactical flight missions. The Mechanic and Fuel Service Vehicle Driver are not considered qualified non-crew members and are not allowed to be onboard the helicopter during tactical flight missions.

(3) Operation in countries bordering the Contiguous United States may be required. Pilots crossing international borders shall possess a valid passport and pilot certificates must meet ICAO requirements.

(4) Vendor-QA/Evaluation/Safety checks may be conducted IAW Exhibit 29.

(b) Management Personnel Requirements

(1) Contractor shall have and maintain through the life of the contract personnel in the following positions:

(A) Flight Operations Manager (Director of Operations). Flight Operations Manager shall meet the following requirements:

(i) To serve as a Flight Operations Manager for a certificate holder that only conducts operations for which the pilot in command is required to hold a commercial pilot certificate, a person must hold at least a commercial pilot certificate. In addition, the Flight Operations Manager must have at least 3 years supervisory or managerial experience within the last 6 years in a position that exercised operational control over flight operations.

(B) Maintenance Manager (Director of Maintenance). Maintenance Manager shall meet the following requirements:

(i) To serve as a Maintenance Manager a person must hold a mechanic certificate with airframe and powerplant ratings and either:
SECTION B
TECHNICAL SPECIFICATIONS

(a) Have 3 years of experience within the past 6 years maintaining aircraft as a certificated mechanic, including, at the time of appointment as Maintenance Manager, experience in maintaining the same category and class of aircraft as the certificate holder uses; or

(b) Have 3 years of experience within the past 6 years repairing aircraft in a certificated airframe repair station, including 1 year in the capacity of approving aircraft for return to service.

(c) Chief Pilot

(i) To serve as Chief Pilot for a certificate holder that only conducts operations for which the pilot in command is required to hold a commercial pilot certificate, a person must hold at least a commercial pilot certificate. The Chief Pilot must be qualified to serve as pilot in command in at least one aircraft used in the certificate holder’s operation. In addition, the Chief Pilot must have at least 3 years’ experience, within the past 6 years, as pilot in command.

(2) PIC’s shall pass a flight evaluation within a 36 month period. The government retains the right to conduct a QA/Standardization evaluation at any time. The HIP will be accounted for in the W&B and load calculation just as they would for any evaluation flight. The evaluation will be conducted in accordance with the Interagency Helicopter Practical Test Standards (http://www.nifc.gov/aviation/av_documents/av_helicopters/IHPPTS.pdf) and per the contract specifications. The flight check will be in an aircraft supplied by the Contractor at no expense to the Government. The satisfactory completion of the evaluation flight will not substitute for any of the total flight hour requirements listed in this clause.

(3) Pilots shall complete appropriate portions of the Helicopter Pilot Qualifications and Approval Record (Form FS-5700-20a) prior to helicopter pilot inspector evaluation. FS-5700-20a can be found at http://www.nifc.gov/aviation/av_helicopters.html (Helicopter Pilot Qualifications and Approval Record). When approved, each pilot will be issued an Interagency Helicopter Pilot Qualification Card documenting: Company, make, model and series of aircraft approved to operate and the missions each pilot is approved to perform. Pilot cards are contractor specific and are non-transferable. The Regional Helicopter Inspector Pilot, with the concurrence of the National Helicopter Standardization Pilot and the National Helicopter Program Manager, will be the final authority in determining the number of aircraft and/or vendors for which the pilot will be carded. Generally the maximum number of aircraft that a pilot can be carded for will be three (3).

(4) Reserved

(c) Pilot Requirements - General

(1) Commercial or Airline Transport Pilot (ATP) Certificate with appropriate rating (Rotorcraft-Helicopter) and a valid Class I or Class II FAA Medical Certificate.

(2) Written evidence for make and model to be flown or 14 CFR 135 Airman
SECTION B  
TECHNICAL SPECIFICATIONS

Competency Proficiency Check (as applicable FAA Form 8410-3 or equivalent).

(3) Written evidence of an Equipment Check Endorsement for Restricted Category helicopters by the Chief Pilot (as applicable).

(4) Written evidence of qualification to meet 14 CFR 133.


(6) Proof of compliance with 14 CFR Part 61.57 (a) (1) (i) and (ii).

(7) Proof of qualifications to meet 14 CFR 137.

(8) Each pilot shall pass an agency flight evaluation in make, model, and series-conducted over typical terrain.

(9) The contractor shall ensure that a pilot who is presented for initial carding meets all requirements as outlined in paragraph B.12 (d) Pilot Requirements-Experience after award. The contractor shall verify all pilot hours submitted on form FS-5700-20a as determined from a certified pilot log or permanent record to ensure accuracy. Additionally, for pilots seeking initial approval, the contractor shall identify previous employers and submit the information on form FS-5700-20b (form pending) found in Exhibit 18. The information submitted is subject to verification by an Interagency Pilot Inspector.

(10) Pilots may function as mechanics providing:

(i) The pilot meets all the Mechanic Qualifications of this Agreement.

(ii) Pilot duty limitations will apply to the pilot when functioning as a mechanic.

(iii) When pilots act as a mechanic, mechanic duties in excess of 2-hours will apply as flight hours on a one-to-one basis toward flight hour limitations.

(iv) A mechanic, other than the pilot, shall perform 50-hour, 100-hour, or progressive inspections.

(v) If approved by the Contractor’s Operations Specifications, and in accordance with 14 CFR 43.3(h), 43.5 and 43.7, pilots may perform preventive maintenance on the aircraft.

(d) Pilot Requirements – Experience

Pilots shall have accumulated as pilot-in-command (PIC) the minimum flight hours listed below. Flight hours shall be determined from a certified pilot log. Further verification of flight hours may be required at the discretion of the CO.
SECTION B
TECHNICAL SPECIFICATIONS

All Helicopters Minimum Experience Flying Hours

Total Time .................................................................................................................. 1,500

Pilot-in-command hours:

Total Pilot-in Command (Helicopter) ......................................................................... 1,500
Helicopter, Preceding 12 months ................................................................................ 100**
Weight Class ............................................................................................................. 100***
Make and Model ................................................................................................. .50*
Make, Model, Series, Last 12-Months ....................................................................... 10
Turbine Helicopter Operations ................................................................................. 100

*Flight hour requirements may be reduced by 50% if the pilot submits evidence of satisfactory completion of the manufacturer’s approved pilot ground and flight procedures training in the applicable make and model or FS/OAS-accepted equivalent training (accepted equivalency applicable to Type II Helicopters Only).

**The contractor may request that this pilot flight hour requirement be waived for a pilot under special circumstances; however, the waiver may or may not be granted. The contractor should contact the Contracting Officer in advance of this need for additional information on this process. No other pilot qualification exceptions will be considered by the Government.

***Weight class is defined as:
Small aircraft – aircraft of 12,500 or less, maximum certificated takeoff weight
Large aircraft – aircraft of more than 12,500 pounds, maximum takeoff weight

Additional Special Mission Requirements:

BOA Pilot-in-Command – (as related to the applicable Special Mission approval): Minimum Experience Flying Hours:

Mountain Flying (see 1) ......................................................................................... 200
Mountain Flying Experience – Make and Model ..................................................... 10
Vertical Reference (VTR) Experience ...................................................................... 10*
Annual VTR Recurrency Training ............................................................................. 2*

*Mandatory for Type I, II & III Exclusive Use and Type I & II CWN Pilots. Optional for CWN Type III Pilots

1 Mountain Flying - Helicopter Pilot: 200 hours experience operating helicopters in mountainous terrain identified in 14 CFR 95 Subpart B-Designated Mountainous Area. Experience operating outside the United States may be considered “Mountain Flying” providing it is conducted in mountainous regions defined as 2000 feet above surroundings containing long slopes, deep valleys, and high ridges. Operating includes maneuvering and numerous takeoffs and landings to pinnacles, ridgelines and confined areas.

(e) Pilot - Equipment Proficiency

Pilots shall be required to demonstrate proficiency with all mission equipment.
SECTION B
TECHNICAL SPECIFICATIONS

(f) Pilot - Vertical Reference Proficiency

(1) Pilots may be required to demonstrate this capability during an agency evaluation. (Exhibit 10, Interagency Guidelines for Vertical Reference/External Load Training Standards)

(2) Vertical reference qualified pilots shall maintain proficiency in vertical reference or external load operations. When active under Agreement for a period of 30-consecutive days and no vertical reference activity occurs, the pilot will be provided a 1-hour proficiency flight at Government expense. This will include snorkel operations on tanked aircraft.

(3) The Contractor may be considered unavailable for failure to maintain vertical reference proficiency.

(g) Second in Command (SIC) Requirements (if applicable)
Second-In-Command shall meet requirements of operator’s certificate. The requirements for the second pilot shall be a commercial pilot certificate with rotorcraft category, helicopter class rating, and at a minimum a valid second class medical certificate. They are not issued a Helicopter Pilot Qualification card.

(h) Mechanic Qualifications

(1) The mechanic shall have a valid FAA mechanic certificate with airframe and power plant ratings, and shall have held the certificate for a period of 24-months. The mechanic shall have been actively engaged in aircraft maintenance as a certificated mechanic for at least 18-months out of the last 24-months. OR A mechanic may qualify by meeting one of the following.

(i) The mechanic shall have a valid FAA mechanic certificate with airframe and power plant ratings, and shall have held the certificate for a period of 12 months. The mechanic must show evidence of Four years military experience of aircraft maintenance training and qualification as a Technical Inspector for Airframe or Power Plants.

(ii) The mechanic shall have a valid FAA mechanic certificate with airframe and power plant ratings, and shall have held the certificate for a period of 12 months. The mechanic must then have held the foreign equivalent with both ratings for a period of 24 months.

(2) The mechanic shall have 12-months experience as an Airframe & Power Plant (A&P) mechanic or foreign equivalent in maintaining helicopters. Three months experience shall have been in the last 2 years.

(3) The mechanic shall show evidence of maintaining a helicopter of the same make and model as offered within the previous 10 years and under "field" conditions for at least 1-full season. Three months experience maintaining a helicopter away from the operator's Principle Base of Operations, and while under minimal supervision, will meet this requirement. Operator may provide an additional A&P mechanic for field experience training. The additional A&P mechanic is not required to be carded.
SECTION B
TECHNICAL SPECIFICATIONS

(4) Mechanics shall have satisfactorily completed a manufacturer’s maintenance course or an equivalent Forest Service or DOI-approved Contractor’s training program for the make and model of helicopter offered, or show evidence the mechanic has 12-months maintenance experience on a helicopter of the same make and model offered. The mechanics must have documented training in the following: company policies and procedures, company operations procedures, maintenance procedures, contract requirements and SMS.

(5) All mechanic qualifications shall be documented on the Aircraft Mechanic (Helicopter) Qualifications Form signed by the mechanic offered. A company representative, other than the mechanic in question, shall certify by signing the Aircraft Mechanic (Helicopter) Qualifications Form that each mechanic offered under this agreement has met the minimum certification, training, and experience qualifications of this section. The Aircraft Mechanic (Helicopter) Qualifications Form can be found in Exhibit 20 of the agreement.

(6) When requested by the Government, each Mechanic shall furnish a valid Interagency Mechanic Qualification card for review. The card shall be issued by the designated Interagency Maintenance Inspector for the duration of the Agreement, including any optional periods. Should the mechanic leave the employment of the Contractor, the mechanic shall surrender the card to the Contractor upon termination of employment.

(i) Availability of Mechanics

(1) A mechanic (other than the pilot) shall maintain the helicopter in accordance with the Contractor’s FAA approved Maintenance Program.

(2) When the mechanic serves as the fuel servicing vehicle driver, the more stringent of the duty limitations apply.

(j) Fuel Servicing Vehicle Driver Qualifications

(1) The Contractor shall furnish a fuel servicing vehicle driver (FSVD) for each day the helicopter is available. The driver shall meet all DOT requirements.

(2) Driver(s) shall be experienced in proper fueling procedures and be familiar with the safety equipment installed on the fuel servicing vehicle.

(3) The FSV driver must have documented training in the following: company policies and procedures, company operations procedures, maintenance procedures, contract requirements and SMS.

B.13 CONDUCT AND REPLACEMENT OF PERSONNEL

(a) Personnel Conduct

(1) Replacement of Contractor Personnel
SECTION B
TECHNICAL SPECIFICATIONS

(i) Contractor employees required to work or reside on Federal property are expected to follow the facility manager’s rules of conduct that apply to both Government and non-Government personnel working or residing at these facilities. The COR will make available a copy of such rules. The Contractor may be required to replace employees who do not comply with these rules of conduct.

(ii) The Contractor must replace any employee who performs unsafely; ineffectively; refuses to cooperate; is unable or unwilling to adapt to field living conditions; or whose general performance is unsatisfactory, disruptive or detrimental to the purpose for which contracted.

(iii) The CO will notify the Contractor of all known unsatisfactory personnel conduct or unsafe performance. The employee may be afforded an opportunity for corrective action when the conditions warrant. When directed by the CO, the Contractor must replace unacceptable personnel not later than 24 hours after such notification, or as otherwise mutually agreed. The decision as to unacceptability will be at the sole discretion of the CO.

(b) Harassment Free Workplace

(1) Contractors shall abide by "U.S. Code, Title VII, Civil Rights Act of 1964, Executive Order EO-93-05, Secretary's Memorandum 4430-2 Workplace Violence Policy, and Harassment Free Workplace (29 CFR Part 1614)". Regulations can be found at www.gpoaccess.gov/

(c) Firearm / Weapon Prohibition

The possession of firearms or other dangerous weapon (18 USC 930 (f)(2) are prohibited at all times while on Government Property and during performance of services, under this contract. The term dangerous weapon does not include pocket knives with a blade less than 2 ½ inches in length or multi-purpose tools such as a Leatherman® tool.

d) Dogs and other animals

No person may bring dogs or other animals on Federal property for other than official purposes. However, a disabled person may bring a seeing eye dog, a guide dog, or other animal assisting or being trained to assist that individual. Reference 41 CFR 102-74.425

B.14 SUSPENSION AND REVOCATION OF PERSONNEL

(a) The COR/HIP/AMI may suspend after conferring with the CO, contractor personnel who fail to follow safe operating practices, does ineffective work, or exhibits conduct detrimental to the purpose for which contracted, or is under suspension or revocation by another government agency. Documentation of the suspension shall be provided to the CO.

(b) Upon involvement in an Aircraft Accident or NTSB Reportable Incident (see 49 CFR Part 830), a pilot operating under this agreement shall be suspended from performing pilot duties under this agreement and any other activity authorized under the interagency pilot qualification card(s) issued to the pilot pending the investigation outcome.
SECTION B
TECHNICAL SPECIFICATIONS

(c) Upon involvement in an Incident-with-Potential as defined under mishaps, a pilot operating under this agreement may be suspended from performing pilot duties under this agreement and any other activity authorized under the interagency pilot qualification card(s) issued to the pilot pending the incident investigation outcome.

(d) When a pilot/mechanic is suspended, and when requested, the interagency pilot/mechanic qualification card(s) shall be surrendered to the CO or authorized Government representative. Suspension will continue for up to 90 days or until:

(1) The investigation findings and decision indicate no further suspension is required and the interagency pilot/mechanic qualification card(s) is returned to the pilot/mechanic; or

(2) Revocation action to cancel the interagency pilot/mechanic authorization(s) is taken by the issuing agency in accordance with agency procedures.

B.15 SUBSTITUTION OR REPLACEMENT OF PERSONNEL, HELICOPTER, AND EQUIPMENT

(a) After award and inspection of initial helicopter the contractor may, at the option of the Government, propose a substitute or replacement helicopter or equipment equal to or greater than agreement awarded performance after receipt of agreement modification by the Contracting Officer. A agreement modification shall only be provided after the contractor has submitted documentation for the substitution helicopter equal to the information originally submitted for the awarded helicopter. Once approval of the helicopter has been received by the contractor, contractor must contact the appropriate National or Regional Aviation Maintenance Inspector (AMI) for inspection and carding of the helicopter. Reinspection provisions will apply.

(b) Request for substitution shall be made at least 15 (fifteen) days prior to the proposed exchange, except for unforeseen conditions. Aircraft substitutions shall be limited to a maximum of two (2) per calendar year.

(c) When pilots are exchanged or replaced, training and familiarization costs, including any required flight time up to 3 (three) hours, shall be accomplished at the Contractor’s expense. The Contracting Officer will determine the necessary amount of flight time up to 3 hours. This is not intended to affect cross shifting of Pilots that are familiar with the operating area or to affect approved relief pilots.

B.16 FLIGHT HOUR AND DUTY LIMITATIONS

(a) Flight limitations. Flight crewmembers shall be subject to the following flight hour limitations:

(1) All flight time, regardless of how or where performed, except personal pleasure flying, will be reported by each flight crewmember and used to administer flight hour and duty time limitations. Flight time as a flight crewmember (commuting) will be reported and counted toward limitations if it is flown on a duty day. Flight time includes, but is not limited to: military flight time; charter; flight instruction; 14 CFR 61.56 flight review; flight examinations by FAA designees; any flight time for which a flight crewmember is compensated; or any other flight time of a commercial nature whether compensated or not.
SECTION B
TECHNICAL SPECIFICATIONS

(2) Pilot flight hour computations shall begin at liftoff and end at touchdown and will be computed from the flight hour meter installed in the aircraft. All flight hours shall fall within duty hour limitations.

(3) Flight time shall not exceed a total of 8-hours per day. Except for flights point-to-point (airport to airport, heliport to heliport, etc.) with a pilot and co-pilot shall be limited to 10-flight hours per day. (A helicopter that departs “Airport A,” flies reconnaissance on a fire, and then flies to “Airport B,” is not point-to-point).

(4) Flight time shall not exceed a total of 42-hours in any 6-consecutive days. Pilots accumulating 36 or more flight hours in any 6-consecutive duty-days shall be off duty the following one calendar day for rest, after which a new 6-day cycle will begin.

(b) Duty Limitations. Flight crewmembers shall be subject to the following duty limitations:

(1) Assigned duty of any kind shall not exceed 14-hours in any 24-hour period. Local travel up to a maximum of 30-minutes each way between the work site and place of lodging will not be considered duty time. When one-way travel exceeds 30 minutes, the total travel time shall be considered as part of the duty day.

Note: The above travel time in excess of 30 minutes is considered duty time but is not compensable under standby or extended standby.

(2) The pilot shall be given a minimum of 10 consecutive hours of rest (off duty) prior to any duty assigned duty period.

(3) Pilots shall be have two (2) calendar days of rest (off duty) during any 14 consecutive duty days. Various work schedules are acceptable as per Section B. The compliment of contract personnel shall be on the same work schedule however days off may be staggered. (Examples of work schedules are 12 on and 2 off, 12 on and 12 off)

(4) For each day, duty time will be computed based on the time zone at the point of dispatch.

(5) Duty includes flight time, ground duty of any kind, and standby or alert status at any location.

(c) During times of prolonged heavy fire activity, the Government may issue a notice reducing the Pilot duty day/flight time and/or increasing off-duty days on a geographical or agency-wide basis. When a notice is issued the government representative will provide a copy of the notice and the procedures for exemptions. Payment for a non-flight day will either be at the daily availability rate or the hourly stand-by rate as applicable.

(d) Pilots may be relieved from duty for fatigue or other causes created by unusually strenuous or severe duty before reaching duty limitations.

(e) When pilots act as a mechanic, mechanic duties in excess of 2-hours will apply as flight hours on a one-to-one basis toward flight hour limitations.
SECTION B
TECHNICAL SPECIFICATIONS

(f) Relief, additional, or substitute pilots reporting for duty under this Contract shall furnish a record of all duty and all flight hours during the previous 14-days to the helicopter manager upon arrival.

(g) The Contractor may furnish a relief crew to meet the days off requirement in accordance with B.16, Flight Hour and Duty Limitations. Payment will be made in accordance with B.41 Transporting of Relief Crews. Approval to furnish relief crews and costs for transporting relief crews will be approved in advance by the helicopter manager. Approval will be noted on the payment invoice in the remarks section.

(h) Mechanics

(1) Within any 24-hour period, personnel shall have a minimum of 8 consecutive hours off duty immediately prior to the beginning of any duty day. Local travel up to a maximum of 30 minutes each way between the work site and place of lodging will not be considered duty time. When one-way travel exceeds 30 minutes, the total travel time shall be considered as part of the duty day. Note: The above travel time in excess of 30 minutes is considered duty time but is not compensable under standby or extended standby.

(2) Mechanics will have a minimum of 2 full calendar days off duty during any 14-day period unless a 14 on 14 off work schedule is approved by the contracting officer under A.7 "Other." Days need not be consecutive.

(3) Duty includes standby, work, or alert status at any location.

(4) Mechanics may be removed from duty for fatigue or other causes created by unusually strenuous or severe duty before reaching duty limitations.

(5) The mechanic shall be responsible to keep the Government apprised of their ground duty limitation status.

(6) When the mechanic serves as the fuel servicing vehicle driver, the more stringent of the duty limitations apply.

(i) Fuel Servicing Vehicle Drivers

(1) It is the Contractors' responsibility to ensure that employees comply with DOT Safety Regulation 49 CFR Part 390-399, including duty limitations.

(2) Fuel servicing vehicle drivers may be removed from duty for fatigue or other causes created by unusually strenuous or severe duty before reaching duty limitations.

(3) The fuel servicing vehicle driver will be responsible to keep the Government apprised of their ground duty limitation status.

(4) Notwithstanding DOT Safety Regulation 49 CFR Part 390-399, the fuel servicing vehicle driver shall have a minimum of two (2) full calendar days off duty during any 14-day period. Off duty days need not be consecutive.
B.17  ACCIDENT PREVENTION AND SAFETY

(a) Contractor Furnished Reports

The Contractor shall furnish the COR with a copy of all reports required to be submitted to the FAA in accordance with 14 CFR that relate to pilot and maintenance personnel performance, aircraft airworthiness or operations. The Contractor will submit an FAA Form 8010-4, Malfunction or Defect Report, or file electronically in the FAA’s Service Difficulty Reporting (SDR) system any maintenance deficiency identified in 14 CFR Part 21.3(c), 135.415, 135.417 or as requested by the government for what it considers a significant discrepancy.

(b) Aviation Safety Management System

The Contractor shall develop, maintain and utilize a Safety Management System (SMS) necessary to assure safety of ground and flight operations. The development and maintenance of these programs are a material part of the performance of the contract. When the CO, in conjunction with the agency Aviation Safety Manager determines the safety programs do not adequately promote the safety of operations, the Government may terminate the contract for cause as provided in the “Contract Terms and Conditions” when factors indicate a lack of compliance. Examples of such termination causal factors are (1) personnel activities, (2) maintenance, (3) safety and risk management, and (4) compliance with regulations. Upon request of the government, the contractor will provide copies of pertinent data (CVR, FDR, OLMS, etc) for Flight Operations Quality Assurance (FOQA) analysis.

(c) The Aviation Safety Communiqué (SAFECOM)

The SAFECOM database fulfills the Aviation Mishap Information System (AMIS) requirements for aviation mishap reporting for the US Forest Service and the Department of Interior agencies. Categories of reports include incidents, hazards, maintenance, and airspace. The system uses the SAFECOM form to report any condition, observation, act, maintenance problem, or circumstance with personnel or the aircraft that has the potential to cause an aviation-related mishap. Contractors are to use this system to report while on contract to the USFS.

Note: The SAFECOM system is not intended for initiating punitive or disciplinary actions and is not to be used for claims or contract evaluation/determination purposes. The goal of the SAFECOM system is to create a reporting culture that encourages open and honest reporting that improves the safety of aviation operations. SAFECOMs should be utilized in tailgate safety sessions, after action reviews, and briefings only after they have been properly managed through the system. Submitting a SAFECOM is not a substitute for “on-the-spot” correction(s) to a safety concern. It is imperative that safety issues be addressed at the local level as well as being documented in a SAFECOM. SAFECOM managers at all levels may have additional corrective actions and input. SAFECOM managers at all levels are responsible for protecting personal data and sanitizing SAFECOMs prior to any distribution and/or posting to the public. The SAFECOM system contains Personal Identifiable Information (PII) which is subject to the Privacy Act of 1974, 5 U.S.C. § 552a that must be protected and safeguarded. In the event of an accident, NTSB 49 CFR 831.11 & 831.13 which respectively, specify certain criteria for participation in NTSB investigations and limitations on the dissemination of investigation information applies.
SECTION B
TECHNICAL SPECIFICATIONS

In order for SAFECOM's to be effective as an accident prevention tool, they must be reported as soon as possible to the agency with operational control of the aircraft at the time of the event. SAFECOMs can be submitted online at www.safecom.gov or via phone at 888-464-7427. Hard copies of the OAS-34/FS-5700-14 form can be faxed to OAS at 208-433-5007; USFS at 208-387-5735 or submitted through the Unit/Forest Aviation Officer.

(d) Contractors Stand-Down or Deactivation

(1) The Contractor shall immediately notify the Contracting Officer by telephone, followed up with a written notification (email or letter) to the Contracting Officer, when the Contractor implements a stand-down or when the Contractor de-activates any or all of the aircraft/fleet that is operating in compliance with this contract. The Contractor’s verbal and written notifications shall include all of the tail number(s) for all the effected aircraft, the rationale for the stand-down/deactivation, and the estimated duration of the stand-down or the deactivation.

(2) The Contractor shall also notify the Contracting Officer by telephone, followed up with a written notification (email or letter) to the Contracting Officer of the planned reactivation date for each of the effected aircraft. The Contractor’s verbal and written notifications shall include the tail number(s) of all of the reactivated aircraft, the rationale/corrective action plan (if applicable), and the date(s) of the reactivation(s).

(3) Once a Contracting Officer has been officially notified of a Contractor implemented stand-down and/or deactivation, the Contracting Officer shall notify the appropriate Government officials accordingly.

B.18 MISHAPS

(a) Reporting

(1) While operating under this contract the contractor must immediately, and by the most expeditious means available, notify the NTSB AND the appropriate agency Aviation Safety Manager (ASM) when an "Aircraft Accident" or NTSB reportable "Incident" occurs.

(2) The toll free 24-hour Interagency Aircraft Accident Reporting Hot Line number is: 1-888-4MISHAP (1-888-464-7427).

(b) Forms Submission

Following an "Aircraft Accident" or when requested by the NTSB following notification of a reportable "Incident," the Contractor must provide the agency Air Safety Investigator with information necessary to complete a NTSB Form 6120.1/2 "Pilot/Operator Aircraft Accident Report".

(c) Wreckage Preservation
SECTION B
TECHNICAL SPECIFICATIONS

(1) The Contractor shall not permit removal or alteration of the aircraft, aircraft equipment, including fuel servicing vehicles (fuel samples), support trailers/vehicles and equipment or records following an "Aircraft Mishap" which results in any damage to the aircraft or injury to personnel until authorized to do so by the CO. Exceptions are when threat-to-life or property exists; the aircraft is blocking an airport runway, etc. The CO shall be immediately notified when such actions take place. Upon request of the government, the contractor will provide copies of pertinent records and data (CVR, FDR, OLMS, etc.) following a mishap.

(2) The NTSB’s release of the wreckage does not constitute a release by the CO, who shall maintain control of the wreckage and related equipment until all investigations are complete.

(d) Investigation

The Contractor shall maintain an accurate record of all aircraft accidents, incidents, aviation hazards and injuries to Contractor or Government personnel arising in the course of performance under this Contract. Further, the Contractor fully agrees to cooperate with the USFS during an investigation and make available personnel, personnel records, aircraft records, and any equipment, damaged or undamaged, deemed necessary by the USFS. Following a mishap, the Contractor shall ensure that personnel (Pilot, mechanics, etc.) associated with the aircraft will remain in the vicinity of the mishap until released by the CO.

(e) Related Costs

The NTSB or USFS shall determine their individual agency investigation cost responsibility. The Contractor will be fully responsible for any cost associated with the reassembly, approval for return-to-Contract availability, and return transportation of any items disassembled by the USFS.

(f) Search, Rescue, and Salvage

The cost of search, rescue and salvage operations made necessary due to causes other than negligent acts of a Government employee shall be the responsibility of the Contractor.

B.19 PERSONAL PROTECTIVE EQUIPMENT

(a) General Operations

The following personal protective equipment shall be furnished by the Contractor, be operable and maintained in serviceable condition as per appropriate manufacturer’s specifications.

(b) Helmets

(1) Contractor personnel shall wear a flight helmet consisting of a one-piece hard shell made of polycarbonate, Kevlar, carbon fiber, or fiberglass that must cover the top, sides (including the temple area and to below the ears), and the rear of the head. The helmet shall be equipped with a chinstrap and shall be appropriately adjusted for proper fit. The helmet shall be worn with the chinstrap fastened.

SECTION B
TECHNICAL SPECIFICATIONS

(2) Flight helmets currently approved for helicopters are outlined in the Aviation Life Support Equipment (ALSE) handbook at:

(3) Helmets designed for use in fixed wing aircraft do not provide adequate protection for helicopter occupants and are not approved for helicopter use.

c) Clothing

(1) Contractor personnel while flying shall wear long-sleeved shirt and trousers (or long-sleeved flight suit) made of fire-resistant polyamide or aramid material, leather boots and leather, polyamide, or aramid gloves. A shirt with long-sleeves overlapping gloves, and long-pants overlapping boots by at least 2-inches, shall be worn by the pilot(s). Personnel shall not wear clothing made of non fire-resistant synthetic material under the fire-resistant clothing described herein.

(2) Nomex® or other material proven to meet or exceed specifications contained in MIL-C-83429A may be worn. Currently, the following "other" materials meet this specification:

   (i) FRT Cotton Denim Cloth, MIL-C-24915

   (ii) FRT Cotton Chambray Cloth, MIL-C-24916

(3) Clothing not containing labels identifying the material either by Brand Name or MIL-Spec will not be acceptable.

d) Ground Operations

(1) While within the safety circle of a helicopter with engine(s) running and/or rotor(s) turning, all Contractor personnel shall wear the following PPE:

   (i) Shirt with long-sleeves overlapping gloves, long-pants, hardhat/flight helmet with chinstrap, boots, hearing and eye protection.

   (ii) Maintenance personnel (mechanics only) working on engine(s) running and/or rotor(s) turning on aircraft are exempt from gloves, eye protection (eye protection may be worn at the option of maintenance personnel or company policy), long sleeves, and hardhat requirements.

(2) During all fueling operations, fuel-servicing personnel shall wear a long-sleeved shirt, long trousers, boots, and gloves. The shirt and pants must be made of 100% cotton or other natural fiber, or be labeled as non-static.

e) Personal Flotation Devices
SECTION B
TECHNICAL SPECIFICATIONS

(1) A personal floatation device (PFD), normally worn around the neck and over the shoulders only, shall be worn by each individual on board the helicopter when conducting operations beyond power-off gliding distance to shore, and during all bucketed or tanked firefighting operations. Personal floatation devices that are normally worn around the waist, which need to be pulled up and over the helmet for use, are not permitted. Acceptable personal floatation device types are; normally worn around the neck and over the shoulders, must be CO2 cartridge deployable, and have a manual inflation valve installed. Personal floatation devices will be serviced annually per manufacture recommendation for damage, operation, and condition.

(2) Automatic inflation (water activated) personal flotation devices shall not be allowed.

(f) Contractor will provide USFS approved personal fire shelters (spec. 5100-606) for all contractor personnel covered under this contract. Fire shelters required in the aircraft must be secured and accessible to crews onboard the aircraft, not stored in cargo compartments or loosely placed in the “hat-rack”. Fire shelters are not to be located in areas which would reduce the crash attenuation of any aircraft component, i.e. under the seats. Instruction in the use of shelter deployment shall be completed and documented by the contractor and verified by the Helicopter Manager. Shelter deployment training shall be completed yearly. The condition and care of the shelter will meet USFS standards. Fire shelter shall be on-board the helicopter at all times while under contract and included in the equipped weight (8 lbs). Ground crews shall have fire shelters readily available for use if needed. For further information on fire shelter training and for the purchase of USFS approved fire shelters see: https://www.supplycache.com/, http://www.cascadefire.com/index.php/ and http://www.nifc.gov/fireShelt/fsheft_main.html.

B.20 INSPECTION AND ACCEPTANCE

In accordance with Federal Acquisition Regulation Clause 52.212-4 (a), the following is added:

Note: Official Government logos such as the USFS shield and or reference to “Official U.S. Government Fire Fighting Vehicle” will not be permitted on contractor equipment.

Pre-Use Inspection of Equipment and Personnel

(a) After award of the agreement and any renewal thereof, an inspection of the contractor’s equipment and personnel will be made prior to any use. Inspection priority and determination of operational need shall be at the government’s discretion. Inspections will be scheduled by mutual agreement between the Contracting Officer and the Contractor. Inspection priority and determination of need shall be at the government’s discretion. The inspection will take place at the contractor’s facility or other location as approved by the Contracting Officer.

(b) The helicopter, pilot, relief pilot, mechanic, fuel vehicle driver, and fuel servicing vehicle will be made available for inspection as scheduled by the CO.

(c) At the scheduled inspection, the contractor shall provide a complete listing of all FAA ADs and Manufacturer’s Mandatory Service Bulletins (MSBs) applicable to the make, model, and series of aircraft being offered. Documentation of compliance to each AD and MSB will include date and method of compliance, date of recurring compliance, and an authorized signature and certificate number will be recorded. The list shall be similar to that shown in AC 43-9c, as amended.
SECTION B
TECHNICAL SPECIFICATIONS

(d) All components or items installed in the offered aircraft that are subject to specified time basis or schedule (time/calendar life) for inspection, overhaul, or replacement shall be listed and made available to the Government at time of inspection. The list shall include component name, serial number, service life or inspection/overhaul time, total time since major inspection, overhaul, or replacement and hours/cycles calendar time remaining before required inspection, overhaul, or replacement. The list shall be similar to that shown in AC 43-9c, as amended.

(e) The Contractor may be required to furnish a copy of the procedures manual and revisions as required by 14 CFR 135 (as applicable).

(f) Each fuel servicing driver will be expected to demonstrate knowledge of correct fueling procedures and fueling and safety equipment installed on the fuel-servicing vehicle.

Contractor shall have equipment and personnel to change the filter on the fuel service vehicle as required.

(g) The fuel service vehicle approval is only an indication that the vehicle meets the additional equipment requirements of this Agreement, and in no way indicates that the vehicle meets any requirement of 49 CFR.

(h) Contractors shall ensure all documentation submitted for pilot approvals has been verified for accuracy and completeness. Pilot evaluations or approvals will not be administered/issued until all required documentation is complete. The documentation referenced in B.20 (i) (2) shall be submitted annually for each pilot needing interagency approval (Note: the CO may require additional information and documentation).

(i) The items described below shall be made available at the pre-use, or renewal inspection:

1. Certificates/Agreement
   i. Copy of 14 CFR 133
   ii. Copy of 14 CFR 135 (if applicable)
   iii. Copy of 14 CFR 137
   iv. Complete copy of awarded Agreement, including modifications, with each aircraft
   v. Safety Management System (SMS) Manual in its entirety

2. Pilots
   i. Completed “Pilots qualifications and Approval Record”.
   (USFS Form FS-5700-20a or OAS Form 64B)
   ii. Completed “Flight Hour Requirements & Experience Verification with form.”
   (See Exhibit 18)
   (This form required only for pilots seeking their initial (first time) interagency approval)
SECTION B
TECHNICAL SPECIFICATIONS

(iii) Signed and dated signature page from the "Operations and Safety Procedures Guide for Helicopter Pilots".

(iv) Copy of FAA Pilot Certificate. *(Both front and back may be needed to obtain all of the required information)*

(v) Copy of current Medical Certificate.

(vi) Copy of current FAR 135 Airman Competency / Proficiency Check. "FAA form 8410-3" for each standard category make and model helicopter the pilot seeks approval in. *(Required if operating aircraft listed on the operators 135 Certificate)*

OR

(vii) Copy of current Flight Review.

*(Required if pilot does not have a valid FAA Flight Review within the last 24 months)*

"AND"

Copy of current *(within the last 12 calendar months)* Equipment Check Endorsement *(or comparable document (E.G. CFR 14, part 61.58 Pilot Proficiency Check) for each Limited Use or Restricted Category make and model helicopter the pilot seeks approval in. *(Required if operating aircraft not listed on the operators 135 Certificate)*

(viii) Copy of FAR 133 endorsement.

(ix) Copy of FAR 137 endorsement.

(x) Reserved

(xi) Completed Load Calculation form for each helicopter make/model in which the pilot is seeking approval. Included with the Load Calculation will be notations indicating what chart(s) are used. *(I.e. page and illustration or chart number)*

(xii) Completed "Vertical Reference Flight Training Endorsement" *(required for long-line operations and snorkel operations conducted in helicopters not equipped with mirrors for external load operations)*

Copy of the front and back of the pilots most recently issued Interagency Helicopter Qualification Card. *(If card cannot be produced it may be necessary to demonstrate proficiency for all Special Use operations required under the agreement)*

Completed "Pilots Qualifications and Approval Record". *(USFS Form FS-5700-20a or OAS Form 64B)*
SECTION B
TECHNICAL SPECIFICATIONS

(xiii) Prior to receiving an interagency "Pilot Qualification Card", all helicopters pilots are required to complete the on-line training modules for helicopter fire operations at least every 36 months. These modules are listed on the Interagency Aviation Training (IAT) website at https://www.iat.gov/ and include Helicopter Pilot Training – Firefighting (Modules H-1, 2, & 3) and Aviation Transport of Hazardous Materials (A-110), and Grand Canyon Special Federal Aviation Regulation (SFAR). Pilots must sign up, create a profile and after completion of the modules print a copy of the certificates. A copy of the certificate must be presented to the Helicopter Inspector Pilot before an Interagency Helicopter Pilot Qualification card will be issued.

(xiv) Equipment Check Endorsement

An Equipment Check Endorsement shall include, at a minimum, documentation of the following training:

(A) Operations Training; 1.0 hour Minimum

Company policies & procedures, Operations Specifications, HazMat, agreement requirements, etc.

(B) Aircraft Ground Training; 2.0 hour Minimum

Aircraft systems, aircraft maintenance practices, radio programming, GPS programming, etc.

(C) Aircraft Flight Training; 1.0 hour Minimum

Aircraft familiarization, normal procedures, emergency procedures, in flight programming of radios and GPS, etc. (Note: this training shall be in addition to any contractually required special mission training, i.e., long-line training, etc.)

(3) Equipment

(i) Appropriate equipment installed, or available to be installed, on the aircraft for the flight evaluation; i.e. dual controls, communications and navigation equipment and buckets

(ii) Longline(s) of at least 150 feet and a suitable weight shall be available

(iii) Aircraft maintenance records

(iv) Fuel servicing vehicle available

(4) Mechanic(s)

(i) A&P Mechanic available

(ii) Completed A&P Qualifications and Approval Record Form with applicable qualifying mechanic’s records.
B.21 PRE-USE INSPECTION EXPENSES

(a) All operating expenses incidental to the inspection shall be borne by the Contractor.

(b) Pilot evaluation flights may require up to 2-hours of flight time for each pilot as deemed necessary by the CO. Evaluations will be conducted in the Make and Model furnished for the contracts. If the contractor requests additional make and model approvals, the pilot must be qualified in accordance with B.12 and must pass an evaluation flight in the additional aircraft if any of the items below apply:

(1) Initial carding in Make and Model

(2) Initial carding in type (type I, II, or III)

(3) Initial carding in that seating position (left to right or right to left)

(4) Interagency approval for make and model has lapsed by more than 12 months.

(5) Required by the Helicopter Inspector Pilot, or Contracting Officer

(c) The Contractor shall ensure that a set of fully operational dual flight controls are installed in the aircraft during all pilot evaluation flights.

(d) The Contractor will not be charged for the costs incurred by the Government on the initial pre-use inspection.

(e) Discrepancies noted during a CWN inspection must be corrected within 30 calendar days, if the discrepancies are not corrected within 30 days a complete re-inspection will be required.

B.22 RE-INSPECTION EXPENSES

When re-inspection is necessary because Contractor equipment and/or personnel did not satisfy the initial inspection, or when inspecting substitute personnel and/or equipment subsequent to the initial pre-use inspection, the Contractor may be charged the actual costs incurred by the government in performing the re-inspection. Re-inspections will be performed at a time and location mutually agreed to by the Contractor and CO/Airworthiness Inspector.

B.23 INSPECTIONS DURING USE

(a) At any time during the agreement period the CO may require, but is not limited to inspections/weighing/tests as deemed necessary to determine that the Contractor's equipment and/or personnel currently meet specifications. Government costs incurred during these inspections will not be charged to the Contractor.

(b) Should the inspection reveal deficiencies that require corrective action and subsequent re-inspection, the actual costs incurred by the Government may be charged to the Contractor.

(c) When the helicopter becomes unavailable due to mechanical breakdown, the Government reserves the right to inspect the aircraft after the Contractor's mechanic has approved the aircraft for return to service. For items covered under 14 CFR 135.415, the Contractor shall furnish the CO/Regional Maintenance Inspector with a completed copy of FAA Form 8010-4,
SECTION B
TECHNICAL SPECIFICATIONS

Malfunction or Defect Report, or a Helicopter Association International (HAI) Maintenance Malfunction/Information Reporting Form 9 (as applicable).

B.24 PERIOD OF BASIC ORDERING AGREEMENT

This basic Ordering Agreement will be in effect for up to four years from date of award. The unit prices for individual orders will be in accordance with the pricing defined prior to the establishment of the initial agreement. This agreement may be discontinued by either party upon 30 day’s written notice.

B.25 AUTHORIZED ORDERING ACTIVITIES

(a) Type I & II Helicopter orders for services may be placed only by those identified herein to place orders. Orders for fire incidents and emergency support will only be placed by the National Interagency Coordination Center (NICC), located at the National Interagency Fire Center (NIFC) in Boise, Idaho. There may be occasions where orders for project work outside the fire incident/emergency support would be placed by the applicable agency Contracting Officer. If services are ordered by the Contracting Officer, NICC will be advised of aircraft status by the end user of those services. Contractors shall not accept orders or dispatches from sources other than NICC or the agency specific Contracting Officer.

This ordering agreement from the Department of Agriculture, U.S. Forest Service authorizes the Department of the Interior (DOI) to issue Task Order (TO) numbers in support of DOI as follows:

Fire - The Department of Interior (DOI), Contracting Officer (CO) will provide each CWN vendor a task order number to support all DOI fire suppression activities at award of the contract and every fiscal year, thereafter (https://www.doi.gov/aviation/agd/contracts). The task order is for invoicing purposes and the vendor is responsible for the input of the flight data into their own website account, Aviation Information Reporting Support (AIRS) and the submittal of their invoice through IPP. DOI will provide a copy of the detailed invoicing instructions to the CWN vendor upon receipt of their fire task order. The Resource Orders are issued by the National Interagency Coordination Center (NICC).

Search & Rescue (SAR) for National Park Service – The DOI Contracting Officer will provide the CWN vendor a SAR DOI Task Order number at the time an order is placed with NICC and that Task Order number will be provided to the USFS COR.

Non-Fire - project orders will be placed by the DOI CO and coordinated through, and with the NICC when the task order is issued to the contractor. The DOI CO shall perform all contract administration, payment processing, claims adjudication, and close-out of each DOI task order.

Each ordering agreement or TO will be signed by the agency’s designated Contracting Officer with payment being made as provided elsewhere in this agreement.

(b) Ordering Procedures

Orders for service will be placed with the contractor subject to the following:

(1) Orders for service will be placed with the Contractor as needed. Orders will be filled based on performance, cost and urgency. The Government will calculate performance and allowable payload for each helicopter on agreement. Computed performance,
SECTION B
TECHNICAL SPECIFICATIONS

allowable payload for conditions expected at the assigned work location, helicopter configuration, location of helicopter and crew at the time of the need may take precedent over other factors including cost when ordering helicopters.

(2) The Government does not guarantee the placement of any orders for service under the Agreement and the Contractor is not obligated to accept any orders. However, once the Contractor accepts an order, the Contractor is obligated to perform in accordance with the terms and conditions stated herein.

(3) It is the contractors’ responsibility to keep the aircraft desk at NICC informed on the location and availability of their helicopter(s) for fire and project assignments. The Phone number at NICC is 1-208-387-5400 or for flight following 1-800-994-6312. If the contractor has not kept NICC currently informed on the location and status of the aircraft they will be considered not available for work under the agreement.

(c) Point-of-Hire

Point-of-Hire shall be the Contractor’s Principle Base of Operations as specified in Section B or the location of aircraft at time-of-hire.

(d) Assigned Work Location(s)

The Assigned Work Location will be determined at the time the order for services is placed.

(e) Ordered Availability Periods

Helicopters and associated equipment and personnel shall be available as ordered by the CO and agreed to by the Contractor. After a period of availability has begun, the helicopter will not be released at the request of the Contractor until approved by the CO.

B.26 DAILY AVAILABILITY REQUIREMENTS

(a) Equipment. The helicopter and related equipment will be available 14 hours per day and will not be removed from the assigned work location without the approval of the Contracting Officer.

(1) Inclement weather plan: The Pilot in Command (PIC) is the final authority for the safety and security of the helicopter. When inclement weather may be a concern, both Pilot and Helicopter Manager/COR must develop and document a contingency plan in writing for the operational area to identify potential relocation destination(s) that will afford the best protection for the helicopter. Once agreed upon by both manager and pilot, the request to re-position or release the helicopter must be approved by aviation management staff (example: FAO, AOBD, UAO, UAM).

(b) Personnel. Personnel will be in one of the following categories of availability:

(1) Standby: Personnel will be on standby status each day. The beginning of the Standby period will be set by the Helicopter Manager after conferring with the COR at a minimum and may be adjusted from day-to-day. Once Standby begins, the standby period will continue for 9 consecutive hours regardless of the payment status of the helicopter. During the Standby period, with the exception of the first 30 minute period to
SECTION B
TECHNICAL SPECIFICATIONS

accommodate preflight, the personnel/helicopter shall be able to respond to a dispatch within 15-minutes unless an alternate response time is established by the CO/COR.

Dispatches that require extended flight planning due to non-local mobilization shall be able to respond with 60 minutes unless otherwise established by the HMGB/COR.

(2) **Extended Standby** (that period over 9 hours per day per authorized crew member) is not intended to compensate the contractor on a one-to-one basis for all hours necessary to service and maintain the helicopter, nor is it paid while crew is traveling to and from place of lodging. Extended standby must be specifically ORDERED and documented on the Flight Use Invoice by the Government and only in unusual circumstances will the Government compensate the Contractor for extended standby when helicopter is not also available for immediate dispatch. Extended Standby is not applicable to double-flight crews. Extended Standby applies only to the awarded number of compensable personnel provided with each helicopter.

(3) **Authorized Break.** During the standby period, requirements may be modified by the CO/COR to allow Contractor’s personnel time off away from the assigned work location or to conduct routine maintenance. No deduction of availability will be made for such authorized breaks except when Contractor personnel fail to return to Standby upon request. The Contractor will provide the CO/COR with information on how to contact Contractor personnel. Personnel will be allowed 1-hour to return to standby status after the contact attempt is made. Failure to return to work within 1-hour will result in loss of availability.

(4) **Release-from-Duty.** The Contractor’s personnel may be released and be considered off duty prior to completion of their individual crew duty limitation period. Once released, the Contractor personnel are not required to return to Standby status the same day. Service shall be recorded as fully available provided the CO/COR has approved release of the Contractor’s personnel in advance. Service shall be recorded as fully available provided the CO has approved release of the Contractor’s personnel in advance.

(5) Reserved

B.27 UNAVAILABILITY

(a) The Contractor will be considered to be “Unavailable” whenever equipment or personnel are unable to perform or fail to perform the requirements of this Contract. Also the aircraft will be considered unavailable when the pilot, mechanic, or fuel servicing vehicle driver cannot perform because of duty limitations unless a relief crew is provided.

Unavailability however, will not be assessed when pilot(s) has reached flight and/or duty limitations while performing under this Contract when the conditions in B.16 Flight and Duty Limitations occur.

Unavailability will be rounded up to the nearest quarter hour when a contractor fails to comply with requirements.

(b) Reserved
SECTION B
TECHNICAL SPECIFICATIONS

(c) Unavailability status will continue until the deficiency is corrected. It is the Contractor’s responsibility to inform the CO/COR whenever the equipment or personnel become available. Inspection by the Government after a performance failure has occurred will be made as promptly as possible after the Contractor has given notice that the deficiency has been corrected. When Inspection reveals that the failure has been corrected, the Contractor will be considered in “Available” status from the time the Contractor gives notice to the Government that the deficiency has been corrected. The CO retains the right to require aircraft and personnel review and/or check flights at Contractor’s expense.

When any unscheduled maintenance or repairs are performed for mechanical or equipment deficiencies, a DOI/USFS approved Maintenance Inspector and the Contracting Officer will be notified for “return to contract availability”, before the aircraft may again be allowed to fly under the contract. Depending on the complexity of the maintenance or repair, “return to contract availability” may be given by electronic or verbal means.

Do not return aircraft having mechanical or equipment deficiencies to “contract availability” until the aircraft has been approved by an authorized aircraft inspector.

(d) Periods of Unavailability will be accumulated for the day and posted on the Flight Use Invoice as actual clock unavailability.

B.28 CWN PAYMENT PROCEDURES

(a) Services Received by the US Forest Service

(1) All flight time, daily availability and other authorized charges or deductions shall be recorded on a flight use invoice in Aviation Business System (ABS). At the end of each day data shall be entered and reviewed by the Government and the Contractor’s Representative.

(2) Approved invoices will be packaged electronically for payment on a semi-monthly basis for submission through the ABS process and electronically forwarded to the contractor for review and approval. Corrections shall be returned electronically to the designated representative for resolution. Upon approval, the package will be electronically forwarded to the Albuquerque Service Center (ASC) for payment. Invoices accumulated during the first half of the month will be processed for payment about the 16th and those accumulated during the last of the month will be processed about the 1st of the following month.

Go to http://www.fs.fed.us/business/abs “Getting Started” for instructions and more information.

(b) Services received by the Department of the Interior

(1) The Contractor’s pilot in command (PIC) and the appropriate Government representative in the field must complete and sign an Aircraft Use Report (AUR), AMD-23/23E or other form as directed by the DOI CO that documents the daily services.

(2) Upon completion of flight services, in accordance with paragraph (b) (2) (ii), vendor will initiate funding requests according to DOI invoicing procedures as directed by the DOI CO. CWN vendor is required to receive an AIRS account utilizing the AIRS User Access Management Form located at: https://www.doi.gov/aviation/agd/airs.
SECTION B
TECHNICAL SPECIFICATIONS

(i) All services to include flight time, daily availability and other authorized charges incurred under a DOI task order shall be recorded and submitted in accordance with DOI payment procedures that are provided to the CWN vendor.

(ii) Aircraft Use Reports may be submitted no sooner than every two weeks or upon release from a fire incident or project if less than two weeks. Services provided and related charges must be shown on a daily basis.

(iii) Similar to the USDA, funding for wildland fire suppression is obligated after the vendor has submitted their funding request to the DOI and validated by a Contracting Officer, per the DOI payment procedures. Upon completion of the first fire suppression activity, the task order will be obligated and executed and sent to the vendor. The same task order number will be used for subsequent assignments and funds will be obligated with a modification and executed as above.

(3) Once the contractor receives the email with the obligated task order, the contractor will be submit electronically their invoice through the U.S. Department of the Treasury’s Invoice Processing Platform (IPP). The IPP website address is: https://www.ipp.gov. Contractor assistance with enrollment can be obtained by contacting the IPP Production Helpdesk via email ippgroup@bos.frb.org or phone (866) 973-3131.

(i) Under the DOI order, the following documents are required to be submitted as attachments to the IPP invoice:

(A) Completed AUR’s, (AMD Form 23/23E) or other form as directed by the DOI CO documenting daily services provided under the contract/order. The AUR or other form as directed by the DOI CO must be signed by the appropriate representatives of the Contractor and Government.

(B) Documentation required by the contract to support additional pay items (i.e. transportation worksheets, receipts, etc.).

(C) AIRS PDF detailed report downloaded from AIRS.

(4) Questions for services received by the Department of The Interior should be directed to the DOI/AQD Contracting Office at 208-433-5075 or after hours at 208-600-2679.

B.29 PAYMENT FOR FLIGHT

(a) Flight time will be computed in hours and tenths of hours as recorded by the collective activated flight hour meter (Hobbs) on the helicopter.

(b) Payment for flight time will be made only for government authorized flight.

(c) The Government does not guarantee any flight time.
SECTION B
TECHNICAL SPECIFICATIONS

B.30 PAYMENT FOR AVAILABILITY

(a) Availability will be paid at the applicable rate specified in the Schedule of Items only when Contractor's equipment and personnel meet the Daily Availability Requirements and are recorded in ABS for US Forest Service orders or as prescribed by the Department of The Interior (DOI) in Section B.28 (b) for task orders in support of the DOI.

(b) Availability for aircraft and crewmembers (maximum 14-hours-single crew) will be ordered, measured, and recorded each day.

(c) Payment for availability will not commence until the aircraft and flight crew arrive at the Assigned Work Location and are available for standby. On the first day, if an aircraft arrives at the Assigned Work Location at or before 1200 hours (noon local time) a full day of availability will be paid. Aircraft arriving after 1200 hours (noon local time), will be paid for a half-day of Availability. For purposes of this clause, on the first and last day, duty time will be computed based on time zone at point of departure.

(d) On the last day at the Assigned Work Location, aircraft released from the Assigned Work Location at or before 1200 hours (noon local time) will be paid one half-day of Availability. Aircraft released after 1200 hours (noon local time) will be paid for a full day of Availability.

(e) No more than one day of Availability may be earned in a calendar day (0001 to 2400).

(f) When the aircraft and crewmembers have arrived at the Assigned Work Location and the fuel-servicing vehicle is enroute, the aircraft and crewmembers may be considered to be available for payment purposes by the CO.

(g) The awarded daily availability rate shall include all fixed and variable costs (depreciation, salaries, overnight allowances, travel costs to and from lodging, overhead, permanent shop facilities, etc.) incurred in providing continuous service exclusive of those costs directly attributed to actual flight.

B.31 PAYMENT FOR EXTENDED STANDBY

(a) Extended Standby (that period over the first 9 hours of standby per day, per authorized crewmember) will be measured in hours (rounded to the next full-hour and paid at the rate specified in the Schedule of Items) for all Extended Standby ordered by the Helicopter Manager/COR and performed by the Contractor when the crew meets the Standby requirement in accordance with Section B, Daily Availability Requirements.

(b) Extended Standby is not applicable on days when mobilization or demobilization is paid.

(c) The Contractor will not be compensated for Extended Standby when the aircraft is not available for immediate dispatch, except when authorized by the CO.

(d) Reserved

B.32 PAYMENT FOR PROJECT WORK

(a) Daily Availability Rate plus Specified Flight Rate Method
SECTION B
TECHNICAL SPECIFICATIONS

(1) The Contractor will be paid for availability and flight in accordance with B.29 Payment for Flight and B.30 Payment for Availability.

(2) Unavailability will be deducted in accordance with B.27 Unavailability.

(3) Any additional payments will be made in accordance with B.43 Miscellaneous Costs to the Contractor.

OR

(b) “For non-fire suppression missions, Project Flight Rate may be used”

(1) Services may be ordered for short periods of time (normally 1-day or less) to accomplish project work.

(2) When service is ordered under the Project Flight Rate specified in the Schedule of Items, payment will be made only for actual flight time performed. Daily availability rate is not applicable. When the Project Flight Rate is in effect and when the project extends for more than 1-day, incurred Remain-Over-Night (RON) costs will be reimbursed in accordance with the Federal Travel Regulations (FTRs).

(3) Services may also be ordered under the Daily Availability Rate specified in the Schedule of Items, plus the flight rate specified (Exhibit 12 Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart). For CWN, when Daily Availability payment is used, RON fees are not applicable.

(4) The method of payment shall be established prior to the start of the project. The selected method of payment will be used for the duration of the project.

(5) Reserved

(6) Reserved

(c) Ferry time of aircraft to and from the point of hire from the Contractor’s base of operations or current aircraft location, whichever is closer, will be paid at the applicable flight rate. If a fuel servicing vehicle is required, mileage to and from the point of use from the Contractor’s base of operations or current location that the fuel servicing vehicle is stationed, whichever is closer, will be paid at the rates stipulated in B.38 Payment for Fuel Servicing Vehicle Mileage.

B.33 RESERVED -

B.34 ORDERING AND PAYMENT FOR ADDITIONAL AIRCRAFT AND PERSONNEL

The CO may order an additional pilot or crewmember or aircraft on an intermittent basis to maximize usage of the helicopter. The pilot or crewmember or aircraft may be furnished at the option of the Contractor. All terms and conditions of the Agreement will apply except as set forth below:

(a) When ordered by the CO, each additional crewmember will be paid a lump sum of $500 per day for travel days and work days. This compensation is only for double crews ordered by the Government.
SECTION B
TECHNICAL SPECIFICATIONS

(b) Transportation costs shall be reviewed by the CO to determine reasonableness prior to ordering. Reasonable costs of roundtrip transportation, not to exceed the cost of transportation from the aircraft point-of-hire and return, will be paid. This does not apply to relief crews brought in by the Contractor on primary pilot or crews’ mandatory days off.

(c) Such aircraft will be released when the Governments need ceases to exist.

B.35 REIMBURSEMENT FOR MOBILIZATION AND DEMOBILIZATION COSTS

(a) During mobilization and demobilization on any day in which flight is performed, no daily Availability is earned, and flight crew are required to remain overnight to and/or from point of hire, a lump sum of $500 per authorized crew member will be paid.

(b) Mobilization and Demobilization is not applicable if the helicopter is reassigned. The rate in affect for a reassignment is the daily availability rate plus flight.

(c) Mobilization and Demobilization are not applicable when using project flight rate.

(d) Mobilization and Demobilization payment is not intended to compensate the Contractor on a one-to-one basis for incurred costs.

(e) The Contractor will be reimbursed for fuel service vehicle mileage, airport landing fees, airport use costs (tie-downs) truck permits or taxes at points-of-entry associated with performance under this Contract. Costs associated with preparing the aircraft for service will not be paid.

(f) The costs shall be necessary and reasonable in amount. Itemized receipts must support claims for reimbursement and must be kept on file by the contractor and made available to the CO upon request. Salary costs for Contractor employee(s) while in travel status will not be paid.

(g) Claims for reimbursement shall be documented on the FS 6500-122 or DOI Flight AUR (Aircraft Use Report) or AMD 23/23E. Itemized receipts must support claims for reimbursement and must be kept on file by the contractor. Copies of receipts are to be provided to the helicopter manager for review and approval but are not required to be submitted with the FS payments document. DOI reimbursement claims will be supported by itemized receipts which must be included with the AUR and uploaded as an attachment to the invoice in IPP.

(h) Failure to perform upon arrival at the Assigned Work Location may result in non-payment of all mobilization and demobilization costs.

(i) Aircraft released from the Assigned Work Location, demobilization costs paid back to the original point-of-hire. Prior to the aircraft departing, the manager shall coordinate with the pilot and demobilization costs estimated and paid as they actually occur.

(j) Should an aircraft relocate somewhere other than the original point-of-hire, demobilization costs will only be paid from the last assigned work location back to the original point-of-hire. If an aircraft does not return to the original point-of-hire but to another location, demobilization costs paid to either the original point-of-hire or final destination whichever is closer.
SECTION B
TECHNICAL SPECIFICATIONS

(k) Once an aircraft reaches its final destination whether point-of-hire, home base, or other location the pilot will relay the final demobilization numbers either to the manager or COR to close out the invoice.

(l) During mobilization, if cancellation occurs after flight has commenced, the Contractor in accordance with the above provisions will be compensated.

B.36 PAYMENT FOR SUBSTITUTE/REPLACEMENT HELICOPTER

When substitute or replacement aircraft are approved for use by the Contracting Officer, the following payment terms will apply:

(a) Availability Rate – The same rate applicable to the aircraft that is being substituted or replaced.

(b) Flight Rate – The rate applicable to the make, model, and series of the substitute or replacement aircraft.

B.37 LODGING & MEALS

No charge will be made for lodging or meals furnished by the Government.

B.38 PAYMENT FOR FUEL SERVICING VEHICLE MILEAGE

(a) A fuel-servicing vehicle is required for all fire support and non-fire project use.

(b) The price of the vehicle is included in the daily availability rate or Optional Use Flight rate offered for both fire and non-fire use.

(c) For CWN or outside the Exclusive Use MAP period, when dispatched by the Government, applicable mileage rates will be paid to and from the Assigned Work Location, beginning at the Contractor’s Principle Base of Operations or from the location of the vehicle at the time of order, whichever is closer. Payment will be made only for miles driven in support of the aircraft.

(d) Reserved

Vehicle Mileage Schedule

$4.43 per mile - where the carrying capacity of aircraft fuel is 1,500 gallons or more

$3.20 per mile - where the carrying capacity of aircraft fuel is at least 750 gallons to 1,499 gallons

$2.47 per mile - where the carrying capacity of aircraft fuel is at least 350 gallons to 749 gallons

$1.73 per mile - where the carrying capacity of aircraft fuel is less than 350 gallons

B.39 PAYMENT FOR FUEL TRANSPORTATION

(a) The Government will reimburse the Contractor for costs incurred in transportation of helicopter fuel to sustain Government operations under the following conditions:
SECTION B
TECHNICAL SPECIFICATIONS

(1) When Contractor's fuel servicing vehicle cannot travel to an assigned alternate base of operations due to lack of road access.

(2) When Contractor has to arrange for fuel support at an assigned alternate base of operation to provide a supply for helicopter flights until the Contractor's fuel-serving vehicle arrives on site.

(b) The CO will designate the method of transportation and the gallons to be transported.

(c) When the CO orders the Contractor to transport fuel by air, the flight time required to transport the fuel will be paid at the Agreement flight hour rate.

(d) When the CO orders transportation of fuel by commercial carrier, reimbursement will be based on supporting itemized paid receipts and provided to the CO, upon request.

(e) In the event the Government furnishes fuel to the Contractor, fuel cost will be charged based upon rates at the nearest accessible point fuel is commercially available. Such fuel costs will be deducted from any sums otherwise due the Contractor on the Flight Use Invoice.

B.40 PAYMENT FOR WILDLAND FIRE CHEMICALS

(a) Reserved

(b) Any wildland fire chemicals used by the Contractor shall be on the list of approved Wildland Fire Chemicals found at the following website: https://www.fs.fed.us/rm/fire/wfcs/index.htm.

B.41 CWN RELIEF CREW APPROVAL AND PAYMENT

(a) The Contractor may furnish a relief crew to meet the days off requirement in accordance with B.16, Flight Hour and Duty Limitations. Approval to furnish relief crews and costs for transporting of relief crews will be approved in advance by the helicopter manager. Approval will be noted on the payment invoice in the remarks section.

(b) The reasonable cost of transporting a relief crew to and from the current assigned work location of the Helicopter will be paid by the Government. Claims for reimbursement will be supported by itemized receipt(s), but do not need to be submitted with the Flight Use Report for payment purposes although must be available for review by the Helicopter Manager; i.e., itineraries supporting round trips, names of travelers, etc. This cost reimbursement is not applicable to primary crews. DOI reimbursement claims will be supported by itemized receipts which must be included with the Invoice/AMD-23 for payment. Salary costs for Contractor employee(s) while in travel status is not a cost for which the Government will reimburse the Contractor. Utilize Exhibit 32 (Transportation Worksheet) when providing this information.

(c) Relief Crew Costs will only be paid once every 14 days regardless of work schedules. The Government is entitled to 12 days of service under this agreement before relief costs are authorized for payment.

B.42 PAYMENT FOR OVERNIGHT ALLOWANCE

No payment for CWN personnel is authorized.
SECTION B
TECHNICAL SPECIFICATIONS

B.43 MISCELLANEOUS COSTS TO THE CONTRACTOR

(a) Reserved

(b) The Government will reimburse the contractor for any airport use costs the Contractor is required to pay when ordered to operate from an airport such as airport landing fees, tie-down charges, or other similar type costs.

(c) Miscellaneous, unforeseen costs incurred by the Contractor while performing under the terms of the Contract may be reimbursed at actual cost when approved by the CO. Examples of such items are airport landing fees, hanger fees (inclement weather), airport use costs (tie-downs) while at the designated or alternate base and rental car. Rental car expenditure shall be authorized prior to commitment and documented on the Flight Use Invoice accordingly. Supporting itemized paid receipts will be provided to the CO, upon request. Claims for reimbursement shall be documented on the Flight Use Report at the time incurred.

(d) Itemized receipts must support claims for reimbursement and must be kept on file by the contractor and made available to the CO upon request.

B.44 HELICOPTER MANAGER DELEGATED AUTHORITIES

A Helicopter Manager will be assigned to each helicopter furnished. In addition to directing the work of the Helicopter, the Helicopter Manager has the following delegated Agreement administration duties and authority:

(a) Complete Helicopter and Fuel Service Truck Pre-Use Checklist (Exhibit 14, Helicopter and Fuel Service Vehicle Pre-Use Checklist).

(b) Administer helicopter services as provided in the agreement.

(c) Secure compliance with all agreement provisions and specifications, and issue Work Orders/Notices of Non-Compliance as needed.

(d) Conduct investigations and prepare Statements of Findings when requested by the CO.

(e) Suspend operations pending the removal or reinstatement of unsatisfactory equipment or personnel by the CO.

(f) Coordinate temporary substitutions of helicopter(s) and pilot(s) with the CO.

(g) Initiate and sign correspondence and other agreement administration documents over the title "Helicopter Manager."

(h) Maintain Daily Diary of agreement activities.

(i) Document availability, flight times, and other payment items on the Flight Use Report and submit daily into ABS or completing the DOI AMD-23 form as applicable.

(j) Document and verify reasonable transportation costs for ordered additional personnel.

(k) Establish daily schedules.
SECTION B
TECHNICAL SPECIFICATIONS

(l) Approve authorized breaks.

(m) Review the Helicopter Data Record for Inspection and Approval currency.

(n) Review the Pilot's and Mechanics Interagency Qualification Card(s) for currency and qualifications.

(o) Complete and submit Performance Report (Exhibit 15, Performance Report).

(p) Review Contractor Power Trend Analysis Graph.

(q) Government Helicopter Manager may ride in a Standard Category Type 2 Helicopter during point-to-point flights and initial attack dispatches. The following conditions shall be met when the Manager is on board:

1. FAA approved passenger or crew seat with available restraint system as per B.4 (d) General Requirements. This seat shall be in conformity with the helicopter's type certificate. The use of the observer's position (jump seat) is not approved.

2. Managers may not ride on Type 1 helicopters.

3. Helicopter Managers shall not ride in helicopters certified as Restricted Category aircraft.

(r) Discuss, develop and document an Inclement Weather Plan (IWP), reference B.26 (a) (1).

B.45 DEFINITIONS

As used throughout this agreement, the following terms shall have the meaning set forth below:

Additional Personnel: Additional personnel specifically ordered by the CO where it is to the Government's advantage to have additional availability of the helicopter (not to be confused with a relief crew furnished by contractor to replace primary crew).

Aircraft Accident: An occurrence associated with the operation of a helicopter, which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.

Aircraft Incident: An occurrence other than an accident, associated with the operation of a helicopter, which affects or could affect the safety of operations.

Aircraft Make, Model, and Series: A specific make, model, and series of aircraft including modification (e.g., a Bell 206B is not the same make, model, and series as a Bell 206L).

Airspace Conflict: A near mid-air collision, intrusion, or violation of airspace rules.

Alert Status: A status subject to flight and duty limitations, in which the Contractor has 1 hour to return to standby if ordered by the CO to do so.
SECTION B
TECHNICAL SPECIFICATIONS

Alternate Base: A base, other than the host base, established to permit operation from the vicinity of a project area or incident.

Anchor: The Interagency approved device manufactured to be the fixed point attached to the helicopter for rappel and cargo letdown operations.

Appropriate Flight Manual Hover Performance Chart: A performance chart residing in either the original or supplemental portion of a rotorcraft flight manual (RFM) that the manufacturer or Supplemental Type Certificate (STC) holder deems appropriate for a given phase of flight or special purpose activity. For example: Kaman K-1200 Rotorcraft Flight Manual Supplement No. 1 USFS Fire Fighting.

Assigned Work Location: The location designated by the CO from which an ordered flight will originate.

Authorized Crewmember: Those individuals specified in the “Schedule of Items” unless designated otherwise by the CO.

Authorized Flight or Flying Time: The actual time that a helicopter is off the ground for the purpose of the task or tasks to which assigned under an ordered flight when such time is recorded by the pilot and approved by a designated Government Official as having been properly performed.

Aviation Hazard: Any condition, act, or set of circumstances that exposes an individual to unnecessary risk or harm during aviation operations.

Base Cost: The portion of the flight rate that is constant throughout the agreement period and not affected by changes in fuel prices. Adjustments to the base cost will be made annually by the CO.

Call-When-Needed: A term used to identify the furnishing of services on an “as needed basis” or “intermittent use” in government procurement agreements. There is no guarantee the Government will place any orders and the Contractor is not obligated to accept any orders. However, once an order is placed and the Contractor takes steps to perform, both sides are bound by the terms and conditions of the Agreement.

Cargo: Any material thing carried by the aircraft.

Civil Twilight: Begins in the morning, and ends in the evening when the center of the sun is geometrically 6° below the horizon.

Contractor: An operator being paid by the Government for services.

Crewmember: A person assigned to perform duty in an aircraft during flight time.

Duty: That period that includes flight time, ground duty (pre- and post-flight inspections) of any kind, and standby or alert status at any location.

Empty Weight: Means the weight of the airframe, engines, propellers, rotors, and fixed equipment. Empty weight excludes the weight of the crew and payload, but includes the weight
of all fixed ballast, unusable fuel supply, undrainerable oil, total quantity of engine coolant, and total quantity of hydraulic fluid.

Equipped Weight:

Standard Category Bucket Helicopters: Equipped weight equals the Empty Weight (as listed in the Weight and Balance Data) plus the weight of lubricants and onboard equipment required by agreement (i.e., including but not limited to survival kit, rappel anchor, first aid kit). Does not include the weight of the bucket and any associated suspension hardware.

Restricted Category Bucket Helicopters: Equipped weight equals the Empty Weight (as listed in the Weight and Balance Data) plus the weight of lubricants and onboard equipment required by agreement (i.e., including but not limited to survival kit, rappel anchor, first aid kit). Includes the weight of the bucket and any associated suspension hardware.

Tanked Helicopters: Equipped weight equals the Empty Weight (as listed in the Weight and Balance Data) plus the weight of lubricants and onboard equipment required by agreement (i.e., including but not limited to survival kit, rappel anchor, first aid kit). Includes the weight of a fixed tank and snorkel.

Extended Standby: Period following the 9 hours of standby up to 5 hours.

External Load: Any combination of load and line that is 50 feet or less in length.

Fatal Injury: Any injury, which results in death within 30-days of the accident.


Ferry Flight: Movement of helicopter under its own power from point-to-point.

First Aid: Any medical attention that involves no medical bill - If a physician prescribes medical treatment for less than serious injury and makes a charge for this service, that injury becomes "medical attention."

Flight Crew: Those Contractor personnel required by the Federal Aviation Administration to operate the aircraft safely while performing under agreement to the Government.

Flight Rate: The agreement unit price per hour of flight time as found in the Flight Rate Chart or Schedule of Items. (Includes base cost plus fuel costs)

Flight Time: Begins when the aircraft leaves the ground in takeoff for a given flight and ends when the aircraft has landed.

Forced Landing: A landing necessitated by failure of engines, systems, components, or incapacitation of a crewmember, which makes continued flight impossible, and which may or may not result in damage.

Fuel Cost: The variable portion of the flight rate that is subject to change due to fuel price change.
SECTION B
TECHNICAL SPECIFICATIONS

Form A: The Form A is a tabulation of all operating equipment that is or may be installed, and for which provision for fixed stowage has been made in a definite location in the helicopter. It provides a weight, arm, and moment of individual items. This is the primary document utilized to identify how a helicopter was precisely configured at the time of weighing. The items installed are indicated with a check mark or "x", where the items not installed are identified with a "0".

Form B: The Form B is a single-page form used for recording the scaled weighing data and computing the empty weight and balance of the helicopter. This document will provide the individual weights for each scale and show which type of scale was used to obtain the weight.

Form C: The Form C is a malleable list that updates the weight obtained from the Form B as equipment is added or removed. It additionally shows a continuous history of the basic weight, arm, and moment resulting from structural and equipment changes in service.

Fuel Endurance: Fuel required including a 20-minute reserve.

Fully Operational: Helicopter, pilot(s), other personnel, repairs, operating supplies, service facilities, and incidentals necessary for the safe operation of the helicopter both on the ground and in the air.

Fully Rated Capacity: The number of passenger seats or pounds of cargo load authorized in the applicable Type Certificate Data Sheet.

General Aviation: That portion of civil aviation that encompasses all facets of aviation except air carriers.

Ground Mishap, Aircraft: An aircraft mishap in which there is no intent to fly; however, the power plants and/or rotors are in operation and damage incurred requiring replacement or repair of rotors, propellers, wheels, tires, wing tips, flaps, etc., or an injury is incurred requiring first aid or medical attention.

Hazard: Any condition, act or set of circumstances that exposes an individual to unnecessary risk or harm during aviation operations.

Host Base: The initial location at which the aircraft will be made available for the purpose of providing aircraft services as identified under Exclusive Use.

Hover-in-ground-effect (HIGE): Maximum pressure altitude and temperature at which a helicopter can hover (at maximum gross weight) using the effects of ground cushion per the Flight Manual/Supplements and STC performance charts.

Hover-out-of-ground Effect (HOGE): Maximum pressure altitude and temperature which a helicopter can hover (at maximum gross weight) without the effects of ground cushion per the Flight Manual/Supplements and STC performance charts.

Incident: An occurrence other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operations.

Incident-With-Potential: An incident that narrowly misses being an accident and in which the circumstances indicate significant potential for substantial damage or serious injury. Final classification will be determined by the agency Aviation Safety Manager.
SECTION B
TECHNICAL SPECIFICATIONS


Internal Cargo Compartments: An area within the helicopter specifically designed to carry cargo.

Law Enforcement: Those duties carried out by agency personnel together with personnel from cooperating agencies, to enforce various Federal laws applicable to trespass (those activities relating to timber, grazing, fire, occupancy and others). Other activities can include those that are illegal under the antiquities acts and the manufacturing, production, and trafficking of substances in violation of the Controlled Substances Act (16 U.S.C. 559b-f) and other illegal activities occurring on agency jurisdictional lands. Specific law enforcement activities can include surveillance (visual, infrared, or photographic), transportation of law enforcement personnel and persons in custody and transportation of property (both internally and externally). All helicopter activities including landings will occur at locations that are secured by law enforcement personnel or are locations removed from law enforcement actions.

Life-Threatening: A situation or occurrence of a serious nature, developing suddenly and unexpectedly and demanding immediate action to prevent loss of life.

Limited Use Helicopter: A limited use helicopter is an Interagency term used to denote a standard category helicopter that is designated and utilized in a limited role (not for passenger transport). See Standard Category.

Long-line: Any combination of load and line, attached to the cargo hook of the aircraft for the purpose of carrying an external load greater than 50 feet in length.

Maintenance Deficiency: An equipment defect or failure which affects or could affect the safety of operations, or that causes an interruption to the services being performed.

Mishap, Aviation: Mishaps include aircraft accidents, incidents-with-potential, aircraft incidents, aviation hazards and aircraft maintenance deficiencies.

Mountain Flying - Helicopter Pilot: 200 hours experience operating helicopters in mountainous terrain identified in 14 CFR 95 Subpart B-Designated Mountainous Area. Operating includes maneuvering and numerous takeoffs and landings to pinnacles, ridgelines and confined areas.

Night: The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time.

Occupant: Any crew or passenger that is aboard an aircraft.

Official Sunset and Sunrise: The times when the upper edge of the disk of the Sun is on the horizon, considered unobstructed relative to the location of interest. Atmospheric conditions are assumed to be average and the location is in a level region on the Earth’s surface.

Operational Control: The condition existing when an entity exercises authority over initiating, conducting or terminating a flight.

Operating Agency: An executive agency or any entity there of using agency aircraft, which it does not own.
SECTION B
TECHNICAL SPECIFICATIONS

Operator: Any person who causes or authorizes the operation of an aircraft, such as the owner, lessee, or bailee of an aircraft.

Optional Use Flight Rate: Hourly flight rate specified on the schedule of items inclusive of all costs.

Passenger: Any person aboard an aircraft who does not perform the function of a flight crewmember or crewmember.

Passenger Seating Capacity: Number of passenger seats excluding pilot(s).

Payload: The maximum allowable weight (passengers and/or cargo) that can be carried in any one mission.

Pilot-In-Command: The pilot responsible for the operation and safety of the aircraft during the time defined as flight time.

Point-of-Hire: Point-of-Hire shall be the Contractor's Principle Base of Operations as specified in Section A or the location of aircraft at time-of-hire.

Portable Electronic Device: Any kind of electronic device, typically but not limited to consumer electronics, brought on board the aircraft that is not permanently installed and part of the approved aircraft configuration. Electrical energy can be provided from internal sources, such as batteries, an aircraft power source or both. This includes transmitting PEDs (T-PEDs).

Precautionary Landing: A landing necessitated by apparent impending failure of engines, systems, or components, which makes continued flight advisable.

Principal Base of Operations: The primary operating location of a 14 CFR 121, 133, 135 or 137 certificate holder as established by the certificate holder.

Restricted Category: An aircraft that has been manufactured in accordance with the requirements of and accepted for use by an Armed Force of the United States and later modified for special purposes such as agriculture, forest and wildlife conservation, aerial surveying, patrolling, or any the operation specified by the FAA Administrator.

SAFECOM: Use to report any condition, observance, act, maintenance problem, or circumstance, which has potential to cause an aviation related mishap. The purpose of the SAFECOM form is not intended to be punitive in nature. It will be used to disseminate safety information to aviation managers, and also to aid in accident prevention by trend monitoring and tracking. See www.safecom.gov

Serious Injury: Any injury which: (1) requires hospitalization for more than 48-hours, commencing within 7-days from the date the injury was received; (2) results in a fracture of any bone (except simple fractures of fingers, toes or nose); (3) causes severe hemorrhages, nerve, muscle or tendon damage; (4) involves any internal organ; or; (5) involves second or third-degree burns, or any burns affecting more than 5% of the body surface.

Sling Load: Jettisonable external load that is lifted free of land or water during the rotorcraft operation.
SECTION B
TECHNICAL SPECIFICATIONS

Special Use Missions:

Air Tactical Coordination (Air Attack): Coordination with other tactical aircraft during fire and other project operations.

Fire Surveillance/Reconnaissance: Patrolling in search of and scouting wildland fires; checking fuel types and fire behavior.

Reconnaissance (Non-Fire): Observation and fact-finding reconnaissance, i.e. wildlife monitoring, snow surveys, search and rescue, timber and range surveys, insect and disease surveys, law enforcement, and aerial photography.

Other: Cooperative use with other agencies, and other purposes mutually agreed upon by the Contractor and the Contracting Officer.

Standard Category Helicopter: Turbine powered helicopters certificated in the normal or transport category. Standard Category helicopters are operated and maintained for passenger carriage in accordance with (IAW) 14 CFR 135 by an operator holding an Air Carrier Certificate.

Substantial Damage: Any damage or failure which adversely affects the structural strength, performance or flight characteristics of the helicopter, and which would normally require major repair or replacement of the affected component. Engine failure or damage limited to an engine if only one engine fails or rotor or propeller blades and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wing tips are not considered "substantial damage" for the purpose of this part.

Type I (Heavy) Helicopter: A helicopter with a certified internal gross weight of over 14,001 pounds. Under the ICS helicopter typing system, a heavy helicopter is a Type 1 helicopter and has 10 or more passenger seats (unless restricted category). Based on the KMAX limited use and its payload being over 3300 lbs it is considered a Type 1.

Type II (Medium) Helicopter: A helicopter with a certified internal gross weight between 7,001 and 14,000 pounds. Under the ICS helicopter typing system, a medium helicopter is a Type 2 helicopter and has 9 or less passenger seats (unless restricted category).

Type III (Light) Helicopter: A helicopter with a certified internal gross weight of less than 7,000 pounds. Under the ICS helicopter typing system, a light helicopter is a Type 3 helicopter and has 9 or less passenger seats.

Vertical Reference/External Load: Direct visual reference, by the pilot, of an external load/cargo being slung from beneath the helicopter with a line attached to the cargo hook and being removed or placed from the earths' surface with precision.

SECTION B
TECHNICAL SPECIFICATIONS

B.46 ABBREVIATIONS/ACRONYMS

A&P  Airframe & Powerplant (Mechanic)
ABS  Aviation Business Systems
AC   Advisory Circular
AD   Airworthiness Directive
AIRS Aviation Information Reporting Support
AFF  Automated Flight Following
AMI  Aviation Maintenance Inspector
AOBD Air Operations Branch Director
ASC  Albuquerque Service Center
ASI  Aviation Safety Inspector - Airworthiness
ASP  Aviation Safety Plan
ATC  Air Traffic Control
ATCO Air Taxi/Commercial Operators
ATU  Additional Telemetry Unit
BOA  Basic Ordering Agreement
CAB  Civil Aeronautics Board
CG   Center of Gravity
CO   Contracting Officer
CFR  Code of Federal Regulations
COR  Contracting Officer's Representative
COTR Contracting Officer's Technical Representative
CPARS Contractor Performance Assessment Reporting System
CVR  Cockpit Voice Recorder
CWN  Call-when-Needed (Agreement)
DOI  Department of the Interior
DOT  Department of Transportation
ELT  Emergency Locator Transmitter
EPA  Environmental Protection Agency
ETA  Estimated Time of Arrival
FAA  Federal Aviation Administration
FAO  Forest Aviation Officer
FASD Fire Applications Support Desk
FAR  Federal Acquisition Regulations
FDR  Flight Data Recorder
FPMR Federal Property Management Regulations
FSS  Flight Service Station
GPM Gallons-Per-Minute
HIP  Helicopter Inspector Pilot
HOS  Helicopter Operations Specialist
IATB Interagency Airtanker Board
ICAO International Civil Aviation Organization
IFR  Instrument Flight Rules
IMC  Instrument Meteorological Conditions
MAP  Mandatory Availability Period/Availability Period
M&IE Meals and Incidental Expenses
MSL  Mean Sea Level
NTSB National Transportation Safety Board
NOTAM Notice to Airmen
### SECTION B

**TECHNICAL SPECIFICATIONS**

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>OAS</td>
<td>Office of Aviation Services</td>
</tr>
<tr>
<td>OLMS</td>
<td>Operational Load Monitoring System</td>
</tr>
<tr>
<td>PA</td>
<td>Public Address System</td>
</tr>
<tr>
<td>PASP</td>
<td>Project Aviation Safety Plan</td>
</tr>
<tr>
<td>PED</td>
<td>Portable Electronic Device</td>
</tr>
<tr>
<td>PIC</td>
<td>Pilot-in-Command</td>
</tr>
<tr>
<td>PTT</td>
<td>Push-To-Talk</td>
</tr>
<tr>
<td>RADS</td>
<td>Rope Assisted Delivery System</td>
</tr>
<tr>
<td>RAO</td>
<td>Regional Aviation Officer</td>
</tr>
<tr>
<td>RASM</td>
<td>Regional Aviation Safety Manager</td>
</tr>
<tr>
<td>RON</td>
<td>Remain-Over-Night</td>
</tr>
<tr>
<td>SIC</td>
<td>Second-in-Command/Co-Pilot</td>
</tr>
<tr>
<td>SPCC</td>
<td>Spill Prevention, Control and Countermeasure Plan Requirements</td>
</tr>
<tr>
<td>STC</td>
<td>Supplemental Type Certificate</td>
</tr>
<tr>
<td>TAS</td>
<td>Traffic Advisory System</td>
</tr>
<tr>
<td>TBO</td>
<td>Time between Overhaul</td>
</tr>
<tr>
<td>TCAS</td>
<td>Traffic Collision Avoidance System</td>
</tr>
<tr>
<td>TSO</td>
<td>Technical Standard Order</td>
</tr>
<tr>
<td>UAM</td>
<td>Unit Aviation Manager</td>
</tr>
<tr>
<td>UAO</td>
<td>Unit Aviation Officer</td>
</tr>
<tr>
<td>USFS</td>
<td>United States -Forest Service</td>
</tr>
<tr>
<td>VFR</td>
<td>Visual Flight Rules</td>
</tr>
<tr>
<td>VNE</td>
<td>Velocity Never Exceed</td>
</tr>
<tr>
<td>VSWR</td>
<td>Voltage Standing Wave Ratio</td>
</tr>
</tbody>
</table>
SECTION C
CONTRACT TERMS AND CONDITIONS

C.1 52.252-2 CLAUSES INCORPORATED BY REFERENCE (FEB 1998)

This agreement incorporates one or more clauses by reference, with the same force and effect as if they were given in full text. Upon request, the Contracting Officer will make their full text available. Also, the full text of a clause may be accessed electronically at this/these address(es): www.acquisition.gov.

52.203-17 Contractor Employee Whistleblower Rights and Requirement to Inform Employees of Whistleblower Rights (APR 2014)
52.204-4 Printed or Copied Double-Sided on Recycled Paper (MAY 2011)
52.204-19 Incorporation by Reference of Representations and Certifications (DEC 2014)
52.228-5 Insurance – Work on a Government Installation (JAN 1997)
52.245-1 Government Property (ALTERNATE I)(APR 2012)
52.245-9 Use and Charges (APR 2012)

C.2 CONTRACT TERMS AND CONDITIONS - COMMERCIAL ITEMS (52.212.4) (DEVIATION 2017-1) (OCT 2018)

(a) Inspection/Acceptance. The Contractor shall only tender for acceptance those items that conform to the requirements of this contract. The Government reserves the right to inspect or test any supplies or services that have been tendered for acceptance. The Government may require repair or replacement of nonconforming supplies or re-performance of nonconforming services at no increase in contract price. If repair/replacement or re-performance will not correct the defects or is not possible, the Government may seek an equitable price reduction or adequate consideration for acceptance of nonconforming supplies or services. The Government must exercise its post-acceptance rights—

(1) Within a reasonable time after the defect was discovered or should have been discovered; and

(2) Before any substantial change occurs in the condition of the item, unless the change is due to the defect in the item.

(b) Assignment. The Contractor or its assignee may assign its rights to receive payment due as a result of performance of this contract to a bank, trust company, or other financing institution, including any Federal lending agency in accordance with the Assignment of Claims Act (31 U.S.C. 3727). However, when a third party makes payment (e.g., use of the Government-wide commercial purchase card), the Contractor may not assign its rights to receive payment under this contract.

(c) Changes. Changes in the terms and conditions of this contract may be made only by written agreement of the parties.
SECTION C
CONTRACT TERMS AND CONDITIONS

(d) Disputes. This contract is subject to 41 U.S.C. chapter 71, Contract Disputes. Failure of the parties to this contract to reach agreement on any request for equitable adjustment, claim, appeal or action arising under or relating to this contract shall be a dispute to be resolved in accordance with the clause at FAR 52.233-1, Disputes, which is incorporated herein by reference. The Contractor shall proceed diligently with performance of this contract, pending final resolution of any dispute arising under the contract.

(e) Definitions. The clause at FAR 52.202-1, Definitions, is incorporated herein by reference.

(f) Excusable delays. The Contractor shall be liable for default unless nonperformance is caused by an occurrence beyond the reasonable control of the Contractor and without its fault or negligence such as, acts of God or the public enemy, acts of the Government in either its sovereign or contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, unusually severe weather, and delays of common carriers. The Contractor shall notify the Contracting Officer in writing as soon as it is reasonably possible after the commencement of any excusable delay, setting forth the full particulars in connection therewith, shall remedy such occurrence with all reasonable dispatch, and shall promptly give written notice to the Contracting Officer of the cessation of such occurrence.

(g) Invoice.

1. The Contractor shall submit an original invoice and three copies (or electronic invoice, if authorized) to the address designated in the contract to receive invoices. An invoice must include—

(i) Name and address of the Contractor;

(ii) Invoice date and number;

(iii) Contract number, line item number and, if applicable, the order number;

(iv) Description, quantity, unit of measure, unit price and extended price of the items delivered;

(v) Shipping number and date of shipment, including the bill of lading number and weight of shipment if shipped on Government bill of lading;

(vi) Terms of any discount for prompt payment offered;

(vii) Name and address of official to whom payment is to be sent;

(viii) Name, title, and phone number of person to notify in event of defective invoice; and

(ix) Taxpayer Identification Number (TIN). The Contractor shall include its TIN on the invoice only if required elsewhere in this contract.
SECTION C
CONTRACT TERMS AND CONDITIONS

(x) Electronic funds transfer (EFT) banking information.

(A) The Contractor shall include EFT banking information on the invoice only if required elsewhere in this contract.

(B) If EFT banking information is not required to be on the invoice, in order for the invoice to be a proper invoice, the Contractor shall have submitted correct EFT banking information in accordance with the applicable solicitation provision, contract clause (e.g., 52.232-33, Payment by Electronic Funds Transfer—System for Award Management, or 52.232-34, Payment by Electronic Funds Transfer—Other Than System for Award Management), or applicable agency procedures.

(C) EFT banking information is not required if the Government waived the requirement to pay by EFT.

(2) Invoices will be handled in accordance with the Prompt Payment Act (31 U.S.C. 3903) and Office of Management and Budget (OMB) prompt payment regulations at 5 CFR Part 1315.

(h) Patent indemnity. The Contractor shall indemnify the Government and its officers, employees and agents against liability, including costs, for actual or alleged direct or contributory infringement of, or inducement to infringe, any United States or foreign patent, trademark or copyright, arising out of the performance of this contract, provided the Contractor is reasonably notified of such claims and proceedings.

(i) Payment.—

(1) Items accepted. Payment shall be made for items accepted by the Government that have been delivered to the delivery destinations set forth in this contract.

(2) Prompt payment. The Government will make payment in accordance with the Prompt Payment Act (31 U.S.C. 3903) and prompt payment regulations at 5 CFR Part 1315.

(3) Electronic Funds Transfer (EFT). If the Government makes payment by EFT, see 52.212-5 (b) for the appropriate EFT clause.

(4) Discount. In connection with any discount offered for early payment, time shall be computed from the date of the invoice. For the purpose of computing the discount earned, payment shall be considered to have been made on the date which appears on the payment check or the specified payment date if an electronic funds transfer payment is made.

(5) Overpayments. If the Contractor becomes aware of a duplicate contract financing or invoice payment or that the Government has otherwise overpaid on a contract financing or invoice payment, the Contractor shall—
SECTION C
CONTRACT TERMS AND CONDITIONS

(i) Remit the overpayment amount to the payment office cited in the contract along with a description of the overpayment including the—

(A) Circumstances of the overpayment (e.g., duplicate payment, erroneous payment, liquidation errors, date(s) of overpayment);

(B) Affected contract number and delivery order number, if applicable;

(C) Affected line item or subline item, if applicable; and

(D) Contractor point of contact.

(ii) Provide a copy of the remittance and supporting documentation to the Contracting Officer.

(6) Interest.

(i) All amounts that become payable by the Contractor to the Government under this contract shall bear simple interest from the date due until paid unless paid within 30 days of becoming due. The interest rate shall be the interest rate established by the Secretary of the Treasury as provided in 41 U.S.C. 7109, which is applicable to the period in which the amount becomes due, as provided in (i)(6)(v) of this clause, and then at the rate applicable for each six-month period as fixed by the Secretary until the amount is paid.

(ii) The Government may issue a demand for payment to the Contractor upon finding a debt is due under the contract.

(iii) Final decisions. The Contracting Officer will issue a final decision as required by 33.211 if—

(A) The Contracting Officer and the Contractor are unable to reach agreement on the existence or amount of a debt within 30 days;

(B) The Contractor fails to liquidate a debt previously demanded by the Contracting Officer within the timeline specified in the demand for payment unless the amounts were not repaid because the Contractor has requested an installment payment agreement; or

(C) The Contractor requests a deferment of collection on a debt previously demanded by the Contracting Officer (see 32.607-2).

(iv) If a demand for payment was previously issued for the debt, the demand for payment included in the final decision shall identify the same due date as the original demand for payment.
SECTION C
CONTRACT TERMS AND CONDITIONS

(v) Amounts shall be due at the earliest of the following dates:

(A) The date fixed under this contract.

(B) The date of the first written demand for payment, including any demand for payment resulting from a default termination.

(vi) The interest charge shall be computed for the actual number of calendar days involved beginning on the due date and ending on—

(A) The date on which the designated office receives payment from the Contractor;

(B) The date of issuance of a Government check to the Contractor from which an amount otherwise payable has been withheld as a credit against the contract debt; or

(C) The date on which an amount withheld and applied to the contract debt would otherwise have become payable to the Contractor.

(vii) The interest charge made under this clause may be reduced under the procedures prescribed in 32.608-2 of the Federal Acquisition Regulation in effect on the date of this contract.

(j) Risk of loss. Unless the contract specifically provides otherwise, risk of loss or damage to the supplies provided under this contract shall remain with the Contractor until, and shall pass to the Government upon:

(1) Delivery of the supplies to a carrier, if transportation is f.o.b. origin; or

(2) Delivery of the supplies to the Government at the destination specified in the contract, if transportation is f.o.b. destination.

(k) Taxes. The contract price includes all applicable Federal, State, and local taxes and duties.
SECTION C
CONTRACT TERMS AND CONDITIONS

(l) Termination for the Government’s convenience. The Government reserves the right to terminate this contract, or any part hereof, for its sole convenience. In the event of such termination, the Contractor shall immediately stop all work hereunder and shall immediately cause any and all of its suppliers and subcontractors to cease work. Subject to the terms of this contract, the Contractor shall be paid a percentage of the contract price reflecting the percentage of the work performed prior to the notice of termination, plus reasonable charges the Contractor can demonstrate to the satisfaction of the Government using its standard record keeping system, have resulted from the termination. The Contractor shall not be required to comply with the cost accounting standards or contract cost principles for this purpose. This paragraph does not give the Government any right to audit the Contractor’s records. The Contractor shall not be paid for any work performed or costs incurred which reasonably could have been avoided.

(m) Termination for cause. The Government may terminate this contract, or any part hereof, for cause in the event of any default by the Contractor, or if the Contractor fails to comply with any contract terms and conditions, or fails to provide the Government, upon request, with adequate assurances of future performance. In the event of termination for cause, the Government shall not be liable to the Contractor for any amount for supplies or services not accepted, and the Contractor shall be liable to the Government for any and all rights and remedies provided by law. If it is determined that the Government improperly terminated this contract for default, such termination shall be deemed a termination for convenience.

(n) Title. Unless specified elsewhere in this contract, title to items furnished under this contract shall pass to the Government upon acceptance, regardless of when or where the Government takes physical possession.

(o) Warranty. The Contractor warrants and implies that the items delivered hereunder are merchantable and fit for use for the particular purpose described in this contract.

(p) Limitation of liability. Except as otherwise provided by an express warranty, the Contractor will not be liable to the Government for consequential damages resulting from any defect or deficiencies in accepted items.

(q) Other compliances. The Contractor shall comply with all applicable Federal, State and local laws, executive orders, rules and regulations applicable to its performance under this contract.


(s) Order of precedence. Any inconsistencies in this solicitation or contract shall be resolved by giving precedence in the following order:
SECTION C
CONTRACT TERMS AND CONDITIONS

(1) The schedule of supplies/services.

(2) The Assignments, Disputes, Payments, Invoice, Other Compliances, Compliance with Laws Unique to Government Contracts, and Unauthorized Obligations paragraphs of this clause;

(3) The clause at 52.212-5.

(4) Addenda to this solicitation or contract, including any license agreements for computer software.

(5) Solicitation provisions if this is a solicitation.

(6) Other paragraphs of this clause.

(7) The Standard Form 1449.

(8) Other documents, exhibits, and attachments.

(9) The specification.

(t) Reserved

(u) Unauthorized Obligations

(1) Except as stated in paragraph (u)(2) of this clause, when any supply or service acquired under this contract is subject to any End User License Agreement (EULA), Terms of Service (TOS), or similar legal instrument or agreement, that includes any clause requiring the Government to indemnify the Contractor or any person or entity for damages, costs, fees, or any other loss or liability that would create an Anti-Deficiency Act violation (31 U.S.C. 1341), the following shall govern:

(i) Any such clause is unenforceable against the Government.

(ii) Neither the Government nor any Government authorized end user shall be deemed to have agreed to such clause by virtue of it appearing in the EULA, TOS, or similar legal instrument or agreement. If the EULA, TOS, or similar legal instrument or agreement is invoked through an “I agree” click box or other comparable mechanism (e.g., “click-wrap” or “browse-wrap” agreements), execution does not bind the Government or any Government authorized end user to such clause.

(iii) Any such clause is deemed to be stricken from the EULA, TOS, or similar legal instrument or agreement.
SECTION C
CONTRACT TERMS AND CONDITIONS

(2) Paragraph (u)(1) of this clause does not apply to indemnification by the Government that is expressly authorized by statute and specifically authorized under applicable agency regulations and procedures.

(v) Incorporation by reference. The Contractor's representations and certifications, including those completed electronically via the System for Award Management (SAM), are incorporated by reference into the contract.

C.3 RESERVED

C.4 CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS – COMMERCIAL ITEMS (52.212-5) (MAY 2019) (DEVIATION 2017-1)

(a) The Contractor shall comply with the following Federal Acquisition Regulation (FAR) clauses, which are incorporated in this contract by reference, to implement provisions of law or Executive orders applicable to acquisitions of commercial items: (1) 52.203-19, Prohibition on Requiring Certain Internal Confidentiality Agreements or Statements (Jan 2017) (section 743 of Division E, Title VII, of the Consolidated and Further Continuing Appropriations Act 2015 (Pub. L. 113-235) and its successor provisions in subsequent appropriations acts (and as extended in continuing resolutions)).

(2) 52.204-23, Prohibition on Contracting for Hardware, Software, and Services Developed or Provided by Kaspersky Lab and Other Covered Entities (Jul 2018) (Section 1634 of Pub. L. 115-91).

(3) 52.209-10, Prohibition on Contracting with Inverted Domestic Corporations (Nov 2015)


(b) The Contractor shall comply with the FAR clauses in this paragraph (b) that the contracting officer has indicated as being incorporated in this contract by reference to implement provisions of law or Executive orders applicable to acquisitions of commercial items:


☑ (4) 52.203-17, Contractor Employee Whistleblower Rights and Requirement To Inform Employees of Whistleblower Rights (April 2014) (41 U.S.C. 4712 relating to whistleblower protections).
SECTION C
CONTRACT TERMS AND CONDITIONS


☐ (6) [Reserved]


☐ (11) [Reserved]


  ☐ (ii) Alternate I (Nov 2011) of 52.219-3.

☐ (13)(i) 52.219-4, Notice of Price Evaluation Preference for HUBZone Small Business Concerns (Oct 2014) (if the offeror elects to waive the preference, it shall so indicate in its offer) (15 U.S.C. 657a).

  ☐ (ii) Alternate I (Jan 2011) of 52.219-4.

☐ (14)[Reserved]


  ☐ (ii) Alternate I (Nov 2011).

  ☐ (iii) Alternate II (Nov 2011).


  ☐ (iii) Alternate II (Mar 2004) of 52.219-7.

☒ (17) 52.219-8, Utilization of Small Business Concerns (Oct 2018) (15 U.S.C. 637(d)(2) and (3)).

SECTION C
CONTRACT TERMS AND CONDITIONS

☐ (ii) Alternate I (Nov 2016) of 52.219-9.
☐ (iii) Alternate II (Nov 2016) of 52.219-9.
☐ (iv) Alternate III (Nov 2016) of 52.219-9.

☐ (19) 52.219-13, Notice of Set-Aside of Orders (Nov 2011) (15 U.S.C. 644(r)).
☒ (20) 52.219-14, Limitations on Subcontracting (Jan 2017) (15 U.S.C. 637(a)(14)).

☒ (23) 52.219-28, Post Award Small Business Program Representation (Jul 2013) (15 U.S.C. 632(a)(2)).

☐ (24) 52.219-29, Notice of Set-Aside for, or Sole Source Award to, Economically Disadvantaged Women-Owned Small Business Concerns (Dec 2015) (15 U.S.C. 637(m)).

☐ (25) 52.219-30, Notice of Set-Aside for, or Sole Source Award to, Women-Owned Small Business Concerns Eligible Under the Women-Owned Small Business Program (Dec 2015) (15 U.S.C. 637(m)).
☒ (26) 52.222-3, Convict Labor (June 2003) (E.O. 11755).

☐ (27) 52.222-19, Child Labor—Cooperation with Authorities and Remedies (Jan 2018) (E.O. 13126).
☒ (28) 52.222-21, Prohibition of Segregated Facilities (Apr 2015).
☒ (29) (i) 52.222-26, Equal Opportunity (Sep 2016) (E.O. 11246).
   ☐ (ii) Alternate I (Feb 1999) of 52.222-26.

   ☐ (ii) Alternate I (July 2014) of 52.222-35.

   ☐ (ii) Alternate I (July 2014) of 52.222-36.

SECTION C

CONTRACT TERMS AND CONDITIONS

- (33) 52.222-40, Notification of Employee Rights Under the National Labor Relations Act (Dec 2010) (E.O. 13496).


- (35) 52.222-54, Employment Eligibility Verification (Oct 2015). (E. O. 12989). (Not applicable to the acquisition of commercially available off-the-shelf items or certain other types of commercial items as prescribed in 22.1803.)

- (36) (i) 52.223-9, Estimate of Percentage of Recovered Material Content for EPA-Designated Items (May 2008) (42 U.S.C. 6962(c)(3)(A)(ii)). (Not applicable to the acquisition of commercially available off-the-shelf items.)
  - (ii) Alternate I (May 2008) of 52.223-9 (42 U.S.C. 6962(i)(2)(C)). (Not applicable to the acquisition of commercially available off-the-shelf items.)

- (37) 52.223-11, Ozone-Depleting Substances and High Global Warming Potential Hydrofluorocarbons (Jun 2016) (E.O.13693).

- (38) 52.223-12, Maintenance, Service, Repair, or Disposal of Refrigeration Equipment and Air Conditioners (Jun 2016) (E.O. 13693).

- (39) (i) 52.223-13, Acquisition of EPEAT®-Registered Imaging Equipment (Jun 2014) (E.O.s 13423 and 13514)

- (40) (i) 52.223-14, Acquisition of EPEAT®-Registered Television (Jun 2014) (E.O.s 13423 and 13514).
  - (ii) Alternate I (Jun 2014) of 52.223-14.


- (42) (i) 52.223-16, Acquisition of EPEAT®-Registered Personal Computer Products (Oct 2015) (E.O.s 13423 and 13514).
  - (ii) Alternate I (Jun 2014) of 52.223-16.

- (43) 52.223-18, Encouraging Contractor Policies to Ban Text Messaging while Driving (Aug 2011) (E.O. 13513).

- (44) 52.223-20, Aerosols (Jun 2016) (E.O. 13693).

- (45) 52.223-21, Foams (Jun 2016) (E.O. 13696).
SECTION C
CONTRACT TERMS AND CONDITIONS

  ☐ (ii) Alternate I (Jan 2017) of 52.224-3.


  ☐ (ii) Alternate I (May 2014) of 52.225-3.
  ☐ (iii) Alternate II (May 2014) of 52.225-3.
  ☐ (iv) Alternate III (May 2014) of 52.225-3.


☐ (50) 52.225-13, Restrictions on Certain Foreign Purchases (June 2008) (E.O.’s, proclamations, and statutes administered by the Office of Foreign Assets Control of the Department of the Treasury).


☐ (52) 52.226-4, Notice of Disaster or Emergency Area Set-Aside (Nov 2007) (42 U.S.C. 5150).

☐ (53) 52.226-5, Restrictions on Subcontracting Outside Disaster or Emergency Area (Nov 2007) (42 U.S.C. 5150).


☐ (57) 52.232-34, Payment by Electronic Funds Transfer—Other Than System for Award Management (Jul 2013) (31 U.S.C. 3332).


SECTION C
CONTRACT TERMS AND CONDITIONS

☐ (60) 52.242-5, Payments to Small Business Subcontractors (Jan 2017) (15 U.S.C. 637(d)(13)).

☐ (61) (i) 52.247-64, Preference for Privately Owned U.S.-Flag Commercial Vessels (Feb 2006) (46 U.S.C. Appx 1241(b) and 10 U.S.C. 2631).

☐ (ii) Alternate I (Apr 2003) of 52.247-64.

☐ (iii) Alternate II (Feb 2006) of 52.247-64.

(c) The Contractor shall comply with the FAR clauses in this paragraph (c), applicable to commercial services, that the Contracting Officer has indicated as being incorporated in this contract by reference to implement provisions of law or executive orders applicable to acquisitions of commercial items:

☐ (1) 52.222-17, Nondisplacement of Qualified Workers (May 2014) (E.O. 13495)


☐ (10) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations. (May 2014) (42 U.S.C. 1792).

(d) Comptroller General Examination of Record The Contractor shall comply with the provisions of this paragraph (d) if this contract was awarded using other than sealed bid, is in excess of the simplified acquisition threshold, and does not contain the clause at 52.215-2, Audit and Records -- Negotiation.
SECTION C
CONTRACT TERMS AND CONDITIONS

(1) The Comptroller General of the United States, or an authorized representative of the Comptroller General, shall have access to and right to examine any of the Contractor's directly pertinent records involving transactions related to this contract.

(2) The Contractor shall make available at its offices at all reasonable times the records, materials, and other evidence for examination, audit, or reproduction, until 3 years after final payment under this contract or for any shorter period specified in FAR Subpart 4.7, Contractor Records Retention, of the other clauses of this contract. If this contract is completely or partially terminated, the records relating to the work terminated shall be made available for 3 years after any resulting final termination settlement. Records relating to appeals under the disputes clause or to litigation or the settlement of claims arising under or relating to this contract shall be made available until such appeals, litigation, or claims are finally resolved.

(3) As used in this clause, records include books, documents, accounting procedures and practices, and other data, regardless of type and regardless of form. This does not require the Contractor to create or maintain any record that the Contractor does not maintain in the ordinary course of business or pursuant to a provision of law.

(e)

(1) Notwithstanding the requirements of the clauses in paragraphs (a), (b), (c) and (d) of this clause, the Contractor is not required to flow down any FAR clause, other than those in this paragraph (e)(1) in a subcontract for commercial items. Unless otherwise indicated below, the extent of the flow down shall be as required by the clause—


(ii) 52.203-19, Prohibition on Requiring Certain Internal Confidentiality Agreements or Statements (Jan 2017) (section 743 of Division E, Title VII, of the Consolidated and Further Continuing Appropriations Act, 2015 (Pub. L. 113-235) and its successor provisions in subsequent appropriations acts (and as extended in continuing resolutions)).

(iii) 52.204-23, Prohibition on Contracting for Hardware, Software, and Services Developed or Provided by Kaspersky Lab and Other Covered Entities (Jul 2018) (Section 1634 of Pub. L. 115-91).

(iv) 52.219-8, Utilization of Small Business Concerns (Oct 2018) (15 U.S.C. 637(d)(2) and (3)), in all subcontracts that offer further subcontracting opportunities. If the subcontract (except subcontracts to small business concerns) exceeds $700,000 ($1.5 million for construction of any public facility), the subcontractor must include 52.219-8 in lower tier subcontracts that offer subcontracting opportunities.

(v) 52.222-17, Nondisplacement of Qualified Workers (May 2014) (E.O. 13495). Flow down required in accordance with paragraph (1) of FAR clause 52.222-17.

(vi) 52.222-21, Prohibition of Segregated Facilities (Apr 2015).
SECTION C

CONTRACT TERMS AND CONDITIONS

(vii) 52.222-26, Equal Opportunity (Sep 2016) (E.O. 11246).


(x) 52.222-37, Employment Reports on Veterans (Feb 2016) (38 U.S.C. 4212).

(xi) 52.222-40, Notification of Employee Rights Under the National Labor Relations Act (Dec 2010) (E.O. 13496). Flow down required in accordance with paragraph (f) of FAR clause 52.222-40.


(xiv) 52.222-51, Exemption from Application of the Service Contract Labor Standards to Contracts for Maintenance, Calibration, or Repair of Certain Equipment--Requirements (May 2014) (41 U.S.C. chapter 67.)


(xvi) 52.222-54, Employment Eligibility Verification (Oct 2015) (E. O. 12989).

(xvii) 52.222-55, Minimum Wages Under Executive Order 13658 (Dec 2015).


(B) Alternate I (Jan 2017) of 52.224-3.


(xxii) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations. (May 2014) (42 U.S.C. 1792). Flow down required in accordance with paragraph (e) of FAR clause 52.226-6.
SECTION C
CONTRACT TERMS AND CONDITIONS

(xxii) 52.247-64, Preference for Privately-Owned U.S. Flag Commercial Vessels (Feb 2006) (46 U.S.C. Appx 1241(b) and 10 U.S.C. 2631). Flow down required in accordance with paragraph (d) of FAR clause 52.247-64.

(2) While not required, the Contractor may include in its subcontracts for commercial items a minimal number of additional clauses necessary to satisfy its contractual obligations.

C.5 STATEMENT OF EQUIVALENT RATES FOR FEDERAL HIRES (FAR 52.222-42) (MAY 2014)

In compliance with the Service Contract Labor Standards statute and the regulations of the Secretary of Labor (29 CFR part 4), this clause identifies the classes of service employees expected to be employed under the contract and states the wages and fringe benefits payable to each if they were employed by the contracting agency subject to the provisions of 5 U.S.C. 5341 or 5332.

This statement is for information only: It is not a wage determination.

<table>
<thead>
<tr>
<th>Employee</th>
<th>Class</th>
<th>Wage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft Pilot</td>
<td>GS-11</td>
<td>$29.33</td>
</tr>
<tr>
<td>Aircraft Mechanic—III</td>
<td>GS-12</td>
<td>$35.16</td>
</tr>
<tr>
<td>Aircraft Mechanic—II</td>
<td>GS-11</td>
<td>$29.33</td>
</tr>
<tr>
<td>Aircraft Mechanic—Helper</td>
<td>G S-5</td>
<td>$16.00</td>
</tr>
<tr>
<td>Truck Driver, Tractor Trailer</td>
<td>GS-8</td>
<td>$24.24</td>
</tr>
</tbody>
</table>

C.6 AVAILABILITY OF FUNDS (FAR 52.232-18) (APR 1984)

Funds are not presently available for this agreement. The Government’s obligation under this agreement is contingent upon the availability of appropriated funds from which payment for agreement purposes can be made. No legal liability on the part of the Government for any payment may arise until funds are made available to the Contracting Officer for this agreement and until the Contractor receives notice of such availability, to be confirmed in writing by the Contracting Officer.

C.7 PROPERTY AND PERSONAL DAMAGE

(a) The Contractor shall use every precaution necessary to prevent damage to public and private property.

(b) The Contractor shall be responsible for all damage to property and to persons, including third parties that occur as a result of his or his agents or employee's fault or negligence. The term "third parties" is construed to include employees of the Government.

(c) The Contractor shall procure and maintain during the term of this agreement, and any extension thereof, aircraft and General Public Liability Insurance in accordance with 14 CFR 205. The parties named insured under the policy or policies shall be the CONTRACTOR and THE UNITED STATES OF AMERICA.

(d) The Contractor may be otherwise insured by a combination of primary and excess policies. Such policies shall have combined coverage equal to or greater than the combined minimums required.
SECTION C

CONTRACT TERMS AND CONDITIONS

(e) Policies containing exclusions for chemical damage or damage incidental to the use of equipment and supplies furnished under this agreement, or growing out of direct performance of the agreement, will not be acceptable. The chemical damage coverage may be limited to chemicals dispensed while performing firefighting activities.

(f) Prior to the commencement of work, the Contractor shall provide the CO with one copy of the insurance policy, or confirmation from the insurance company, certifying that the coverage described in this clause has been obtained.

C.8 NOTICE OF CONTRACTOR PERFORMANCE ASSESSMENT REPORTING SYSTEM (JULY 2010)

(a) The US Forest Service has implemented the Contractor Performance Assessment Reporting System (CPARS) for reporting all past performance information. One or more past performance evaluations will be conducted in order to record your agreement performance as required by FAR 42.15.

(b) The past performance evaluation process is a totally paperless process using CPARS. CPARS is a web-based system that allows for electronic processing of the performance evaluation report. Once the report is processed, it is available in the Past Performance Information Retrieval System (PPIRS) for Government use in evaluating past performance as part of a source selection action.

(c) We request that you furnish the Contracting Officer with the name, position title, phone number, and email address for each person designated to have access to your firm’s past performance evaluation(s) for the agreement no later than 60 days after award. Each person granted access will have the ability to provide comments in the Contractor portion of the report and state whether or not the Contractor agrees with the evaluation, before returning the report to the Assessing Official. The report information must be protected as source selection sensitive information not releasable to the public.

(d) When your Contractor Representative(s) (Past Performance Points of Contact) are registered in CPARS, they will receive an automatically-generated email with detailed login instructions. Further details, systems requirements, and training information for CPARS are available at http://www.cpars.csd.disa.mil/. The CPARS User Manual, registration for On Line Training for Contractor Representatives, and a practice application may be found at this site.

(e) Within 60 days after the end of a performance period, the Contracting Officer will complete an interim or final past performance evaluation and the report will be accessible at http://www.cpars.csd.disa.mil/. Contractor Representatives may then provide comments in response to the evaluation, or return the evaluation without comment.

Comments are limited to the space provided in Block 22. Your comments should focus on objective facts in the Assessing Official’s narrative and should provide your views on the causes and ramifications of the assessed performance. In addition to the ratings and supporting narratives, blocks 1 – 17 should be reviewed for accuracy, as these include key fields that will be used by the Government to identify your firm in future source selection actions.
SECTION C
CONTRACT TERMS AND CONDITIONS

If you elect not to provide comments, please acknowledge receipt of the evaluation by indicating “No comment” in Block 22, and then signing and dating Block 23 of the form. Without a statement in Block 22, you will be unable to sign and submit the evaluation back to the Government. If you do not sign and submit the CPAR within 60 days, it will automatically be returned to the Government and will be annotated: “The report was delivered/received by the contractor on (date). The contractor neither signed nor offered comment in response to this assessment.” Your response is due within 60 calendar days after receipt of the CPAR.

(f) The following guidelines apply concerning your use of the past performance evaluation:

(1) Protect the evaluation as “source selection information.” After review, transmit the evaluation by completing and submitting the form through CPARS. If for some reason you are unable to view and/or submit the form through CPARS, contact the Contracting Officer for instructions.

(2) Strictly control access to the evaluation within your organization. Ensure the evaluation is never released to persons or entities outside of your control.

(3) Prohibit the use of or reference to evaluation data for advertising, promotional material, pre-award surveys, responsibility determinations, production readiness reviews, or other similar purposes.

(g) If you wish to discuss a past performance evaluation, you should request a meeting in writing to the Contracting Officer no later than seven days following your receipt of the evaluation. The meeting will be held in person or via telephone or other means during your 60-day review period.

(h) A copy of the completed past performance evaluation will be available in CPARS for your viewing and for Government use supporting source selection actions after it has been finalized.

C.9 INSPECTION AND ACCEPTANCE (AGAR 452.246-70) (FEB 1988)

The Contracting Officer or the Contracting Officer’s duly authorized representative will inspect and accept the supplies and/or services to be provided under this agreement.

C.10 RESERVED

C.11 AFFIRMATIVE PROCUREMENT OF BIO BASED PRODUCTS UNDER SERVICE AND CONSTRUCTION CONTRACT (FAR 52.223-2) (SEPT 2013)

(a) In the performance of this contract, the contractor shall make maximum use of bio based products that are United States Department of Agriculture (USDA)-designated items unless—

(1) The product cannot be acquired—

   (i) Competitively within a time frame providing for compliance with the contract performance schedule;

   (ii) Meeting contract performance requirements; or

   (iii) At a reasonable price.
SECTION C
CONTRACT TERMS AND CONDITIONS

(2) The product is to be used in an application covered by a USDA categorical exemption (see 7 CFR 3201.3(e)). For example, all USDA-designated items are exempt from the preferred procurement requirement for the following:

(i) Spacecraft system and launch support equipment.

(ii) Military equipment, i.e., a product or system designed or procured for combat or combat-related missions.

(b) Information about this requirement and these products is available at http://www.biopreferred.gov.

(c) In the performance of this contract, the Contractor shall—

(1) Report to http://www.sam.gov, with a copy to the Contracting Officer, on the product types and dollar value of any USDA-designated biobased products purchased by the Contractor during the previous Government fiscal year, between October 1 and September 30; and

(2) Submit this report no later than—

(i) October 31 of each year during contract performance; and

(ii) At the end of contract performance.

C.12 CONTRACTOR AUTHORIZED SIGNATURES

Contractor is to submit names, positions and contact information of all company individuals who are legally authorized to bind the company and sign contractual documents. Contractor is also required to advise and update the Contracting Officer whenever there are changes in these authorized individuals.

Name Position/Title Phone

Email

Name Position/Title Phone

Email
SECTION C
CONTRACT TERMS AND CONDITIONS

C.13 OPTION TO EXTEND SERVICES (FAR 52.217-8) (NOV 1999)

The Government may require continued performance of any services within the limits and at the rates specified in the contract. These rates may be adjusted only as a result of revisions to prevailing labor rates provided by the Secretary of Labor. The option provision may be exercised more than once, but the total extension of performance hereunder shall not exceed 6 months. The Contracting Officer may exercise the option by written notice to the Contractor within 20 Days.

C.14 ECONOMIC PRICE ADJUSTMENT SPECIFIED FLIGHT RATE CONTRACTS

(a) NON-FUEL PORTION OF THE SPECIFIED FLIGHT RATE

Agreement rates will be established in accordance with the following to reflect increases or decreases in the cost of performance of the agreement work. The increases or decreases used in establishing the rates will be those indicated by the changes in the following price indexes: The Non-Fuel Portion of the Specified Flight rate will be affected by:

TABLE 6-PRODUCER PRICE INDEXES

1. Commodity Group 1423 --Aircraft Engines and Engine Parts
2. Commodity Group 1425 --Aircraft Parts and Auxiliary Equipment

AVERAGE OF PERCENT CHANGES X 100 PERCENT OF LAST ADJUSTED RATE
The new rate will be derived by multiplying the average of the percentage changes of (1) and (2) times the rate in effect for the year immediately prior to the year in which the renewal is effective. The result will be added to or subtracted from the existing rate to become the newly adjusted rate (rounded to the next dollar).

Base Rates: Commodity Group 1423: 227.7 Commodity Group 1425: 187.1

(b) FUEL PORTION OF THE SPECIFIED FLIGHT RATE

(1) During the entire agreement period of performance, flight rates will be adjusted to reflect increases and decreases to the prices of aviation fuel.

(2) For adjustment purposes, the baseline price of Jet A fuel is established at $5.18 per gallon. The unit prices are the average price for aviation fuel based upon the National Fuel Survey located at http://www.fs.fed.us/fire/contracting/helicopters_excl/helicopters_excl.htm.

(3) The adjustment to the fuel portion of the flight rate shall be the average difference multiplied by the fuel consumption rates located in the solicitation/ agreement for the applicable aircraft type.
SECTION C
CONTRACT TERMS AND CONDITIONS

4) An adjustment to the flight rate shall be made on May 16th of each agreement period, regardless of the variation in the fuel price to re-establish the baseline. Subsequent adjustments shall only be made if the fuel price is either 10% higher or lower than the unit price established when the last adjustment was made. The time-point where these adjustments would take place would be on July 16th and February 16th each year.

The adjustment to the fuel portion of the flight rate will be the determined variation amount multiplied by the fuel consumption rates found in Exhibit 12, Helicopter Services Hourly Flight Rates, Fuel Consumption and Weight Reduction Chart for the applicable aircraft type.

(c) PROJECT/OPTIONAL USE RATE

The Project/Optional use rate will not be adjusted. The Optional use rate will be in effect for each optional use period as bid in the schedule of items.

C.15 ECONOMIC PRICE ADJUSTMENT FOR EXTENDED STANDBY

The extended standby rate will be reviewed on an annual basis to ensure compliance with the Service Contract Act and an adjustment will be made if needed. The extended standby rate will be computed by taking the minimum wage rate from the Department of Labor Wage Determination (current at that time), for Nationwide Pilot, times 1.5 plus 20% for benefits, overhead and profit and rounded to the nearest dollar. If needed, adjusted rates will become effective annually on May 16th of each year.

C.16 ORDERING (FAR 52.216-18) (OCT 1995)

(a) Any supplies and services to be furnished under this agreement shall be ordered by issuance of delivery orders or task orders by the individuals or activities designated in the Schedule. Such orders may be issued from date of agreement award through 48 months (if all Options are exercised by the Government).

(b) All delivery orders or task orders are subject to the terms and conditions of this agreement. In the event of conflict between a delivery order or task order and this agreement, the agreement shall control.

(c) If mailed, a delivery order or task order is considered "issued" when the Government deposits the order in the mail. Orders may be issued orally, by facsimile, or by electronic commerce methods only if authorized in the Schedule.

C.17 PERIOD OF PERFORMANCE (AGAR 452.211-74) (FEB 1988)

(a) Period of Performance is the date of initial agreement award through 48 months after the award date. Should subsequent Option to Extend Services be exercised, the period of performance may be extended for up to 6 (six) additional months. Overall, the total performance length of the agreement could come to 54 months if all available options were exercised.
D.1 LIST OF EXHIBITS

Exhibit 1: First Aid Kit Aeronautical
Exhibit 2: Survival Kit Aeronautical
Exhibit 3: Alaska
Exhibit 4: Restraint Systems Condition Inspection Guidelines
Exhibit 5: Additional Suppression/Prescribed Fire
Exhibit 6: High Visibility Markings on Main Rotor Blades
Exhibit 7: Reserved – (Additional Avionics Equipment)
Exhibit 8: Fuel Servicing Equipment Requirements
Exhibit 9: Operations and Safety Procedures Guide For Helicopter Pilots
Exhibit 10: Interagency Guidelines for Vertical Reference/External Load Training
Exhibit 11: Helicopter Make/Model/Series List
Exhibit 12: Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart
Exhibit 13: Interagency Helicopter Load Calculation
Exhibit 14: Helicopter and Fuel Service Truck Pre-Use Checklist
Exhibit 15: Performance Report
Exhibit 16: Department of Labor Wage Determination
Exhibit 17: Reserved – (Supplemental Rappel Requirements – Equipment)
Exhibit 18: Contractor’s Verification of Individual Helicopter Pilot Requirements and Experience for Initial Interagency Approval
Exhibit 20: Aircraft Mechanic (Helicopter) Qualification Form
Exhibit 21: Weight and Balance Form (Example)
Exhibit 22: Reserved – (Gross Computed Weight Table)
Exhibit 23: Performance by Government-Furnished Pilot
Exhibit 24: FAA Overwater Kit
Exhibit 25: Litter Kit Provisions and Litter
Exhibit 26: Reserved – (Aerial Ignition)
Exhibit 27: Reserved – (Law Enforcement Short Haul Special Mission Qualifications)
Exhibit 28: Public Aircraft Operations
Exhibit 29: Vendor-Contractor QA/Evaluation/Safety Checks
Exhibit 30: Reserved – (Night Flying Operations)
Exhibit 31: Safety Management System (SMS) Components Questionnaire and Accident History
Exhibit 32: Transportation Worksheet
Exhibit 33: Reserved – (Additional Telemetry Unit (ATU))
SECTION D
EXHIBITS

EXHIBIT 1 - FIRST AID KIT AERONAUTICAL (B.4)

Each kit shall be in a dust-proof and moisture-proof container. The kit shall be on board the aircraft and accessible to the occupants. The contents shall include the following minimum items:

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Passenger Seats (0 – 9)</th>
<th>Passenger Seats (10 – 50)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adhesive bandage strips (3 inches long)</td>
<td>8</td>
<td>16</td>
</tr>
<tr>
<td>Antiseptic or alcohol wipes (packets)</td>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td>Emergency trauma dressing, 4 inch x 2’</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Triangular bandage, 40 inch (sling)</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Roller bandage, 4 inch x 5 yards (gauze)</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Adhesive tape, 1 inch x 5 yards (standard roll)</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>EMT trauma shears 51/2”</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Body Fluids Barrier Kit:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 2-pair of latex gloves</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 1-face shield</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 1-mouth-to-mouth barrier</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 1-protective gown (optional)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 2-antiseptic towelettes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 1-biohazard disposal bag</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Combat Application Tourniquet (C-A-T) (optional)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: Splints are recommended if space permits.

The kit’s contents which have expiration dates shall not be acceptable if past their expiration dates.
SECTION D
EXHIBITS

EXHIBIT 2 - SURVIVAL KIT AERONAUTICAL (LOWER 48) (B.4)

The contents shall include the following minimum items:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Knife</td>
<td>Signal Mirror</td>
</tr>
<tr>
<td>Non-Marine Aerial Flares (6-each)</td>
<td>Matches (2-small boxes in waterproof containers)</td>
</tr>
<tr>
<td>Food (2-days @ a minimum 1,000 calories per day, emergency rations per occupant)</td>
<td>Water (1-quart per occupant) (not required when operating over areas with adequate drinking water)</td>
</tr>
<tr>
<td>Space Blanket (1-per occupant)</td>
<td>Candles</td>
</tr>
<tr>
<td>Collapsible Water Bag</td>
<td>Whistle</td>
</tr>
<tr>
<td>Magnesium Fire Starter</td>
<td>Nylon Rope or Parachute Cord (50-feet)</td>
</tr>
<tr>
<td>Water Purification Tablets</td>
<td></td>
</tr>
</tbody>
</table>

Suggested Survival Kit Items Dependent Upon Terrain and Climate:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Container w/carrying Handle or Straps</td>
<td>Individual First Aid Kit</td>
</tr>
<tr>
<td>Large Plastic Bags</td>
<td>Signal Panels</td>
</tr>
<tr>
<td>Flashlight with Spare Batteries</td>
<td>Hand Saw or Wire Saw</td>
</tr>
<tr>
<td>Collapsible Shovel</td>
<td>Sleeping Bag (1-per two occupants)</td>
</tr>
<tr>
<td>Survival Manual (Arctic/Desert)</td>
<td>Snowshoes</td>
</tr>
<tr>
<td>Insect Repellant</td>
<td>Axe or Hatchet</td>
</tr>
<tr>
<td>Insect Head net (1-per occupant)</td>
<td>Collapsible fishing pole with an assortment of fishing tackle such as hooks, flies, lines, sinkers, etc.</td>
</tr>
<tr>
<td>Personal ELT</td>
<td>Consistent with AK equipment</td>
</tr>
<tr>
<td></td>
<td>Sunscreen</td>
</tr>
</tbody>
</table>

Note: A hand-held 760 channel VHF transceiver radio is recommended. It should be attached, or immediately accessible, to a crewmember rather than placed in the aircraft survival kit.

The kit's contents which have expiration dates shall not be acceptable if past their expiration dates.
EXHIBIT 3 - ALASKA (A.1, A.7, A.33)

The following provisions shall apply when operating in Alaska. All other provisions not expressly changed herein continue to apply.

NOTE: Contractors from the lower 48 dispatched to Alaska need to have insurance coverage for Alaska, in addition to having Operations Specifications that permit Alaska operations.

(a) General Equipment

Additional Equipment:

(1) One set of approved Tundra Boards or Snow Pads with accompanying FAA certification.

(2) Complete set of current aeronautical charts and navigation publications covering areas of operation within Alaska and Canada.

(3) Survival kit:

All aircraft will carry survival equipment. Survival kits will contain at least the following items and additional items required by local regulation as is appropriate for local climate and terrain conditions.

The minimum equipment to be carried during the summer months:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ax or hatchet (1), and Knife (1)</td>
<td>Water Purification Tablets</td>
</tr>
<tr>
<td>Magnesium Fire Starter</td>
<td>Mosquito repellant containing DEET</td>
</tr>
<tr>
<td>Whistle</td>
<td>Mosquito head net for each occupant</td>
</tr>
<tr>
<td>Signal Mirror</td>
<td>Candles (5 each)</td>
</tr>
<tr>
<td>Non-Marine Aerial Flares (6-each)</td>
<td>Space Blanket (1 per occupant)</td>
</tr>
<tr>
<td>Matches (2-small boxes in waterproof containers)</td>
<td>Nylon Rope or Parachute Cord (50-feet)</td>
</tr>
<tr>
<td>Food (Each occupant sufficient to sustain life for 1-week @ minimum of 1,000 calories per day)</td>
<td>Collapsible fishing pole with an assortment of fishing tackle such as hooks, flies, lines, sinkers, etc.</td>
</tr>
</tbody>
</table>

Personal Locator Beacon (PLB) (Note: required only if Aircraft ELT requires tools to be removed)

In addition to the above, the following shall be carried as minimum equipment from October 15 to April 1 of each year:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pair of Snowshoes (1)</td>
<td>Sleeping bag per two occupants (1)</td>
</tr>
<tr>
<td>Wool blanket or equivalent for each occupant over 4-years of age (1)</td>
<td></td>
</tr>
</tbody>
</table>
**SECTION D EXHIBITS**

**EXHIBIT 3 - ALASKA SUPPLEMENT (A.1, A.7, A.33) (Continued)**

**Note:** A hand-held 760 channel VHF transceiver radio is recommended. It should be attached, or immediately accessible, to a crewmember rather than placed in the aircraft survival kit.

**FUEL SERVICING VEHICLE SPECIFICATIONS**

A fuel servicing vehicle and driver are not required.

The Government will furnish, transport, and store all aircraft fuel required at no expense to the Contractor.

Grades of Government-furnished fuel vary from location to location, and the Contractor shall use the grade available.

The appropriate type of fuel (Avgas or Jet fuel), in one of the following grades, will be available at each location:

- Avgas
- Jet Fuel
- 100
- Jet A
- 100LL
- Jet A-50
- Jet B
- Jet-4 or JP-5 or JP-8

All lubricating oil, parts, and supplies shall be furnished and transported by the Contractor to the assigned work location.

The Contractor shall furnish for each aircraft a portable hand or electrically-operated fuel pump, barrel stem, hoses, and filtration system for refueling in remote areas.

The filtration system shall include a unit which accomplishes water separation with positive shut-off. The size of the filtration system unit shall be compatible with pump size. One acceptable three-stage unit is FACET part number 050871. If this model FACET is used, the third stage monitor should be a Velcon part number CDF-210K which is rated to 10 GPM. Also acceptable are Velcon filter spin on 5 micron cartridges, part number 40505SP, rated to 13 GPM; or Velcon VF-31 with 1 micron cartridge element, part number ACO-21005B, rated to 15 GPM. All filtering components shall be changed annually or sooner if needed, and the date of the change shall be placarded on the canister.

Two complete spare filter changes shall be furnished by the Contractor.

**AVAILABILITY OF MECHANICS**

The mechanic shall be present for all operations in Alaska. The mechanic shall accompany the helicopter to any assigned work location. The cost of the mechanic shall be included in the Daily Availability Rate.
SECTION D
EXHIBITS

EXHIBIT 3 - ALASKA SUPPLEMENT (A.1, A.7, A.33) (Continued)

(b) Payment for Availability

Operations in Alaska will be scheduled by the Government in accordance with flight time/duty time limitations. The schedule will not exceed:

SINGLE CREW: Maximum 14 hour per day PIC, or PIC and SIC.

DOUBLE CREW: Maximum 24 hours per day.

Measurement of availability will be reduced, as specified below, for each hour or portion thereof service is listed as unavailable to the Government. Single or double crew Periods of Unavailability will be accumulated for the day and posted on the Flight Use Invoice as actual clock unavailability. There will no longer be a need to round to the nearest quarter hour or reduce unavailability by 1/56.

Availability, as measured above, will be paid at the applicable rate appearing in the Schedule of Items.

(c) Payment for Extended Standby is Applicable for Alaska assignments.

(d) Transporting of Relief Crew

(e) AIRCRAFT FUEL. The cost of fuel furnished by the Contractor in lieu of Government Furnished fuel while operating in Alaska will be reimbursed to the Contractor as provided below:

GENERAL: The Contractor shall not charge any fuel acquired under this agreement directly to the Government. All fuel not otherwise furnished by the Government must be paid for or charged to the Contractor. The purchase must be approved by the Contracting Officer. Fuel related costs shall be recorded as a line entry (i.e., date, fuel charge, dollar amount, and use- item code fuel charge [FC]), shall be summarized under “Other Charges/Credits” on the Aircraft Use Report (OAS-23), or Flight Use Invoice, and shall be supported by paid legible, itemized invoices from the supplier. Itemized receipts must support claims for reimbursement and must be kept on file by the contractor. Copies of receipts to be provided to the helicopter manager for review and approval but are not required to be submitted with the payment document Certified true copies may be submitted in lieu of the original invoice.

Government furnished fuel used by the Contractor for maintenance flights, repositioning aircraft, crew transportation, or any other flight for the convenience of the Contractor, will be deducted from amounts due the Contractor at the rate specified in the current Hourly Flight Rate Fuel Consumption and Weight Reduction Chart.

(f) Adjustment for Flight Rate. The flight rate will be reduced to reflect a dry rate by multiplying the fuel consumption for make and model of aircraft by current jet fuel price in the current Hourly Flight Rate Fuel Consumption and Weight Reduction Chart. Mobilization and demobilization will be at the wet rate. The dry rate will be effective upon the first Government-Furnished-Fueling.
SECTION D
EXHIBITS

EXHIBIT 3 - ALASKA SUPPLEMENT (A.1, A.7, A.33) (Continued)

FERRY FLIGHTS THROUGH CANADA. Flights through Canada will be paid at the wet rate.

(g) Payment for Transportation of Helicopter Fuel: **Not applicable in Alaska**

(h) Wage Determination in effect is the one provided in the solicitation

The kit’s contents which have expiration dates shall not be acceptable if past their expiration dates.

EXHIBIT 4 - RESTRAINT SYSTEMS CONDITION INSPECTION GUIDELINES (B.4 (d) (8))

Federal Aviation Regulations require that occupant restraints systems are to be replaced in aircraft manufactured after July 1, 1951; such systems shall conform to standards established by the FAA. These standards are contained in Technical Standard Order TSO-C22g. Restraint system eligible for installation in aircraft may be identified by the marking TSO-C22g, TSO-C114 on the webbing, or by a military designation number since military systems comply with the strength requirements of the TSO. Aircraft manufacturer installed restraint systems with part numbers are acceptable. Each system shall be equipped with an approved metal-to-metal latching device.

Federal Aviation Regulations provide minimum inspection guidance, other than to state, that mildew and fraying may render the restraint system un-airworthy and that suspected webbing should be tested for tensile strength. The tensile strength requirement for a single person system is 525 pounds (most systems are rated at 1,500 pounds).

Unacceptable Condition Criteria:

```
<table>
<thead>
<tr>
<th>Webbing</th>
<th>Hardware</th>
<th>Stitching</th>
<th>TSO Tags</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frayed (5%), Torn, Crushed, Swollen, Creased, Deteriorated</td>
<td>Inoperable, Damaged, Corroded, Excessive Wear</td>
<td>Broken, Excessive Wear, Missing</td>
<td>Missing, Illegible</td>
</tr>
</tbody>
</table>
```

References:

14 CFR 91.205
14 CFR 21.607
AC 21-34
TSO-C22g
TSO-C114
SECTION D
EXHIBITS

EXHIBIT 5 - ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e))

NOTE 1: For Tank Operations reference B.10 (e) (4)

NOTE 2: There will be NO on-board mixing of wildland fire chemicals on Forest Service owned, contracted, chartered or leased aircraft.

(a) Fixed Suppressant/Retardant Delivery Tank with Self-Filling Capability

One (1) externally/externally mounted, fixed suppressant/retardant delivery tank. With a capacity commensurate with the maximum related lifting capability of the helicopter equipped with the tank at sea level on a standard day, meeting or exceeding the following specification:

(1) Door(s)

The Tank door(s) shall be designed such that:

(i) The frontal area of the retardant column is minimized.
(ii) The door(s) does not appreciably deflect the retardant when fully opened.
(iii) The tank and doors shall be leak proof, i.e. ½ gallon or less in a 24-hour period
(iv) The doors shall be closeable in flight if the aircraft is not capable of landing with the door(s) open without damaging the door(s).

(2) Venting

(i) The tank shall be vented so that no more than 0.25 PSI negative pressure will be created in the tank head space during the fastest drop sequence.
(ii) The vent shall not leak during filling or normal flight maneuvers.

(3) Fill Port(s) (Not required for hover draft operations.)

(i) The fill port shall be a 3-inch Kamlock® fitting (male) and shall be located on the right and left side of the aircraft.
(ii) The fill port shall not leak or overflow during ground operations or during normal flight maneuvers.

(4) Controls (All controls for tank system shall be labeled as to function.)

(i) The door open switch shall be the same switch that opens the water bucket.
(ii) When required, the tank close switch shall be the same switch that closes the water bucket unless tank STC requires a different switch location.
EXHIBIT 5 - ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e)) (Continued)

(iii) All tanks shall be equipped with an independently controlled and operated emergency dump system enabling the entire load to be dropped in less than 6-seconds. This system shall use mechanical, pneumatic, or fluid pressure for operation.

(iv) Emergency systems operated by pneumatic or fluid pressure shall be isolated from the normal tank system pressure. Normal function or failure of the normal system shall not affect the emergency system pressure. Emergency systems dependent on normal operating aircraft or tank systems for initial charge shall have a pressure gauge or indicator readily visible to the crew. Emergency systems dependent on precharged bottles shall have a positive means of checking system charge during preflight.

(v) The primary emergency dump control shall be positioned within easy reach of the pilot and copilot while strapped in their respective seats. Electrically operated controls shall be wired direct to a source of power isolated from the normal aircraft electrical bus and protected by a fuse or circuit breaker of adequate capacity.

(5) Certifications

(i) Reserved

(ii) Weight and balance computations shall be made with the tank full, empty, and removed, showing the helicopter to remain within acceptable center of gravity limits at all times.

(iii) The tank shall accept filling at a rate sufficient to allow the tank to be filled to capacity in no more than 1-minute.

(6) For Type II helicopters

(i) Fixed Suppressant / Retardant Tank must be manufactured with an opening that allows use of the cargo hook for external load operations while tank is attached.

(ii) Extended Height landing gear that ensures a minimum of 12 inches clearance between the attached delivery tank and the level ground shall have an extended height access step or equivalent to provide a minimum of one step half the distance to the skid.

(7) For Type II Standard Category helicopters

(i) Snorkel will be removable.

(ii) Snorkel assembly will be Supplemental Type Certificated (STC) to allow for personnel transport with the snorkel in the stowed position during day time operations.
SECTION D
EXHIBITS

EXHIBIT 5 - ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e)) (Continued)

(8) Reserved (For Type I helicopters)

(i) Tanked aircraft will display the last three numbers/letters of the aircraft registration on both sides of the aircraft. Numbers/letters will be high visibility/contrasting colors and a minimum 32 inches high and 5 inches wide. Number placement on the aircraft sides should give high consideration to visibility from the ground. If there is a duplication in Aircraft Identifier for substitute aircraft and/or if a fixed external tank is replaced or moved to a different airframe, contact your CO for direction.

Example: N282CL will display 2CL

(b) Suppressant Equipment

(1) Remote Cargo Hook

(i) As a minimum, the remote cargo hook shall be completely disassembled and inspected with repairs made as required, lubricated, and a full-load operational check in accordance with manufacturer’s recommendations.

(ii) All work shall be done in accordance with manufacturer’s maintenance manuals, as applicable.

(2) Long-lines 150 feet (as applicable)

(i) Rotation resistant wire rope

(A) Rotation resistant wire rope with swaged fittings rated in accordance with ANSI Standards.

(B) Fabrication and installation methods shall be in accordance with aircraft and ANSI Standards.

(ii) Synthetic Long Line

(A) Helicopter synthetic long-lines shall be constructed from the HMWPE (High Molecular Weight Polyethylene Equipment) or HMPE (High Molecular Polyethylene Equipment) family of rope fibers including brand names such as Spectra® by Allied Signal or fibers with similar properties.

(B) Working or Rated Load

(1) The working or rated load of a rope is the maximum static load that will be lifted by the rope. Working loads are based on a percentage of the approximate breaking or ultimate strength of the rope when new and unused. The working load shall be appropriate to the lifting capability of the helicopter.
SECTION D
EXHIBITS

EXHIBIT 5 - ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e)) (Continued)

(2) For reference, lifting capability for each category of helicopter is as follows:

<table>
<thead>
<tr>
<th>Type</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type I (Heavy)</td>
<td>4,500 lbs to 30,000 lbs or greater</td>
</tr>
<tr>
<td>Type II (Medium)</td>
<td>1,600 lbs to 4,500 lbs</td>
</tr>
<tr>
<td>Type III (Light)</td>
<td>750 lbs to 1,600 lbs</td>
</tr>
</tbody>
</table>

(C) Factor of Safety

A factor of safety of 7 shall be used for helicopter synthetic long-lines. Therefore, all ropes shall have an ultimate strength of seven times the rated or working load. For example, if a Type II (Medium) helicopter line will have a working load of 4,500 pounds, the rope shall have strength, when new, of at least 31,500 pounds. Rope diameters will vary depending on strength and type of rope.

(D) Knots and Splices

Knots are not permitted in the synthetic long-line. Knots can decrease rope strength by as much as 50%. Splices may be used in the assembly of the long-line, but no mid-line splicing repairs may be done. Re-splicing at the end of the line is permitted only if the rope is in good condition, and the new splice is done per manufacturer’s recommended splicing practices. Splices should always follow the manufacturer’s recommended splicing practices.

(E) Maintenance and Inspections

Manufacturer’s recommended maintenance and inspection procedures shall be complied with.
SECTION D
EXHIBITS

EXHIBIT 6 - HIGH VISIBILITY MARKINGS ON MAIN ROTOR BLADES (B.4 (d) (16))

Acceptable Paint Schemes

(a) Starting at blade tip, paint first 1/6th of blade length with gloss white. Paint second 1/6th of blade length with orange. Paint third 1/6th of blade length with gloss white. Paint next 1/3rd of blade length with orange. Paint remaining 1/6th of blade length with gloss white.

```
<table>
<thead>
<tr>
<th>White</th>
<th>Orange</th>
<th>White</th>
<th>Orange</th>
<th>White</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/6</td>
<td>1/6</td>
<td>1/6</td>
<td>1/3</td>
<td>1/6</td>
</tr>
</tbody>
</table>
```

(b) One black and one white blade.

(c) Paint schemes previously approved under Interagency Fire and Aviation Agreement.

(d) Paint schemes and color variations specified by manufacturer in a service bulletin, instructions, or other manufacturer published document or text.

EXHIBIT 7 - RESERVED – (Additional Avionics Equipment)
EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21))

(a) General

(1) An approved fuel servicing vehicle (FSV) (truck, pump-house, or trailer) shall be provided with each helicopter. The FSV shall be inspected annually and possess current USFS or USDA-OAS inspection documentation.

(2) The fuel servicing vehicle shall be capable of transporting fuel over rough mountainous terrain to include grades of up to 9%.

(3) Fuel tank/chassis combinations must meet DOT requirements.

(4) Fuel servicing vehicles shall be properly maintained, cleaned, and reliable. Tanks, plumbing, filters, and other required equipment shall be free of leaks, rust, scale, dirt, and other contaminants. Trailers used for storage and transport of fuel shall have an effective wheel braking system.

(5) Spare filters, seals, and other components of the fuel servicing vehicle filtering system shall be stored in a clean, dry area in the fuel service vehicle. A minimum of one set is required to be with the vehicle.

(6) The fuel servicing vehicle tank capacity shall be sufficient to sustain 8-hours of flight (14-hours of flight when the aircraft is doubled crewed and required in the Schedule of Items). Barrels are not acceptable.

(7) All tanks will be securely fastened to the vehicle frame in accordance with DOT regulations and shall have a sump or sediment settling area of adequate capacity to provide uncontaminated fuel to the filter.

(8) A 10-gallon per minute filter and pump is the minimum size acceptable. Filter and pump systems sizes shall be compatible with the helicopter being serviced.

(9) The filter manufacturer's Operating, Installation and Service Manual shall be with the FSV. Filters shall be changed in accordance with the filter manufacturer's manual, at a minimum of every 12-months, whichever is less, and documented. The filter vessel shall be placarded indicating filter change date and documented in service vehicle log.

(10) Gasoline engine driven pumps shall be designed to pump fuel, have shielded or insulated ignition system, Forest Service approved spark arrester muffler, and a metal shield between the engine and pump. Other exposed terminal connections shall be insulated to prevent sparking in the event of contact with conductive material.

(11) FSV shall have deadman controls designed to allow operation while wearing gloves and be held for the time needed. A pistol grip deadman device at the end of the nozzle or an electronic control to stop the pump is acceptable.

(12) FSV shall have most current version of the Emergency Response Guidebook (ERG) on FSV either electronic or hardcopy.
(b) Equipment

(1) Each aircraft fuel servicing tank vehicle shall have two fire extinguishers, each having a rating of 20-B: C (more than 20 is acceptable) with one extinguisher mounted on each side of the vehicle. Extinguishers shall comply with NFPA 10 Standards for Portable Fire Extinguishers.

Note: FSV inspected after 1 January 2022 shall comply with the following:

Each FSV shall have two fire extinguishers, with one fire extinguisher mounted on each side. Extinguishers shall comply with NFPA 10 Standards for Portable Fire Extinguishers and each shall have a minimum rating of 40-B: C. Fire extinguishers with an A rating will not be acceptable.

(2) Fuel tanks shall be designed to allow contaminants to be removed from the sediment settling area.

(3) Only hoses compatible with aviation fuel shall be used for servicing. Hoses shall be kept in good repair. The hose shall be at least 50 feet in length, minimum of ½ the rotor diameter plus 20 feet for rapid refueling.

Note: FSV inspected after 1 January 2022 shall comply with the following:

(a) Aircraft fueling hose shall be removed from service after 10 years from date of manufacture.

(b) Aircraft fueling hose not placed into service within 2 years of the date of manufacture shall not be used.

(4) Fuel nozzle shall include a 100-mesh or finer screen (except for closed circuit systems), a dust protective device, and a bonding cable with clip or plug. No hold-open devices will be permitted.

(5) An accurate fuel-metering device for registering quantities in U.S. gallons of fuel pumped shall be provided. The meter shall be positioned in full view of the fuel handler while fueling the helicopter.

(6) Fuel servicing vehicle shall have adequate bonding cables.

(7) Fuel servicing vehicle shall comply with DOT and EPA requirements for transportation and storage of fuel, and shall carry sufficient petroleum product absorbent pads or materials to absorb or contain up to a 5-gallon petroleum product spill. The Contractor is responsible for proper disposal of all products used in the cleanup of a spill in accordance with the EPA, 40 CFR 261 and 262.

(8) All tank inlet ports, sump drains, and the fuel nozzle must be locked closed or stored inside locked compartments when not in use to preclude tampering, contamination, or improper drainage of the fuel supply.
EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(c) Markings

(1) Each fuel-servicing vehicle shall have "NO SMOKING" signs with 3-inch minimum letters visible from both sides and rear of vehicle.

(2) Each vehicle shall also be conspicuously and legibly marked to indicate the nature of the fuel. The marking shall be on each side and the rear in letters at least 3 inches high on a background of sharply contrasting color such as Avgas by grade or jet fuel by type. Example: Jet-A white on black background.

(3) All fuel servicing vehicles shall be placarded in accordance with 49 CFR 172.

(d) Filtering System (Three-Stage or Single-Stage is acceptable)

(1) The first and third stage elements of a three-stage system and the elements of a single-stage system shall be new and installed by the Contractor during the annual inspection and witnessed by the Government Inspector, upon request.

(2) The separator element (Teflon screen) of the three-stage system shall be inspected and tested as prescribed by the manufacturer during the inspection. The filter assembly shall be placarded with that data.

(3) If equipped with a drain, the bottom of the filter assembly shall be mounted to allow for draining and pressure flushing into a container. If the unit is drained overboard, the fuel shall not come in contact with the exhaust system or the vehicle’s wheels. If the unit is equipped with a water sight gauge, the balls shall be visible.

(4) Three-Stage (filter, water separator, monitor) System:

Fueling systems shall utilize a three-stage system such as a Facet Part Number 900442-GNG-220 for 20 gallon-per-minute (gpm) pump, or equal. A Facet Part Number 900443-GNG-210 for a 10 gallon-per-minute pump, or equal. An acceptable third-stage (monitor) unit is Velcon CDF-220 Series for 20-gpm flow or Velcon CDF-210E for 10 gpm systems.

(5) Single-Stage System or Three-in-One Filter Canister:

Fueling systems shall utilize a single element system such as a Velcon filter canister with Aquacon cartridge of a size compatible with pumps flow rate.

(6) Differential pressure gauge(s) shall be installed and readable. Example: Velcon VF-61 canister with an ACO-51201C cartridge.

(e) Fuel Servicing

(1) General
EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(i) The Contractor shall supply all aircraft fuel unless the Government exercises the option of providing fuel. All fuel provided by the Contractor will be commercial grade aviation fuel. Only fuels meeting the specifications of American Society for Testing and Materials (ASTM) D-1655 (Type Jet A, A-1 or B), MIL-T-5624 (Grade JP-4 or JP-5) for turbine engine powered aircraft are authorized for use.

(ii) Fueling operations, including storage and handling, shall comply with the airframe and engine manufacturer's recommendations and all applicable FAA standards. NFPA Standard No. 407, Aircraft Fuel Servicing, shall be followed, except that no passengers may be on board during fueling operations.

(iii) The contractor shall ensure that they are in compliance with 40 CFR Part 112: Oil Pollution Prevention; Spill Prevention, Control, and Countermeasure Plan Requirements (SPCC). An SPCC plan is required for each fuel servicing vehicle used on this contract regardless of bulk storage container (tank) size.

(iv) Reserved

(2) Rapid Refueling

(i) There are two approved methods (CCR and Open Port) for fueling helicopters with engine(s) running.

(A) Closed Circuit Refueling (CCR). This method of refueling uses a CCR system designed to prevent spills, minimized fuel contamination, and prevent escape of flammable fuel vapors. Open port nozzle Emco Wheaton Model G457 or equivalent may be used in place of CCR system.

(B) Open Port. This method of refueling allows flammable fuel vapors to escape.

(ii) Rapid refueling of helicopters is permitted IAW NFPA 407 and the contractors approved rapid refueling plan. Rapid refueling authorization shall be annotated on the approval card. At a minimum the following requirements will be met:

(A) Rapid refueling is requested by the Government.

(B) The aircraft must be shut down after 4 hours of flight (Hobbs) time or 2 fuel cycles (whichever occurs first).

(C) Personnel providing onsite fire protection are briefed on the Contractor's rapid refueling procedures.

(D) Government personnel shall not refuel Contract aircraft unless the pilot requests Government assistance due to an emergency situation; or when the Government provides the fuel servicing system and dispensing personnel.

(E) The hose shall be at least 50 feet in length, minimum of ½ the rotor diameter plus 20 feet for rapid refueling.
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(F) No passengers may be on board during fueling operations.

(G) A copy of the contractors approved rapid refueling plan must be kept with FSV.

(f) Fuel Quality Control Procedures

Compliance with fuel quality control requirements is the responsibility of the contractor.

(1) Daily

Note 1: Individual clear glass one quart jars will be used for each sample port. Sample jars will be marked for each sample port and will be retained until the next sample is taken.

Note 2: After three consecutive samples from any port are taken without a clean sample, the FSV will be removed from service. An interagency FSV inspector must return the FSV to Contract Availability.

(i) Sample for and remove any contaminates from fuel tanks. A check will be performed each morning before the vehicle is moved, after every reloading of fuel, washing of equipment, and after a heavy rain or snowstorm.

(ii) Sample all filter/seperator drain valves and check for contaminants.

(iii) Sample from open port fuel nozzle (downstream from filter). Any visual contaminates are not acceptable.

(2) During Helicopter Fueling Process

(i) Check sight gauge for water, if equipped

(ii) Visually monitor FSV for leaks.

(iii) Monitor differential pressure reading.

(3) Weekly

(i) With pump operating, pressure flush filter assembly. Continue flush operation until sample is clear, clean, and bright.

(ii) Sample from closed circuit nozzle for contaminates.

(iii) Check condition of covers, gaskets, and vents.

(iv) Inspect all fire extinguishers for broken seals, proper pressure, and recharge date. Replace as necessary.
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(v) Inspect hoses for abrasions, separations, or soft spots. Weak hoses will be replaced.

(4) Record Keeping. (Records shall be kept with the FSV) The fuel handler shall keep a record containing the following information: (as a minimum)

(i) Condition (clean, clear, bright, etc.) of fuel sample at:

(A) Nozzle

(B) Filter Sump

(C) Tank Sump

(ii) Differential pressure

(iii) Filter change (reason & date)

(iv) Record of source, location, when and quantity of fuel loaded into FSV

(v) Reserved

Note: When identified in Section A.12 as a required item, or when the Contractor elects to provide a P25 Digital VHF-FM Mobile Radio as optional for contract consideration, the below specifications shall be in effect.

(g) P25 Digital VHF-FM Mobile Radio

(1) A P25 Digital VHF-FM two-way mobile radio, with a matched broadband antenna (Antenna Specialists ASPR7490, Maxrad MW5803, or equivalent), shall be installed in the fuel-servicing vehicle. The radio shall provide selection of analog wideband (25.0 kHz), analog narrowband (12.5 kHz), and P25 Digital narrowband (12.5 kHz), channel spacing on each channel operating from 150 MHz to 174 MHz. The radio shall be frequency-synthesized, equipped with a CTCSS sub-audible tone encoder having a minimum of 32 selectable tones meeting the current TIA/EIA-603 standard, and develop a minimum of 30 watts nominal output power.

(2) Transceivers shall be set to operate in the narrowband mode unless local requirements dictate otherwise. All radios must have the ability to be programmed in the field by the radio operator without the aid of a computer or the services typically found in a radio shop.

(3) The use of appropriate VHF-FM portable radios with suitable output power booster units is permissible. See the below VHF-FM Portable Radio section for portable radio requirements.

SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

Note 1: It is highly recommended that a programming “cheat sheet” accompany the fuel servicing vehicle.

Note 2: When identified in Section A.12 as a required item, or when the Contractor elects to provide a P25 Digital VHF-FM Portable Radio as optional for contract consideration, the below specifications shall be in effect.

(h) P-25 Digital VHF-FM Portable Radio

(1) A P25 Digital VHF-FM two-way portable radio operating from 150 MHz to 174 MHz. The radio shall provide selection of analog wideband (25.0 kHz), analog narrowband (12.5 kHz), and P25 Digital narrowband (12.5 kHz) channel spacing on each channel. The radio shall be frequency-synthesized, equipped with a CTCSS sub-audible tone encoder having a minimum of 32 selectable tones meeting the current TIA/EIA-603 standard, and develop a minimum of 1 watt nominal output power but no more than 10 watts nominal output power. Modified or Family Service Radios (FSR) are not acceptable.

(2) Transceivers shall be set to operate in the analog narrowband mode unless local requirements dictate otherwise. All radios must have the ability to be programmed in the field by the radio operator without the aid of a computer or the services typically found in a radio shop.

(3) When the above Fuel Service Vehicle Radio requirement is met with the use of a VHF-FM portable radio with output power booster, that portable VHF-FM radio may be used to comply with this section as long as the portable radio complies with all specified VHF-FM Portable Radio requirements. The VHF-FM portable radio used in the fuel service vehicle must be removable and still operate as a portable radio.

(4) At least two fully charged batteries per radio are required at the beginning of each shift when using rechargeable batteries. The contractor supplied batteries must operate the portable radio throughout the shift. It is highly recommended that all portable radios utilize an AA alkaline battery clamshell. A source of 115 VAC power may not be available for rechargeable batteries.

Note: It is highly recommended that a programming “cheat sheet” accompany the VHF-FM portable radio. Additionally, the radio should have a carrying case or chest pack carrier and utilize AA batteries.

EXHIBIT 9 - OPERATIONS AND SAFETY PROCEDURES GUIDE FOR HELICOPTER PILOTS

It is important for Agreement pilots to be familiar with the Agreement specifications. See Forest Service website: http://www.nifc.gov/aviation/av_documents/av_helicopters/SafetyBrief.pdf

Pilot operation briefings will emphasize the following areas:

(1) Pilot Authority and Responsibility
(2) Helicopter Management
(3) Operational Requirements
(4) Operating Limitations and Weather Requirements
(5) FM Radio and GPS Operations
(6) Flight Following and Flight Plans
(7) Incident Airspace
(8) Knowledge and Procedure Overview
(9) Regional Procedures
(10) Reference Web Sites
(11) Pilot Certification
(12) Verification of Long-Line and/or Snorkel Training
(13) Flight Hour requirements and experience verification
(14) Required documentation for pilot carding
SECTION D
EXHIBITS

EXHIBIT 10 - INTERAGENCY GUIDELINES FOR VERTICAL REFERENCE/EXTERNAL LOAD TRAINING (B.12 (f) (1))

National Interagency Helicopter Standards require that contractors develop a Vertical Reference / External Load Training Syllabus and that agreement pilots receive this training before applying for Agency Special Use approval. Each agreement pilot must have a current proficiency endorsement from the company’s chief pilot in order to qualify for a Flight Evaluation by an Interagency Helicopter Inspector Pilot.

The Applicant has demonstrated VTR proficiency with a 150' long-line by:

(1) Exhibiting knowledge of the elements of vertical reference / external load operations.
(2) Performing a thorough preflight briefing of ground personnel to include hookup procedures, signals, and pilot and ground personnel actions in the event of an emergency or hook malfunction.
(3) Visually determining that the cargo hook(s) and cables are installed properly and that electrical and manual releases are functioning properly.
(4) Ascending vertically using vertical reference techniques while centered over the load until the load clears the ground, then maintain a stable hover with a load 10 feet (+ - 5 feet) above the ground for 30 seconds. (The applicant should insure that the long-line does not become tangled on external parts of the helicopter).
(5) Controlling the hook movement and stopping load oscillations while in a hover.
(6) Maintaining positive control of the load throughout the flight while maintaining specified altitude within 50 feet, airspeed within 10 knots, and heading within 10 degrees.
(7) Maintaining the proper approach angle and rate of closure to establish an out-of-ground effect hover with the load 10 feet above the ground (+ - 5 feet) for 30 seconds and then placing the load within a 10-foot radius of the specified release/ touchdown point.
(8) Maintaining the proper approach angle and rate of closure to establish an out-of-ground effect hover within a confined area with the load 10 feet above the ground (+ - 5 feet) for 30 seconds and then placing the load within a 10-foot radius of the specified release/ touchdown point.

NAME: ___________________________ CERT NO: ___________________ □ INITIAL □ RECURRENT
(Check One)

I certify that the above listed pilot has completed training as outlined in the National Interagency Helicopter Standards and meets the currency and performance requirements of this company’s Vertical Reference / External Load Training Manual and recommend him/her for evaluation.

CHIEF PILOT: ___________________________ COMPANY: ___________________________
Printed Name

CHIEF PILOT: ___________________________ DATE: ___________________________
Signature
EXHIBIT 10 - INTERAGENCY GUIDELINES FOR VERTICAL REFERENCE/EXTERNAL LOAD TRAINING (B.12 (f) (1)) (Continued)

National Interagency Helicopter Standards require that contractors develop a Vertical Reference training syllabus for pilots who fly helicopters with a fixed tank and snorkel and that agreement pilots receive initial and recurrent training before applying for agency Special Use approval. Each agreement pilot shall have a current proficiency endorsement from the company's chief pilot in order to qualify for a Flight Evaluation Check by an Interagency Helicopter Inspector Pilot.

VERTICAL REFERENCE GUIDELINES FOR HELICOPTERS USING A FIXED TANK WITH SNORKLE

The pilot shall demonstrate proficiency with the snorkel by:

- Exhibiting knowledge of the elements of vertical reference operations.
- Performing a thorough preflight of the tank and snorkel.
- Establishing a hover before takeoff by ascending vertically using vertical reference techniques while not dragging the snorkel.
- Establishing and maintaining the proper approach angle and rate of closure to establish a 5 foot snorkel height above the porto-tank and then lowering the snorkel into the tank. Maintain a stable hover for 30 seconds. Ascend vertically while keeping the snorkel clear of the edges of the tank until the snorkel is at least five (5) feet above the tank. Transition to forward flight without allowing the snorkel to settle back into the tank.

OR

- Establishing and maintaining a proper approach angle and rate of closure to establish a 5 foot snorkel height above the ground and over a circle of 8 to 10 feet in diameter. The circle shall be marked by paint or other easily identifiable material. From a stable hover, lower the aircraft until the snorkel head is touching the ground. Execute a 360 degree turn (left or right) while maintaining the snorkel head in contact with the ground within the circle and not allowing any part of the snorkel hose to touch the outside of the circle. The maneuver should be completed in 90-120 seconds.

AND

- Perform a landing while placing the main landing gear in a 6 foot diameter circle.

NAME: ___________________________ CERT NO: _______________ □ INITIAL □ RECURRENT

(Check One)

I certify that the above listed pilot has completed training as outlined in the National Interagency Helicopter Standards and meets the currency and performance requirements of this company's Vertical Reference / External Load Training Manual and recommend him/her for evaluation.

CHIEF PILOT: ___________________________ COMPANY: ___________________________

Printed Name

CHIEF PILOT: ___________________________ DATE: ________________

Signature
SECTION D
EXHIBITS

EXHIBIT 11 - HELICOPTER MAKE/MODEL/SERIES LIST (B.21 (b))

Grouping of like makes and models of aircraft allows determination of pilot authority. Differences training shall be completed for each of the makes/models in a grouping. Make/model qualification and currency are met with time flown in any aircraft in grouping.

When make/model/series currency is specified in the procurement document, only that specific make/model/series may be used to determine currency.

<table>
<thead>
<tr>
<th>Make</th>
<th>Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agusta</td>
<td>A-119</td>
</tr>
<tr>
<td></td>
<td>AW-139</td>
</tr>
<tr>
<td>Bell</td>
<td>47 Series (All Recips)</td>
</tr>
<tr>
<td></td>
<td>47 Series (Soloy)</td>
</tr>
<tr>
<td></td>
<td>206A, 206B, 206B3</td>
</tr>
<tr>
<td></td>
<td>206L, 206L1, 206L3, 206L4</td>
</tr>
<tr>
<td></td>
<td>407</td>
</tr>
<tr>
<td></td>
<td>204, 205, 210, Eagle Single, UH-1, All Series</td>
</tr>
<tr>
<td></td>
<td>212, 412</td>
</tr>
<tr>
<td></td>
<td>214</td>
</tr>
<tr>
<td>Boeing</td>
<td>BV-107-II, KV-107-II</td>
</tr>
<tr>
<td></td>
<td>BV-224, CH-47</td>
</tr>
<tr>
<td>Boeing</td>
<td>369 (500) Series</td>
</tr>
<tr>
<td></td>
<td>MD-600N</td>
</tr>
<tr>
<td></td>
<td>MD-900, 902</td>
</tr>
<tr>
<td>Enstrom</td>
<td>28 Series</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-315, SA-316, SA-319 (Alouette/Lama)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-318</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>AS 350 Series (A-star)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>AS-355 Series (Twin Star)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-341 (Gazelle)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-360</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-365 (Dauphin)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-330, AS-332 (Puma)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>MBB-105 Series</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>BK-117 Series</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>EC-145</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>EC-135</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>EC-120</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>BO-105</td>
</tr>
<tr>
<td>Hiller</td>
<td>12 Series (Recips)</td>
</tr>
<tr>
<td>Hiller</td>
<td>12 Series (Soloy)</td>
</tr>
<tr>
<td>Hiller</td>
<td>FH-1100</td>
</tr>
<tr>
<td>Hughes/Schweizer</td>
<td>269 (300) Series (Recips)</td>
</tr>
<tr>
<td>Schweizer</td>
<td>330</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-55, H-19 (Recip), S-55T</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-58, H-34 Series (Recip), S-58T Series</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-62</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-61 Series, SH-3</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-64, CH-54</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>CH-53</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-76 Series</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-70, Uh-60 Series</td>
</tr>
</tbody>
</table>
## Section D
### Exhibits

**Exhibit 12 - Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart (A.1, A.3 (a), B.10 (a) (6), B.32 (b) (3), B.36 (b))**

For contracts awarded 2018 - 2021 (CWN/Exclusive Use) - Effective July 16, 2019 (For Contracts Awarded 1/1/2018 and after)

<table>
<thead>
<tr>
<th>COMPANY</th>
<th>AIRCRAFT TYPE</th>
<th>FUEL CONSUMPTION (gph/HR)</th>
<th>MAY 16, 2019: HOURLY FLIGHT RATE ($/HR)</th>
<th>LOAD CALCULATION WEIGHT REDUCTION (lbs)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Aerospatiale</strong></td>
<td><strong>SA-319B</strong> 58</td>
<td>$1,044.96</td>
<td>160</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>SA-319C</strong> 58</td>
<td>$1,074.67</td>
<td>170</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>SA-319B</strong> 45</td>
<td>$1,074.67</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>AS-330J</strong> 176</td>
<td>$4,843.74</td>
<td>85</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>AS-332-1</strong> 140</td>
<td>$4,245.95</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>SA-341G</strong> 48</td>
<td>$1,986.02</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>AS-350B</strong> 45</td>
<td>$2,114.45</td>
<td>120</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>AS-350B</strong> 40</td>
<td>$2,288.26</td>
<td>130</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>AS-350B-1</strong> 40</td>
<td>$2,215.43</td>
<td>150</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>AS-350B</strong> 48</td>
<td>$2,106.13</td>
<td>160</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>AS-350B</strong> 50</td>
<td>$2,345.59</td>
<td>175</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>AS-350C</strong> 58</td>
<td>$3,153.70</td>
<td>190</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>AS-350F-2/3</strong> 58</td>
<td>$3,425.67</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>AS-350F-3/2</strong> 87</td>
<td>$2,367.90</td>
<td>276</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>EC-130-2</strong> 53</td>
<td>$1,236.44</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>EC-130-4</strong> 53</td>
<td>$1,450.94</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>EC-145</strong> 64</td>
<td>$2,005.38</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>EC-155B</strong> 95</td>
<td>$3,057.95</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>EC-225</strong> 63</td>
<td>$4,145.33</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td><strong>Bell</strong></td>
<td><strong>472C090</strong> 22</td>
<td>$720.93</td>
<td>120</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>206L (LH-1, Serves)</strong> 89</td>
<td>$1,937.99</td>
<td>290</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>204 Super B</strong> 90</td>
<td>$1,902.48</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>205A-1</strong> 88</td>
<td>$1,035.40</td>
<td>260</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>205A-1</strong> 90</td>
<td>$1,947.92</td>
<td>260</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>206B-1</strong> 100</td>
<td>$2,246.10</td>
<td>280</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>206B-2</strong> 100</td>
<td>$2,246.10</td>
<td>280</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>206L-1</strong> 100</td>
<td>$1,194.32</td>
<td>260</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>206L-2</strong> 100</td>
<td>$1,047.82</td>
<td>260</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>210 Single (Eaglet)</strong> 100</td>
<td>$2,045.10</td>
<td>290</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>212/212LH</strong> 100</td>
<td>$2,245.90</td>
<td>300</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>214B</strong> 166</td>
<td>$3,377.25</td>
<td>350</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>214B</strong> 145</td>
<td>$3,171.64</td>
<td>350</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>214C</strong> 145</td>
<td>$3,066.07</td>
<td>350</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>222A</strong> 70</td>
<td>$2,348.98</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>222B</strong> 83</td>
<td>$2,449.08</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td><strong>McDonnell</strong></td>
<td><strong>K-1200</strong> 66</td>
<td>$2,306.95</td>
<td>170</td>
<td></td>
</tr>
<tr>
<td><strong>Kaman</strong></td>
<td><strong>H-47F</strong> 55</td>
<td>$1,747.10</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td><strong>Leonardo</strong></td>
<td><strong>AW-119 KOGAL</strong> 55</td>
<td>$1,346.25</td>
<td>230</td>
<td></td>
</tr>
<tr>
<td><strong>HeliCopters</strong></td>
<td><strong>AW-119</strong> 120</td>
<td>$2,525.95</td>
<td>230</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>EH-111</strong> 211</td>
<td>$3,579.46</td>
<td>230</td>
<td></td>
</tr>
<tr>
<td><strong>MBB</strong></td>
<td><strong>BO-105C3</strong> 55</td>
<td>$1,923.67</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td><strong>BK-117</strong></td>
<td><strong>77</strong> 77</td>
<td>$1,923.67</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td><strong>McDoDannell</strong></td>
<td><strong>520B</strong> 23</td>
<td>$958.20</td>
<td>110</td>
<td></td>
</tr>
<tr>
<td><strong>Douglas</strong></td>
<td><strong>520D</strong> 52</td>
<td>$907.09</td>
<td>120</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>520N</strong> 52</td>
<td>$1,036.15</td>
<td>120</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>520F</strong> 71</td>
<td>$1,064.40</td>
<td>120</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>520N</strong> 71</td>
<td>$1,064.40</td>
<td>120</td>
<td></td>
</tr>
<tr>
<td><strong>Skorosky</strong></td>
<td><strong>CH-53C</strong> 69</td>
<td>$3,048.98</td>
<td>210</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>CH-54A/C-64E</strong> 53</td>
<td>$7,045.30</td>
<td>210</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>CH-54B/C-64E</strong> 58</td>
<td>$7,045.30</td>
<td>210</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>S-550</strong> 23</td>
<td>$1,236.22</td>
<td>270</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>S-550</strong> 23</td>
<td>$2,088.32</td>
<td>400</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>S-551/1161-3</strong> 115</td>
<td>$2,770.95</td>
<td>400</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>S-551/1161-6</strong> 115</td>
<td>$2,770.95</td>
<td>400</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>H-334-1 Alt Source</strong> 170</td>
<td>$4,492.47</td>
<td>500</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>402A</strong> 70</td>
<td>$3,524.95</td>
<td>300</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>S-79/11H-60</strong> 160</td>
<td>$2,348.53</td>
<td>210</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>S-79C</strong> 68</td>
<td>$2,056.00</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>S-79C</strong> 73</td>
<td>$4,046.17</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

**Average Gallon Price:** $5.16

**Jet Fuel:**
SECTION D
EXHIBITS

EXHIBIT 13 - INTERAGENCY HELICOPTER LOAD CALCULATION (A.3, B.10 (a) (5), B.10 (b) (2))

Vendors shall use Computed Gross Weight for load calculation purposes for submitting proposals. For field operations use current temperature and elevation for performance planning purposes.

An Out of Ground (OGE) power check will be performed for either the takeoff or landing, whichever is most restrictive. Refer to Tech Bulletin No. IATB 17-01, dated November 10, 2016. Bulletins can be found at: http://www.fs.fed.us/fire/av_safety/promotion/Technical_Bulletins/index.html.

Instructions
A load calculation must be completed daily. A new calculation is required when operating conditions change (± 1000’ in elevation or ± 5°C in temperature) or when the Helicopter Operating Weight changes (such as changes to the Equipped Weight, changes in flight crew weight or a change in fuel load).

All blocks must be completed. Pilot must complete all header information and Items 1-13. Helicopter Manager completes Items 14 & 15.

1. DEPARTURE – Name of departure location and current Pressure Altitude (PA, read altimeter when set to 29.92) and Outside Air Temperature (OAT, in Celsius) at departure location.

2. DESTINATION – Name of destination location and PA & OAT at destination. If destination conditions are unknown, use MSL elevation from a map and Standard Lapse Rate of 2°C/1000’ to estimate OAT.

Check the box in Line 1 (Departure) or Line 2 (Destination) to indicate the most restrictive values used to obtain Computed Gross Weight in Line 7b.

3. HELICOpter EQUIPPED WEIGHT – Equipped Weight equals the Empty Weight (as listed in the Weight and Balance Data) plus the weight of lubricants and onboard equipment required by agreement (i.e. survival kit, rappel bracket).

4. FLIGHT CREW WEIGHT – Weight of the Pilot and any other assigned flight crewmembers on board (i.e. Co-pilot, flight engineer, navigator) plus the weight of their personal gear to include PFD’s.

5. FUEL WEIGHT – Number of gallons onboard X the weight per gallon (Jet Fuel = 7.0 lbs/gal; AvGas = 6.0 lbs/gal)

6. OPERATING WEIGHT – Add items 3, 4 and 5.

7a. PERFORMANCE REFERENCES – List the specific Flight Manual supplement and hover performance charts used to derive Computed Gross Weight for Line 7b. Separate charts may be required to derive HIGE, HOGE and HOGE-J. HIGE: use Hover-In-Ground-Effect, External/Cargo Hook Chart (if available). HOGE & HOGE-J: use Hover-Out-Ground-Effect charts for all HOGE operations.
SECTION D
EXHIBITS

EXHIBIT 13 - INTERAGENCY HELICOPTER LOAD CALCULATION (A.3, B.10 (a) (5), B.10 (b) (2)) (Continued)

7b. COMPUTED GROSS WEIGHT - Compute gross weights for HIGE, HOGE and HOGE-J from appropriate Flight Manual hover performance charts using the Pressure Altitude (PA) and temperature (OAT) from the most restrictive location, either Departure or Destination. Check the box in Line 1 (Departure) or Line 2 (Destination) to indicate which values were used to obtain Computed Gross Weight.

8. WEIGHT REDUCTION – The Government Weight Reduction is required for all “non-jettisonable” loads. The Weight Reduction is optional (mutual agreement between Pilot and Helicopter Manager) when carrying jettisonable loads (HOGE-J) where the pilot has total jettison control. The appropriate Weight Reduction value, for make & model, can be found in the current helicopter procurement document (agreement).


10. GROSS WEIGHT LIMITATION – Enter applicable gross weight limit from Limitations section of the basic Flight Manual or the appropriate Flight Manual Supplement. This may be Maximum Gross Weight Limit for Take-Off and Landing, a Weight/Altitude/Temperature (WAT) limitation or a Maximum Gross Weight Limit for External Load (jettisonable). Limitations may vary for HIGE, HOGE and HOGE-J. Refer to Tech Bulletin No. 2011-03, dated September 14, 2011. Bulletins can be found at: http://www.fs.fed.us/fire/av_safety/promotion/Technical_Bulletins/index.html

11. SELECTED WEIGHT – The lowest weight, either line 9 or 10, will be entered for all loads. Applicable limitations in the Flight Manual must not be exceeded.

12. OPERATING WEIGHT – Use the value entered in Line 6.

13. ALLOWABLE PAYLOAD – Line 11 minus Line 12 is the maximum allowable weight (passengers and/or cargo) that can be carried for the mission. Allowable Payload may differ for HIGE, HOGE and HOGE-J.

14. PASSENGERS AND/OR CARGO – Enter passenger names and weights and/or type and weights of cargo to be transported. Include mission accessories, tools, gear, baggage, etc. A separate manifest may be used.

15. ACTUAL PAYLOAD – Total of all weights listed in Item 14. Actual payload must not exceed Allowable Payload for the intended mission profile, i.e. HIGE, HOGE or HOGE-J.

Both Pilot and Helicopter Manager must review and sign the form. Check if HazMat is being transported. Manager must inform the pilot of type, quantity and location of HazMat onboard.
## SECTION D
### EXHIBITS

### EXHIBIT 13 - INTERAGENCY HELICOPTER LOAD CALCULATION (A.3, B.10 (a) (5), B.10 (b) (2)) (Continued)

<table>
<thead>
<tr>
<th>INTERAGENCY HELICOPTER LOAD CALCULATION</th>
<th>MODEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>OAS-67/FS 5700-17 (11/03)</td>
<td>N#</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PILOT(S)</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MISSION</th>
<th>TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>1</th>
<th>DEPARTURE</th>
<th>PA</th>
<th>OAT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2</th>
<th>DESTINATION</th>
<th>PA</th>
<th>OAT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3</th>
<th>HELICOPTER EQUIPPED WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>4</th>
<th>FLIGHT CREW WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>5</th>
<th>FUEL WT (x _gallons X _7 lbs per gal)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>6</th>
<th>OPERATING WEIGHT (3 + 4 + 5)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Non-Jettisonable</th>
<th>Jettisonable</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIGE</td>
<td>HOGE</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7a</th>
<th>PERFORMANCE REF (List page/chart from FM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7b</th>
<th>COMP GROSS WT (FM Performance section)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>8</th>
<th>WT REDUCTION (For all Non-Jettisonable)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>9</th>
<th>ADJUSTED WEIGHT (7a minus 8)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>10</th>
<th>GROSS WT LIMIT (FM Limitations Section)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>11</th>
<th>SELECTED WEIGHT (Lowe of 9 or 10)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>12</th>
<th>OPERATING WEIGHT (From Line 6)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>13</th>
<th>ALLOWABLE PAYLOAD (11 minus 12)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>14</th>
<th>PASSENGERS/CARGO MANIFEST</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>15</th>
<th>ACTUAL PAYLOAD (Total of all weights listed in item 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Line 15 must not exceed Line 13 for the intended mission</td>
</tr>
</tbody>
</table>

PILOT SIGNATURE: ____________________________

MGR SIGNATURE: ____________________________

HazMat: ____________________________

Yes: __  No: ___
## SECTION D
### EXHIBITS

## EXHIBIT 14 - HELICOPTER AND FUEL SERVICE TRUCK PRE-USE CHECKLIST

### GENERAL

<table>
<thead>
<tr>
<th>Date:</th>
<th>Aircraft Make/Model:</th>
<th>N #:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vendor:</td>
<td>Pilot(s) Name(s):</td>
<td>Card Expiration Date(s):</td>
</tr>
<tr>
<td></td>
<td>Pilot(s) Carded For Intended Mission(s)?</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>A/C Card Expiration Date:</td>
<td>A/C Carded For Intended Missions:</td>
</tr>
<tr>
<td></td>
<td>Departure Base:</td>
<td>Departure Hobbs Reading:</td>
</tr>
<tr>
<td></td>
<td>Copy of Contract on Board Aircraft:</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>HazMat HB/Exemption/ERG:</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Fire shelter training documentation on site (each vendor personnel)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fire shelter on FSV, Aircraft and Maintenance Pod (1 for each vendor personnel)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>50/100-Hr., Progressive, or Other Inspection Program Up-To-Date:</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Entries Indicating Damage to Aircraft:</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Form HCM-5 &quot;Turbine Engine Performance Analysis&quot; Onboard Aircraft:</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Power Check Completed/Results Satisfactory:</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Comments:</td>
<td></td>
</tr>
</tbody>
</table>

### LOGBOOK REVIEW

<table>
<thead>
<tr>
<th>Item</th>
<th>OK</th>
<th>Document Inoperable or Damaged Equipment (Dents, Tears, Leaks, Etc.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Skin and Exterior</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Windows</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ocens</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upholstery</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cargo Compartment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Skids/Wheels</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fixed Tank</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comments:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### CONDITION OF HELICOPTER

<table>
<thead>
<tr>
<th>Item</th>
<th>OK</th>
<th>Document Inoperable or Damaged Equipment (Dents, Tears, Leaks, Etc.)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### REQUIRED HELICOPTER EQUIPMENT INSTALLED AND OPERATIVE (CONSULT CONTRACT)

<table>
<thead>
<tr>
<th>Item</th>
<th>Yes</th>
<th>No</th>
<th>Item</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seat Belts and Harnesses</td>
<td>Strobe Light(s)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hi-Visibility Paint on Main Rotor Blades</td>
<td>Survival Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VHF-FM Radio</td>
<td>First Aid Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VHF-AM 750 Channel</td>
<td>Fire Extinguisher(s)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auxiliary Radio Adapter</td>
<td>Cargo Hook</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GPS</td>
<td>Convex Mirror</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Skid Gear</td>
<td>Buckets (Appropriate Sizes)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nine-Pin Connector (Type II and III Helicopters)</td>
<td>Anti-Theft Security Measures in Place</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comments:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### REQUIRED SERVICE TRUCK EQUIPMENT INSTALLED AND OPERATIVE (CONSULT CONTRACT)

<table>
<thead>
<tr>
<th>Item</th>
<th>Yes</th>
<th>No</th>
<th>Item</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spare Set of Filters</td>
<td>Filter Change Data Placarded</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Extinguisher(s) Current Inspection</td>
<td>Bonding Cables</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hazmat Marking and Placards</td>
<td>Fuel Quality Control Log</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inspection Sticker</td>
<td>Absorbent Materials for Spills</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beginning Odometer Reading:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comments:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Signature of Inspecting Govt. Representative &amp; Pilot</th>
<th>Print Name</th>
<th>Date</th>
</tr>
</thead>
</table>
### EXHIBIT 15 - PERFORMANCE REPORT

<table>
<thead>
<tr>
<th>AGENCY / USER</th>
<th>CONTRACT NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. FOREST SERVICE</td>
<td>U.S. DEPARTMENT OF INTERIOR</td>
</tr>
<tr>
<td>INCIDENT SUPPORT BRANCH</td>
<td>IBC ACQUISITION SERVICES</td>
</tr>
<tr>
<td>3833 S. DEVELOPMENT AVE</td>
<td>300 E MALLARD DR SUITE 200</td>
</tr>
<tr>
<td>BOISE, IDAHO 83705-5354</td>
<td>BOISE, ID 83706</td>
</tr>
<tr>
<td>Phone 208-387-5665</td>
<td>Phone 208-433-5026</td>
</tr>
<tr>
<td>Fax 208-387-5384</td>
<td>Fax 208-433-5030</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTRACTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>CPARS Compatible Format</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SOURCE SELECTION INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOT FOR PUBLIC RELEASE (see FAR 3.104 &amp; 42.1503)</td>
</tr>
</tbody>
</table>

**Email to:** SM.FS.cwn_cpars@usda.gov

<table>
<thead>
<tr>
<th>AGENCY / USER</th>
<th>CONTRACT NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. FOREST SERVICE</td>
<td>U.S. DEPARTMENT OF INTERIOR</td>
</tr>
<tr>
<td>INCIDENT SUPPORT BRANCH</td>
<td>IBC ACQUISITION SERVICES</td>
</tr>
<tr>
<td>3833 S. DEVELOPMENT AVE</td>
<td>300 E MALLARD DR SUITE 200</td>
</tr>
<tr>
<td>BOISE, IDAHO 83705-5354</td>
<td>BOISE, ID 83706</td>
</tr>
<tr>
<td>Phone 208-387-5665</td>
<td>Phone 208-433-5026</td>
</tr>
<tr>
<td>Fax 208-387-5384</td>
<td>Fax 208-433-5030</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTRACTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>CPARS Compatible Format</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SOURCE SELECTION INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOT FOR PUBLIC RELEASE (see FAR 3.104 &amp; 42.1503)</td>
</tr>
</tbody>
</table>

**Email to:** SM.FS.cwn_cpars@usda.gov

**AGENCY / USER**

<table>
<thead>
<tr>
<th>AGENCY / USER</th>
<th>CONTRACT NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. FOREST SERVICE</td>
<td>U.S. DEPARTMENT OF INTERIOR</td>
</tr>
<tr>
<td>INCIDENT SUPPORT BRANCH</td>
<td>IBC ACQUISITION SERVICES</td>
</tr>
<tr>
<td>3833 S. DEVELOPMENT AVE</td>
<td>300 E MALLARD DR SUITE 200</td>
</tr>
<tr>
<td>BOISE, IDAHO 83705-5354</td>
<td>BOISE, ID 83706</td>
</tr>
<tr>
<td>Phone 208-387-5665</td>
<td>Phone 208-433-5026</td>
</tr>
<tr>
<td>Fax 208-387-5384</td>
<td>Fax 208-433-5030</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTRACTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>CPARS Compatible Format</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SOURCE SELECTION INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOT FOR PUBLIC RELEASE (see FAR 3.104 &amp; 42.1503)</td>
</tr>
</tbody>
</table>

**Email to:** SM.FS.cwn_cpars@usda.gov

**AGENCY / USER**

<table>
<thead>
<tr>
<th>AGENCY / USER</th>
<th>CONTRACT NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. FOREST SERVICE</td>
<td>U.S. DEPARTMENT OF INTERIOR</td>
</tr>
<tr>
<td>INCIDENT SUPPORT BRANCH</td>
<td>IBC ACQUISITION SERVICES</td>
</tr>
<tr>
<td>3833 S. DEVELOPMENT AVE</td>
<td>300 E MALLARD DR SUITE 200</td>
</tr>
<tr>
<td>BOISE, IDAHO 83705-5354</td>
<td>BOISE, ID 83706</td>
</tr>
<tr>
<td>Phone 208-387-5665</td>
<td>Phone 208-433-5026</td>
</tr>
<tr>
<td>Fax 208-387-5384</td>
<td>Fax 208-433-5030</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTRACTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>CPARS Compatible Format</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SOURCE SELECTION INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOT FOR PUBLIC RELEASE (see FAR 3.104 &amp; 42.1503)</td>
</tr>
</tbody>
</table>

**Email to:** SM.FS.cwn_cpars@usda.gov

### INSTRUCTIONS:

This form can be completed on the computer or printed and completed by hand. Use the mouse to navigate. To check or uncheck a box, **double click** the box. If further direction is required on how to complete this evaluation or where to submit it, please contact your Contracting Officer. Comment boxes are formatted to automatically wrap the entered text. Check the box that best describes the level in which the Contractor supported the area described. Comments are essential and must substantiate your rating selection. **N/A** = not applicable. If additional space is required, use page 2 of the form or attach additional page(s).

**SEE PAGE 4 FOR EVALUATION RATINGS DEFINITIONS**

1. **Quality.** Contractor was professional and conformed to contract requirements. Was capable, efficient and effective in supporting the programs of this contract. Provided well maintained equipment and highly qualified personnel.

   - [ ] N/A
   - [ ] Exceptional
   - [ ] Very Good
   - [ ] Satisfactory
   - [ ] Marginal
   - [ ] Unsatisfactory

   **COMMENTS:**

2. **Schedule.** Contractor was prepared and available to begin work on contract start date and provided daily coverage during the contract period with little to no disruption or unavailability. Contractor kept COR informed of crew exchanges, maintenance issues, etc.

   - [ ] N/A
   - [ ] Exceptional
   - [ ] Very Good
   - [ ] Satisfactory
   - [ ] Marginal
   - [ ] Unsatisfactory

   **COMMENTS:**
### SECTION D
### EXHIBITS

3. Cost Control. How well does the contractor control operating costs? (Check N/A if this is a Firm Fixed price or Firm Fixed Price with Economic Price Adjustment contract)

<table>
<thead>
<tr>
<th></th>
<th>N/A</th>
<th>Exceptional</th>
<th>Very Good</th>
<th>Satisfactory</th>
<th>Marginal</th>
<th>Unsatisfactory</th>
</tr>
</thead>
</table>

**COMMENTS:**


4. Management. Contractor and on-site representatives were professional, well qualified, and committed to customer satisfaction and safety of operations. Contractor provided necessary support for key personnel and if applicable, took necessary action to correct or replace any personnel.

<table>
<thead>
<tr>
<th></th>
<th>N/A</th>
<th>Exceptional</th>
<th>Very Good</th>
<th>Satisfactory</th>
<th>Marginal</th>
<th>Unsatisfactory</th>
</tr>
</thead>
</table>

**COMMENTS:**


5. Small Business. How does the contractor support small business? (Check N/A unless this is a large business and a subcontracting plan is required)

<table>
<thead>
<tr>
<th></th>
<th>N/A</th>
<th>Exceptional</th>
<th>Very Good</th>
<th>Satisfactory</th>
<th>Marginal</th>
<th>Unsatisfactory</th>
</tr>
</thead>
</table>

**COMMENTS:**


127
6. Regulatory Compliance. How well does the contractor comply with governing regulations such as the Federal Aviation Regulation or others.

☐ N/A  ☐ Exceptional  ☐ Very Good  ☐ Satisfactory  ☐ Marginal  ☐ Unsatisfactory

COMMENTS: 

7. Other – Safety. Contractor and on-site representatives attitude and efforts, as well as actual application, towards aircraft safety and general safety of operations?

☐ N/A  ☐ Exceptional  ☐ Very Good  ☐ Satisfactory  ☐ Marginal  ☐ Unsatisfactory

COMMENTS: 

8. Customer Satisfaction. Identify to what level you were satisfied with the services provided under this contract. If given the opportunity, would you hire this contractor again to accomplish a similar project?  ☐ yes  ☐ No

☐ N/A  ☐ Exceptional  ☐ Very Good  ☐ Satisfactory  ☐ Marginal  ☐ Unsatisfactory

COMMENTS: 

9. Other Areas:

☐ N/A  ☐ Exceptional  ☐ Very Good  ☐ Satisfactory  ☐ Marginal  ☐ Unsatisfactory
### SECTION D
### EXHIBITS

<table>
<thead>
<tr>
<th>10. Other Areas:</th>
<th>□ N/A</th>
<th>□ Exceptional</th>
<th>□ Very Good</th>
<th>□ Satisfactory</th>
<th>□ Marginal</th>
<th>□ Unsatisfactory</th>
</tr>
</thead>
<tbody>
<tr>
<td>11. Other Areas:</td>
<td>□ N/A</td>
<td>□ Exceptional</td>
<td>□ Very Good</td>
<td>□ Satisfactory</td>
<td>□ Marginal</td>
<td>□ Unsatisfactory</td>
</tr>
<tr>
<td>12. Other Areas:</td>
<td>□ N/A</td>
<td>□ Exceptional</td>
<td>□ Very Good</td>
<td>□ Satisfactory</td>
<td>□ Marginal</td>
<td>□ Unsatisfactory</td>
</tr>
</tbody>
</table>

Additional comments to support your response to any item above or other items (will not be posted on CPARS website)

Name, Title of Individual Completing this Form (include agency, phone and electronic address)

Signature
<table>
<thead>
<tr>
<th>RATING</th>
<th>DEFINITION</th>
<th>NOTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exceptional</td>
<td>Performance meets contractual requirements and exceeds many to the Government's benefit. The contractual performance of the element being assessed was accomplished with few minor problems for which corrective actions taken by the Contractor was highly effective.</td>
<td>To justify an Exceptional rating, identify multiple significant events and state how they were of benefit to the Government. A singular benefit, however, could be of such magnitude that it alone constitutes an Exceptional rating. Also there should have been NO significant weaknesses identified.</td>
</tr>
<tr>
<td>Very Good</td>
<td>Performance meets contractual requirements and exceeds some to the Government's benefit. The contractual performance of the element being assessed was accomplished with some minor problems for which corrective actions taken by the Contractor was effective.</td>
<td>To justify a Very Good rating, identify a significant event and state how it was a benefit to the Government. There should have been no significant weaknesses identified.</td>
</tr>
<tr>
<td>Satisfactory</td>
<td>Performance meets contractual requirements. The contractual performance of the element being assessed contains some minor problems for which corrective actions taken by the Contractor appear or were satisfactory.</td>
<td>To justify a Satisfactory rating, there should have been only minor problems, or major problems the contractor recovered from without impact to the contract. There should have been NO significant weaknesses identified.</td>
</tr>
<tr>
<td>Marginal</td>
<td>Performance does not meet some contractual requirements. The contractual performance of the element being assessed reflects a serious problem for which the Contractor has not yet identified corrective actions. The Contractor's proposed actions appear only marginally effective or were not fully implemented.</td>
<td>To justify Marginal performance, identify a significant event in each category that the Contractor has trouble overcoming and state how it impacted the Government. A Marginal rating should be supported by referencing the management tool that notified the Contractor of the contractual deficiency. (e.g., quality, schedule, business relations, management of key personnel, safety report or letter)</td>
</tr>
<tr>
<td>Unsatisfactory</td>
<td>Performance does not meet most contractual requirements and recovery is not likely in a timely manner. The contractual performance of the element contains a serious problem(s) for which the contractor's corrective actions appear or were ineffective.</td>
<td>To justify an Unsatisfactory rating, identify multiple significant events in each category that the Contractor had trouble overcoming and state how it impacted the Government. A singular problem, however, could be of such serious magnitude that it alone constitutes an unsatisfactory rating. An Unsatisfactory rating should be supported by referencing the management tools used to notify the contractor of the contractual deficiencies (e.g., management, quality, safety, etc.)</td>
</tr>
</tbody>
</table>
SECTION D
EXHIBITS

EXHIBIT 16 - DEPARTMENT OF LABOR WAGE DETERMINATIONS

DEPARTMENT OF LABOR WAGE DETERMINATION INFORMATION

This agreement includes the Department of Labor (DOL) wage determination specified below. In order
 to reduce the size, the following information has been extracted from the wage determination listed
below and identifies the occupation of service employees that would typically be employed on this type
of agreement. To receive the wage determination in its entirety, please contact the issuing
office.

DOL WAGE DETERMINATION NO. 1995-0222, REV. 49 DATED 07/16/2019

Area: Nationwide

Applicable Occupation: Airplane Pilot Minimum Hourly Wage: $29.94

DOL WAGE DETERMINATION NO. 1995-0221, REV. 48 DATED 07/16/2019

Area: Nationwide

Applicable Occupation
Aircraft Mechanic II Minimum Hourly Wage: $31.95
Aircraft Mechanic III Minimum Hourly Wage: $33.39
Aircraft Mechanic—Helper Min. Wage: $23.42
Truck Driver, Tractor Trailer Min. Wage: $19.80

FRINGE BENEFITS REQUIRED AND APPLICABLE FOR THE OCCUPATIONS IDENTIFIED ABOVE

1. Health & Welfare: $4.54 per hour or $181.60 per week or $786.93 per month

2. Vacation:
2 weeks paid vacation after 1 year of service with a Contractor or successor; 3 weeks after 5 years; 4 weeks after 15 years. Length
of service includes the whole span of continuous service with the present Contractor or successor, wherever employed, and with
the predecessor Contractors in the performance of similar work at the same Federal facility. (Reg. 29 CFR 4.173)

3. Holidays:
Minimum of ten paid holidays per year: New Year’s Day, Martin Luther King Jr’s Birthday, Washington’s Birthday, Memorial Day,
substitute for any of the named holidays another day off with pay in accordance with a plan communicated to the employees
involved.) (Reg. 29 CFR 4.174)

EXHIBIT 17 – RESERVED- (Supplemental Rappel Requirements- Equipment)
SECTION D
EXHIBITS

EXHIBIT 18 - CONTRACTOR'S VERIFICATION OF INDIVIDUAL HELICOPTER PILOT REQUIREMENTS AND EXPERIENCE FOR INITIAL INTERAGENCY APPROVAL (B.12 (c) (9), B.20 (i) (2))

AMD-60B (12/09) / FS-5700-20b (pending)

CONTRACTOR’S VERIFICATION OF INDIVIDUAL HELICOPTER PILOT REQUIREMENTS AND EXPERIENCE FOR INITIAL INTERAGENCY APPROVAL

Note: This form is required prior to initial (first-time) approval/carding. This form is not for pilots previously approved or carded by the USDA Forest Service or DOI, Office of Aviation Services (formerly Office of Aircraft Services).

The Contractor must ensure that a pilot who is presented for initial carding meets all requirements as outlined in the contract’s Section B, Technical Specifications/Pilot Qualifications, after award. The Contractor must verify all pilot hours submitted on this form as determined from a certified pilot log or permanent record to ensure accuracy. In addition, the Contractor must identify previous employers and submit the information on this form. The information provided by the pilot on USFS Form FS-5700-20A or OAS Form 64B, Interagency Helicopter Pilot Qualifications and Approval Record, prior to approval needs to be verified as accurate by the Contractor. The information submitted is subject to verification by an interagency pilot inspector.

Date(mm/dd/yyyy):

Company’s name:

Pilot’s name:

Pilot’s total helicopter pilot-in-command hours (verified from pilot’s logbook or permanent record):

Pilot’s information and flight time/experience as submitted for initial carding on OAS-64B or FS-5700-20a verified as accurate? Check if yes: ☐

Previous Employers:

<table>
<thead>
<tr>
<th>Previous Employer</th>
<th>Address &amp; Telephone Number</th>
<th>Current Contact Name &amp; Telephone No.</th>
<th>Period Employed</th>
<th>Make/Model(s) Flown and PIC Hours in each</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Helicopter Training Courses Completed:

<table>
<thead>
<tr>
<th>Name of Course &amp; Provider</th>
<th>Address &amp; Telephone Number</th>
<th>Contact Name &amp; Telephone No.</th>
<th>Date of Completion</th>
<th>Flight Hours Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Comments (use additional sheets if necessary):

Check one: ☐Chief Pilot ☐Director of Operations ☐Other

Print name: ___________________________ Sign name: ___________________________
SECTION D
EXHIBITS

EXHIBIT 19 - "ON CONTRACT" PILOT OPERATIONAL TRAINING (B.10 (a) (3))

Pilot "operational training" may be accomplished "on contract" provided the following criteria are met.

(a) Training will be conducted in carded helicopters.

(b) Training shall not interfere with the Scope of the Contract (government will determine what constitutes interference). Note: Will be reviewed at pre-work conference.

(c) Training may be suspended or terminated by the government at any time.

(d) Contractor shall be responsible for all travel, per diem, and wage expenses of trainee pilots.

(e) Contractor has an OAS / USFS approved "Pilot Operational Training Plan". Plan shall contain at a minimum;

   (1) Intent of program

   (2) Responsibilities of Chief Pilot, Trainer and Trainee

   (3) Safety

   (4) Ground Training Syllabus minimum requirements;

      (i) Operations and Safety Procedures Guide.

      (ii) FAR Review

      (iii) PPE

      (iv) Contract

      (v) Load Calc

      (vi) Performance Planning

      (vii) Weight & Balance


(5) Flight Training Syllabus minimum requirements;

   (i) Lesson plans for all special use tasks required by the procurement document.

   (ii) Special use tasks will be trained to the standards set forth in the Interagency Helicopter Practical Test Standards.
SECTION D
EXHIBITS

EXHIBIT 19 - "ON CONTRACT" PILOT OPERATIONAL TRAINING (B.10 (a) (3)) (Continued)

(6) Training documentation & tracking procedures

   (i) Contractor shall maintain training records documenting all phases of pilot training.

   (ii) Training records are subject to Quality Assurance/Compliance reviews at any time by the government.

(7) Evaluation Process by the Trainer

(8) Process to submit trainee for carding evaluation.

(f) Pilot operational training plan shall be approved by the National Helicopter Standardization Pilot (USFS) or the National Helicopter Specialist (OAS).

(g) Training shall be accomplished only by an interagency approved "Pilot Trainer" meeting the following criteria:

   (1) Current and valid CFI Rotorcraft-Helicopter or designated as an approved company instructor.

   (2) Has held an interagency pilot card for a minimum of 2 of the last 5 years.

   (3) A current and valid interagency pilot card endorsed for all missions in which training is to be provided and is endorsed as "Designated Pilot Trainer".

   (4) Pilot trainer endorsement may be revoked at the government's discretion.

(h) "Trainee Only Pilots" shall meet the following criteria:

   (1) For aircraft requiring 2 pilots, has met the requirements set forth in 14 CFR part 61

   (2) Has submitted the documentation as outlined in B.20.

   (3) Holds a current and valid Interagency Pilot Card with the endorsement, "Trainee
       Only" pilot.

   (4) "Trainee Only" pilots are authorized to receive training in all missions that the "Pilot
       Trainer" is endorsed to perform.

   (5) Operational training flight hours may be used to satisfy all but the initial 10 hours of the required flight hours for "weight class".

   (6) Operational training flight hours may be used to satisfy all but the initial 10 hours of the required flight hours for "make and model".

   (7) Operational training flight hours may be used to satisfy the required flight hours for "Mountain Flying – Make and Model".

134
SECTION D
EXHIBITS

EXHIBIT 19 - “ON CONTRACT” PILOT OPERATIONAL TRAINING (B.10 (a) (3)) (Continued)

(8) Operational flight training will not be used to accomplish the contractually required 10 flight hours of Long-Line training.

(9) “Trainee Only” pilots are limited to receive training in no more than one aircraft make and model per calendar year.

(i) Contractors awarded up to three items may be authorized two “Pilot Trainers”: If awarded four or more items, contractor may be authorized four “Pilot Trainers”.

(j) Contractors will be authorized two “Trainee Only” pilots per “Pilot Trainer” at any time.

(k) Contractors shall submit training records and a formal request recommending the “Trainee Only” pilot for evaluation by a Helicopter Inspector Pilot. The pilot trainer shall have verified that the trainee has met all contract minimum flight hour requirements and that the trainee is proficient in all special use missions required by the procurement document.

(l) Any deviation from this exhibit must be approved by an Alternate Means of Compliance (AMOC) issued by the National Helicopter Standardization Pilot or the National Helicopter Specialist and the appropriate Contracting Officer.
SECTION D
EXHIBITS

EXHIBIT 20 - AIRCRAFT MECHANIC (HELICOPTER) QUALIFICATION FORM (B.12 (h) (5))

U.S. Department of Agriculture - Forest Service

AIRCRAFT MECHANIC (HELICOPTER)

<table>
<thead>
<tr>
<th>Agreement No.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Name</th>
<th>Date of Birth</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Employer</th>
<th>Office Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FAA Certificates: Type</th>
<th>No.</th>
<th>Date Issued</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Years Experience</th>
<th>Total Years Experience as Licensed Mechanic</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Record of Special Training (Factory Schools, etc.)

<table>
<thead>
<tr>
<th>Name of Course</th>
<th>Location</th>
<th>Year Attended</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Record of Past Performance (Previous Three Years)

<table>
<thead>
<tr>
<th>Dates</th>
<th>Location</th>
<th>Employer/Supervisor</th>
<th>Phone No.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Record of maintaining helicopters Under Field Conditions:

<table>
<thead>
<tr>
<th>Dates</th>
<th>Location (Designated Base)</th>
<th>Type of Agreement</th>
<th>Type Helicopter</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* "Field Condition" is defined as maintaining the helicopter away from the contractor's base of operation with minimal supervision
SECTION D
EXHIBITS

EXHIBIT 20 - AIRCRAFT MECHANIC (HELICOPTER) QUALIFICATION FORM (B.12 (h) (5))
(Continued)

I certify that the information listed by me on this form is true and correct summary of my aircraft maintenance experience. I have read the Maintenance Section of this agreement and understand the terms and conditions. I have received/provided the training as required in B.12(h) (4).

______________________________  _________________________________
Date                                      Mechanic Signature

______________________________  _________________________________
Date                                      Company Representative

(Inspectors Use Only)

Mechanic meets the Experience Requirements of the Agreement and is approved to perform maintenance on:

Type and Model of Helicopter(s)  Type and Model Engine(s)

______________________________  _________________________________

______________________________  _________________________________

______________________________  _________________________________

______________________________  _________________________________

______________________________  _________________________________

Date                                      USFS Maintenance Inspector
## SECTION D
### EXHIBITS

**EXHIBIT 21 - WEIGHT AND BALANCE FORM (EXAMPLE) (A.3, B.5 (a) (15 & 17))**

<table>
<thead>
<tr>
<th>Form A : List of approved equipment (EXAMPLE)</th>
<th>Date Weighed</th>
<th>Date Weighed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>9/15/2009</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Page</th>
<th>A/C Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Location and Description of Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
<th>Lat. Arm</th>
<th>Lat. Moment</th>
<th>In A/C</th>
<th>ON &quot;C&quot; Chart</th>
<th>In A/C</th>
<th>ON &quot;C&quot; Chart</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 of 1</td>
<td>Bell 205A -1</td>
<td>N12345</td>
<td>67890</td>
<td>Ballast</td>
<td>25.3</td>
<td>8.5</td>
<td>215.1</td>
<td>3.4</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Battery</td>
<td>52.5</td>
<td>8.5</td>
<td>446.3</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Wire Strike kit upper and lower</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>O</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Pulse light kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Strobe</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Cargo Hook</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>Cabin:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Instruments</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Radios</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Automated Flight Following</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Seats</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>Engine Deck:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Rotor brake</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>T-53 engine</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>212 Rotor Assy</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>Tail:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Fast Fin</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Strake Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>212 Tail Rotor Assy</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Strobe Light</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>Removable Equipment:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Fill Pump</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>C</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Rappel Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>C</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Survival Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>C</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>First Aid Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Fire Tank</td>
<td>395.2</td>
<td>125</td>
<td>49400</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>C</td>
</tr>
</tbody>
</table>

X: Item was on the aircraft at the time aircraft was weighed or is included in the basic weight
O: Item was off the aircraft at the time aircraft was weighed or is not included in the basic weight.
C: Item is on Form C when installed.
EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)

<table>
<thead>
<tr>
<th>Page</th>
<th>A/C Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Location and Description of Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
<th>Lat. Arm</th>
<th>Lat. Moment</th>
<th>In A/C</th>
<th>ON 'C' Chart</th>
<th>In A/C</th>
<th>ON 'C' Chart</th>
</tr>
</thead>
</table>

X: Item was on the aircraft at the time aircraft was weighed or is included in the basic weight
O: Item was off the aircraft at the time aircraft was weighed or is not included in the basic weight.
C: Item is on Form C when installed.
SECTION D
EXHIBITS

EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)

<table>
<thead>
<tr>
<th>Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bell 205A -1</td>
<td>N12345</td>
<td>86666</td>
<td>9/15/2009</td>
</tr>
</tbody>
</table>

**Datum is**
7.60" aft of cabin nose

**Leveling Means**
Plumb line from top of left main door frame

**Weighing Procedures References**

**Scale Location**
Jack points

---

<table>
<thead>
<tr>
<th>Scale</th>
<th>Reading</th>
<th>Tow</th>
<th>Net Weight</th>
<th>Long. Arm</th>
<th>Moment</th>
<th>Lat. Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left Front or Nose</td>
<td>1478</td>
<td>0</td>
<td>1478</td>
<td>+ 61.69</td>
<td>91177.8</td>
<td>- 30</td>
<td>44340</td>
</tr>
<tr>
<td>Right Front</td>
<td>1116</td>
<td>0</td>
<td>1116</td>
<td>+ 61.69</td>
<td>68846.1</td>
<td>+ 30</td>
<td>33480</td>
</tr>
<tr>
<td>Left Aft or Tail</td>
<td>1215</td>
<td>0</td>
<td>1215</td>
<td>+ 211.58</td>
<td>257098.7</td>
<td>- 30</td>
<td>36450</td>
</tr>
<tr>
<td>Right Aft</td>
<td>1974</td>
<td>0</td>
<td>1974</td>
<td>+ 211.58</td>
<td>417656.9</td>
<td>+ 30</td>
<td>59220</td>
</tr>
</tbody>
</table>

**Basic Weight**

---

<table>
<thead>
<tr>
<th>Fluids (Fuel &amp; Oil and Etc) at Time of Weighing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel</td>
</tr>
<tr>
<td>Oil Engine</td>
</tr>
<tr>
<td>Oil Transmission</td>
</tr>
<tr>
<td>Oil Tail Gearboxes</td>
</tr>
<tr>
<td>Hydraulic Fluid</td>
</tr>
</tbody>
</table>

**Notes**
Oil and unusable fuel in basic weight

---

**Items Weighed not part of Basic Weight**

<table>
<thead>
<tr>
<th>Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Usable fuel (if full)</td>
<td>1457.5</td>
<td>+ 150.4</td>
<td>219208</td>
</tr>
</tbody>
</table>

**Total (−)**
1457.5

---

**Items not Weighed but part of Basic Weight**

<table>
<thead>
<tr>
<th>Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unusable fuel (if drained)</td>
<td>16.5</td>
<td>+ 144</td>
<td>3276</td>
</tr>
</tbody>
</table>

**Total (+)**

---

**Adjusted Basic Weight of Aircraft as Weighed**

---

**Total Basic Weight of Aircraft as Weighed**

<table>
<thead>
<tr>
<th>CG</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>834752</td>
</tr>
</tbody>
</table>

---

**Aircraft Weighed By**

---

**Scales**

<table>
<thead>
<tr>
<th>Type</th>
<th>Serial Number</th>
<th>Calibration Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

140
### EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)

#### Form B: Aircraft Weighing Record

<table>
<thead>
<tr>
<th>Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Datum is</td>
<td>Leveling Means</td>
<td>Weighing Procedures References</td>
<td>Scale Location</td>
</tr>
</tbody>
</table>

#### Scale Readings

<table>
<thead>
<tr>
<th>Scale</th>
<th>Reading</th>
<th>Tare</th>
<th>Net Weight</th>
<th>Long. Arm</th>
<th>Moment</th>
<th>Lat. Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left Front or Nose</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right Front</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Left Aft or Tail</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right Aft</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Basic Weight**

**Total**

#### Fuel & Oil at Time of Weighing

<table>
<thead>
<tr>
<th>Fuel</th>
<th>Full</th>
<th>Defueled</th>
<th>Drained</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Engine</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Transmission</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Tail Gearboxes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hydraulic Fluid</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Notes

#### Items Weighed not part of Basic Weight

<table>
<thead>
<tr>
<th>Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Items not Weighed but part of Basic Weight

<table>
<thead>
<tr>
<th>Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Total (-)**

**Total (+)**

#### Adjusted Basic Weight of Aircraft as Weighed

#### Total Empty Weight of Aircraft as Weighed

Longitudinal EW CG

Lateral EW CG

#### Aircraft Weighed By

Print Name :

Signature :

Certificate Type and Number :

#### Scales

Type :

Serial Number :

Calibration Date :
## EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)

### Form C: Weight & Balance Running Total (EXAMPLE)

<table>
<thead>
<tr>
<th>Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Page Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bell, 205A - 1</td>
<td>N12345</td>
<td>66666</td>
<td>1 of 7</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date mm/dd/yyyy</th>
<th>Description of Item</th>
<th>Added (+)</th>
<th>Removed (-)</th>
<th>Current Total Equipped Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/31/2009</td>
<td>Aircraft as weighed</td>
<td>5783</td>
<td>+ 144.46</td>
<td>5927.46</td>
</tr>
<tr>
<td>7/15/2010</td>
<td>Survival Kit</td>
<td>5833.5</td>
<td>+ 10100.0</td>
<td>6813.5</td>
</tr>
<tr>
<td>7/15/2010</td>
<td>Rappel Mount kit</td>
<td>5871.7</td>
<td>+ 3820.0</td>
<td>9691.7</td>
</tr>
<tr>
<td>7/15/2010</td>
<td>Sorenson Tank and Snorkel</td>
<td>6261.3</td>
<td>+ 48894.8</td>
<td>55156.1</td>
</tr>
<tr>
<td>7/15/2010</td>
<td>Fire Shelter</td>
<td>6269.3</td>
<td>+ 564.8</td>
<td>6834.1</td>
</tr>
<tr>
<td>7/15/2010</td>
<td>Cleaning Supplies/Xtra Oil</td>
<td>6289.3</td>
<td>+ 5610.0</td>
<td>12009.3</td>
</tr>
<tr>
<td>7/15/2010</td>
<td>Ladder</td>
<td>6299.3</td>
<td>+ 2854.0</td>
<td>9153.3</td>
</tr>
<tr>
<td>7/15/2010</td>
<td>Log Books</td>
<td>6306.3</td>
<td>+ 7022.5</td>
<td>13328.8</td>
</tr>
<tr>
<td>7/15/2010</td>
<td>Tool Box</td>
<td>6331.3</td>
<td>+ 144.40</td>
<td>6475.7</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Weight</th>
<th>CG</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>5783</td>
<td></td>
<td>+834752.5</td>
</tr>
<tr>
<td>5833.5</td>
<td></td>
<td>+10100.0</td>
</tr>
<tr>
<td>5871.7</td>
<td></td>
<td>+3820.0</td>
</tr>
<tr>
<td>6261.3</td>
<td></td>
<td>+48894.8</td>
</tr>
<tr>
<td>6269.3</td>
<td></td>
<td>+564.8</td>
</tr>
<tr>
<td>6289.3</td>
<td></td>
<td>+5610.0</td>
</tr>
<tr>
<td>6299.3</td>
<td></td>
<td>+2854.0</td>
</tr>
<tr>
<td>6306.3</td>
<td></td>
<td>+7022.5</td>
</tr>
<tr>
<td>6331.3</td>
<td></td>
<td>+144.40</td>
</tr>
</tbody>
</table>

142
### Form C: Continuous History of Equipped Weight After Weighing

<table>
<thead>
<tr>
<th>Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Page Number</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date mm/dd/yyyy</th>
<th>Description of Item</th>
<th>Weight Change</th>
<th>Current Total Equipped Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Added (+)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Weight</td>
<td>Arm</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Moment</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Removed (-)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Weight</td>
<td>Arm</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Moment</td>
<td></td>
</tr>
</tbody>
</table>

|                 |                     |                   | Weight | CG   | Moment |
|                 |                     |                   |        |      |        |
SECTION D
EXHIBITS

EXHIBIT 22 - RESERVED – (Computed Gross Weight)
SECTION D
EXHIBITS

EXHIBIT 23 - PERFORMANCE BY GOVERNMENT-FURNISHED PILOT (A.14)

(a) General

(1) The following provisions shall apply to the performance of work under the contract, on an intermittent and short term basis, when the utilization of a qualified Government pilot is authorized by the Contractor. All other provisions not expressly changed herein continue to apply.

(2) Qualified Government Pilots may operate Contractor aircraft on a case by case basis, upon written approval of the Regional Aviation Officer (RAO) and the CO.

(3) Government pilot operations will be in compliance with the USDA Forest Service Manual (FSM) 5700 or Department of the Interior, Departmental Manual (DM), Parts 350-354 Aviation Management and Title 14, Part 91 of the CFR, including those portions that apply to civil aircraft except as noted in the agency manuals. It is not intended that Government pilots meet all requirements of B.12.

(4) Appropriate records to establish the qualifications and experience of the Government pilot will be furnished to the Contractor upon request.

(5) The Contractor may conduct check rides and/or training of Government pilots for familiarization in the Contractor's helicopters. The cost of check rides and flight training, if required, will be borne by the Government.

(6) Approval of a Government pilot to perform work under the contract rests solely with the Contractor.

(7) The clause Loss, Damage, or Destruction, is applicable to this contract when the Contractor authorizes performance by a Government pilot.

(8) The payment provisions of the contract remain unchanged.

(9) Shall not function as Contractor's scheduled relief pilot.

(b) Loss, Damage, or Destruction

(1) The Contractor shall indemnify and hold the Government harmless from any and all losses or damage to the aircraft furnished under this contract except as delineated below. For the purpose of fulfilling the contractor's obligation under this clause, the Contractor shall procure and maintain during the term of this contract, and any extension thereof, hull insurance meeting FAA requirement, acceptable to the Contracting Officer (CO). The Contractor's insurance coverage shall apply to pilots furnished by the Government to operate this aircraft. The contractor shall procure and maintain during the term of this contract, and any extension thereof, aircraft public liability insurance in accordance with 14 CFR, Parts 198 and 205. The parties names insured under the policies shall be the Contractor and the United States of America. The Contractor may request a list of Government pilots, by name, and qualifications for potential pilots from the CO.
SECTION D
EXHIBITS

EXHIBIT 23 - PERFORMANCE BY GOVERNMENT-FURNISHED PILOT (A.14) (Continued)

(2) Prior to the commencement of work hereunder, the Contractor shall furnish the CO with a copy of the insurance policy or policies or a certificate of insurance issued by the underwriter(s) showing that the coverage required by this clause has been obtained.

(3) Each policy or certificate evidencing the insurance shall contain an endorsement that provides that the insurance company will notify the CO thirty (30) days prior to the effective date of any cancellation or termination of any policy or certificate or any modification of a policy or certificate that adversely affects the interest of the Government in such insurance. The notice shall be sent by registered mail and shall identify this contract, the name and address of the Contracting Officer, the policy, and the insured. The Contractor, prior to commencement of work, shall submit to the Contracting Officer one copy of the insurance policy, or confirmation from the insurance company, certifying that the coverage described in this clause has been obtained.

(4) If the aircraft is damaged or destroyed while in the custody and control of the Government, the maximum liability to the Government shall not exceed the Contractor's deductible (if any) stipulated in the insurance coverage. The Contractor's deductible as stipulated in the insurance coverage shall not exceed:

   (i) In-Motion Accidents - Up to 5% of the current insured value of the aircraft as stated in the policy.

   (ii) Not In-Motion Accidents – Up to $1,000.00 per accident.

(5) Such reimbursement shall not be made; however, for loss or damage to the aircraft resulting from (1) normal wear and tear, (2) negligence or fault in maintenance of the aircraft by the Contractor, or (3) defect in construction of the aircraft or a component thereof.

(6) If damage to the aircraft is established to be the fault of the Government, availability payments will be made to the Contractor during the repair period. The Government may, at its option, make necessary repairs or return the aircraft to the Contractor for repair. In the event the aircraft is lost, destroyed, or damaged so extensively as to be beyond repair, no rental payment will be made to the Contractor thereafter.

(7) The contractor shall use every precaution necessary to prevent damage to public and private property. The Contractor shall be responsible for all damage to property and to persons, including third parties that occur as a result of their or their agent’s or employee’s fault or negligence. The term “third parties” is construed to include employees of the Government. The Contractor may be otherwise insured by a combination of primary and excess policies. Such policies must have combined coverage equal to or greater than the combined minimums required.
SECTION D
EXHIBITS

EXHIBIT 23 - PERFORMANCE BY GOVERNMENT-FURNISHED PILOT (A.14) (Continued)

(8) Any failure to agree as to the responsibility of the Contractor under this clause shall, after a final finding and determination by the CO, be considered a dispute within the meaning of the “Disputes” clause of this contract.

(9) The Government shall not be liable for damages to contractor equipment or personnel provided under this contract except for damages caused by Government personnel acting within the scope of their official duties as compensable under the Federal Tort Claims Act, 28 U.S.C. 2671-2680.
EXHIBIT 24 - FAA OVER WATER KIT (A.12)

(a) **Weather guidelines:** Ceiling of 500 feet and visibility of three miles offshore.

(b) **Personal Protective Equipment:**

   (1) Flotation/survival vests shall be worn by all occupants when flying beyond power-off gliding distance to shore.

   (2) A flotation/survival vest shall be provided by the Contractor for each seat available in the helicopter. The contents of this vest shall be as follows:

   (i) Dual inflation bladders TSO-C13c or equal.

   (ii) Water activated light attached to vest TSO-C85.

   (iii) Dye marker.

   (iv) Whistle or other Coast Guard-approved noise device.

   (v) Mirror for signaling.

(3) A flotation/survival vest shall be provided by the contractor for the pilot. The contents of this vest shall be as follows:

   (i) All the contents of subsection 2 above.

   (ii) One FAA-approved 406 MHz Emergency Locator Transmitter (ELT), Coast Guard-approved 406 MHz Emergency Position Indicating Radio Beacon (EPIRB), or FCC-approved 406 MHz Personal Locator Beacon (PLB). This shall be of a size that allows the ELT/EPIRB/PLB to be carried on the flotation/survival vest and shall not impede egress from the aircraft.

   (iii) Two smoke markers for daytime distress signaling.

**Note:** The flotation/survival vests used satisfactorily in the past have been assembled from components (i.e., durable nylon mesh vest with an inner flotation device; pockets available in the vest allowed for required equipment storage, etc.) available from a variety of marine survival equipment suppliers.

(c) **Life Raft:** A double chamber life raft(s) shall be provided for each helicopter with a "rated capacity" equal to the seating capacity of the aircraft (pilot and passengers).

**Note:** Personal Locator Beacon (PLB) with same specifications in (b) (3) (ii) above shall be provided by the government for all passengers.
SECTION D
EXHIBITS

EXHIBIT 25 - LITTER KIT PROVISIONS AND LITTER (A.12)

Litter Kit must be designed to facilitate rapid conversion of the helicopter to an air ambulance configuration. The Litter Kit shall provide for transporting one or two litter patients as well as one or two attendants. The kit shall consist of a minimum one folding litter and support structure, attaching hardware, and one special door. The special door shall incorporate provisions for quick installation which will permit high speed and/or long distance transportation of patients and attendants in comfort.

Included in the kit may be a basic shape door window glass panels for quick interchange with a bubble glass panel for normal operation.

Operations:

With litters installed, operations must be conducted in accordance with the rotorcraft flight manual supplement.

Equipped Weight and Gross Weight Limitations:

Equipped weight of the helicopter with kit and litter shall be computed and listed on the running weight charts. Center of Gravity Limitations:

Before each flight with a litter patient a weight and balance shall be computed.

EXHIBIT 26 – RESERVED – (Aerial Ignition)

EXHIBIT 27 – RESERVED – (Law Enforcement Short Haul Special Mission Qualifications & Requirements)
SECTION D
EXHIBITS

EXHIBIT 28 - PUBLIC AIRCRAFT OPERATIONS

This Exhibit serves as notice that you may be conducting Public Aircraft Operations (PAO) while under contract to the United States Forest Service (USFS). Flights ordered and conducted under this contract may be considered Public Aircraft Operations.

FAA Advisory Circular 00-1.1B can be referenced at hyperlink below:

https://www.faa.gov/documentlibrary/media/advisory_circular/ac_00.1-1b.pdf

After contract award, the contractor/company is responsible for providing the following information to the Federal Aviation Administration Flight Standards District Office that your 133, 135 and/or 137 Certificates are issued by. In addition, a copy of this document is required to be carried in each aircraft listed below.

Civil Operator: Name your Certificates are Held Under

Aircraft Type (Fixed-Wing or Helicopter): Make/Model/Series

Name of Aircraft Owner: Name on Aircraft Registration

Aircraft Registration Number(s): N Number(s) of Aircraft on Contract

Contract Number: 12024BXXXXXX

Contract Type and Service: EU/CWN, Airtanker/Helicopter/Light FW, etc. Services

Date of Contract: Contract Award Date

Date of Proposed First Flight as a PAO: Effective Date of Contract

Date PAO Declaration Expires: This date should be the final day of the contract period of performance – including the base period of the contract plus all possible option years.

Public Aircraft Operations are being conducted under contract by: U.S. Forest Service, 1400 Independence Avenue SW, Washington DC 20250

Acquisition Management Official: Robert Hoffman, Contracting Officer, robert.hoffman@usda.gov or (208) -387-5681.


Please contact Assistant Director of Aviation at (202) 205-1410 with comments or questions regarding the PAO declaration.
SECTION D
EXHIBITS

EXHIBIT 29 - VENDOR-CONTRACTOR QA/EVALUATION/SAFETY CHECKS

Type 1 aircraft are authorized to utilize an aircraft seat (non-pilot station) to conduct evaluations on company pilots for the purpose of Quality Assurance, CRM/Safety evaluations while on an operational mission. Type 2 aircraft are authorized to utilize a pilot position to conduct the above evaluations.

Restrictions are as follows:

(a) Limited to 1 (one) fuel cycle per crew on an operational mission.

(b) Must meet PPE and Fire Shelter requirement.

(c) Jump seat must be an FAA approved seat with approved restraint system.

(d) A minimum of 24 hours' notice must be given to the Helicopter Manager/COR. The COR/Helicopter Manager will have the final approval authority.

(e) The only authorized personnel to conduct evaluations are; Chief Pilots, Chief flight instructors, Company Safety managers. If they have access to flight controls (Type 2) they are restricted from flying the aircraft unless they have a current interagency card. Companies will submit the names of the personnel that are in these positions to the National Helicopter Standardization Pilot for approval.

(f) Evaluation program must be addressed in the company’s SMS or operations specs and include procedures for addressing summary of findings/mitigations.

(g) Relief pilot safety orientation flight is authorized provided the flight is an operational mission, is limited to 1 (one) fuel cycle and will be counted as a duty day.

(h) An end of season summary of findings will be provided to the National Helicopter Standardization Pilot or National Helicopter Program Manager.

EXHIBIT 30 – RESERVED – (Night Flying Operations)
SECTION D
EXHIBITS

EXHIBIT 31 - SAFETY MANAGEMENT SYSTEM (SMS) COMPONENTS QUESTIONNAIRE AND ACCIDENT HISTORY

The FS aviation program views Safety Management Systems (SMS) as a critical element for contract evaluation. A complete response is required.

(a) Safety Management System Components

The FS aviation program uses Safety Management Systems (SMS) agency-wide approach to aviation operations that includes safety management policy, safety risk management, safety assurance and safety promotion. Provide evidence of your SMS program as described below.

Note: Under the column heading OFFEROR ACTION REQUIRED on the form, the documentation provided must describe the policy or process used to meet the standard with completed evidence. Blank forms are not acceptable as evidence. For example, for audit evidence under Safety Assurance, a certificate of an SMS audit serves as evidence; or a copy of a "self-validated" SMS audit will suffice. If no action is stated, simply mark the column with a Y, N or N/A where applicable.

The International Standard for Business Aircraft Operations (IS-BAO) and the Federal Aviation Administration (FAA) in AC120.92A can provide the explanations and examples of the requested standards below.

<table>
<thead>
<tr>
<th>SAFETY MANAGEMENT SYSTEM COMPONENTS</th>
<th>Y</th>
<th>N</th>
<th>NA</th>
<th>OFFEROR ACTION REQUIRED</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Standard</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Safety Policy and Objectives</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1a Are key safety personnel appointed? Is there an identified trained Aviation Safety Manager?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>1b Does the company have an organizational structure (organizational chart) that clearly defines duties, authorities and accountabilities?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>1c Where the company has more than one operating base, has the management structure addressed the management responsibilities at each location?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>Operations Manual</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1d - Does the Operations Manual contain a flight operations and aircraft maintenance policy?</td>
<td></td>
<td></td>
<td></td>
<td>Describe</td>
</tr>
<tr>
<td>1d - Does the Operations Manual contain an operational control system and SOP’s?</td>
<td></td>
<td></td>
<td></td>
<td>Provide evidence</td>
</tr>
<tr>
<td>1d - Is the Operations Manual approved by management (CEO)?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### SAFETY MANAGEMENT SYSTEM COMPONENTS

<table>
<thead>
<tr>
<th>Standard</th>
<th>Y</th>
<th>N</th>
<th>NA</th>
<th>OFFEROR ACTION REQUIRED</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Is the Operations Manual amended or revised as necessary to ensure that the information contained in it is kept up to date?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>• Have the employees been trained on the Operations Manual?</td>
<td></td>
<td></td>
<td></td>
<td>Provide evidence.</td>
</tr>
<tr>
<td>• Does the Operations Manual reflect the type operation that is being contracted for?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>Emergency Response Plan</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>• Do you have an internal emergency response plan?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Is the Accident / Emergency Plan available to all employees?</td>
<td></td>
<td></td>
<td></td>
<td>Describe</td>
</tr>
<tr>
<td>• Are personnel who have a role in the emergency response plan trained in their role, and is the plan exercised periodically in order to test its integrity?</td>
<td></td>
<td></td>
<td></td>
<td>Provide evidence.</td>
</tr>
<tr>
<td>2 Safety Risk Management</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2a Does the company have a Risk Management Policy?</td>
<td></td>
<td></td>
<td></td>
<td>Provide evidence.</td>
</tr>
<tr>
<td>Has the company developed and maintained a Risk Management Process to:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Identify Hazards</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Risk Analysis (Exposure)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Risk Assessment (Severity and likelihood)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Decision Making (Mitigations)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Validation of Control (Controls effective)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2b</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2c Does the company have an Operational Risk Management (ORM) Worksheet or Flight Risk Analysis Tool (FRAT)* Worksheet.</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>2d Is there a process to elevate the risk decision outcome? i.e. Chief Pilot? CEO?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>3 Safety Assurance</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3a Have operations (internal or external) audits been conducted in this past field season?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence of this audit.</td>
</tr>
<tr>
<td>3b Is there an Action Plan (AP) developed from the audits?</td>
<td></td>
<td></td>
<td></td>
<td>Provide your latest plan.</td>
</tr>
<tr>
<td>3c Does the company have a Quality Assurance Program?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
</tbody>
</table>
### SECTION D
### EXHIBITS

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>3d</td>
<td>Has the company developed and maintained a means of: monitoring and measuring safety performance, identifying and managing organizational changes that may affect safety, ensuring continual improvement?</td>
<td>What action has your company taken and/or plans to facilitate change? Describe and provide evidence.</td>
</tr>
<tr>
<td>3e</td>
<td>Does the company have a training program that ensures personnel are trained and competent to perform their assigned duties?</td>
<td>Do you have a process that can train your pilots and mechanics, both initially and annually, on the requirements of this contract? Describe and provide evidence.</td>
</tr>
<tr>
<td>3f</td>
<td>Does the company have a separate training program for: pilots, maintenance personnel, fuelers / truck drivers?</td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>4</td>
<td>Safety Promotion</td>
<td>Briefly describe the technology your company has acquired to facilitate communication with deployed pilots. Describe and provide evidence.</td>
</tr>
<tr>
<td>4a</td>
<td>Has the company developed and maintained a formal means of safety communication (like SAFECOM)</td>
<td>Provide evidence.</td>
</tr>
<tr>
<td>4b</td>
<td>Are there lessons-learned developed from incidents/accidents? Are they shared with the company personnel?</td>
<td></td>
</tr>
<tr>
<td>4c</td>
<td>Is a Safety Award system in place?</td>
<td>Describe</td>
</tr>
</tbody>
</table>

(b) **Accident History for the previous 5 years:** Include all aircraft that have operated under your Operating Certificates (fixed wing and rotor wing). Complete the blocks that apply to your company accident history.

(1) Total number of flight hours for the previous 5 years: ______________________

(2) Number of aircraft accidents reported to NTSB in the previous 5 years: ________

If your company has had an accident in the last 5 years provide an accident prevention action plan or evidence of actions taken to prevent future accidents.

If you had an accident that was reported to the NTSB and it was downgraded to an incident, you must provide evidence from the NTSB.
EXHIBIT 32 - TRANSPORTATION WORKSHEET

When assigned to an alternate base, the Contractor will be paid for actual necessary and reasonable costs associated with transporting authorized personnel (relief crew). The Contractor is responsible for advising the on-site Government representative(s) of the anticipated cost associated with transporting relief (and/or maintenance) personnel to the alternate base prior to the relief exchange. **Claims must be supported by itemized invoices, summarized on this worksheet, and submitted to the COR.**

See contract clause “Transportation Costs Associated with Operating Away From the Designated Base” for detailed information

<table>
<thead>
<tr>
<th>VENDOR:</th>
<th>AIRCRAFT TAIL NUMBER:</th>
</tr>
</thead>
<tbody>
<tr>
<td>DATE</td>
<td>ALTERNATE BASE LOCATION</td>
</tr>
</tbody>
</table>

**Relief Exchange – Involved Crew Member(s)**

- □ Pilot (list on page 2)
- □ Fuel Servicing Vehicle Driver (list on page 2)
- □ Mechanic (If required by contract) (list on page 2)

**Additional Personnel**

- □ Mechanic
- □ Other

<table>
<thead>
<tr>
<th>Name</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Maintenance Accomplished**

- Reason for providing additional personnel

**ITEMIZATION OF COSTS – From Page 2 (vendor maintain receipts at home base)**

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airline Transportation</td>
<td>Total for all positions from page 2</td>
</tr>
<tr>
<td>Charter Aircraft</td>
<td>Invoice to include aircraft make/model, flight time, hourly rate, passengers, and departure/destination location, date and time</td>
</tr>
<tr>
<td>Rental Car</td>
<td>Total from page 2</td>
</tr>
<tr>
<td>Rental Car Fuel</td>
<td>Total from page 2</td>
</tr>
<tr>
<td>POV automobile</td>
<td>Total Mileage From To</td>
</tr>
<tr>
<td>*POV/Company aircraft</td>
<td>Total Statute Miles From To (GSA rate x sm)*</td>
</tr>
<tr>
<td>Other (explain)</td>
<td></td>
</tr>
</tbody>
</table>

**Total Cost**

Vendor: Fill out page 1 and 2 of the Transportation Worksheet (relief costs). Receipts shall match information provided on page 2; maintain actual receipts at Home Base.

* If POV/Company aircraft used to transport relief, the vendor must provide airline ticket cost comparison. Government will pay the lesser amount.

Vendor Signature: Date
### EXHIBIT 32 - TRANSPORTATION WORKSHEET (Continued) (Use Extra Sheets If Needed)

<table>
<thead>
<tr>
<th>AC Location</th>
<th>Pilot Name(s)</th>
<th>Dates</th>
<th>Travel In</th>
<th>Travel Out</th>
<th>Airline Ticket</th>
<th>Rental Car</th>
<th>Rental Car Gas</th>
<th>*POV-auto (GSA rate x miles)</th>
<th>*POV-aircraft (GSA rate x SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Mechanic Name(s)**

<table>
<thead>
<tr>
<th>Fuel Service Driver Name(s)</th>
</tr>
</thead>
</table>

*Applicable (yr.) - Rate per mile x nautical miles (NM)

http://www.gsa.gov/milestone

*Applicable (yr.) - Rate per mile x statute miles (SM) (1NM equals 1.15077945 SM)

http://www.gsa.gov/milestone
EXHIBIT 33 – RESERVED – (Additional Telemetry Unit (ATU))
U.S. DEPARTMENT OF AGRICULTURE
FOREST SERVICE

CONTRACT NO.: (d)(4)

PROJECT: NATIONAL CALL-WHEN-NEEDED TYPE I & II HELICOPTER SERVICES

CONTRACTOR: CENTRAL COPTERS INC
PO BOX 7300
BOZEMAN, MT 59771

TELEPHONE: (406) 586-9185

AWARDING OFFICE: U.S. FOREST SERVICE - CONTRACTING NATIONAL INTERAGENCY FIRE CENTER OWYHEE BUILDING - MS 1100
3833 S DEVELOPMENT AVE
BOISE, ID 83705-5354

ROBERT HOFFMAN
CONTRACTING OFFICER
TELEPHONE: 208-387-5681
FAX: 208-387-5384
robert.hoffman@usda.gov
**TABLE OF CONTENTS**

**SECTION A – REQUIREMENTS AND PRICES**

**STANDARD FORM 1449**

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.1</td>
<td>SCHEDULE OF ITEMS</td>
<td>3</td>
</tr>
<tr>
<td>A.2</td>
<td>PRINCIPAL BASE OPERATION</td>
<td>4</td>
</tr>
<tr>
<td>A.3</td>
<td>AIRCRAFT PERFORMANCE SPECIFICATIONS</td>
<td>4</td>
</tr>
<tr>
<td>A.4</td>
<td>ENGINE REQUIREMENTS</td>
<td>6</td>
</tr>
<tr>
<td>A.5</td>
<td>CREW COVERAGE</td>
<td>6</td>
</tr>
<tr>
<td>A.6</td>
<td>MAXIMUM COMPLEMENT OF PERSONNEL BY AIRCRAFT TYPE</td>
<td>6</td>
</tr>
<tr>
<td>A.7</td>
<td>ACCEPTABLE WORK SCHEDULES</td>
<td>7</td>
</tr>
<tr>
<td>A.8</td>
<td>STANDBY HOURS PER DAY</td>
<td>7</td>
</tr>
<tr>
<td>A.9</td>
<td>EXTENDED STANDBY HOURLY RATE</td>
<td>7</td>
</tr>
<tr>
<td>A.10</td>
<td>OVERNIGHT STANDARD PER DIEM RATE ALLOWANCE</td>
<td>7</td>
</tr>
<tr>
<td>A.11</td>
<td>OPERATIONS IN ALASKA, CARIBBEAN, CANADA, OR MEXICO</td>
<td>7</td>
</tr>
<tr>
<td>A.12</td>
<td>CONTRACTOR FURNISHED SPECIAL REQUIREMENTS</td>
<td>8</td>
</tr>
<tr>
<td>A.13</td>
<td>CONTRACT PILOT QUALIFICATION</td>
<td>8</td>
</tr>
<tr>
<td>A.14</td>
<td>GOVERNMENT PILOT</td>
<td>8</td>
</tr>
<tr>
<td>A.15</td>
<td>ADDITIONAL INFORMATION</td>
<td>9</td>
</tr>
<tr>
<td>A.16</td>
<td>PUBLIC AIRCRAFT OPERATIONS</td>
<td>9</td>
</tr>
<tr>
<td>A.17</td>
<td>AIRCRAFT PERFORMANCE CHARTS</td>
<td>9</td>
</tr>
</tbody>
</table>

**SECTION B – TECHNICAL SPECIFICATIONS**

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>B.1</td>
<td>SCOPE OF AGREEMENT</td>
<td>10</td>
</tr>
<tr>
<td>B.2</td>
<td>CERTIFICATIONS</td>
<td>11</td>
</tr>
<tr>
<td>B.3</td>
<td>GOVERNMENT FURNISHED INFORMATION</td>
<td>12</td>
</tr>
<tr>
<td>B.4</td>
<td>HELICOPTER REQUIREMENTS</td>
<td>12</td>
</tr>
<tr>
<td>B.5</td>
<td>HELICOPTER MAINTENANCE</td>
<td>20</td>
</tr>
<tr>
<td>B.6</td>
<td>AIRCRAFT AND EQUIPMENT SECURITY</td>
<td>22</td>
</tr>
<tr>
<td>B.7</td>
<td>AVIONICS REQUIREMENTS</td>
<td>22</td>
</tr>
<tr>
<td>B.8</td>
<td>DATA, IMAGES AND VOICE RECORDINGS</td>
<td>32</td>
</tr>
<tr>
<td>B.9</td>
<td>RESERVED – (Extended Standby Hourly Rate)</td>
<td>32</td>
</tr>
<tr>
<td>B.10</td>
<td>OPERATIONS</td>
<td>32</td>
</tr>
<tr>
<td>B.11</td>
<td>CONTRACTOR'S ENVIRONMENTAL RESPONSIBILITIES</td>
<td>37</td>
</tr>
<tr>
<td>B.12</td>
<td>PERSONNEL</td>
<td>38</td>
</tr>
<tr>
<td>B.13</td>
<td>CONDUCT AND REPLACEMENT OF PERSONNEL</td>
<td>43</td>
</tr>
<tr>
<td>B.14</td>
<td>SUSPENSION AND REVOCATION OF PERSONNEL</td>
<td>44</td>
</tr>
<tr>
<td>B.15</td>
<td>SUBSTITUTION OR REPLACEMENT OF PERSONNEL, HELICOPTER, AND EQUIPMENT</td>
<td>45</td>
</tr>
<tr>
<td>B.16</td>
<td>FLIGHT HOUR AND DUTY LIMITATIONS</td>
<td>45</td>
</tr>
<tr>
<td>B.17</td>
<td>ACCIDENT PREVENTION AND SAFETY</td>
<td>48</td>
</tr>
<tr>
<td>B.18</td>
<td>MISHAPS</td>
<td>49</td>
</tr>
<tr>
<td>B.19</td>
<td>PERSONAL PROTECTIVE EQUIPMENT</td>
<td>50</td>
</tr>
<tr>
<td>B.20</td>
<td>INSPECTION AND ACCEPTANCE</td>
<td>52</td>
</tr>
<tr>
<td>B.21</td>
<td>PRE-USE INSPECTION EXPENSES</td>
<td>56</td>
</tr>
<tr>
<td>B.22</td>
<td>RE-INSPECTION EXPENSES</td>
<td>56</td>
</tr>
<tr>
<td>B.23</td>
<td>INSPECTIONS DURING USE</td>
<td>56</td>
</tr>
<tr>
<td>B.24</td>
<td>PERIOD OF BASIC ORDERING AGREEMENT</td>
<td>57</td>
</tr>
<tr>
<td>B.25</td>
<td>AUTHORIZED ORDERING ACTIVITIES</td>
<td>57</td>
</tr>
<tr>
<td>B.26</td>
<td>DAILY AVAILABILITY REQUIREMENTS</td>
<td>58</td>
</tr>
<tr>
<td>B.27</td>
<td>UNAVAILABILITY</td>
<td>59</td>
</tr>
</tbody>
</table>
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>B.28</td>
<td>CWN PAYMENT PROCEDURES</td>
<td>60</td>
</tr>
<tr>
<td>B.29</td>
<td>PAYMENT FOR FLIGHT</td>
<td>61</td>
</tr>
<tr>
<td>B.30</td>
<td>PAYMENT FOR AVAILABILITY</td>
<td>62</td>
</tr>
<tr>
<td>B.31</td>
<td>PAYMENT FOR EXTENDED STANDBY</td>
<td>62</td>
</tr>
<tr>
<td>B.32</td>
<td>PAYMENT FOR PROJECT WORK</td>
<td>62</td>
</tr>
<tr>
<td>B.33</td>
<td>RESERVED</td>
<td>63</td>
</tr>
<tr>
<td>B.34</td>
<td>ORDERING AND PAYMENT FOR ADDITIONAL AIRCRAFT AND PERSONNEL</td>
<td>63</td>
</tr>
<tr>
<td>B.35</td>
<td>REIMBURSEMENT FOR MOBILIZATION AND DEMOBILIZATION COSTS</td>
<td>64</td>
</tr>
<tr>
<td>B.36</td>
<td>PAYMENT FOR SUBSTITUTE/REPLACEMENT HELICOPTER</td>
<td>65</td>
</tr>
<tr>
<td>B.37</td>
<td>LODGING &amp; MEALS</td>
<td>65</td>
</tr>
<tr>
<td>B.38</td>
<td>PAYMENT FOR FUEL SERVICING VEHICLE MILEAGE</td>
<td>65</td>
</tr>
<tr>
<td>B.39</td>
<td>PAYMENT FOR FUEL TRANSPORTATION</td>
<td>65</td>
</tr>
<tr>
<td>B.40</td>
<td>PAYMENT FOR WILDLAND FIRE CHEMICALS</td>
<td>66</td>
</tr>
<tr>
<td>B.41</td>
<td>CWN RELIEF CREW APPROVAL AND PAYMENT</td>
<td>66</td>
</tr>
<tr>
<td>B.42</td>
<td>PAYMENT FOR OVERNIGHT ALLOWANCE</td>
<td>66</td>
</tr>
<tr>
<td>B.43</td>
<td>MISCELLANEOUS COSTS TO THE CONTRACTOR</td>
<td>67</td>
</tr>
<tr>
<td>B.44</td>
<td>HELICOPTER MANAGER DELEGATED AUTHORITIES</td>
<td>67</td>
</tr>
<tr>
<td>B.45</td>
<td>DEFINITIONS</td>
<td>68</td>
</tr>
<tr>
<td>B.46</td>
<td>ABBREVIATIONS/ACRONYMS</td>
<td>75</td>
</tr>
</tbody>
</table>

## SECTION C – CONTRACT TERMS AND CONDITIONS

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>C.1</td>
<td>52.252-2 CLAUSES INCORPORATED BY REFERENCE (FEB 1998)</td>
<td>77</td>
</tr>
<tr>
<td>C.2</td>
<td>CONTRACT TERMS AND CONDITIONS - COMMERCIAL ITEMS (52.212.4) (DEVIATION 2017-1) (OCT 2018)</td>
<td>77</td>
</tr>
<tr>
<td>C.3</td>
<td>RESERVED</td>
<td>84</td>
</tr>
<tr>
<td>C.4</td>
<td>CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS -- COMMERCIAL ITEMS (52.212-5) (MAY 2019) (DEVIATION 2017-1)</td>
<td>84</td>
</tr>
<tr>
<td>C.5</td>
<td>STATEMENT OF EQUIVALENT RATES FOR FEDERAL HIRES (FAR 52.222-42) (MAY 2014)</td>
<td>92</td>
</tr>
<tr>
<td>C.6</td>
<td>AVAILABILITY OF FUNDS (FAR 52.232-18) (APR 1984)</td>
<td>92</td>
</tr>
<tr>
<td>C.7</td>
<td>PROPERTY AND PERSONAL DAMAGE</td>
<td>92</td>
</tr>
<tr>
<td>C.8</td>
<td>NOTICE OF CONTRACTOR PERFORMANCE ASSESSMENT REPORTING SYSTEM (JULY 2010)</td>
<td>93</td>
</tr>
<tr>
<td>C.9</td>
<td>INSPECTION AND ACCEPTANCE (AGAR 452.246-70) (FEB 1988)</td>
<td>94</td>
</tr>
<tr>
<td>C.10</td>
<td>RESERVED</td>
<td>94</td>
</tr>
<tr>
<td>C.11</td>
<td>AFFIRMATIVE PROCUREMENT OF BIO BASED PRODUCTS UNDER SERVICE AND CONSTRUCTION CONTRACT (FAR 52.223-2) (SEPT 2013)</td>
<td>94</td>
</tr>
<tr>
<td>C.12</td>
<td>CONTRACTOR AUTHORIZED SIGNATURES</td>
<td>95</td>
</tr>
<tr>
<td>C.13</td>
<td>OPTION TO EXTEND SERVICES (FAR 52.217-8) (NOV 1999)</td>
<td>96</td>
</tr>
<tr>
<td>C.14</td>
<td>ECONOMIC PRICE ADJUSTMENT SPECIFIED FLIGHT RATE CONTRACTS</td>
<td>96</td>
</tr>
<tr>
<td>C.15</td>
<td>ECONOMIC PRICE ADJUSTMENT FOR EXTENDED STANDBY</td>
<td>97</td>
</tr>
<tr>
<td>C.16</td>
<td>ORDERING (FAR 52.216-18) (OCT 1995)</td>
<td>97</td>
</tr>
<tr>
<td>C.17</td>
<td>PERIOD OF PERFORMANCE (AGAR 452.211-74) (FEB 1988)</td>
<td>97</td>
</tr>
</tbody>
</table>

## SECTION D – EXHIBITS

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>D.1</td>
<td>LIST OF EXHIBITS</td>
<td>98</td>
</tr>
<tr>
<td></td>
<td>EXHIBIT 1 - FIRST AID KIT AERONAUTICAL (B.4)</td>
<td>99</td>
</tr>
<tr>
<td></td>
<td>EXHIBIT 2 - SURVIVAL KIT AERONAUTICAL (LOWER 48) (B.4)</td>
<td>100</td>
</tr>
</tbody>
</table>
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>EXHIBIT</th>
<th>DESCRIPTION</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>ALASKA (A.1, A.7, A.33)</td>
<td>101</td>
</tr>
<tr>
<td>4</td>
<td>RESTRAINT SYSTEMS CONDITION INSPECTION GUIDELINES (B.4 (d) (8))</td>
<td>104</td>
</tr>
<tr>
<td>5</td>
<td>ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(B.4 (d) (7), B.4 (d) (18), B.10 (e))</td>
<td>105</td>
</tr>
<tr>
<td>6</td>
<td>HIGH VISIBILITY MARKINGS ON MAIN ROTOR BLADES (B.4 (d) (16))</td>
<td>109</td>
</tr>
<tr>
<td>7</td>
<td>RESERVED – (Additional Avionics Equipment)</td>
<td>109</td>
</tr>
<tr>
<td>8</td>
<td>FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21))</td>
<td>110</td>
</tr>
<tr>
<td>9</td>
<td>OPERATIONS AND SAFETY PROCEDURES GUIDE FOR HELICOPTER PILOTS</td>
<td>117</td>
</tr>
<tr>
<td>10</td>
<td>INTERAGENCY GUIDELINES FOR VERTICAL REFERENCE/EXTERNAL LOAD TRAINING</td>
<td>118</td>
</tr>
<tr>
<td></td>
<td>(B.12 (f) (1))</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>HELICOPTER MAKE/MODEL/SERIES LIST (B.21 (b))</td>
<td>120</td>
</tr>
<tr>
<td>12</td>
<td>HELICOPTER SERVICES HOURLY FLIGHT RATES, FUEL CONSUMPTION</td>
<td>121</td>
</tr>
<tr>
<td>13</td>
<td>INTERAGENCY HELICOPTER LOAD CALCULATION (A.3, B.10 (a) (5))</td>
<td>122</td>
</tr>
<tr>
<td>14</td>
<td>HELICOPTER AND FUEL SERVICE TRUCK PRE-USE CHECKLIST</td>
<td>125</td>
</tr>
<tr>
<td>15</td>
<td>PERFORMANCE REPORT</td>
<td>126</td>
</tr>
<tr>
<td>16</td>
<td>DEPARTMENT OF LABOR WAGE DETERMINATIONS</td>
<td>131</td>
</tr>
<tr>
<td>17</td>
<td>RESERVED – (Supplemental Rappel Requirements- Equipment)</td>
<td>131</td>
</tr>
<tr>
<td>18</td>
<td>CONTRACTOR'S VERIFICATION OF INDIVIDUAL HELICOPTER PILOT REQUIREMENTS AND</td>
<td></td>
</tr>
<tr>
<td></td>
<td>EXPERIENCE FOR INITIAL INTERAGENCY APPROVAL (B.12 (c) (9), B.20 (i) (2))</td>
<td>132</td>
</tr>
<tr>
<td>19</td>
<td>&quot;ON CONTRACT&quot; PILOT OPERATIONAL TRAINING (B.10 (a) (3))</td>
<td>133</td>
</tr>
<tr>
<td>20</td>
<td>AIRCRAFT MECHANIC (HELICOPTER) QUALIFICATION FORM (B.12 (h) (5))</td>
<td>136</td>
</tr>
<tr>
<td>21</td>
<td>WEIGHT AND BALANCE FORM (EXAMPLE) (A.3, B.5 (a) (15 &amp; 17))</td>
<td>138</td>
</tr>
<tr>
<td>22</td>
<td>RESERVED – Computed Gross Weigh</td>
<td>144</td>
</tr>
<tr>
<td>23</td>
<td>PERFORMANCE BY GOVERNMENT-FURNISHED PILOT (A.14)</td>
<td>145</td>
</tr>
<tr>
<td>24</td>
<td>FAA OVER WATER KIT (A.12)</td>
<td>148</td>
</tr>
<tr>
<td>25</td>
<td>LITTER KIT PROVISIONS AND LITTER (A.12)</td>
<td>149</td>
</tr>
<tr>
<td>26</td>
<td>RESERVED – (Aerial Ignition)</td>
<td>149</td>
</tr>
<tr>
<td>27</td>
<td>RESERVED – (Law Enforcement Short Haul Special Mission Qualifications &amp;</td>
<td>149</td>
</tr>
<tr>
<td></td>
<td>Requirements)</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>PUBLIC AIRCRAFT OPERATIONS</td>
<td>150</td>
</tr>
<tr>
<td>29</td>
<td>VENDOR-CONTRACTOR QA/EVALUATION/SAFETY CHECKS</td>
<td>151</td>
</tr>
<tr>
<td>30</td>
<td>RESERVED – (Night Flying Operations)</td>
<td>151</td>
</tr>
<tr>
<td>31</td>
<td>SAFETY MANAGEMENT SYSTEM (SMS) COMPONENTS QUESTIONNAIRE AND ACCIDENT HISTORY</td>
<td>152</td>
</tr>
<tr>
<td>32</td>
<td>TRANSPORTATION WORKSHEET</td>
<td>155</td>
</tr>
<tr>
<td>33</td>
<td>RESERVED – (Additional Telemetry Unit (ATU))</td>
<td>157</td>
</tr>
</tbody>
</table>
**SOLICITATION/CONTRACT/OFFER FOR COMMERCIAL ITEMS**

**OFFEROR TO COMPLETE BLOCKS 12, 17, 23, 24, & 30**

<table>
<thead>
<tr>
<th>1. REQUISITION NUMBER</th>
<th>5. SOLICITATION NUMBER:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>01(4)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>6. SOLICITATION ISSUE DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>August 01, 2019</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7. FOR SOLICITATION INFORMATION CALL:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>8. NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROBERT HOFFMAN</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>9. ISSUED BY</th>
</tr>
</thead>
<tbody>
<tr>
<td>NATIONAL INTERAGENCY FIRE CENTER</td>
</tr>
<tr>
<td>U.S. FOREST SERVICE – CONTRACTING</td>
</tr>
<tr>
<td>OYHEE BUILDING - MS 1100</td>
</tr>
<tr>
<td>3833 S. DEVELOPMENT AVE</td>
</tr>
<tr>
<td>BOISE, ID 83705-5354</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>10. THIS ACQUISITION IS</th>
</tr>
</thead>
<tbody>
<tr>
<td>X UNRESTRICTED OR</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>11. DELIVERY FOR FOB DESTINATION UNLESS BLOCK IS MARKED</th>
</tr>
</thead>
<tbody>
<tr>
<td>X SEE SCHEDULE</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>12. DISCOUNT TERMS</th>
</tr>
</thead>
<tbody>
<tr>
<td>X 13a. THIS CONTRACT IS RATED ORDER UNDER DPAS (15 CFR 703)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>13b. RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>14. METHOD OF SOLICITATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>RFP, IFB, RFP</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>15. DELIVER TO</th>
</tr>
</thead>
<tbody>
<tr>
<td>NATIONAL INTERAGENCY FIRE CENTER</td>
</tr>
<tr>
<td>U.S. FOREST SERVICE – CONTRACTING</td>
</tr>
<tr>
<td>OYHEE BUILDING - MS 1100</td>
</tr>
<tr>
<td>3833 S. DEVELOPMENT AVE</td>
</tr>
<tr>
<td>BOISE, ID 83705-5354</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>16b. SUBMIT INVOICES TO ADDRESS SHOWN IN BLOCK 15b UNLESS BLOCK BELOW IS CHECKED</th>
</tr>
</thead>
<tbody>
<tr>
<td>X SEE ADDENDUM</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>17a. CONTRACTOR CODE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Copters Inc</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>18b. PAYMENT WILL BE MADE BY</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALBUQUERQUE SERVICE CENTER</td>
</tr>
<tr>
<td>INCIDENT BUSINESS – CONTRACTS</td>
</tr>
<tr>
<td>101B SUN AVENUE, NE</td>
</tr>
<tr>
<td>ALBUQUERQUE, NM 87109</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>19. SCHEDULE OF SUPPLIES/SERVICES</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Call When Needed (CWN) Heavy (Type I) and Medium (Type II) Helicopter Services</td>
</tr>
</tbody>
</table>

See Schedule of Items Section A.1

### 25. ACCOUNTING AND APPROPRIATION DATA

- 27a. SOLICITATION INTEGRATED BY REFERENCE FAR 52.212-1, 52.212-4, FAR 52.212-3 AND 52.212-5 ARE ATTACHED: ADDENDUM X ARE X NOT ATTACHED
- 27b. CONTRACT/INQURIES ATTACHED BY REFERENCE FAR 52.212-4, FAR 52.212-5 IS ATTACHED: ADDENDUM X ARE X NOT ATTACHED

- 28. CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN COPIES TO ISSUING OFFICE. CONTRACTOR AGREES TO FURNISH AND DELIVER ALL ITEMS SET FORTH OR OTHERWISE IDENTIFIED ABOVE AND ON ANY ADDITIONAL SHEETS SUBJECT TO THE TERMS AND CONDITIONS SPECIFIED HEREIN.

- 29. AWARD OF CONTRACT: REF. YOUR OFFER ON SOLICITATION (BLOCK 5) INCLUDING ANY ADDITIONS OR CHANGES WHICH ARE SET FORTH HEREIN, IS ACCEPTED AS TO ITEMS.

<table>
<thead>
<tr>
<th>30a. SIGNATURE OF OFFEROR/CONTRACTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Patricia Duffy</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>31a. UNITED STATES OF AMERICA//signature of Contracting Officer/</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROBERT HOFFMAN</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>30b. NAME AND TITLE OF SIGNED (Type or print)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pamela Duffy, Secretary/Treasurer</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>31b. NAME OF CONTRACTING OFFICER (Type or print)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROBERT HOFFMAN</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>31c. DATE SIGNED</th>
</tr>
</thead>
<tbody>
<tr>
<td>6/22/19</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>31d. DATE SIGNED</th>
</tr>
</thead>
<tbody>
<tr>
<td>8/29/19</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>31e. DATE SIGNED</th>
</tr>
</thead>
<tbody>
<tr>
<td>8/29/19</td>
</tr>
</tbody>
</table>

**RECEIVED**

AUG 29 2019

CONTRACTING
USDA FOREST SERVICE
SECTION A
REQUIREMENTS AND PRICES

GENERAL

To obtain the services for Heavy and Medium (Type I and II) Helicopters fully operated, meeting the technical requirements of this solicitation and the specifications for operation on an on call, Call When Needed (CWN) basis by multiple agencies party to various National Interagency Fire Center (NIFC) inter-agency agreements.

It is the intent of this solicitation to award multiple Basic Ordering Agreements (BOA’s). These BOA’s will be a duration of 48 months with an Option to extend services for up to six additional months. Award of BOA’s will be made to offerors proposing reasonable prices and submitting technically acceptable proposals. The Government will determine price reasonableness based on historical pricing.

Awards will not be made for helicopters considered unsuitable for the Government’s need, or at prices determined to be unreasonable. Materially unbalanced offers may be rejected.

ORDERS AND PROCEDURES

(1) Delivery or performance shall be made only as authorized by orders issued in accordance with the B.25 AUTHORIZED ORDERING ACTIVITIES paragraph.

Subject to any limitations elsewhere in this contract, the Contractor shall furnish to the Government all services specified in the Schedule and called for by orders issued in accordance with the Ordering Agreement. The Government may issue orders requiring performance at multiple locations.

(2) Call When Needed Helicopter flight services for All Risk Management to be furnished under this agreement shall be ordered by issuance of a task order (resource order). Orders for fire incidents and emergency support will only be placed by the National Interagency Coordination Center (NICC), after coordination with the National Aviation Coordinator or National Assistant Helicopter Operations Specialist, located at the National Interagency Fire Center (NIFC) in Boise, Idaho or activities designated in the agreement. After coordination with the National Aviation Coordinator and approval by the Contracting Officer, Resource Orders for project flight services may be ordered on a case by case basis, subject to agency procurement requirements.

The Department of Interior (DOI), Interior Business Center (IBC), Contracting Officer (CO) is authorized to place Task Orders directly with the contractor in accordance with the terms and conditions of this Basic Ordering Agreement All Risk Management as follows:

Fire - The DOI Contracting Officer will provide each CWN vendor a task order number to support all DOI fire suppression activities at award of the contract and every fiscal year, thereafter. The task order is for invoicing purposes and the vendor is responsible for the input of the flight data into their own website account, Aviation Information Reporting Support (AIRS) and the submittal of their invoice through IPP. DOI will provide a copy of the detailed invoicing instructions to the CWN vendor upon receipt of their fire task order. The Resource Orders for fire suppression activities are issued by the National Interagency Coordination Center (NICC).

Search & Rescue (SAR) for National Park Service – The DOI Contracting Officer will provide the CWN vendor a SAR DOI Task Order number at the time an order is placed with NICC and that Task Order number will be provided to the USFS COR.
SECTION A
REQUIREMENTS AND PRICES

Non-Fire - Project orders will be placed by the DOI CO and coordinated through, and with the NICC when the task order is issued to the contractor. The DOI CO shall perform all contract administration, payment processing, claims adjudication, and close-out of each DOI task order.

(3) At the time of dispatch or re-assignment, the Government dispatch center will provide a Resource Order Form, including an incident project name, Incident project order number and the appropriate Government Agency (USFS or DOI) agreement number or task order number supporting the suppression assignment. The DOI Task Order numbers can be found at the following website:

https://www.doio.gov/aviation/aqp/contracts

An order may be made orally or electronically, but will be confirmed in writing by a Government resource order for the USFS or DOI. If the incident is in support of DOI, the Resource Order will be related to the issued fire task or SAR order number. The contractor shall provide the resource order to the Government’s authorized representative upon arrival at the incident. Additionally, for DOI support, the vendor must provide the issued fire or SAR task order number. The contractor shall follow the procedures as stated in Contract Paragraph C-28, Payment Procedures.

(4) All resource/task orders are subject to the terms and conditions of this contract. In the event of conflict between a task order and this contract, the contract shall control.

(5) If the Government places a request and the vendor cannot meet the mission requirements, specified time frames, or if the Contractor does not accept the order, the Government may acquire the required services from another source.
### A.1 SCHEDULE OF ITEMS

This is an Agreement for Interagency Call-When-Needed (CWN) Helicopter Services. Furnish Type (insert Helicopter Heavy (Type 1) or Medium (Type II) helicopter(s) fully operated and maintained, including fuel servicing vehicle(s), meeting the requirements of this schedule and the specifications included herein, on a call-when-needed basis. Offerors are instructed to place an asterisk in the N number column for any helicopters not currently available for inspection/caging.

Upon Contractor's acceptance of an order from an authorized ordering office, the order becomes a binding contract under the prices, terms, and conditions of this agreement.

<table>
<thead>
<tr>
<th>N Number</th>
<th>Make</th>
<th>Model &amp; Series</th>
<th>Category*</th>
<th>Equipped Weight(^2) (per contract definition)</th>
<th>Helicopter Allowable HOGA Payload(^5)</th>
<th>Daily Availability Rate(^3) Base Year</th>
<th>Daily Av Rate(^3) 1st Period</th>
<th>Daily Av Rate(^3) 2nd Period</th>
<th>Daily Av Rate(^3) 3rd Period</th>
<th>Daily Av Rate 6 Mo Option</th>
<th>Project Flight Rate(^4) Base Year</th>
<th>Project Flight Rate(^4) 1st RP</th>
<th>Project Flight Rate(^4) 2nd RP</th>
<th>Project Flight Rate(^4) 3rd RP</th>
</tr>
</thead>
<tbody>
<tr>
<td>(0)(4)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Category: Indicate the category the aircraft is offered as: Standard = S, Limited (Standard Category offered in a Limited Capacity) = L, and Restricted = R

\(^2\) Contracted Helicopter Equipped Weight

Equipped Weight = ______ lbs

Equipped Weight for Standard Category (Passenger Carrying) aircraft see "Equipped Weight" in Definitions (B.45).

Equipped Weight includes the weight of a fixed tank or the weight of the empty bucket and any associated suspension hardware (cables, connectors, etc.) for restricted aircraft. See Clause B.45 for reference.

\(^3\) The awarded Daily Availability Rate shall include all fixed and variable costs (depreciation, salaries, overnight allowances, overhead, permanent shop facilities, etc.) incurred in providing continuous service exclusive of those costs directly attributed to actual flight.

\(^4\) Project Flight Rates will not be used in the evaluation for award. Hourly Flight Rate will be paid at the applicable Hourly Flight Rate, in accordance with Exhibit 12, Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart.

\(^5\) Calculated from Line 13 of Load Calculation Form (OAS-67/FS 5700-17)
**SECTION A. REQUIREMENTS AND PRICES**

### A.1 SCHEDULE OF ITEMS  FIXED TANK OPTION

This is an Agreement for Interagency Call-When-Needed (CWN) Helicopter Services. Furnish Type (insert Helicopter Heavy (Type I) or Medium (Type II) helicopter(s) fully operated and maintained, including fuel servicing vehicle(s), meeting the requirements of this schedule and the specifications included herein, on a call-when-needed basis. *Drones are instructed to place an asterisk in the N number column for any helicopters not currently available for inspection/carrying.*

Upon Contractor's acceptance of an order from an authorized ordering office, the order becomes a binding contract under the prices, terms, and conditions of this agreement.

<table>
<thead>
<tr>
<th>N Number</th>
<th>Make</th>
<th>Model &amp; Series</th>
<th>Category¹</th>
<th>Equipped Weight² (per contract definition)</th>
<th>Helicopter Allowable HOGE Payload³</th>
<th>Daily Availability Rate⁴ Base Year</th>
<th>Daily Av Rate⁵ 1st Period</th>
<th>Daily Av Rate⁵ 2ND Period</th>
<th>Daily Av Rate⁵ 3RD Period</th>
<th>Daily Av Rate⁶ 6 Mo Option</th>
<th>Project Flight Rate Base Year</th>
<th>Project Flight Rate¹ 1st RP</th>
<th>Project Flight Rate¹ 2nd RP</th>
<th>Project Flight Rate¹ 3rd RP</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1. **Category:** Indicate the category the aircraft is offered as: Standard = S, Limited (Standard Category offered in a Limited Capacity) = L, and Restricted = R

2. **Contracted Helicopter Equipped Weight**
   
   Equipped Weight = _______ lbs

   Equipped Weight for Standard Category (Passenger Carrying) aircraft see "Equipped Weight" in Definitions (B.45).

   Equipped Weight includes the weight of a fixed tank or the weight of the empty bucket and any associated suspension hardware (cables, connectors, etc.) for restricted aircraft. See Clause B.45 for reference.

3. The awarded Daily Availability Rate shall include all fixed and variable costs (depreciation, salaries, overnight allowances, overhead, permanent shop facilities, etc.) incurred in providing continuous service exclusive of those costs directly attributed to actual flight.

4. *Project Flight Rates will not be used in the evaluation for award. Hourly Flight Rate will be paid at the applicable Hourly Flight Rate, in accordance with Exhibit 12, Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart.*

5. Calculated from Line 13 of Load Calculation Form (JOAS-67/FSS 5700-17)
SECTION A
REQUIREMENTS AND PRICES

A.2 PRINCIPAL BASE OPERATION

Offeror shall enter the location of the "Principle Base of Operation" in accordance with the definitions found in Section C for the offered aircraft.

191 Aviation Lane, Belgrade  Location (Physical Address)  Montana  State

A.3 AIRCRAFT PERFORMANCE SPECIFICATIONS (MINIMUM) TO BE USED FOR PROPOSAL EVALUATION PURPOSES AND AIRCRAFT WEIGHING AND WEIGHT VALIDATION

(a) Performance shall be based on minimum engine specification. Aircraft performance capabilities shall be determined by using the Standard Interagency Helicopter Load Calculation Method. (Exhibit 13, Interagency Helicopter Load Calculation)

Performance enhancing data (Power Assurance Checks, wind charts, etc.) shall not be used. Only FAA approved charts based on minimum specification engine performance shall be used. As an example, Kaman K-1200 helicopters shall only use minimum specification engine performance data calculated from Rotorcraft FMS NO. 1, (USFS Fire Fighting).

Use (Exhibit 13, Interagency Helicopter Load Calculation and Exhibit 12, Hourly Flight Rates, Fuel consumption, and Weight Reduction Chart) per aircraft type and the appropriate Hover Ceiling Charts (HOCE and HIGE) from the approved Rotorcraft Flight Manual with current supplements and changes as applicable.

For field operations use current temperature and elevation for performance planning purposes.

(b) Aircraft Weighing and Weight Validation

(1) The aircraft’s equipped weight is determined using weight and balance data, which was determined by actual weighing of the aircraft in accordance with the manufacturer’s requirements and configured in accordance with the agreement specifications, as proposed. Additional weighing criteria:

(i) The weighing shall be accomplished by the Contractor or their agent.

(ii) All weighing of aircraft shall be performed on scales that have been certified as accurate within the previous one (1) year. The certifying entity may be any accredited weights and measures laboratory using standards traceable to the National Institute of Standards and Technology (NIST). The scales will be listed by make, model and calibration date in the aircrafts weight and balance documentation (See Form B, Exhibit 21).

(iii) Weighing shall be:

(A) Accomplished within 12 months prior to the due date of proposal submission, and
SECTION A
REQUIREMENTS AND PRICES

(1) For aircraft on the companies operating certificate that are currently operating or outside of the US, the current operating weight and balance will be submitted. These aircraft will be required to be weighed within 12 months prior to initial contract inspection.

(B) At an interval of 24 months thereafter and / or

(C) Following any major repair or major alteration or change to the equipment list, which significantly affects the center of gravity of the aircraft.

(iv) Helicopter(s) under this solicitation shall:

(A) Remain at or below the contracted helicopter equipped weight as proposed in the base year of the agreement. When there is a difference in the aircraft’s weight between different sets of scales, scales shall be allowed a maintenance tolerance of .2 % (two tenths of a percent) of the scale reading for each set of scales. For example, a helicopter that weighed 6000 lbs on one scale set would be allowed a 12 lb tolerance on each scale set when compared. (Ref. NIST Handbook 44, Table 6).

(B) Be allowed a total of 1% above the contracted helicopter equipped weight as proposed during the combined agreement option periods.

(v) Cowlings, doors and fairings shall not be removed to meet agreement equipped weight for performance.

(vi) If the government requires additional equipment after agreement award, no penalty will be assessed.

(2) Reserved

Tier 1 Performance Specifications:

CAPABILITY OF:

At 7,000 feet pressure altitude and 20°C with □ non-jettisonable  ☒ jettisonable

☒ Hovering out of ground effect (HOGE)

The payload of 3,300 pounds, as determined by Exhibit 13, Standard Interagency Load Calculation form, using a standard pilot weight of 200 pounds and fuel for one hour and 30 minutes (01+30) as determined by Exhibit 12, Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart.

Note: See schedule of items for tank or bucket requirements.
SECTION A
REQUIREMENTS AND PRICES

Tier 2 Performance Specifications:

CAPABILITY OF:

At 5,000 feet pressure altitude and 30°C with [ ] non-jettisonable  [x] jettisonable

[x] Hovering out of ground effect (HOGE)

The payload of 1600 pounds, as determined by Exhibit 13, Standard Interagency Load Calculation form, using a standard pilot weight of 200 pounds and fuel for one hour and 30 minutes (01+30) as determined by Exhibit 12, Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart.

Note: See schedule of items for tank or bucket requirements.

Aircraft Performance Specifications: (FAA approved minimum specification charts only) to be used for proposal evaluation purposes

A.4 ENGINE REQUIREMENTS

Turbine engine(s)

A.5 CREW COVERAGE

The number of persons required will be the minimum complement of personnel while operating under this agreement, additional positions may be offered to staff and support the helicopters.

[x] One Pilot Crew  or  [ ] Two Pilot crew  or  [ ] Three Pilot crew

And

[x] 7-Day Coverage (See Chart Below)

<table>
<thead>
<tr>
<th>COVERAGE</th>
<th>FUEL SERVICING VEHICLE DRIVER</th>
<th>MECHANIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>7-Day Coverage</td>
<td>Full Time FSVD Required</td>
<td>Full Time Mechanic(s) Required</td>
</tr>
</tbody>
</table>

A.6 MAXIMUM COMPLEMENT OF PERSONNEL BY AIRCRAFT TYPE

Type I (Heavy) Helicopters - A maximum of 10 Personnel may be paid as per the payment clause.

Type II (Medium) Helicopter - A maximum of 4 Personnel may be paid as per the payment clause.

Note: Managers may pay up to the Maximum Compliment.
SECTION A
REQUIREMENTS AND PRICES

A.7 ACCEPTABLE WORK SCHEDULES (NEED TO CHECK ONE)

[ ] 12/2    [ ] 12/12    [ ] Other (If "Other" is checked, identify requested schedule, which is subject to approval by Contracting Officer)

Note: All Personnel shall be under the same work schedule with the exception of Maintenance Personnel. Maintenance Personnel may work a 14/14 schedule. If maintenance personnel work 14 days on, they must take 14 days off, unless approved by the Contracting Officer. Days off schedule may vary. A 14/14 schedule must be requested by checking "Other" and subject to approval by the Contracting Officer.

A.8 STANDBY HOURS PER DAY

9 Hours Standby per day

A.9 EXTENDED STANDBY HOURLY RATE

(a) The extended standby rate will be reviewed on an annual basis to ensure compliance with the Service Contract Act and an adjustment will be made if needed. The extended standby rate will be computed by taking the minimum wage rate from the Department of Labor Wage Determination (current at that time), for Nationwide Pilot, times 1.5 plus 20% for benefits, overhead and profit and rounded to the nearest dollar. If needed, adjusted rates will become effective annually on February 16 of each year.

(b) Extended standby is not intended to compensate the Contractor on a one-to-one basis for all hours necessary to service and maintain the aircraft.

(c) The current rate is $52.00 per hour.

A.10 OVERNIGHT STANDARD PER DIEM RATE ALLOWANCE

Rates as published in Federal Travel Regulations See Section B.37 and B.42

A.11 OPERATIONS IN ALASKA, CARIBBEAN, CANADA, OR MEXICO (Contractor to check all that apply).

Contractor has authorization as indicated in FAA 135 Operation Specifications (If contractor has an FAA 135 Certificate) for operations in the following locations. If Contractor has no FAA 135 Certificate, please select areas of operations willing to accept. If accepting work in Alaska, contractor shall meet the requirements of Exhibit 3 prior to mobilizing to Alaska.

[ ] ALASKA    [ ] CARIBBEAN    [ ] CANADA    [ ] MEXICO
SECTION A
REQUIREMENTS AND PRICES

A.12 CONTRACTOR FURNISHED SPECIAL REQUIREMENTS (Note that exceptions may apply)

Additional Offered Equipment

The Offeror may offer items or services in addition to those listed below. Where no provision is made for a daily rate, the cost for furnishing such equipment shall be included in the daily availability rate. Offeror shall provide specifications on the items or services offered. Offered items may be awarded based on the needs of the Government and when prices are determined to be reasonable.

If additional offered equipment is provided by Contractor, see appropriate Exhibits, if applicable.

Daily rates for additional equipment will be paid only if ordered by the CO.

<table>
<thead>
<tr>
<th>Description</th>
<th>Capacity</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seeder</td>
<td></td>
<td>Day</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Fertilizer Spreader</td>
<td></td>
<td>Day</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Fixed Suppressant/Retardant Delivery Tank</td>
<td></td>
<td>Day</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Dip Tank/Water Pumps</td>
<td>x</td>
<td>Day</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Spill Containment Barrier</td>
<td></td>
<td>Day</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Tundra Boards or Snow Pads</td>
<td></td>
<td>Day</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Aerial Ignition (See Exhibit 26)</td>
<td></td>
<td>Day</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Infrared Capability</td>
<td></td>
<td>Day</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Short Haul Capability (See Exhibit 27)</td>
<td></td>
<td>Day</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Hoist Capability</td>
<td></td>
<td>Day</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Floats/Pop-outs</td>
<td></td>
<td>Day</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Other Equipment Offered</td>
<td></td>
<td>Day</td>
<td>$</td>
<td></td>
</tr>
</tbody>
</table>

A.13 CONTRACT PILOT QUALIFICATION

Pilots performing on this contract will meet the requirements of Section B.12 (c) & (d) and B.20. Contractors will offer pilots approved or eligible for approval in the mission tasks selected below. All pilots offered may be evaluated in accordance with B.12 (b) (2) or when requested by the CO.

☑ Low Level (Recon and Surveillance) Required
☑ Helitack/Passenger Transport Required For All Standard Category Type II Aircraft
☑ External Load (belly hook) Required For All Type II
☑ Water/Retardant Delivery Required For All Bucket and Tank aircraft
☑ Longline VTR (150') Required For Type I and Type II Bucket aircraft
☑ Snorkel Required All Tanked Items
☑ Mountainous Terrain Flight Required

A.14 GOVERNMENT PILOT

Contractor ☐ will ☑ will not authorize performance of work under the contract by a Government Pilot. (See Exhibit 23)
SECTION A
REQUIREMENTS AND PRICES

A.15 ADDITIONAL INFORMATION

Additional information that is required to be submitted with your proposal is contained in Section E, Instructions to Offerors-Commercial Items (FAR 52.212-1) (Tailored).

A.16 PUBLIC AIRCRAFT OPERATIONS

After contract award, the contractor/company should declare Public Use by completing Exhibit 28 Public Aircraft Operations.

Refer to FAA AC 00-1.1A:
https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_00-1_1A.pdf

A.17 Aircraft Performance Charts

Submit the aircraft performance charts that will be used in computing the Interagency Load Calculations. These aircraft performance charts will be part of the agreement award. The Contractor shall provide updated charts when the aircraft performance charts submitted are no longer valid.
SECTION B
TECHNICAL SPECIFICATIONS

B.1 SCOPE OF AGREEMENT

(a) The intent of this solicitation and any resultant agreement is to obtain helicopters fully operated by qualified and proficient personnel and equipped to meet specifications contained herein for offered helicopters used in the administration and protection of Public Lands.

(b) The Contractor shall keep and maintain programs necessary to assure safety of ground and flight operations. The development and maintenance of these programs are a material part of the performance of the contract. (See Section E Synopsis of Safety Program) Examples of such programs include but are not limited to: 1) Personnel Activities, 2) Maintenance, 3) Safety and 4) Compliance with Regulations.

(c) The primary purpose of this solicitation and resulting agreements is to obtain Call When Needed Helicopter Services to supplement the US Forest Service’s natural resource and fire suppression programs. These services will predominately support additional needs over and above the requirements of Exclusive Use helicopter contracts. However, at times, these agreements may be utilized to obtain pricing and requirements for extended periods to supplement exclusive use contracts. This would only be under unusual circumstances such as an unusually severe fire season or unexpected terminations or non-renewals of exclusive use contracts.

(d) The helicopter furnished will be used for incident support and may also be used for project, law enforcement, and administrative flights. If contractor agrees to perform law enforcement, such agreement shall be in writing.

(e) The Government has interagency and cooperative agreements with Federal and State Agencies and private landholders. Helicopters may be dispatched under this contract for such use.

(f) The Contracting Officer (CO) may by mutual agreement, release the Contractor from the contract for short periods of time to perform outside work for other Federal, State, or local agencies or private parties. During the period of such release, the U.S. Forest Service (USFS) shall not be responsible for any payment or liability.

(g) The Department of Interior (DOI), Contracting Officer (CO) will provide each CWN vendor a task order number to support all DOI fire suppression activities at award of the contract and every fiscal year, thereafter (https://www.doi.gov/aviation/ao/contracts). In addition, if a National Park Service Search & Rescue (SAR) mission is required, the DOI Contracting Officer will provide the CWN vendor a SAR DOI task order number and will ensure to provide that to the USFS COR. The task order is for invoicing purposes and the vendor is responsible for the input of the flight data into their own website account, Aviation Information Reporting Support (AIRS) and the submittal of their invoice through IPP. DOI will provide a copy of the detailed invoicing instructions to the CWN vendor upon receipt of their fire task order. The Resource Orders are issued by the National Interagency Coordination Center (NICC).

(h) Non-Fire - the DOI CO has the authority to place Task Orders directly with the contractor in accordance with the terms and conditions of this Basic Ordering Agreement in support of non-suppression activities (projects). Project orders will be placed by the DOI CO and coordinated through, and with the NICC when the task order is issued to the contractor. The DOI CO shall perform all contract administration, payment processing, claims adjudication, and close-out of each DOI task order.

(i) The contractor will keep their individual contracted helicopters, respective status, of either “available” or “non-available,” current with the National Interagency Coordination Center (NICC). Notification to NICC of the availability status may be accomplished by telephone at (208) 387-5400, by FAX at (208) 387-5414 or 5663.
SECTION B
TECHNICAL SPECIFICATIONS

B.2 CERTIFICATIONS

(a) General

(1) Contractors shall be currently certificated to meet 14 Code of Federal Regulations (CFR), 133 (External Load Operations), 135 (Commuter and On Demand Operations and Rules Governing Person on Board Such Aircraft), and 137 (Agricultural Aircraft Operations), as applicable. Any helicopter offered shall be listed by make, model, series, and registration number on the Operators Certificates.

(2) Helicopters shall conform to the approved type design (normal or transport), be maintained and operated in accordance with type certificate requirements notwithstanding the aviation regulations of the State in which the helicopter may be operated except those requirements specifically waived by the CO. If an operator has a 135 certificate, the aircraft will be maintained in accordance with their FAA approved maintenance program. 14 CFR Part 133 and 137 helicopters will be maintained in accordance with the type certificate and applicable supplement type certificates (STC).

(3) Reserved

(4) Each helicopter shall operate in accordance with an approved 14 CFR Part 133, Rotorcraft Load Combination Flight Manual (RLCFM), unless the CO specifically waives the requirement. A copy of the RLCFM shall be kept with the aircraft at all times.

(b) Standard Category Helicopters

(1) All passenger-carrying flights, regardless of the number of passengers carried, shall be conducted in accordance with the Contractor’s 14 CFR Part 135 operations specifications.

(2) Helicopters shall be certificated in Normal or Transport Category.

(3) The Government may elect not to utilize individual Standard Category helicopter for passenger transport.

(4) Helicopters shall carry their fully rated capacity of cargo for suppressant/retardant as determined by use of the approved weight and balance performance data.

(c) Restricted Category Helicopters

(1) Helicopter(s) certificated in Restricted Category shall have been issued a Special Airworthiness Certificate.

   (i) Aircraft is required to have a Special Airworthiness Certificate prior to initial contract inspection.

(2) Helicopter(s) configured from aircraft types that have FAA Type Certificates obtained by the helicopter manufacturer shall incorporate the manufacturer’s designated changes to bring the helicopter into conformity with their type design, excluding passenger configuration requirements. All applicable Airworthiness Directives and mandatory manufacturer Service Bulletins shall be accomplished.
SECTION B
TECHNICAL SPECIFICATIONS

(3) Helicopter(s), which are configured from former military aircraft, which have FAA Type Certificates based upon military operation in lieu of a manufacturer’s Type Certificate, shall have all applicable Time Compliance Technical Orders (TCTO’s), military Service Bulletins, and Safety-of-Flight Messages accomplished. This includes any directives, which refer to later models of the same type, which were issued after the earlier models had left the military inventory. When FAA approvals establish more restrictive limits, such limits will prevail.

(4) Helicopters shall carry their fully rated capacity of cargo for suppressant/retardant as determined by use of the approved weight and balance performance data.

B.3 GOVERNMENT FURNISHED INFORMATION

(a) Reserved

(b) The following information must be down-loaded by the contractor and kept on aircraft:


   (2) Reserved

(c) Wildland Fire Chemicals listed on the current Qualified Product List (QPL) may be provided by the Government as needed in accordance with the most current QPL as specified at https://www.fs.fed.us/rm/fire/wfcs/index.htm.

(d) The following may be provided to the Contractor at the convenience of the Government.

   AUX-FM adapter cable with portable radio

B.4 HELICOPTER REQUIREMENTS

(a) General

   (1) Helicopter shall be maintained in accordance with all applicable 14 CFR requirements, mandatory manufacturers’ bulletins as required or identified by the FS and/or DOI, and all applicable FAA Airworthiness Directives (AD).

   (2) All required documents needed to verify the data in Form FS-5700-21a or OAS 36b; Helicopter Data Record (including airframe logs, engine logs, compliance with mandatory manufacturer’s bulletins, FAA AD compliance, listing of installed STC’s, and helicopter status record, etc.) shall be made available to FS or DOI inspector(s). A status sheet containing the status of inspections, Airworthiness Directives and components having time/life limits will be available with each helicopter.
SECTION B
TECHNICAL SPECIFICATIONS

(3) Unless authorized by an approved Minimum Equipment List (MEL), the helicopter shall not be approved or used if any accessory or instrument listed on the helicopter type certificate data sheet is inoperative. However, all items required by this agreement may not be placed on an MEL as non-operational unless approved by a government Aviation Maintenance Inspector or the CO. As an example the following equipment, when inoperative, cannot be placed on an MEL with the helicopter continuing to be utilized under agreement.

(i) Emergency Locator Transmitter

(ii) VHF-AM Transceiver (at least one must be operational)

(iii) P25 Digital VHF-FM Transceiver (at least one must be operational)

(iv) Transponder and altitude reporting system (at least one must be operational)

(v) Static pressure, altimeter, and automatic altitude reporting system (at least one must be operational and connected to an operational transponder and altitude reporting system)

(4) Helicopter shall not be approved if any component time in service exceeds the manufacturers' recommended Time Between Overhaul (TBO) or FAA-approved extension. All inspection times and intervals shall comply with the Contractor's FAA approved maintenance program.

(5) Complete set of current aeronautical charts covering area of operation. The Contractor shall be responsible for providing navigation publications. FAA approved "electronic" flight bags meet this requirement.

(b) Condition of Equipment

(1) Contractor-furnished aircraft and equipment shall be operable, free of damage, and in good repair. Helicopter systems and components shall be free of leaks except within limitations specified by the manufacturer.

(2) All windows and windshields shall be clean and free of scratches, cracks, crazing, distortion, or repairs, which hinder visibility. Repairs such as safety wire lacing and stop drilling of cracks are not acceptable permanent repairs. Prior to acceptance, all temporarily repaired windows and windshields shall have permanent repairs completed or shall be replaced.

(3) The helicopter interior shall be clean and neat. There shall be no unrepaired tears, rips, cracks, or other damage to the interior. The exterior finish, including the paint, shall be clean, neat, and in good condition (i.e. no severe fading or large areas of flaking or missing paint etc.). Military or other low visibility paint schemes are unacceptable. Any corrosion shall be within manufacturer or FAA acceptable limits.
(c) **Center of Gravity**

(1) All helicopters shall be configured so that the center of gravity will remain within the FAA approved Flight Manual published limits for all load requirements and full range of fuel conditions, including ferry with minimum crew without subtraction or addition of ballast.

(2) All helicopters shall be loaded such that the center of gravity will remain within allowed limit during the flight. Actual weights will be used for flight calculation.

(3) When the equipped weight of the helicopter, as noted by registration number in Section B, Schedule of items changes, the Contractor shall notify the CO of the change and submit a new weight and balance as required by the Agreement.

(d) **General Equipment (as applicable)**

Helicopters shall be configured with the equipment required by 14 CFR and approved for make and model furnished. In addition, the following will be required:

(1) A copy of the Awarded Agreement and modification(s) shall remain in the helicopter during the Agreement period(s). The flight manual supplements (performance charts) and Load Calculations as submitted with the contractor’s proposal were utilized in aircraft performance evaluations for award of the Basic Ordering Agreement (BOA). These documents, by virtue of the agreement award were incorporated into the BOA. These are also required to be kept with the helicopter through the life of the agreement, in addition to the aforementioned agreement and modification(s) associated with it, as a complete Agreement package. This is irrespective of the fact that these performance charts are included in the Flight Manual, which is not, in turn, a substitute for a complete Agreement package being with the helicopter.

(2) Instrumentation required by the Type Certificate and 14 CFR for use with the make and model furnished.

(3) Free air temperature gauge.

(4) Approved helicopter lighting for night operation in accordance with 14 CFR 91.209, plus instrument lights.

(5) First Aid Kit Aeronautical (Exhibit 1, First Aid Kit Aeronautical)

(6) Survival Kit Aeronautical (Exhibit 2, Survival Kit Aeronautical, Lower 48 and Exhibit 3 Alaska Supplement; weight of Survival Kit shall be considered as an addition to the equipped weight of the aircraft and will be documented on the C-chart or equipment list)

(7) Additional Suppression/Prescribed Fire Equipment (Exhibit 5, Additional Suppression/Prescribed Fire Equipment) as applicable.

(8) Seats, Seatbelts and Shoulder Harnesses

(i) Seat belts for all seats. One set of individual lap belts for each occupant.
SECTION B
TECHNICAL SPECIFICATIONS

(ii) FAA-approved double-strap shoulder harness with automatic or manual locking inertia reels for each front seat occupant. Shoulder straps and lap belts shall fasten with one single-point, metal-to-metal and quick-release mechanism. Standard factory shoulder harnesses are acceptable for Aerospatiale and Bell transport category helicopters. Military style harnesses are acceptable. (Exhibit 4, Restraint Systems Condition Inspection Guidelines).

(iii) For Type II (Medium) Helicopters: FAA approved shoulder harness (single diagonal strap with inertia reel) for each aft cabin passenger position. Shoulder harness straps and lap belts must fasten with a single-point, metal-to-metal, and a quick-release mechanism.

(iv) Reserved

(v) All Seats, Seat Belts and Shoulder Harnesses for all helicopters must either be:

(A) An OEM installation

(B) STC’d

(C) Approved for installation by an FAA Form 8110-3 with all DER supporting engineering substantiation documentation attached or

(D) Field Approved for installation with supporting FAA Form 8110-3 and all DER supporting engineering substantiation documentation attached

(vi) Installations substantiated to the requirements 14 CFR Part 29 are most desirable. All data pertinent for these installations shall be available for review by the Forest Service prior to agreement award. Installations of a seat, seat belt or shoulder harness are not acceptable as a minor alteration. Seatbelt and shoulder harness installations should follow the guidelines and best practices of FAA Advisory Circular (AC) 21-25A and 21-34. Field Approvals based on previously approved installations must match Make and Model. Field Approvals using previously approved “generic” Field Approvals are not acceptable, i.e. a Field Approval for a Bell 212, based on a previously approved similar installation for an S-58, would not be acceptable.

(9) One flight hour meter (Hobbs) installed in a location observable from the cockpit.

The meter shall be wired in series with a switch on the collective control, and a switch that is activated by engine or transmission oil pressure.

OR

For helicopters with a landing gear incorporating an extendable strut, the hour meter may be activated by a switch mounted in such a manner as to only operate when the strut is fully extended.

The hour meter shall record actual flight time in hours and tenths of an hour only.
SECTION B
TECHNICAL SPECIFICATIONS

(10) Operations from other than the manufacturer’s designated pilot station (right seat in most helicopters) are allowed only with an approved FAA Supplemental Type Certificate (STC) or field approval and designation on the aircraft Interagency Data Card. For single piloted aircraft, field approvals in lieu of STCs are not acceptable unless the appropriate crew door has been modified with bubble window (if available) and operational gauges installed in the door that can be viewed by the pilot while performing vertical reference operations.

(11) Convex mirror for observation of external loads and landing gear (not required for aircraft equipped ONLY for vertical reference operations).

(12) As required by 14 CFR, fire extinguisher(s) shall be a hand-held bottle, fully charged, with a minimum 2-B:C rating, maintained in accordance with NFPA 10 and mounted with a quick release attachment accessible to the flight crew while seated.

(13) Standard Category helicopters with a floor height greater than 18-inches shall have an approved personnel access step to assure safe entrance and exit from each door of the helicopter. A section of external cargo rack may be utilized as a step by providing a clear space covered with non-skid material. (Not required for Type 1 helicopters).

(14) Reserved

(15) One or more independently switched white strobe light(s) mounted on top of the helicopter or otherwise visible from above. An LED aviation red strobe installed by the OEM or Supplemental Type Certificate will also fulfill this requirement. In order to meet agreement specifications, Contractors shall obtain FAA approval (FAA Form 337) to alter the aircraft, if applicable.

Each anti-collision light shall be aviation red and shall meet the applicable requirements of 14 CFR Part 27.1401 or Part 29.1401.

(16) High visibility markings on main rotor blades (Exhibit 6, High Visibility Markings on Main Rotor Blades).

(17) Remote and Cargo Hook

   (i) Cargo Hook

   (A) One keeperless cargo hook that is capable of being loaded and locked in a single motion with one hand, and is rated at the maximum lifting capacity of the aircraft. Not required for Type I helicopters.

   (B) As a minimum, the cargo hook shall be completely disassembled and inspected with repairs made as required, lubricated, and a full-load operational check in accordance with manufacturer’s recommendations.
SECTION B
TECHNICAL SPECIFICATIONS

(ii) Remote Hook/Long line

(A) One remote cargo hook capable of being loaded and locked in a single motion with one hand, and is rated at the maximum lifting capacity of the aircraft and a minimum of 150 feet of long line. Long line may consist of multiple segments and none shorter than 50 feet as per Exhibit 5.

(B) For Power requirements see Exhibit 5

(18) Variable capacity collapsible bucket(s) (Required for all bucket helicopters and Type II and III tanked helicopters)

(i) All Buckets

(A) One (1) collapsible, variable capacity water/retardant buckets shall be furnished under this Contract. Bucket must be capable of being transported in cabin or baggage compartment or external basket of the helicopter.

(B) The bucket, at 100 percent of manufacturers rated capacity (+/- -5%) shall be commensurate with the maximum OGE lifting capability of the helicopter at 5000 PA and 30 degrees C and use 200 pounds for each pilot and 1 1/2 hours of total fuel or the manufacturer recommended size/model bucket by helicopter make and model shall be used. The bucket shall be capable of being operated with all increments of the long-line.

(C) An Operations Manual for the type bucket(s) provided shall be available on site.

(D) Environmental operating conditions may dictate the need for more than one size bucket.

(E) Shall be leak free (1/2 gallon or less in a 24-hour period)

(ii) Non-Gated buckets and non-powerfill buckets

(A) A second variable capacity water/retardant is required. At 100% capacity, the second bucket shall be no more than 10% greater than the minimum capacity of the primary bucket.

(B) Bucket capacity at each position or adjustment level shall be marked on the bucket. Collapsible buckets with cinch straps shall only be adjusted to marked graduations (i.e., 90%, 80%, and 70%). Intermediate graduations or capacities below the manufacturer's minimum graduation (by tying knots, etc.) are prohibited.

(C) Either the weight of the bucket or capacity at each adjustment level shall be marked on the bucket or the operator shall have a written statement of the maximum capacity (weight) at each adjustment point.
SECTION B
TECHNICAL SPECIFICATIONS

(iii) Gated Buckets and Powerfill buckets

(A) Requires electronic hook load measuring system that provides cockpit readout of the actual weight.

(B) Either the weight of the bucket or capacity shall be marked on the bucket or the operator shall have a written statement of the maximum capacity (weight).

(C) If powerfill equipped, bucket must fill to maximum capacity in no more than 90 seconds.

(19) For Type I Helicopters

(i) Tanked aircraft will display the last three numbers/letters of the aircraft registration on both sides of the aircraft. Numbers/letters will be high visibility/contrasting colors and a minimum 32 inches high and 5 inches wide. Number placement on the aircraft sides should give high consideration to visibility from the ground. If there is a duplication in Aircraft Identifier for substitute aircraft and/or if a fixed external tank is replaced or moved to a different airframe, contact your CO for direction.

All other tank numbers (ex: 700 series) must be removed from aircraft when hired on this agreement.

Example: N282CL will display 2CL

(20) Reserved

(21) Fuel Servicing Vehicle (See Exhibit 8 Fuel Servicing Equipment Requirements) (Not required for Alaska).

(22) FAA Approved Extended Height /High Skid Landing Gear (if available by STC or aircraft manufacturer).

(23) FAA approved high visibility, pulsating, forward facing, conspicuity lighting.

(24) FAA approved locking cap(s) on all fuel filler ports. Single point refueling port dust caps need not have an FAA approved locking device.

(25) FAA approved Wire Cutters, for Standard Category personnel transport helicopters only.

(26) FAA approved floor protection. Helicopters shall have floor protection within the cargo area. Floor protection is not required within the passenger seating areas. Floor protection in both seating and cargo areas shall not be in excess of ½ inch to allow for installation of all passenger seats and access to all installed anchor points. (Not applicable to Type 1 or restricted category helicopters.)
SECTION B
TECHNICAL SPECIFICATIONS

(27) Internal baggage compartment/external cargo basket/racks. For Type II Standard Category Aircraft. All cargo restraint anchor locations must have cargo rings installed. Minimum of fifteen (15) cubic feet of cargo space with isolated internal baggage compartment(s) capable of accommodating 58-inch long shovels, rakes, and other fire fighting tools (requires rear bulkhead modification of baggage compartment of some models).

External cargo basket(s)/rack(s) with a closing mechanical latching lid, if available, may be provided in lieu of baggage compartments, which cannot be modified to accept fire tools. The lid shall cover the entire basket/rack. Cargo basket/rack shall be at least 4-inches deep and shall not hamper ingress and egress of personnel from the cabin area. The devices shall be simple in function and have the capacity of being installed quickly. All cargo will be loaded, contained and restrained in a FAA Approved manner that is compliant with the aircraft’s approved flight manual and the operator’s 135 Operations Manual.

All helicopters equipped with an external basket must have an FAA STC or field approval applicable for make and model, for dimension, load carrying capability and material construction. The basket will have a hinged top with a suitable method to secure the top closed in flight, to prevent the contents from exiting.

All helicopters shall have FAA approved internal cargo area restraints or barriers which extend from the floor to the ceiling, isolating the passenger area from the cargo area (transmission wells), sliding door area and will not compromise passenger ingress and egress. Cargo behind soft passenger seats must be restrained while seats are occupied per 14 CFR Part 29 requirements. Restraints or barriers must be capable of being removed within 15 minutes. Restraints within the cargo area of the transmission wells shall have netting restraints only.

(28) Reserved

(29) Engine inlet air filtration system/particle air separator for all medium and light helicopters.

(30) Heating system for windshield de-fog.

(31) Kit for disposal of fuel during start-up/shut down; i.e., EPA Bell Kit if commercially available.

(32) Reserved

(e) Reserved
B.5 HELICOPTER MAINTENANCE

(a) General

(1) The Contractor shall be capable of providing field maintenance support to each helicopter for extended periods during heavy use.

(2) Helicopters shall be operated and maintained in accordance with 14 CFR requirements and manufacturers’ recommendations. Special equipment and/or modification of the helicopter to meet requirements of this contract shall be inspected, repaired, and altered in accordance with 14 CFR requirements and manufacturer’s recommendations or engineered data and, if required, be FAA approved. All “time change” components, including engines, shall be replaced upon reaching the factory recommended time, or FAA approved extension if applicable. Helicopters operated with components and accessories on approved TBO extension programs are acceptable, provided the Contractor who provides the helicopter is the holder of the approved extension authorization (not the owner if the helicopter is leased), and shall operate in accordance with the extension.

(3) FAA, CFR 14, Part 145 Repair Stations, may be used for specific maintenance functions that the repair station is certified for. The helicopter must be returned to service under the repair station certificate, and not under an individual’s certificate for the repair station; for example repairman or A&P mechanic. The repair station may not be used in lieu of a carded mechanic if required by this contract.

(4) Contract performance may subject the helicopter engine to frequent smoke, sand and dust ingestion. All helicopters shall comply with the erosion inspection procedures at the recommended intervals in accordance with the engine operation and maintenance manual for the Contracted aircraft.

(5) All maintenance performed shall be recorded in accordance with 14 CFR 43 and 91 including helicopter time-in-service and hour meter reading.

(6) A copy of the current maintenance record required by 14 CFR 91 shall be kept with the aircraft, and at least every 12 flight hours or 7 days whichever occurs first; transmitted to the operator’s home office (Location that Certificate is held).

(7) Maintenance of aircraft records shall be in accordance with the FAA Advisory Circular (AC) No. 43-9C as revised.

(8) Contractor shall notify the Contracting Officer Representative (COR) at least 16 flight hours prior to the initiation of any maintenance inspection. In addition the Contractor shall immediately notify the COR of any change of an engine, power train, control, or major airframe component and circumstances inducing the change.

(9) Routine maintenance shall be performed before or after the daily standby or as approved by the COR.

(10) All inspection times and intervals shall comply with the Contractor’s FAA Approved Maintenance Program.
SECTION B
TECHNICAL SPECIFICATIONS

(11) Inspections shall be performed in a maintenance facility, or in the best field conditions available.

(12) Reserved

(13) Reserved

(14) Reserved

(15) All weighing of aircraft shall be performed on scales that have been certified as accurate within the previous one (1) year. The certifying entity may be any accredited weights and measures laboratory using standards traceable to the National Institute of Standards and Technology (NIST). The scales shall be listed by make model and calibration date in the aircraft’s weight and balance documentation (See Form B, Exhibit 21).

(i) For aircraft on the companies operating certificate that are currently operating outside of the US, the current operating weight and balance will be submitted. These aircraft will be required to be weighed within 12 months prior to initial contract inspection.

(16) Helicopter(s) under initially awarded agreements(s) under this solicitation shall remain at or below contracted helicopter equipped weight as proposed in the base year of the agreement. Helicopters will be allowed a total of 1% above the awarded contracted helicopter equipped weight as proposed during the combined agreement renewal periods. The helicopter’s equipped weight is determined using weight and balance data which was determined by actual weighing of the aircraft within 12 months prior to the due date of proposal submission and 24 months thereafter or following any major repair or major alteration or change to the equipment list which significantly affects the center of gravity of the aircraft. If the government requires additional equipment after agreement award no penalty will be assessed.

(17) A list of equipment installed in the aircraft at the time of weighing shall be compiled. The equipment list shall include the name, weight, arm and moment of each item installed. Items that may be easily removed or installed for aircraft configuration changes (seats, doors, radios, cargo hook, baskets, special mission equipment, etc.) shall also be listed including the name, weight, arm and moment of each item. Each page of the equipment list shall identify the specific aircraft by serial and registration number. Each page of the equipment list shall be dated indicating the last date of actual weighing or computation. The weight and balance shall be revised each time equipment is removed or installed which more than negligibly affects the center of gravity of the aircraft. See Exhibit 21 for an acceptable example.

(18) When the contract equipped weight of the aircraft, as noted by registration number in Section A, Schedule of Items, changes, the Contractor shall notify the CO of the change and submit a revised weight and balance as required by the Agreement.
SECTION B
TECHNICAL SPECIFICATIONS

(b) Turbine Engine Power Assurance Checks

(1) A power assurance check shall be accomplished on the first day of operation, and thereafter within each 10-hour interval of contracted flight operation unless prohibited by environmental conditions (i.e. weather, smoke). The power assurance check shall be accomplished by the contractor in accordance with the Rotorcraft Flight Manual or approved company performance monitoring program. A current record of the power assurance checks will be maintained with the aircraft under this Agreement and any renewal periods.

(2) Helicopters with power output below the minimum published performance charts or if the trend analysis indicates significant deterioration in performance the aircraft shall be removed from service. The power condition shall be corrected before return to service and agreement availability.

c) Maintenance Flights

A functional maintenance flight shall be performed following overhaul, repair, and/or replacement of any engine, power train, rotor system or flight control equipment, and following any adjustment of the flight control systems before the helicopter is returned to service. The flight will be performed at the Contractor’s expense. Results of the maintenance flights shall be reported to and approved by the FS or DOI Aviation Maintenance Inspector before the helicopter is returned to Agreement availability.

d) Reserved

e) Calibrated Tools

All Torque wrenches and measuring devices must be calibrated annually. A decal showing current calibration must be affixed to each tool showing calibration date.

B.6 AIRCRAFT AND EQUIPMENT SECURITY

(a) The security of Contractor provided helicopter and equipment is the responsibility of the Contractor.

(b) Helicopter shall be electrically and/or mechanically disabled by two independent security systems whenever the helicopter is unattended. Deactivating security systems shall be incorporated into preflight checklists to prevent accidental damage to the helicopter or interfere with safety of flight.

(c) Examples of unacceptable disabling systems are:

(1) Locked door/windows; and/or

(2) Fenced parking areas.

B.7 AVIONICS REQUIREMENTS

(a) Minimum Requirements
SECTION B
TECHNICAL SPECIFICATIONS

All avionics used to meet this agreement shall comply with the requirements of paragraph (b) Avionics Specifications and paragraph (c) Avionics Installation and Maintenance Standards. The following are the minimum avionics which shall be installed. Additional avionics may be required in section B of this agreement.

(1) All Helicopters

(i) One VHF-AM Radio (COM 1)

(ii) One VHF-FM Radio (FM 1)

(iii) One Auxiliary FM system (AUX FM) {Not required in heavy helicopters with 2 VHF-FM radios installed or KMAX}

(iv) One Global Positioning System (GPS)

(v) An Intercom System (ICS) {Not required in single occupant aircraft}

(vi) Audio Control systems applicable to the type of aircraft offered

(vii) An Emergency Locator Transmitter (ELT)

(viii) An Automated Flight Following System (AFF)

(ix) One Transponder

(x) One Altimeter and Automatic Pressure Altitude Reporting system

(xi) One Auxiliary Power Source (3 Pin) {Not required in helicopters not approved for passengers}

(xii) One Bucket/Torch Connector (9 Pin) {Not required in heavy helicopters}

(xiii) Lighting for night operations in accordance with 14 CFR 91.205 (c)

(xiv) Lighting for all instruments required by 14 CFR 91.205 (b)

(xv) ADS-B OUT will be required beginning January 1st 2020

(2) Reserved

(3) Reserved

(4) Helicopters approved for Air Tactical operations

Helicopters may be approved for Air Tactical operations provided they meet the requirements of (a) (1) (iii) through (a) (1) (xv) and the following requirements based on the type of Air Tactical approval. These requirements are for optional mission approval only. Paragraph (a) (1) and additional requirements in section A shall remain the minimum required avionics for aircraft under this agreement.
SECTION B
TECHNICAL SPECIFICATIONS

(i) Type I

(A) Two VHF-AM Radios (COM 1 & COM 2)

(B) Two VHF-FM Radios (FM 1 & FM 2)

(C) Radio transmit capability from the aft passenger compartment connected to the SIC/observer Audio Control system. An Aft Audio Control system for this position is acceptable.

(ii) Type II

(A) Two VHF-AM Radios (COM 1 & COM 2)

(B) One VHF-FM Radio (FM 1)

(C) Radio transmit capability from the aft passenger compartment connected to the SIC/observer Audio Control system. An Aft Audio Control system for this position is acceptable.

(iii) Type III

(A) Two VHF-AM Radios (COM 1 & COM 2)

(B) One VHF-FM Radio (FM 1)

(b) Avionics Specifications

All avionics used to meet this agreement shall comply with the following requirements and paragraph (c) Avionics Installation and Maintenance Standards.

(1) Communications systems

Transmitters shall not open squelch on, or interfere with, other AM or FM transceivers on the aircraft which are monitoring different frequencies. Transmit interlock functions shall not be used with communication transceivers. (This paragraph does not apply to single pilot helicopters which are not approved for passengers or non-fire aircraft.)

(i) VHF-AM Radios

VHF-AM radios shall be TSO approved aeronautical transceivers, permanently installed, and operate in the frequency band of 118.000 to 136.975 MHz with a minimum of 760 channels in no greater than 25 KHz increments. Transmitters shall have a minimum of 5 Watts carrier output power.

(ii) VHF-FM Radios

All aircraft approved for fire operations shall use P25 Digital VHF-FM transceivers meeting the specifications of FS/OAS A-19. FM radios used in all aircraft shall be agency approved. FS/OAS A-19 and a list of currently approved
SECTION B
TECHNICAL SPECIFICATIONS

FM radios can be found on the following website: [http://www.nifc.gov/NICCD/documents.html](http://www.nifc.gov/NICCD/documents.html). The following requirements shall be met.

(A) VHF-FM radios shall be aeronautical transceivers, permanently installed in a location that is convenient to the PIC and SIC/observer, and operate in the frequency band of 138 to 174 MHz. All usable frequencies shall be programmable in flight. Narrowband and digital operation shall be selectable by channel for both MAIN and GUARD operation. Carrier output power shall be 6-10 Watts nominal.

(B) Transceivers shall have a GUARD capability constantly monitoring in all GUARD transmissions. Simultaneous monitoring of MAIN and GUARD is required. Scanning of GUARD is not acceptable. Aircraft not approved for Air Tactical operation only require one FM GUARD receiver.

(C) Transceivers shall have the capability of encoding CTCSS subaudible tones on all channels. A minimum of 32 tones meeting the current TIA/EIA-603 standards shall be selectable.

(D) Transceivers shall have the capability to display both receiver and transmitter frequencies. Activation indicators for transmit and receive shall be provided for both MAIN and GUARD operation.

(E) The radio shall use an external broadband antenna covering the frequency band of 138 to 174 MHz (Comant CI-177-1 or equivalent).

(iii) Auxiliary FM systems (AUX FM)

An interface to properly operate a portable FM radio through the aircraft audio control systems shall be provided using an MS3112E12-10S type bulkhead mounted connector with contact assignments as specified by FS/OAS A-17 available at the following website: [http://www.nifc.gov/NICCD/documents.html](http://www.nifc.gov/NICCD/documents.html). Sidetone for the portable radio shall be provided (AEM AA34 or equivalent). The following applies to all AUX FM installations.

(A) An external broadband antenna covering the frequency band of 138 to 174 MHz (Comant CI-177-1 or equivalent) shall be installed with the associated coax terminated in a bulkhead mounted BNC connector adjacent to the above 10 pin connector.

(B) A portable radio mount (Field Support Services AUX-EHP-RB or equivalent) shall be installed providing the crew unrestricted operation of the radio controls when connected with an 18 inch adapter cable.

(C) A VHF-FM radio meeting the requirements of paragraph (b) (1) (ii) may be installed, in addition to the radios already required, in lieu of the AUX FM system.

(iv) Non-Standard Radios
SECTION B
TECHNICAL SPECIFICATIONS

Non-standard radios shall be aeronautical transceivers interfaced to the aircraft audio control systems and a compatible antenna via an approved installation. The radio shall be compatible with the requesting unit.

(v) Reserved

(vi) Reserved

(2) Audio Systems

(i) Intercom Systems (ICS)

ICS shall integrate with the aircraft audio control systems and mix with selected receiver audio. An independent ICS volume control, keyed operation, and a “hot mic” capability shall be provided for each required position. Passenger volume adjustments must not affect other positions. Hot mic may be voice activated (VOX) or controlled via an activation switch. The ICS must have the capability to isolate the flight crew from passengers.

ICS is required for the PIC and SIC/observer for all aircraft. Exclusive-use helicopters approved for passengers, and helicopters which require an aft audio control system, shall provide ICS at all passenger positions. Call-when-needed helicopters approved for passengers shall provide ICS for two aft exit passenger positions.

(ii) Audio Control Systems

(A) General

Aircraft configuration shall comply with the applicable drawing for “Helicopter Audio Requirements” at the following website: http://www.nifc.gov/NIICD/documents.html. A master radio volume control and collocated controls for transmitter selection and independent receiver selection of all required radios shall be provided for each required audio control system. Each system shall have the capability to simultaneously select and utilize a different transceiver (and PA if required). Sidetone shall be provided for the user as well as for cross monitoring by all installed systems. Receiver audio shall be automatically selected when the corresponding transmitter is selected. Receiver audio shall be provided to each position which requires ICS (refer to ICS section for requirements). Aft audio control systems are not required to provide NAV audio.

All required passenger positions shall utilize the SIC/observer’s audio control system unless an aft audio control system is installed. Exclusive use helicopters approved for passengers shall provide radio transmit capability for two aft passenger positions. See the applicable “Helicopter Audio Requirements” drawing for locations.
SECTION B
TECHNICAL SPECIFICATIONS

Audio controls shall be labeled as COM-1, FM-1, AUX, PA etc... as appropriate or as COM-1, COM-2, COM-3, etc... with the corresponding transceiver labeled to match. Audio shall be free of distortion, noise, or crosstalk. The system shall be designed for use with 600 ohm earphones and carbon equivalent, noise cancelling, boom type microphones (Gentex 5060-4 or equivalent). The PIC and SIC/observer shall have U-92 type audio jacks.

All required passenger positions with ICS, including the SIC/observer, shall have MS3112E10-6S type 6-pin connectors wired for compatibility with an appropriate drop cord (Alpine Aerotech AAL280 series or equivalent). The 6-pin connector is not required at the SIC position in aircraft requiring dual pilots. Aft passenger connectors shall be mounted above the seats and near the passengers head. Drop cords shall be provided with the aircraft for all passenger positions which require ICS. In lieu of the 6-pin connector and drop cord, the SIC/observer may utilize either a foot or console mounted Push-To-Talk (PTT) switch in conjunction with a switch to select between radio and ICS PTT operation. Crew positions shall have radio and ICS PTT switches on their respective cyclic controls in addition to the previous requirements.

(B) Drop Cord Requirements

- Coil cord that extends to 6 feet nominally
- 6-Pin MS3476L10-6P type connector on the coil cord
- U-92 (TJT-120) type audio jack on the housing
- Large clip
- Volume control
- ICS switch with momentary and lock positions
- Radio PTT switch (only for positions which require radio transmit)

(C) Aft Audio Control Systems (when required)

The audio controller shall be installed in a location that provides unobstructed access to the controls while seated. Aft passengers shall utilize the aft audio control system(s). Two aft passenger positions shall have radio transmit capability. See the applicable “Helicopter Audio Requirements” drawing for locations.

(D) Required Audio Control systems

The following audio control systems are required based on helicopter type

- Helicopters not approved for passengers
  A single audio control system for the PIC and SIC/observer
SECTION B
TECHNICAL SPECIFICATIONS

- **Light and Medium Helicopters approved for passengers**
  
  Two separate audio control systems (which may be combined in a single unit) for the PIC and SIC/observer

- **Heavy Helicopters approved for passengers**
  
  Two separate audio control systems (which may be combined in a single unit) for the PIC and SIC/observer and an aft audio control system for the Helicopter Manager.

(3) **Navigation Systems**

(i) **Global Positioning Systems (GPS)**

(A) **Aeronautical GPS**

Each required GPS shall be TSO approved, permanently installed where both the PIC and SIC/observer can clearly view the display, use an approved external aircraft antenna, and be powered by the aircraft electrical system. The GPS shall utilize the WGS-84 datum, reference coordinates in the DM (degrees/minutes/decimal minutes) format and have the ability to manually enter waypoints in flight. The GPS navigation database shall be updated annually covering the geographic areas where the aircraft will operate.

(B) **Portable Aviation GPS**

Portable aviation GPS units (Garmin GPSMAP, aera, or equivalent) are acceptable when an Aeronautical GPS is not specified. They shall be securely mounted via an approved installation using the aircraft electrical system and a remote antenna. The GPS shall present information from an overhead perspective. The PIC shall have clear view of the display and unrestricted access to the controls. The SIC/observer shall also have a clear view of the display in Air Tactical aircraft. The GPS shall meet the above datum, coordinate, and database requirements for an aeronautical GPS. Portable GPS units are not acceptable for aircraft performing IFR or NVG operations.

(C) **GPS with Moving Map**

The GPS providing data to the moving map shall meet all of the above GPS requirements. The moving map’s display shall be 3 inches wide, 1.5 inches high, and show the aircraft’s present position relative to user selected waypoints and geographical features. The map may be integrated with the GPS.

(4) **Surveillance systems**
SECTION B
TECHNICAL SPECIFICATIONS

(i) Emergency Locator Transmitters (ELT)

Emergency locator transmitters must be helicopter models with at least a 5 axis G-switch and certified to TSO C126 or newer. ELTs must be automatic fixed, installed in a conspicuous or marked location, and meet the same requirements as those detailed for airplanes in 14 CFR 91.207 (excluding section f). ELT mounts must use rigid attachments and meet the deflection requirements of RTCA/DO-204. Velcro style mounts are not acceptable. ELT antennas must be mounted externally to the aircraft unless installed in a location approved by the aircraft manufacturer. Documentation of current registration is required from the national authority for which the aircraft is registered(ii) Automated Flight Following systems (AFF)

Automated flight following systems must be compatible with the government’s tracking program (AFF.gov), utilize satellite communications, and use aircraft power via a dedicated circuit breaker. AFF must be functional in all phases of flight and in all geographic areas where the aircraft will operate. The following additional requirements shall be met.

(A) A subscription service shall be maintained through the equipment provider allowing position reporting via the Government AFF Program. The reporting interval must be every two minutes while aircraft power is on.

(B) AFF equipment must be registered with AFF.gov providing all requested information. Changes to equipment and registration information shall be reported to AFF.gov ensuring the program is current prior to aircraft use. For assistance, the Fire Applications Help Desk (FAHD) may be reached at (866) 224-7677 or (616) 323-1667.

(C) An AFF operational test shall be performed by the vendor no less than seven calendar days prior to the annual compliance inspection. This test must ensure that the system meets all requirements and is displayed in the AFF viewer with the correct information. A user name and password are required. Registration and additional information are available at https://www.aift.gov/. If the aircraft is not displaying properly, the vendor shall notify AFF.gov.

(D) If AFF becomes unreliable the aircraft may, at the discretion of the Government, remain available for service utilizing radio/voice systems for flight following. The system shall be returned to full operational capability within 5 calendar days after the system is discovered to be unreliable.

(E) This clause incorporates the JSON Specification Section Supplement available at https://www.aift.gov/documents/Json_Specification_Section_Supplement.pdf as if it was presented as full text herein.

(F) For questions about current compatibility requirements contact the AFF Program Manager by emailing affadmin@firenet.gov.
SECTION B
TECHNICAL SPECIFICATIONS

(iii) Reserved

(iv) Transponders

Transponder systems shall meet the requirements of 14 CFR 91.215(a). Part 135 aircraft shall meet the "Mode S" requirements of 14 CFR 135.143(c). Transponder systems shall be tested and inspected every 24 calendar months as specified by 14 CFR 91.413.

(v) Altimeter and Automatic Pressure Altitude Reporting systems

Altimeter, static pressure, and automatic pressure altitude reporting systems shall be installed and maintained in accordance with the IFR requirements of 14 CFR Part 91. These systems shall be tested and inspected every 24 calendar months as specified by 14 CFR 91.411.

(vi) Reserved

(vii) Automatic Dependent Surveillance – Broadcast Out (ADS-B OUT)

ADS-B OUT systems must be approved to TSO-C154c or TSO-C166b. Aircraft operating outside of the United States must be equipped with systems approved to TSO-C166b.

(5) General Systems

(i) Reserved

(ii) Auxiliary Power Source (3 Pin)

An MS3112E12-3S type connector shall be installed and mounted in a location convenient to the passenger compartment and protected by a 5 Amp circuit breaker. Pin A shall be +28 VDC. Pin B shall be airframe ground. Pin C shall not be used. Reference FS/OAS A-16.

(iii) Bucket/Torch Connector (9 Pin)

(A) An MS3101A24-11S type connector shall be installed adjacent to the cargo hook within 12 inches. The connector must be adequately supported to prevent tension on the electrical wiring. Pin D must be airframe ground. Pin E must be +28 VDC operated with the "Bucket Open" switch on the collective and protected by a 50 Amp circuit breaker that can be manually opened and reset.

(B) The bucket open switch must be clearly labeled "Open", spring-loaded to the "Off" position, and mounted on the collective to avoid confusion with the cargo hook release. The switch must be of a different design and mounted in such a way as to not easily be confused with the RPM Control (Beep switch).
SECTION B

TECHNICAL SPECIFICATIONS

(C) Reserved

(iv) VHF-FM Programming Ports

DB-9 type D-subminiature connectors shall be installed in a location convenient to the SIC/observer. These shall be wired for RS232 serial communication between all required VHF-FM radios and a laptop computer. Individual connectors or an FM select switch may be used. Pin 2 shall be data transmitted from the FM. Pin 3 shall be data received by the FM. Pin 5 shall be signal ground. Compatible radio front panel connectors may be used to meet this requirement if serial adapter cables are provided with the aircraft. For example TDFM 136A s/n FDA1200 and higher.

(v) Reserved – (GPS Data Connectors)

(vi) External Portable Aviation GPS Antennas

Antennas shall be TSO approved and compatible with the portable aviation GPS of the requesting unit.

(vii) Dual USB charging Ports

USB charging ports must be TSO approved, capable of providing at least 2 amps of power to each port simultaneously with an output voltage of 5 VDC and installed in a location convenient to the specified users.

(viii) Portable Electronic Device (PED) Tolerance - RESERVED

(c) Avionics Installation and Maintenance Standards

All avionics used to meet this agreement shall comply with the manufacturer’s specifications and installation instructions, federal regulations, and the following requirements.

(1) Strict adherence to the guidelines in FAA AC 43.13-1B Chapter 11 “Aircraft Electrical Systems” and Chapter 12 “Aircraft Avionics Systems” as well as FAA AC 43.13-2B Chapter 1 “Structural Data”, Chapter 2 “Communication, Navigation and Emergency Locator Transmitter System Installations” and Chapter 3 “Antenna Installation” is required.

(2) All antennas shall be FAA approved, have a Voltage Standing Wave Ratio (VSWR) less than 3.0 to 1 and be properly matched and polarized to their associated avionics system.

(3) Labeling and marking of all avionics controls and equipment shall be understandable, legible, and permanent. Electronic label marking is acceptable.

(4) Avionics installations shall not interfere with passenger safety, space or comfort. Avionics equipment shall not be mounted under seats designed for energy attenuation. In all instances, the designated areas for collapse shall be protected.
SECTION B
TECHNICAL SPECIFICATIONS

(5) All avionics equipment shall be included on the aircraft’s equipment list by model, nomenclature, and location.


B.8 DATA, IMAGES AND VOICE RECORDINGS

All contractually required recorded data, and images and voice data collected or stored from radios, sensors, phones, cameras or other audio and image recording devices are the property of the USDA Forest Service while on contract.

This will include but not be limited to, Additional Telemetry Units, Automated Flight Following, and Operational Loads Monitoring data and data collected or stored from EO/IR sensors, any cameras, radios or other audio and video recording devices owned by the contractor, contractor representatives or the Forest Service. Use of the audio and image data outside of the scope of the contract is prohibited unless authorized in writing by the contracting officer.

B.9 RESERVED – (Extended Standby Hourly Rate)

B.10 OPERATIONS

(a) General

(1) Regardless of any status as a public helicopter operation (see Exhibit 28), the Contractor shall operate in accordance with their approved 14 CFR 135 Operations Specification and all portions of 14 CFR 91 (including those portions applicable to civil aircraft) and each certification required under this Agreement unless otherwise authorized by the CO. Forest Service acknowledges certain special use missions do not fall within the purview of 14 CFR Parts 135 and 91. Special use missions include but are not limited to rappel short haul aerial ignition and rope assisted deployment operations.

(2) A Government representative may inspect the pilot’s Interagency Helicopter Pilot Qualification Card for currency before any flight. The Government has operational control and can delay, terminate, or cancel a flight at any time.
SECTION B
TECHNICAL SPECIFICATIONS

(3) The government recognizes the ever-increasing difficulty operators are encountering in hiring mission-qualified pilots. In response to this situation the government has developed provisions for contractors to conduct "On Contract" pilot operational training. This program has been designed with the intent of providing operational training opportunities to contractors seeking to upgrade pilots into new aircraft, and to provide operational training for pilots with little or no previous natural resource/wildland fire experience. Other significant conditions and restrictions are detailed in Exhibit 19. Adherence to these guidelines is critical for success of the program. See Exhibit 19.

(4) Performance enhancing data (Power Assurance Checks, wind charts, etc) shall not be used. Only FAA approved charts based on minimum specification engine performance shall be used. As an example, Kaman K-1200 helicopters shall only use minimum specification engine performance data calculated from Rotorcraft FMS NO. 1, (USFS Fire Fighting).

(5) Use (Exhibit 13, Interagency Helicopter Load Calculation and Exhibit 12, Hourly Flight Rates, Fuel consumption, and Weight Reduction Chart) per aircraft type and the appropriate Hover Ceiling Charts (HOGE and HIGE) from the approved Rotorcraft Flight Manual.

(6) For contracts requiring longline operations, any combination of line length may be used at the discretion of the pilot, providing the pilot card is endorsed Longline VTR and interagency policies (obstacle and tail rotor clearance etc.) are adhered to.

(7) All documents required to be with aircraft during contract period, may be stored in an electronic storage device. The storage device must have a viewing screen of at least 7 inches. If an electronic storage device is used, a paper back up for each required document must be available with the support vehicle. Examples of approved storage device are Tablet; IPAD etc. smart phones will not be acceptable.

(8) The aircraft must be shut down after 4 hours of flight (Hobbs) time or 2 fuel cycles (whichever occurs first).

(b) Pilot Authority and Responsibilities

(1) The Pilot-In-Command (PIC) is responsible for the safety of the aircraft, loading and unloading of occupants and cargo. The pilot shall comply with the directions of the Government, except when in the pilot's judgment compliance will be a violation of applicable federal or state regulations or agreement provisions. The pilot has final authority to determine whether the flight can be accomplished safely and shall refuse any flight or landing which is considered hazardous or unsafe.

(2) The pilot is responsible for computing the weight and balance for all flights and for assuring that the gross weight and center of gravity do not exceed the aircraft's limitations. Pilots shall be responsible for the proper loading and securing of all cargo. Load calculations (Exhibit 13, Form 5700-17/OAS-67) shall be computed and completed daily by the pilot using appropriate flight manual hover performance charts.

(3) Smoking is prohibited within 50-feet of fuel servicing vehicle, fueling equipment, or aircraft.
SECTION B
TECHNICAL SPECIFICATIONS

(4) After engine(s) shutdown, the pilot may exit the aircraft while the rotor(s) are turning if the Rotorcraft Flight Manual (RFM) allows and the pilot remains within the arc of the rotor(s). The pilot shall coordinate this action with the Helicopter Manager. If not allowed by the RFM, aircraft must be shutdown and rotors stopped for pilot to exit aircraft or change seats.

(5) Pilot(s) will use an approved cockpit checklist for all flight operations. Rotorcraft Flight Manual Checklist.

(6) Toe-in, single-skid, step-out landings are prohibited.

(7) Equipment such as radios, survival gear, fire tools, etc., shall be located in or on the aircraft in such a manner as to potentially not cause damage or obstruct the operation of equipment or personnel. All cargo shall be properly secured.

(8) The pilot shall not permit any passenger in the helicopter or any cargo to be loaded therein unless authorized by the Helicopter Manager.

(9) Passenger Briefing - Before each takeoff, the PIC shall ensure that all passengers have been briefed in accordance with the briefing items contained in 14 CFR 135. Briefing shall include the following; Personal Protective Equipment (PPE), Shut-Off Procedures for Battery and Fuel, and Aircraft Hazards.

(10) Flight Plans - Pilots shall file and operate on a FAA, ICAO, or agency flight plan. Contractor flight plans are not acceptable. Flight plans shall be filed prior to takeoff when possible.

(11) Flight Following - Pilots are responsible for flight following with the FAA, ICAO, or in accordance with FS or DOI-Bureau approved flight following procedures, which includes Automated Flight Following (AFF) and radio check-ins.

(12) Manifesting - Prior to any takeoff, the PIC shall provide the appropriate FS or DOI dispatch office/coordination center or helibase with current passenger and cargo information.

(13) Fuel Reserve - To provide adequate fuel reserve all operations shall comply with 14 CFR 91 for VFR (20-minutes reserve).

(14) During missions that involve transporting agency personnel, a HOGE power check shall be performed for either the takeoff or landing, whichever is most restrictive. This requirement applies to pinnacles, ridgelines and confined areas or any first time missions into/out of a HOGE site. Refer to the interagency helicopter pilot practical test standards and can be found at this website: https://www.fs.fed.us/fire/av_safety/promotion/Technical_Bulletins/IATB_17-01_HOGE_Power_Check_508.pdf.

(c) IFR/Night Flight - Not authorized

(d) Flights with Cowling(s), Fairings, and Panels or Doors Open/Removed
SECTION B
TECHNICAL SPECIFICATIONS

The Contractor is responsible for removal, reinstallation and security of the doors at all times. However, Government personnel may assist with removal and reinstallation when properly trained by the mechanic or pilot. The contractor shall maintain full responsibility to ensure the procedure is accomplished correctly.

All loose items must be secured prior to flight with doors open/removed (Velcro is not considered a secure attachment). Flights with cowlings, fairings, and panels removed are not permitted. The helicopter external registration number shall be clearly visible at all times.

(e) External Load Operations

(1) All External Load Operations (Applicable to Cargo, Bucket and Tank operations unless specifically noted)

(i) Determine allowable payload using the Interagency Helicopter Load Calculation, appropriate HOGE-J helicopter performance charts, and current local temperature and pressure altitude.

(ii) Helicopters equipped with a tail rotor and conducting external load operations (excluding class A loads) will be limited to an airspeed of 80 knots indicated or the airspeed limitation established by the rotorcraft flight manual, whichever is less. All other helicopters conducting external load operations shall comply with applicable Rotorcraft Flight Manual Limitations.

(iii) When conducting external load operations, rotors will remain above the canopy or helicopter will operate within an opening no less than 1 1/2 times the main rotor diameter (e.g. an aircraft with a 48' main rotor diameter would require a 72' diameter opening).

(iv) For loads with a total suspended height of 50 feet or greater the pilot must be approved for longline VTR.

(v) The jettison-ararming switch, if applicable, shall be in the armed position during external load operations.

(2) Cargo Operations

(i) Use actual weight of cargo from load calculation or manifest form. Weight reduction is optional and may be calculated into jettisonable payload when agreed upon by pilot and agency personnel.

(3) Bucket Operations

(i) All Bucket Operations (Applicable to both gated and non-gated buckets)

(A) For calculation of the allowable bucket payload use 8.3 pounds per gallon for water. When mixed fire retardant is being delivered by bucket, use the actual weight per gallon of the mixed retardant.
SECTION B
TECHNICAL SPECIFICATIONS

(B) Buckets and hardware shall be designed for the applicable aircraft and attached directly to the belly hook unless the pilot is approved for longline VTR.

(C) When a bucket is attached directly to the cargo hook, it is critical to measure the maximum length of the extended bucket from the shackle on the control head to the extended dump valve/fire sock, making sure that it is at least 6-inches less than the distance from the belly hook to the closest possible point on the tail rotor. Lines attached between the cargo hook and the bucket shall extend the bucket past the outside arc of the tail rotor, the line shall be no shorter than 50 feet.

(D) Reserved

(ii) Non-gated bucket operations

(A) Partial dips are not authorized.

(B) At the beginning of the fuel cycle, bucket capacity shall be adjusted so that the bucket, when filled to the adjusted capacity, does not exceed the allowable payload.

(C) Bucket capacity at each position or adjustment level shall be marked on the bucket. Collapsible buckets with cinch straps shall only be adjusted to marked graduations (i.e., 90%, 80%, and 70%). Intermediate graduations or capacities below the manufacturer’s minimum graduation (by tying knots, etc.) are prohibited.

(iii) Gated bucket operations

(A) Requires electronic hook load measuring system that provides cockpit readout of the actual weight.

(B) Partial filling is authorized, based on aircraft performance and environmental conditions.

(4) Tank Operations

The following procedure shall be used for all Tank operations (also see Exhibit 5):

(i) Snorkel removal and installation shall be the Pilots responsibility at all times. However, Government personnel may assist with removal and installation when properly trained by the mechanic or pilot.

(ii) Prior to or during the helicopter’s first start-up of each day, tank doors shall be checked for normal and emergency operation, to include checking the snorkel for proper operation. These operational checks should be incorporated into the aircraft’s cockpit checklist. Not required in conditions that present potential damage to tank or snorkel system.
SECTION B
TECHNICAL SPECIFICATIONS

(iii) Items awarded as tanked aircraft may replace tank with water bucket when requested by the government due to firefighting suppression tactics, this should be documented and CO/COR notified.

(f) Reserved

(g) Dual Controls

Dual controls- Dual controls are required and shall be made accessible to an approved agency helicopter inspector pilot (HIP) for all pilot performance evaluations. During flight operations the front seat not occupied by a pilot may only be occupied by a helicopter manager or an authorized crewmember briefed by the PIC or HMGB. For type 3 aircraft, the dual controls shall be removed except during pilot evaluation, unless aircraft type certification prevents controls from being removed.

(h) Transportation of Hazardous Material (HazMat)

(1) Helicopters may be required to carry hazardous materials. Such transportation shall be in accordance with DOT Special Permit and the DOI or NWCG Standards for Aviation Transport of Hazardous Materials (PMS 513). A copy (hard copy or electronic copy) of the current Special Permit and handbook/guide and DOT Emergency Response Guide (ERG) shall be aboard each aircraft operating under the provisions of this Special Permit and can be found at this website:

(2) It is the responsibility of the Contractor to ensure that Contractor employees have received training in the handling of hazardous materials. Documentation of this training shall be retained by the company in the employee’s records and made available to the Government as required. The training, A-110 is available at this website:

(3) The pilot shall ensure personnel are briefed of specific actions required in the event of an emergency. The pilot shall be given initial written notification of the type, quantity, and the location of hazardous materials placed aboard the aircraft before the start of any project. Thereafter, verbal notification before each flight is acceptable. For operations when the type and quantity of the materials do not change, repeated notification is not required.

B.11 CONTRACTOR'S ENVIRONMENTAL RESPONSIBILITIES

(a) The Contractor is responsible to ensure that all maintenance, fueling, and flight activities do not cause environmental damage to property or facilities. The contractor shall ensure tanks and buckets are cleaned appropriately when requested by the government to eliminate invasive aquatic species in known contaminated water sources. Cleaning product(s) and procedures (i.e. bleach, etc.) will be provided by the government.

(b) The Contractor shall be responsible for all cleanups of fuel, oil, and retardant contamination on airport ramps, retardant sites, parking areas, landing areas, etc., when caused by Contractor aircraft or personnel. When cleaning paved areas, the contractor shall utilize cleaning agent that are biodegradable and non-toxic. Contaminated soils shall be removed to appropriate containers and disposed of as hazardous waste.
SECTION B
TECHNICAL SPECIFICATIONS

(c) The Government may, at its option, assign an area to be utilized by the Contractor for storage of equipment used in support of Agreement performance. Oil, solvents, parts, engines, etc. shall be stored and utilized in a manner consistent with acceptable safety, health and environmental concerns.

(d) The contractor shall ensure that they are in compliance with 40 CFR Part 112: Oil Pollution Prevention; Spill Prevention, Control, and Countermeasure Plan Requirements (SPCC).

(e) For more information go to https://www.nwrcg.gov/publications/444.

An SPCC plan is required to be in each FSV used on this agreement regardless of bulk storage container (tank) size. See Exhibit 8.

B.12 PERSONNEL

(a) General

(1) Pilots, fuel servicing personnel, and mechanics shall speak English fluently and communicate clearly.

(2) Only qualified non-crewmembers are authorized on tactical flight missions. The Mechanic and Fuel Service Vehicle Driver are not considered qualified non-crew members and are not allowed to be onboard the helicopter during tactical flight missions.

(3) Operation in countries bordering the Contiguous United States may be required. Pilots crossing international borders shall possess a valid passport and pilot certificates must meet ICAO requirements.

(4) Vendor-QA/Evaluation/Safety checks may be conducted IAW Exhibit 29.

(b) Management Personnel Requirements

(1) Contractor shall have and maintain through the life of the contract personnel in the following positions:

(A) Flight Operations Manager (Director of Operations). Flight Operations Manager shall meet the following requirements:

(i) To serve as a Flight Operations Manager for a certificate holder that only conducts operations for which the pilot in command is required to hold a commercial pilot certificate, a person must hold at least a commercial pilot certificate. In addition, the Flight Operations Manager must have at least 3 years supervisory or managerial experience within the last 6 years in a position that exercised operational control over flight operations.

(B) Maintenance Manager (Director of Maintenance). Maintenance Manager shall meet the following requirements:

(i) To serve as a Maintenance Manager a person must hold a mechanic certificate with airframe and powerplant ratings and either:
SECTION B
TECHNICAL SPECIFICATIONS

(a) Have 3 years of experience within the past 6 years maintaining aircraft as a certificated mechanic, including, at the time of appointment as Maintenance Manager, experience in maintaining the same category and class of aircraft as the certificate holder uses; or

(b) Have 3 years of experience within the past 6 years repairing aircraft in a certificated airframe repair station, including 1 year in the capacity of approving aircraft for return to service.

(C) Chief Pilot

(i) To serve as Chief Pilot for a certificate holder that only conducts operations for which the pilot in command is required to hold a commercial pilot certificate, a person must hold at least a commercial pilot certificate. The Chief Pilot must be qualified to serve as pilot in command in at least one aircraft used in the certificate holder’s operation. In addition, the Chief Pilot must have at least 3 years’ experience, within the past 6 years, as pilot in command.

(2) PIC’s shall pass a flight evaluation within a 36 month period. The government retains the right to conduct a QA/Standardization evaluation at any time. The HIP will be accounted for in the W&B and load calculation just as they would for any evaluation flight. The evaluation will be conducted in accordance with the Interagency Helicopter Practical Test Standards (http://www.nifc.gov/aviation/av_documents/av_helicopters/IHPPTS.pdf) and per the contract specifications. The flight check will be in an aircraft supplied by the Contractor at no expense to the Government. The satisfactory completion of the evaluation flight will not substitute for any of the total flight hour requirements listed in this clause.

(3) Pilots shall complete appropriate portions of the Helicopter Pilot Qualifications and Approval Record (Form FS-5700-20a) prior to helicopter pilot inspector evaluation. FS-5700-20a can be found at http://www.nifc.gov/aviation/av_helicopters.html (Helicopter Pilot Qualifications and Approval Record). When approved, each pilot will be issued an Interagency Helicopter Pilot Qualification Card documenting: Company, make, model and series of aircraft approved to operate and the missions each pilot is approved to perform. Pilot cards are contractor specific and are non-transferable. The Regional Helicopter Inspector Pilot, with the concurrence of the National Helicopter Standardization Pilot and the National Helicopter Program Manager, will be the final authority in determining the number of aircraft and/or vendors for which the pilot will be carded. Generally the maximum number of aircraft that a pilot can be carded for will be three (3).

(4) Reserved

(c) Pilot Requirements - General

(1) Commercial or Airline Transport Pilot (ATP) Certificate with appropriate rating (Rotorcraft-Helicopter) and a valid Class I or Class II FAA Medical Certificate.

(2) Written evidence for make and model to be flown or 14 CFR 135 Airman
SECTION B
TECHNICAL SPECIFICATIONS

Competency Proficiency Check (as applicable FAA Form 8410-3 or equivalent).

(3) Written evidence of an Equipment Check Endorsement for Restricted Category helicopters by the Chief Pilot (as applicable).

(4) Written evidence of qualification to meet 14 CFR 133.


(6) Proof of compliance with 14 CFR Part 61.57 (a) (1) (i) and (ii).

(7) Proof of qualifications to meet 14 CFR 137.

(8) Each pilot shall pass an agency flight evaluation in make, model, and series - conducted over typical terrain.

(9) The contractor shall ensure that a pilot who is presented for initial carding meets all requirements as outlined in paragraph B.12 (d) Pilot Requirements - Experience after award. The contractor shall verify all pilot hours submitted on form FS-5700-20a as determined from a certified pilot log or permanent record to ensure accuracy. Additionally, for pilots seeking initial approval, the contractor shall identify previous employers and submit the information on form FS-5700-20b (form pending) found in Exhibit 18. The information submitted is subject to verification by an Interagency Pilot Inspector.

(10) Pilots may function as mechanics providing:

   (i) The pilot meets all the Mechanic Qualifications of this Agreement.
   (ii) Pilot duty limitations will apply to the pilot when functioning as a mechanic.
   (iii) When pilots act as a mechanic, mechanic duties in excess of 2-hours will apply as flight hours on a one-to-one basis toward flight hour limitations.
   (iv) A mechanic, other than the pilot, shall perform 50-hour, 100-hour, or progressive inspections.
   (v) If approved by the Contractor's Operations Specifications, and in accordance with 14 CFR 43.3(h), 43.5 and 43.7, pilots may perform preventive maintenance on the aircraft.

(d) Pilot Requirements – Experience

Pilots shall have accumulated as pilot-in-command (PIC) the minimum flight hours listed below. Flight hours shall be determined from a certified pilot log. Further verification of flight hours may be required at the discretion of the CO.
SECTION B
TECHNICAL SPECIFICATIONS

All Helicopters Minimum Experience Flying Hours

Total Time ........................................................................................................... 1,500

Pilot-in-command hours:

Total Pilot-in Command (Helicopter) ................................................................. 1,500
Helicopter, Preceding 12 months .................................................................. 100**
Weight Class ..................................................................................................... 100***
Make and Model .............................................................................................. .50*
Make, Model, Series, Last 12-Months ............................................................ 10
Turbine Helicopter Operations ......................................................................... 100

*Flight hour requirements may be reduced by 50% if the pilot submits evidence of satisfactory completion of the manufacture’s approved pilot ground and flight procedures training in the applicable make and model or FS/OAS-accepted equivalent training (accepted equivalency applicable to Type II Helicopters Only).

**The contractor may request that this pilot flight hour requirement be waived for a pilot under special circumstances; however, the waiver may or may not be granted. The contractor should contact the Contracting Officer in advance of this need for additional information on this process. No other pilot qualification exceptions will be considered by the Government.

***Weight class is defined as:
Small aircraft – aircraft of 12,500 or less, maximum certificated takeoff weight
Large aircraft – aircraft of more than 12,500 pounds, maximum takeoff weight

Additional Special Mission Requirements:

BOA Pilot-in-Command – (as related to the applicable Special Mission approval): Minimum Experience Flying Hours:

Mountain Flying (see 1) .................................................................................. 200
Mountain Flying Experience – Make and Model .......................................... 10
Vertical Reference (VTR) Experience ............................................................ 10*
Annual VTR Recurrency Training ................................................................ 2*

*Mandatory for Type I, II & III Exclusive Use and Type I & II CWN Pilots. Optional for CWN Type III Pilots

1 Mountain Flying - Helicopter Pilot: 200 hours experience operating helicopters in mountainous terrain identified in 14 CFR 95 Subpart B-Designated Mountainous Area. Experience operating outside the United States may be considered “Mountain Flying” providing it is conducted in mountainous regions defined as 2000 feet above surroundings containing long slopes, deep valleys, and high ridges. Operating includes maneuvering and numerous takeoffs and landings to pinnacles, ridgelines and confined areas.

(e) Pilot - Equipment Proficiency

Pilots shall be required to demonstrate proficiency with all mission equipment.
SECTION B
TECHNICAL SPECIFICATIONS

(f) Pilot - Vertical Reference Proficiency

(1) Pilots may be required to demonstrate this capability during an agency evaluation. (Exhibit 10, Interagency Guidelines for Vertical Reference/External Load Training Standards)

(2) Vertical reference qualified pilots shall maintain proficiency in vertical reference or external load operations. When active under Agreement for a period of 30-consecutive days and no vertical reference activity occurs, the pilot will be provided a 1-hour proficiency flight at Government expense. This will include snorkel operations on tanked aircraft.

(3) The Contractor may be considered unavailable for failure to maintain vertical reference proficiency.

(g) Second in Command (SIC) Requirements (if applicable)

Second-In-Command shall meet requirements of operator's certificate. The requirements for the second pilot shall be a commercial pilot certificate with rotorcraft category, helicopter class rating, and at a minimum a valid second class medical certificate. They are not issued a Helicopter Pilot Qualification card.

(h) Mechanic Qualifications

(1) The mechanic shall have a valid FAA mechanic certificate with airframe and power plant ratings, and shall have held the certificate for a period of 24-months. The mechanic shall have been actively engaged in aircraft maintenance as a certificated mechanic for at least 18-months out of the last 24-months. OR A mechanic may qualify by meeting one of the following.

(i) The mechanic shall have a valid FAA mechanic certificate with airframe and power plant ratings, and shall have held the certificate for a period of 12 months. The mechanic must show evidence of Four years military experience of aircraft maintenance training and qualification as a Technical Inspector for Airframe or Power Plants.

(ii) The mechanic shall have a valid FAA mechanic certificate with airframe and power plant ratings, and shall have held the certificate for a period of 12 months. The mechanic must then have held the foreign equivalent with both ratings for a period of 24 months.

(2) The mechanic shall have 12-months experience as an Airframe & Power Plant (A&P) mechanic or foreign equivalent in maintaining helicopters. Three months experience shall have been in the last 2 years.

(3) The mechanic shall show evidence of maintaining a helicopter of the same make and model as offered within the previous 10 years and under "field" conditions for at least 1-full season. Three months experience maintaining a helicopter away from the operator's Principle Base of Operations, and while under minimal supervision, will meet this requirement. Operator may provide an additional A&P mechanic for field experience training. The additional A&P mechanic is not required to be carded.
SECTION B
TECHNICAL SPECIFICATIONS

(4) Mechanics shall have satisfactorily completed a manufacturer’s maintenance course or an equivalent Forest Service or DOI-approved Contractor’s training program for the make and model of helicopter offered, or show evidence the mechanic has 12-months maintenance experience on a helicopter of the same make and model offered. The mechanics must have documented training in the following: company policies and procedures, company operations procedures, maintenance procedures, contract requirements and SMS.

(5) All mechanic qualifications shall be documented on the Aircraft Mechanic (Helicopter) Qualifications Form signed by the mechanic offered. A company representative, other than the mechanic in question, shall certify by signing the Aircraft Mechanic (Helicopter) Qualifications Form that each mechanic offered under this agreement has met the minimum certification, training, and experience qualifications of this section. The Aircraft Mechanic (Helicopter) Qualifications Form can be found in Exhibit 20 of the agreement.

(6) When requested by the Government, each Mechanic shall furnish a valid Interagency Mechanic Qualification card for review. The card shall be issued by the designated Interagency Maintenance Inspector for the duration of the Agreement, including any optional periods. Should the mechanic leave the employment of the Contractor, the mechanic shall surrender the card to the Contractor upon termination of employment.

(i) Availability of Mechanics

(1) A mechanic (other than the pilot) shall maintain the helicopter in accordance with the Contractor’s FAA approved Maintenance Program.

(2) When the mechanic serves as the fuel servicing vehicle driver, the more stringent of the duty limitations apply.

(j) Fuel Servicing Vehicle Driver Qualifications

(1) The Contractor shall furnish a fuel servicing vehicle driver (FSVD) for each day the helicopter is available. The driver shall meet all DOT requirements.

(2) Driver(s) shall be experienced in proper fueling procedures and be familiar with the safety equipment installed on the fuel servicing vehicle.

(3) The FSV driver must have documented training in the following: company policies and procedures, company operations procedures, maintenance procedures, contract requirements and SMS.

B.13 CONDUCT AND REPLACEMENT OF PERSONNEL

(a) Personnel Conduct

(1) Replacement of Contractor Personnel
SECTION B
TECHNICAL SPECIFICATIONS

(i) Contractor employees required to work or reside on Federal property are expected to follow the facility manager's rules of conduct that apply to both Government and non-Government personnel working or residing at these facilities. The COR will make available a copy of such rules. The Contractor may be required to replace employees who do not comply with these rules of conduct.

(ii) The Contractor must replace any employee who performs unsafely; ineffectively; refuses to cooperate; is unable or unwilling to adapt to field living conditions; or whose general performance is unsatisfactory, disruptive or detrimental to the purpose for which contracted.

(iii) The CO will notify the Contractor of all known unsatisfactory personnel conduct or unsafe performance. The employee may be afforded an opportunity for corrective action when the conditions warrant. When directed by the CO, the Contractor must replace unacceptable personnel not later than 24 hours after such notification, or as otherwise mutually agreed. The decision as to unacceptability will be at the sole discretion of the CO.

(b) Harassment Free Workplace

(1) Contractors shall abide by "U.S. Code, Title VII, Civil Rights Act of 1964, Executive Order EO-93-05, Secretary's Memorandum 4430-2 Workplace Violence Policy, and Harassment Free Workplace (29 CFR Part 1614)". Regulations can be found at www.gpoaccess.gov/

(c) Firearm / Weapon Prohibition

The possession of firearms or other dangerous weapon (18 USC 930 (f)(2) are prohibited at all times while on Government Property and during performance of services, under this contract. The term dangerous weapon does not include pocket knives with a blade less than 2 1⁄2 inches in length or multi-purpose tools such as a Leatherman® tool.

d) Dogs and other animals

No person may bring dogs or other animals on Federal property for other than official purposes. However, a disabled person may bring a seeing eye dog, a guide dog, or other animal assisting or being trained to assist that individual. Reference 41 CFR 102-74.425

B.14 SUSPENSION AND REVOCATION OF PERSONNEL

(a) The COR/HP/AMI may suspend after conferring with the CO, contractor personnel who fail to follow safe operating practices, does ineffective work, or exhibits conduct detrimental to the purpose for which contracted, or is under suspension or revocation by another government agency. Documentation of the suspension shall be provided to the CO.

(b) Upon involvement in an Aircraft Accident or NTSB Reportable Incident (see 49 CFR Part 830), a pilot operating under this agreement shall be suspended from performing pilot duties under this agreement and any other activity authorized under the interagency pilot qualification card(s) issued to the pilot pending the investigation outcome.
SECTION B
TECHNICAL SPECIFICATIONS

(c) Upon involvement in an Incident-with-Potential as defined under mishaps, a pilot operating under this agreement may be suspended from performing pilot duties under this agreement and any other activity authorized under the interagency pilot qualification card(s) issued to the pilot pending the incident investigation outcome.

(d) When a pilot/mechanic is suspended, and when requested, the interagency pilot/mechanic qualification card(s) shall be surrendered to the CO or authorized Government representative. Suspension will continue for up to 90 days or until:

(1) The investigation findings and decision indicate no further suspension is required and the interagency pilot/mechanic qualification card(s) is returned to the pilot/mechanic; or

(2) Revocation action to cancel the interagency pilot/mechanic authorization(s) is taken by the issuing agency in accordance with agency procedures.

B.15 SUBSTITUTION OR REPLACEMENT OF PERSONNEL, HELICOPTER, AND EQUIPMENT

(a) After award and inspection of initial helicopter the contractor may, at the option of the Government, propose a substitute or replacement helicopter or equipment equal to or greater than agreement awarded performance after receipt of agreement modification by the Contracting Officer. A agreement modification shall only be provided after the contractor has submitted documentation for the substitution helicopter equal to the information originally submitted for the awarded helicopter. Once approval of the helicopter has been received by the contractor, contractor must contact the appropriate National or Regional Aviation Maintenance Inspector (AMI) for inspection and carding of the helicopter. Reinspection provisions will apply.

(b) Request for substitution shall be made at least 15 (fifteen) days prior to the proposed exchange, except for unforeseen conditions. Aircraft substitutions shall be limited to a maximum of two (2) per calendar year.

(c) When pilots are exchanged or replaced, training and familiarization costs, including any required flight time up to 3 (three) hours, shall be accomplished at the Contractor's expense. The Contracting Officer will determine the necessary amount of flight time up to 3 hours. This is not intended to affect cross shifting of Pilots that are familiar with the operating area or to affect approved relief pilots.

B.16 FLIGHT HOUR AND DUTY LIMITATIONS

(a) Flight limitations. Flight crewmembers shall be subject to the following flight hour limitations:

(1) All flight time, regardless of how or where performed, except personal pleasure flying, will be reported by each flight crewmember and used to administer flight hour and duty time limitations. Flight time as a flight crewmember (commuting) will be reported and counted toward limitations if it is flown on a duty day. Flight time includes, but is not limited to: military flight time; charter; flight instruction; 14 CFR 61.56 flight review; flight examinations by FAA designees; any flight time for which a flight crewmember is compensated; or any other flight time of a commercial nature whether compensated or not.
SECTION B
TECHNICAL SPECIFICATIONS

(2) Pilot flight hour computations shall begin at liftoff and end at touchdown and will be computed from the flight hour meter installed in the aircraft. All flight hours shall fall within duty hour limitations.

(3) Flight time shall not exceed a total of 8-hours per day. Except for flights point-to-point (airport to airport, heliport to heliport, etc.) with a pilot and co-pilot shall be limited to 10-flight hours per day. (A helicopter that departs “Airport A,” flies reconnaissance on a fire, and then flies to “Airport B,” is not point-to-point).

(4) Flight time shall not exceed a total of 42-hours in any 6-consecutive days. Pilots accumulating 36 or more flight hours in any 6-consecutive duty-days shall be off duty the following one calendar day for rest, after which a new 6-day cycle will begin.

(b) Duty Limitations. Flight crewmembers shall be subject to the following duty limitations:

(1) Assigned duty of any kind shall not exceed 14-hours in any 24-hour period. Local travel up to a maximum of 30-minutes each way between the work site and place of lodging will not be considered duty time. When one-way travel exceeds 30 minutes, the total travel time shall be considered as part of the duty day.

Note: The above travel time in excess of 30 minutes is considered duty time but is not compensable under standby or extended standby.

(2) The pilot shall be given a minimum of 10 consecutive hours of rest (off duty) prior to any duty assigned duty period.

(3) Pilots shall be have two (2) calendar days of rest (off duty) during any 14 consecutive duty days. Various work schedules are acceptable as per Section B. The compliment of contract personnel shall be on the same work schedule however days off may be staggered. (Examples of work schedules are 12 on and 2 off, 12 on and 12 off)

(4) For each day, duty time will be computed based on the time zone at the point of dispatch.

(5) Duty includes flight time, ground duty of any kind, and standby or alert status at any location.

(c) During times of prolonged heavy fire activity, the Government may issue a notice reducing the Pilot duty day/flight time and/or increasing off-duty days on a geographical or agency-wide basis. When a notice is issued the government representative will provide a copy of the notice and the procedures for exemptions. Payment for a non-flight day will either be at the daily availability rate or the hourly stand-by rate as applicable.

(d) Pilots may be relieved from duty for fatigue or other causes created by unusually strenuous or severe duty before reaching duty limitations.

(e) When pilots act as a mechanic, mechanic duties in excess of 2-hours will apply as flight hours on a one-to-one basis toward flight hour limitations.
SECTION B
TECHNICAL SPECIFICATIONS

(f) Relief, additional, or substitute pilots reporting for duty under this Contract shall furnish a record of all duty and all flight hours during the previous 14-days to the helicopter manager upon arrival.

(g) The Contractor may furnish a relief crew to meet the days off requirement in accordance with B.16, Flight Hour and Duty Limitations. Payment will be made in accordance with B.41 Transporting of Relief Crews. Approval to furnish relief crews and costs for transporting of relief crews will be approved in advance by the helicopter manager. Approval will be noted on the payment invoice in the remarks section.

(h) Mechanics

(1) Within any 24-hour period, personnel shall have a minimum of 8 consecutive hours off duty immediately prior to the beginning of any duty day. Local travel up to a maximum of 30 minutes each way between the work site and place of lodging will not be considered duty time. When one-way travel exceeds 30 minutes, the total travel time shall be considered as part of the duty day. Note: The above travel time in excess of 30 minutes is considered duty time but is not compensable under standby or extended standby.

(2) Mechanics will have a minimum of 2 full calendar days off duty during any 14 day period unless a 14 on 14 off work schedule is approved by the contracting officer under A.7 “Other.” Days need not be consecutive.

(3) Duty includes standby, work, or alert status at any location.

(4) Mechanics may be removed from duty for fatigue or other causes created by unusually strenuous or severe duty before reaching duty limitations.

(5) The mechanic shall be responsible to keep the Government apprised of their ground duty limitation status.

(6) When the mechanic serves as the fuel servicing vehicle driver, the more stringent of the duty limitations apply.

(i) Fuel Servicing Vehicle Drivers

(1) It is the Contractors’ responsibility to ensure that employees comply with DOT Safety Regulation 49 CFR Part 390-399, including duty limitations.

(2) Fuel servicing vehicle drivers may be removed from duty for fatigue or other causes created by unusually strenuous or severe duty before reaching duty limitations.

(3) The fuel servicing vehicle driver will be responsible to keep the Government apprised of their ground duty limitation status.

(4) Notwithstanding DOT Safety Regulation 49 CFR Part 390-399, the fuel servicing vehicle driver shall have a minimum of two (2) full calendar days off duty during any 14-day period. Off duty days need not be consecutive.
SECTION B
TECHNICAL SPECIFICATIONS

B.17 ACCIDENT PREVENTION AND SAFETY

(a) Contractor Furnished Reports

The Contractor shall furnish the COR with a copy of all reports required to be submitted to the FAA in accordance with 14 CFR that relate to pilot and maintenance personnel performance, aircraft airworthiness or operations. The Contractor will submit an FAA Form 8010-4, Malfunction or Defect Report, or file electronically in the FAA's Service Difficulty Reporting (SDR) system any maintenance deficiency identified in 14 CFR Part 21.3(c), 135.415, 135.417 or as requested by the government for what it considers a significant discrepancy.

(b) Aviation Safety Management System

The Contractor shall develop, maintain and utilize a Safety Management System (SMS) necessary to assure safety of ground and flight operations. The development and maintenance of these programs are a material part of the performance of the contract. When the CO in conjunction with the agency Aviation Safety Manager determines the safety programs do not adequately promote the safety of operations, the Government may terminate the contract for cause as provided in the “Contract Terms and Conditions” when factors indicate a lack of compliance. Examples of such termination causal factors are (1) personnel activities, (2) maintenance, (3) safety and risk management, and (4) compliance with regulations. Upon request of the government, the contractor will provide copies of pertinent data (CVR, FDR, OLMS, etc) for Flight Operations Quality Assurance (FOQA) analysis.

(c) The Aviation Safety Communiqué (SAFECOM)

The SAFECOM database fulfills the Aviation Mishap Information System (AMIS) requirements for aviation mishap reporting for the US Forest Service and the Department of Interior agencies. Categories of reports include incidents, hazards, maintenance, and airspace. The system uses the SAFECOM form to report any condition, observation, act, maintenance problem, or circumstance with personnel or the aircraft that has the potential to cause an aviation-related mishap. Contractors are to use this system to report while on contract to the USFS.

Note: The SAFECOM system is not intended for initiating punitive or disciplinary actions and is not to be used for claims or contract evaluation/determination purposes. The goal of the SAFECOM system is to create a reporting culture that encourages open and honest reporting that improves the safety of aviation operations. SAFECOMs should be utilized in tailgate safety sessions, after action reviews, and briefings only after they have been properly managed through the system. Submitting a SAFECOM is not a substitute for "on-the-spot" correction(s) to a safety concern. It is imperative that safety issues be addressed at the local level as well as being documented in a SAFECOM. SAFECOM managers at all levels may have additional corrective actions and input. SAFECOM managers at all levels are responsible for protecting personal data and sanitizing SAFECOMs prior to any distribution and/or posting to the public. The SAFECOM system contains Personal Identifiable Information (PII) which is subject to the Privacy Act of 1974, 5 U.S.C. § 552a that must be protected and safeguarded. In the event of an accident, NTSB law 49 CFR 831.11 & 831.13 which respectively, specify certain criteria for participation in NTSB investigations and limitations on the dissemination of investigation information applies.
SECTION B
TECHNICAL SPECIFICATIONS

In order for SAFECOM's to be effective as an accident prevention tool, they must be reported as soon as possible to the agency with operational control of the aircraft at the time of the event. SAFECOMs can be submitted online at www.safecom.gov or via phone at 888-464-7427. Hard copies of the OAS-34/FS-5700-14 form can be faxed to OAS at 208-433-5007; USFS at 208-387-5735 or submitted through the Unit/Forest Aviation Officer.

(d) Contractors Stand-Down or Deactivation

(1) The Contractor shall immediately notify the Contracting Officer by telephone, followed up with a written notification (email or letter) to the Contracting Officer, when the Contractor implements a stand-down or when the Contractor de-activates any or all of the aircraft/fleet that is operating in compliance with this contract. The Contractor’s verbal and written notifications shall include all of the tail number(s) for all the effected aircraft, the rationale for the stand-down/deactivation, and the estimated duration of the stand-down or the deactivation.

(2) The Contractor shall also notify the Contracting Officer by telephone, followed up with a written notification (email or letter) to the Contracting Officer of the planned reactivation date for each of the effected aircraft. The Contractor’s verbal and written notifications shall include the tail number(s) of all of the reactivated aircraft, the rationale/corrective action plan (if applicable), and the date(s) of the reactivation(s).

(3) Once a Contracting Officer has been officially notified of a Contractor implemented stand-down and/or deactivation, the Contracting Officer shall notify the appropriate Government officials accordingly.

B.18 MISHAPS

(a) Reporting

(1) While operating under this contract the contractor must immediately, and by the most expeditious means available, notify the NTSB AND the appropriate agency Aviation Safety Manager (ASM) when an "Aircraft Accident" or NTSB reportable "Incident" occurs.

(2) The toll free 24-hour Interagency Aircraft Accident Reporting Hot Line number is: 1-888-4MISHAP (1-888-464-7427).

(b) Forms Submission

Following an "Aircraft Accident" or when requested by the NTSB following notification of a reportable "Incident," the Contractor must provide the agency Air Safety Investigator with information necessary to complete a NTSB Form 6120.1/2 "Pilot/Operator Aircraft Accident Report".

(c) Wreckage Preservation
SECTION B
TECHNICAL SPECIFICATIONS

(1) The Contractor shall not permit removal or alteration of the aircraft, aircraft equipment, including fuel servicing vehicles (fuel samples), support trailers/vehicles and equipment or records following an “Aircraft Mishap” which results in any damage to the aircraft or injury to personnel until authorized to do so by the CO. Exceptions are when threat-to-life or property exists; the aircraft is blocking an airport runway, etc. The CO shall be immediately notified when such actions take place. Upon request of the government, the contractor will provide copies of pertinent records and data (CVR, FDR, OLMS, etc.) following a mishap.

(2) The NTSB’s release of the wreckage does not constitute a release by the CO, who shall maintain control of the wreckage and related equipment until all investigations are complete.

(d) Investigation

The Contractor shall maintain an accurate record of all aircraft accidents, incidents, aviation hazards and injuries to Contractor or Government personnel arising in the course of performance under this Contract. Further, the Contractor fully agrees to cooperate with the USFS during an investigation and make available personnel, personnel records, aircraft records, and any equipment, damaged or undamaged, deemed necessary by the USFS. Following a mishap, the Contractor shall ensure that personnel (Pilot, mechanics, etc.) associated with the aircraft will remain in the vicinity of the mishap until released by the CO.

(e) Related Costs

The NTSB or USFS shall determine their individual agency investigation cost responsibility. The Contractor will be fully responsible for any cost associated with the reassembly, approval for return-to-Contract availability, and return transportation of any items disassembled by the USFS.

(f) Search, Rescue, and Salvage

The cost of search, rescue and salvage operations made necessary due to causes other than negligent acts of a Government employee shall be the responsibility of the Contractor.

B.19 PERSONAL PROTECTIVE EQUIPMENT

(a) General Operations

The following personal protective equipment shall be furnished by the Contractor, be operable and maintained in serviceable condition as per appropriate manufacturer’s specifications.

(b) Helmets

(1) Contractor personnel shall wear a flight helmet consisting of a one-piece hard shell made of polycarbonate, Kevlar, carbon fiber, or fiberglass that must cover the top, sides (including the temple area and to below the ears), and the rear of the head. The helmet shall be equipped with a chinstrap and shall be appropriately adjusted for proper fit. The helmet shall be worn with the chinstrap fastened.

SECTION B
TECHNICAL SPECIFICATIONS


(3) Helmets designed for use in fixed wing aircraft do not provide adequate protection for helicopter occupants and are not approved for helicopter use.

c) Clothing

(1) Contractor personnel while flying shall wear long-sleeved shirt and trousers (or long-sleeved flight suit) made of fire-resistant polyamide or aramid material, leather boots and leather, polyamide, or aramid gloves. A shirt with long-sleeves overlapping gloves, and long-pants overlapping boots by at least 2 inches, shall be worn by the pilot(s). Personnel shall not wear clothing made of non fire-resistant synthetic material under the fire-resistant clothing described herein.

(2) Nomex® or other material proven to meet or exceed specifications contained in MIL-C-83429A may be worn. Currently, the following "other" materials meet this specification:

(i) FRT Cotton Denim Cloth, MIL-C-24915

(ii) FRT Cotton Chambray Cloth, MIL-C-24916

(3) Clothing not containing labels identifying the material either by Brand Name or MIL-Spec will not be acceptable.

d) Ground Operations

(1) While within the safety circle of a helicopter with engine(s) running and/or rotor(s) turning, all Contractor personnel shall wear the following PPE:

(i) Shirt with long-sleeves overlapping gloves, long-pants, hardhat/flight helmet with chinstrap, boots, hearing and eye protection.

(ii) Maintenance personnel (mechanics only) working on engine(s) running and/or rotor(s) turning on aircraft are exempt from gloves, eye protection (eye protection may be worn at the option of maintenance personnel or company policy), long sleeves, and hardhat requirements.

(2) During all fueling operations, fuel-servicing personnel shall wear a long-sleeved shirt, long trousers, boots, and gloves. The shirt and pants must be made of 100% cotton or other natural fiber, or be labeled as non-static.

e) Personal Flotation Devices
SECTION B
TECHNICAL SPECIFICATIONS

(1) A personal flotation device (PFD), normally worn around the neck and over the shoulders only, shall be worn by each individual on board the helicopter when conducting operations beyond power-off gliding distance to shore, and during all bucketed or tanked firefighting operations. Personal flotation devices that are normally worn around the waist, which need to be pulled up and over the helmet for use, are not permitted. Acceptable personal flotation devices types are; normally worn around the neck and over the shoulders, must be CO2 cartridge deployable, and have a manual inflation valve installed. Personal flotation devices will be serviced annually per manufacturer recommendation for damage, operation, and condition.

(2) Automatic inflation (water activated) personal flotation devices shall not be allowed.

(f) Contractor will provide USFS approved personal fire shelters (spec. 5100-606) for all contractor personnel covered under this contract. Fire shelters required in the aircraft must be secured and accessible to crews onboard the aircraft, not stored in cargo compartments or loosely placed in the "hat-rack". Fire shelters are not to be located in areas which would reduce the crash attenuation of any aircraft component, i.e. under the seats. Instruction in the use of shelter deployment shall be completed and documented by the contractor and verified by the Helicopter Manager. Shelter deployment training shall be completed yearly. The condition and care of the shelter will meet USFS standards. Fire shelters shall be on-board the helicopter at all times while under contract and included in the equipped weight (8 lbs). Ground crews shall have fire shelters readily available for use if needed. For further information on fire shelter training and for the purchase of USFS approved fire shelters see: https://www.supplycache.com/., http://www.cascadefire.com/index.php/ and http://www.nifc.gov/fireShelt/fsheet_main.html.

B.20 INSPECTION AND ACCEPTANCE

In accordance with Federal Acquisition Regulation Clause 52.212-4 (a), the following is added:

Note: Official Government logos such as the USFS shield and or reference to “Official U.S. Government Fire Fighting Vehicle” will not be permitted on contractor equipment.

Pre-Use Inspection of Equipment and Personnel

(a) After award of the agreement and any renewal thereof, an inspection of the contractor's equipment and personnel will be made prior to any use. Inspection priority and determination of operational need shall be at the government's discretion. Inspections will be scheduled by mutual agreement between the Contracting Officer and the Contractor. Inspection priority and determination of need shall be at the government's discretion. The inspection will take place at the contractor's facility or other location as approved by the Contracting Officer.

(b) The helicopter, pilot, relief pilot, mechanic, fuel vehicle driver, and fuel servicing vehicle will be made available for inspection as scheduled by the CO.

(c) At the scheduled inspection, the contractor shall provide a complete listing of all FAA ADs and Manufacturer's Mandatory Service Bulletins (MSBs) applicable to the make, model, and series of aircraft being offered. Documentation of compliance to each AD and MSB will include date and method of compliance, date of recurring compliance, and an authorized signature and certificate number will be recorded. The list shall be similar to that shown in AC 43-9c, as amended.
SECTION B
TECHNICAL SPECIFICATIONS

(d) All components or items installed in the offered aircraft that are subject to specified time basis or schedule (time/calendar life) for inspection, overhaul, or replacement shall be listed and made available to the Government at time of inspection. The list shall include component name, serial number, service life or inspection/overhaul time, total time since major inspection, overhaul, or replacement and hours/cycles calendar time remaining before required inspection, overhaul, or replacement. The list shall be similar to that shown in AC 43-9c, as amended.

(e) The Contractor may be required to furnish a copy of the procedures manual and revisions as required by 14 CFR 135 (as applicable).

(f) Each fuel servicing driver will be expected to demonstrate knowledge of correct fueling procedures and fueling and safety equipment installed on the fuel-servicing vehicle. Contractor shall have equipment and personnel to change the filter on the fuel service vehicle as required.

(g) The fuel service vehicle approval is only an indication that the vehicle meets the additional equipment requirements of this Agreement, and in no way indicates that the vehicle meets any requirement of 49 CFR.

(h) Contractors shall ensure all documentation submitted for pilot approvals has been verified for accuracy and completeness. Pilot evaluations or approvals will not be administered/issued until all required documentation is complete. The documentation referenced in B.20 (i) (2) shall be submitted annually for each pilot needing interagency approval (Note: the CO may require additional information and documentation).

(i) The items described below shall be made available at the pre-use, or renewal inspection:

(1) Certificates/Agreement

   (i) Copy of 14 CFR 133
   (ii) Copy of 14 CFR 135 (if applicable)
   (iii) Copy of 14 CFR 137
   (iv) Complete copy of awarded Agreement, including modifications, with each aircraft
   (v) Safety Management System (SMS) Manual in its entirety

(2) Pilots

   (i) Completed “Pilots qualifications and Approval Record”.

   (USFS Form FS-5700-20a or OAS Form 64B)

   (ii) Completed “Flight Hour Requirements & Experience Verification with form.”
       (See Exhibit 18)

   (This form required only for pilots seeking their initial (first time) interagency approval)
SECTION B
TECHNICAL SPECIFICATIONS

(iii) Signed and dated signature page from the "Operations and Safety Procedures Guide for Helicopter Pilots".

(iv) Copy of FAA Pilot Certificate. (Both front and back may be needed to obtain all of the required information)

(v) Copy of current Medical Certificate.

(vi) Copy of current FAR 135 Airman Competency / Proficiency Check. "FAA form 8410-3" for each standard category make and model helicopter the pilot seeks approval in. (Required if operating aircraft listed on the operators 135 Certificate)

OR

(vii) Copy of current Flight Review. (Required if pilot does not have a valid FAA Flight Review within the last 24 months)

"AND"

Copy of current (within the last 12 calendar months) Equipment Check Endorsement (or comparable document (E.G.CFR 14, part 61.58 Pilot Proficiency Check) for each Limited Use or Restricted Category make and model helicopter the pilot seeks approval in. (Required if operating aircraft not listed on the operators 135 Certificate)

(viii) Copy of FAR 133 endorsement.

(ix) Copy of FAR 137 endorsement.

(x) Reserved

(xi) Completed Load Calculation form for each helicopter make/model in which the pilot is seeking approval. Included with the Load Calculation will be notations indicating what chart(s) are used. (I.e. page and illustration or chart number)

(xii) Completed "Vertical Reference Flight Training Endorsement" (required for long-line operations and snorkel operations conducted in helicopters not equipped with mirrors for external load operations)

Copy of the front and back of the pilots most recently issued Interagency Helicopter Qualification Card. (If card cannot be produced it may be necessary to demonstrate proficiency for all Special Use operations required under the agreement)

Completed "Pilots Qualifications and Approval Record". (USFS Form FS-5700-20a or OAS Form 64B)
(xiii) Prior to receiving an interagency "Pilot Qualification Card", all helicopters pilots are required to complete the on-line training modules for helicopter fire operations at least every 36 months. These modules are listed on the Interagency Aviation Training (IAT) website at https://www.iat.gov/ and include Helicopter Pilot Training – Firefighting (Modules H-1, 2, & 3) and Aviation Transport of Hazardous Materials (A-110), and Grand Canyon Special Federal Aviation Regulation (SFAR). Pilots must sign up, create a profile and after completion of the modules print a copy of the certificates. A copy of the certificate must be presented to the Helicopter Inspector Pilot before an Interagency Helicopter Pilot Qualification card will be issued.

(xiv) Equipment Check Endorsement

An Equipment Check Endorsement shall include, at a minimum, documentation of the following training:

(A) **Operations Training;** 1.0 hour Minimum

Company policies & procedures, Operations Specifications, HazMat, agreement requirements, etc.

(B) **Aircraft Ground Training;** 2.0 hour Minimum

Aircraft systems, aircraft maintenance practices, radio programming, GPS programming, etc.

(C) **Aircraft Flight Training;** 1.0 hour Minimum

Aircraft familiarization, normal procedures, emergency procedures, in flight programming of radios and GPS, etc. (Note: this training shall be in addition to any contractually required special mission training, i.e., long-line training, etc.)

(3) Equipment

(i) Appropriate equipment installed, or available to be installed, on the aircraft for the flight evaluation; i.e. dual controls, communications and navigation equipment and buckets

(ii) Longline(s) of at least 150 feet and a suitable weight shall be available

(iii) Aircraft maintenance records

(iv) Fuel servicing vehicle available

(4) Mechanic(s)

(i) A&P Mechanic available

(ii) Completed A&P Qualifications and Approval Record Form with applicable qualifying mechanic’s records.
SECTION B
TECHNICAL SPECIFICATIONS

B.21 PRE-USE INSPECTION EXPENSES

(a) All operating expenses incidental to the inspection shall be borne by the Contractor.

(b) Pilot evaluation flights may require up to 2-hours of flight time for each pilot as deemed necessary by the CO. Evaluations will be conducted in the Make and Model furnished for the contracts. If the contractor requests additional make and model approvals, the pilot must be qualified in accordance with B.12 and must pass an evaluation flight in the additional aircraft if any of the items below apply:

   (1) Initial carding in Make and Model
   (2) Initial carding in type (type I, II, or III)
   (3) Initial carding in that seating position (left to right or right to left)
   (4) Interagency approval for make and model has lapsed by more than 12 months.
   (5) Required by the Helicopter Inspector Pilot, or Contracting Officer

(c) The Contractor shall ensure that a set of fully operational dual flight controls are installed in the aircraft during all pilot evaluation flights.

(d) The Contractor will not be charged for the costs incurred by the Government on the initial pre-use inspection.

(e) Discrepancies noted during a CWN inspection must be corrected within 30 calendar days, if the discrepancies are not corrected within 30 days a complete re-inspection will be required.

B.22 RE-INSPECTION EXPENSES

When re-inspection is necessary because Contractor equipment and/or personnel did not satisfy the initial inspection, or when inspecting substitute personnel and/or equipment subsequent to the initial pre-use inspection, the Contractor may be charged the actual costs incurred by the government in performing the re-inspection. Re-inspections will be performed at a time and location mutually agreed to by the Contractor and CO/Airworthiness Inspector.

B.23 INSPECTIONS DURING USE

(a) At any time during the agreement period the CO may require, but is not limited to inspections/weighing/tests as deemed necessary to determine that the Contractor's equipment and/or personnel currently meet specifications. Government costs incurred during these inspections will not be charged to the Contractor.

(b) Should the inspection reveal deficiencies that require corrective action and subsequent re-inspection, the actual costs incurred by the Government may be charged to the Contractor.

(c) When the helicopter becomes unavailable due to mechanical breakdown, the Government reserves the right to inspect the aircraft after the Contractor's mechanic has approved the aircraft for return to service. For items covered under 14 CFR 135.415, the Contractor shall furnish the CO/Regional Maintenance Inspector with a completed copy of FAA Form 8010-4,
SECTION B
TECHNICAL SPECIFICATIONS

Malfunction or Defect Report, or a Helicopter Association International (HAI) Maintenance Malfunction/Information Reporting Form 9 (as applicable).

B.24 PERIOD OF BASIC ORDERING AGREEMENT

This basic Ordering Agreement will be in effect for up to four years from date of award. The unit prices for individual orders will be in accordance with the pricing defined prior to the establishment of the initial agreement. This agreement may be discontinued by either party upon 30 day's written notice.

B.25 AUTHORIZED ORDERING ACTIVITIES

(a) Type I & II Helicopter orders for services may be placed only by those identified herein to place orders. Orders for fire incidents and emergency support will only be placed by the National Interagency Coordination Center (NICC), located at the National Interagency Fire Center (NIFC) in Boise, Idaho. There may be occasions where orders for project work outside the fire incident/emergency support would be placed by the applicable agency Contracting Officer. If services are ordered by the Contracting Officer, NICC will be advised of aircraft status by the end user of those services. Contractors shall not accept orders or dispatches from sources other than NICC or the agency specific Contracting Officer.

This ordering agreement from the Department of Agriculture, U.S. Forest Service authorizes the Department of the Interior (DOI) to issue Task Order (TO) numbers in support of DOI as follows:

Fire - The Department of Interior (DOI), Contracting Officer (CO) will provide each CWN vendor a task order number to support all DOI fire suppression activities at award of the contract and every fiscal year, thereafter (https://www.doi.gov/aviation/aqd/contracts). The task order is for invoicing purposes and the vendor is responsible for the input of the flight data into their own website account, Aviation Information Reporting Support (AIRS) and the submittal of their invoice through IPP. DOI will provide a copy of the detailed invoicing instructions to the CWN vendor upon receipt of their fire task order. The Resource Orders are issued by the National Interagency Coordination Center (NICC).

Search & Rescue (SAR) for National Park Service – The DOI Contracting Officer will provide the CWN vendor a SAR DOI Task Order number at the time an order is placed with NICC and that Task Order number will be provided to the USFS COR.

Non-Fire - project orders will be placed by the DOI CO and coordinated through, and with the NICC when the task order is issued to the contractor. The DOI CO shall perform all contract administration, payment processing, claims adjudication, and close-out of each DOI task order.

Each ordering agreement or TO will be signed by the agency's designated Contracting Officer with payment being made as provided elsewhere in this agreement.

(b) Ordering Procedures

Orders for service will be placed with the contractor subject to the following:

(1) Orders for service will be placed with the Contractor as needed. Orders will be filled based on performance, cost and urgency. The Government will calculate performance and allowable payload for each helicopter on agreement. Computed performance,
SECTION B
TECHNICAL SPECIFICATIONS

allowable payload for conditions expected at the assigned work location, helicopter configuration, location of helicopter and crew at the time of the need may take precedent over other factors including cost when ordering helicopters.

(2) The Government does not guarantee the placement of any orders for service under the Agreement and the Contractor is not obligated to accept any orders. However, once the Contractor accepts an order, the Contractor is obligated to perform in accordance with the terms and conditions stated herein.

(3) It is the contractors’ responsibility to keep the aircraft desk at NICC informed on the location and availability of their helicopter(s) for fire and project assignments. The Phone number at NICC is 1-208-387-5400 or for flight following 1-800-994-6312. If the contractor has not kept NICC currently informed on the location and status of the aircraft they will be considered not available for work under the agreement.

(c) Point-of-Hire

Point-of-Hire shall be the Contractor’s Principle Base of Operations as specified in Section B or the location of aircraft at time-of-hire.

(d) Assigned Work Location(s)

The Assigned Work Location will be determined at the time the order for services is placed.

(e) Ordered Availability Periods

Helicopters and associated equipment and personnel shall be available as ordered by the CO and agreed to by the Contractor. After a period of availability has begun, the helicopter will not be released at the request of the Contractor until approved by the CO.

B.26 DAILY AVAILABILITY REQUIREMENTS

(a) Equipment. The helicopter and related equipment will be available 14 hours per day and will not be removed from the assigned work location without the approval of the Contracting Officer.

(1) Inclement weather plan: The Pilot in Command (PIC) is the final authority for the safety and security of the helicopter. When inclement weather may be a concern, both Pilot and Helicopter Manager/COR must develop and document a contingency plan in writing for the operational area to identify potential relocation destination(s) that will afford the best protection for the helicopter. Once agreed upon by both manager and pilot, the request to re-position or release the helicopter must be approved by aviation management staff (example: FAO, AOBD, UAO, UAM).

(b) Personnel. Personnel will be in one of the following categories of availability:

(1) Standby: Personnel will be on standby status each day. The beginning of the Standby period will be set by the Helicopter Manager after conferring with the COR at a minimum and may be adjusted from day-to-day. Once Standby begins, the standby period will continue for 9 consecutive hours regardless of the payment status of the helicopter. During the Standby period, with the exception of the first 30 minute period to
SECTION B
TECHNICAL SPECIFICATIONS

accommodate preflight, the personnel/helicopter shall be able to respond to a dispatch within 15-minutes unless an alternate response time is established by the CO/COR.

Dispatches that require extended flight planning due to non-local mobilization shall be able to respond with 60 minutes unless otherwise established by the HMGB/COR.

(2) Extended Standby (that period over 9 hours per day per authorized crew member) is not intended to compensate the contractor on a one-to-one basis for all hours necessary to service and maintain the helicopter, nor is it paid while crew is traveling to and from place of lodging. Extended standby must be specifically ORDERED and documented on the Flight Use Invoice by the Government and only in unusual circumstances will the Government compensate the Contractor for extended standby when helicopter is not also available for immediate dispatch. Extended Standby is not applicable to double-flight crews. Extended Standby applies only to the awarded number of compensable personnel provided with each helicopter.

(3) Authorized Break. During the standby period, requirements may be modified by the CO/COR to allow Contractor's personnel time off away from the assigned work location or to conduct routine maintenance. No deduction of availability will be made for such authorized breaks except when Contractor personnel fail to return to Standby upon request. The Contractor will provide the CO/COR with information on how to contact Contractor personnel. Personnel will be allowed 1-hour to return to standby status after the contact attempt is made. Failure to return to work within 1-hour will result in loss of availability.

(4) Release-from-Duty. The Contractor's personnel may be released and be considered off duty prior to completion of their individual crew duty limitation period. Once released, the Contractor personnel are not required to return to Standby status the same day. Service shall be recorded as fully available provided the CO/COR has approved release of the Contractor's personnel in advance. Service shall be recorded as fully available provided the CO has approved release of the Contractor's personnel in advance.

(5) Reserved

B.27 UNAVAILABILITY

(a) The Contractor will be considered to be “Unavailable” whenever equipment or personnel are unable to perform or fail to perform the requirements of this Contract. Also the aircraft will be considered unavailable when the pilot, mechanic, or fuel servicing vehicle driver cannot perform because of duty limitations unless a relief crew is provided.

Unavailability however, will not be assessed when pilot(s) has reached flight and/or duty limitations while performing under this Contract when the conditions in B.16 Flight and Duty Limitations occur.

Unavailability will be rounded up to the nearest quarter hour when a contractor fails to comply with requirements.

(b) Reserved
SECTION B
TECHNICAL SPECIFICATIONS

(c) Unavailability status will continue until the deficiency is corrected. It is the Contractor's responsibility to inform the CO/COR whenever the equipment or personnel become available. Inspection by the Government after a performance failure has occurred will be made as promptly as possible after the Contractor has given notice that the deficiency has been corrected. When inspection reveals that the failure has been corrected, the Contractor will be considered in “Available” status from the time the Contractor gives notice to the Government that the deficiency has been corrected. The CO retains the right to require aircraft and personnel review and/or check flights at Contractor's expense.

When any unscheduled maintenance or repairs are performed for mechanical or equipment deficiencies, a DOI-USFS approved Maintenance Inspector and the Contracting Officer will be notified for “return to contract availability”, before the aircraft may again be allowed to fly under the contract. Depending on the complexity of the maintenance or repair, “return to contract availability” may be given by electronic or verbal means.

Do not return aircraft having mechanical or equipment deficiencies to “contract availability” until the aircraft has been approved by an authorized aircraft inspector.

(d) Periods of Unavailability will be accumulated for the day and posted on the Flight Use Invoice as actual clock unavailability.

B.28 CWN PAYMENT PROCEDURES

(a) Services Received by the US Forest Service

(1) All flight time, daily availability and other authorized charges or deductions shall be recorded on a flight use invoice in Aviation Business System (ABS). At the end of each day data shall be entered and reviewed by the Government and the Contractor’s Representative.

(2) Approved invoices will be packaged electronically for payment on a semi-monthly basis for submission through the ABS process and electronically forwarded to the contractor for review and approval. Corrections shall be returned electronically to the designated representative for resolution. Upon approval, the package will be electronically forwarded to the Albuquerque Service Center (ASC) for payment. Invoices accumulated during the first half of the month will be processed for payment about the 16th and those accumulated during the last of the month will be processed about the 1st of the following month.

Go to http://www.fs.fed.us/business/abs “Getting Started” for instructions and more information.

(b) Services received by the Department of the Interior

(1) The Contractor’s pilot in command (PIC) and the appropriate Government representative in the field must complete and sign an Aircraft Use Report (AUR), AMD-23/23E or other form as directed by the DOI CO that documents the daily services.

(2) Upon completion of flight services, in accordance with paragraph (b) (2) (ii), vendor will initiate funding requests according to DOI invoicing procedures as directed by the DOI CO. CWN vendor is required to receive an AIRS account utilizing the AIRS User Access Management Form located at: https://www.do.gov/aviation/aqg/airs.
SECTION B
TECHNICAL SPECIFICATIONS

(i) All services to include flight time, daily availability and other authorized charges incurred under a DOI task order shall be recorded and submitted in accordance with DOI payment procedures that are provided to the CWN vendor.

(ii) Aircraft Use Reports may be submitted no sooner than every two weeks or upon release from a fire incident or project if less than two weeks. Services provided and related charges must be shown on a daily basis.

(iii) Similar to the USDA, funding for wildland fire suppression is obligated after the vendor has submitted their funding request to the DOI and validated by a Contracting Officer, per the DOI payment procedures. Upon completion of the first fire suppression activity, the task order will be obligated and executed and sent to the vendor. The same task order number will be used for subsequent assignments and funds will be obligated with a modification and executed as above.

(3) Once the contractor receives the email with the obligated task order, the contractor will be submit electronically their invoice through the U.S. Department of the Treasury’s Invoice Processing Platform (IPP). The IPP website address is: https://www.ipp.gov. Contractor assistance with enrollment can be obtained by contacting the IPP Production Helpdesk via email ippgroup@bos.frb.org or phone (866) 973-3131.

(i) Under the DOI order, the following documents are required to be submitted as attachments to the IPP invoice:

(A) Completed AUR’s, (AMD Form 23/23E) or other form as directed by the DOI CO documenting daily services provided under the contract/order. The AUR or other form as directed by the DOI CO must be signed by the appropriate representatives of the Contractor and Government.

(B) Documentation required by the contract to support additional pay items (i.e. transportation worksheets, receipts, etc.).

(C) AIRS PDF detailed report downloaded from AIRS.

(4) Questions for services received by the Department of The Interior should be directed to the DOI/AQD Contracting Office at 208-433-5075 or after hours at 208-600-2679.

B.29 PAYMENT FOR FLIGHT

(a) Flight time will be computed in hours and tenths of hours as recorded by the collective activated flight hour meter (Hobbs) on the helicopter.

(b) Payment for flight time will be made only for government authorized flight.

(c) The Government does not guarantee any flight time.
SECTION B
TECHNICAL SPECIFICATIONS

B.30 PAYMENT FOR AVAILABILITY

(a) Availability will be paid at the applicable rate specified in the Schedule of Items only when Contractor's equipment and personnel meet the Daily Availability Requirements and are recorded in ABS for US Forest Service orders or as prescribed by the Department of The Interior (DOI) in Section B.28 (b) for task orders in support of the DOI.

(b) Availability for aircraft and crewmembers (maximum 14-hours-single crew) will be ordered, measured, and recorded each day.

(c) Payment for availability will not commence until the aircraft and flight crew arrive at the Assigned Work Location and are available for standby. On the first day, if an aircraft arrives at the Assigned Work Location at or before 1200 hours (noon local time) a full day of availability will be paid. Aircraft arriving after 1200 hours (noon local time), will be paid for a half-day of Availability. For purposes of this clause, on the first and last day, duty time will be computed based on time zone at point of departure.

(d) On the last day at the Assigned Work Location, aircraft released from the Assigned Work Location at or before 1200 hours (noon local time) will be paid one half-day of Availability. Aircraft released after 1200 hours (noon local time) will be paid for a full day of Availability.

(e) No more than one day of Availability may be earned in a calendar day (0001 to 2400).

(f) When the aircraft and crewmembers have arrived at the Assigned Work Location and the fuel-servicing vehicle is enroute, the aircraft and crewmembers may be considered to be available for payment purposes by the CO.

(g) The awarded daily availability rate shall include all fixed and variable costs (depreciation, salaries, overnight allowances, travel costs to and from lodging, overhead, permanent shop facilities, etc.) incurred in providing continuous service exclusive of those costs directly attributed to actual flight.

B.31 PAYMENT FOR EXTENDED STANDBY

(a) Extended Standby (that period over the first 9 hours of standby per day, per authorized crewmember) will be measured in hours (rounded to the next full-hour and paid at the rate specified in the Schedule of Items) for all Extended Standby ordered by the Helicopter Manager/COR and performed by the Contractor when the crew meets the Standby requirement in accordance with Section B, Daily Availability Requirements.

(b) Extended Standby is not applicable on days when mobilization or demobilization is paid.

(c) The Contractor will not be compensated for Extended Standby when the aircraft is not available for immediate dispatch, except when authorized by the CO.

(d) Reserved

B.32 PAYMENT FOR PROJECT WORK

(a) Daily Availability Rate plus Specified Flight Rate Method
SECTION B
TECHNICAL SPECIFICATIONS

(1) The Contractor will be paid for availability and flight in accordance with B.29 Payment for Flight and B.30 Payment for Availability.

(2) Unavailability will be deducted in accordance with B.27 Unavailability.

(3) Any additional payments will be made in accordance with B.43 Miscellaneous Costs to the Contractor.

OR

(b) “For non-fire suppression missions, Project Flight Rate may be used”

(1) Services may be ordered for short periods of time (normally 1-day or less) to accomplish project work.

(2) When service is ordered under the Project Flight Rate specified in the Schedule of Items, payment will be made only for actual flight time performed. Daily availability rate is not applicable. When the Project Flight Rate is in effect and when the project extends for more than 1-day, incurred Remain-Over-Night (RON) costs will be reimbursed in accordance with the Federal Travel Regulations (FTRs).

(3) Services may also be ordered under the Daily Availability Rate specified in the Schedule of Items, plus the flight rate specified (Exhibit 12 Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart). For CWN, when Daily Availability payment is used, RON fees are not applicable.

(4) The method of payment shall be established prior to the start of the project. The selected method of payment will be used for the duration of the project.

(5) Reserved

(6) Reserved

(c) Ferry time of aircraft to and from the point of hire from the Contractor’s base of operations or current aircraft location, whichever is closer, will be paid at the applicable flight rate. If a fuel servicing vehicle is required, mileage to and from the point of use from the Contractor’s base of operations or current location that the fuel servicing vehicle is stationed, whichever is closer, will be paid at the rates stipulated in B.38 Payment for Fuel Servicing Vehicle Mileage.

B.33 RESERVED -

B.34 ORDERING AND PAYMENT FOR ADDITIONAL AIRCRAFT AND PERSONNEL

The CO may order an additional pilot or crewmember or aircraft on an intermittent basis to maximize usage of the helicopter. The pilot or crewmember or aircraft may be furnished at the option of the Contractor. All terms and conditions of the Agreement will apply except as set forth below:

(a) When ordered by the CO, each additional crewmember will be paid a lump sum of $500 per day for travel days and work days. This compensation is only for double crews ordered by the Government.
SECTION B
TECHNICAL SPECIFICATIONS

(b) Transportation costs shall be reviewed by the CO to determine reasonableness prior to ordering. Reasonable costs of roundtrip transportation, not to exceed the cost of transportation from the aircraft point-of-hire and return, will be paid. This does not apply to relief crews brought in by the Contractor on primary pilot or crews' mandatory days off.

(c) Such aircraft will be released when the Governments need ceases to exist.

B.35 REIMBURSEMENT FOR MOBILIZATION AND DEMOBILIZATION COSTS

(a) During mobilization and demobilization on any day in which flight is performed, no daily availability is earned, and flight crew are required to remain overnight to and/or from point of hire, a lump sum of $500 per authorized crew member will be paid.

(b) Mobilization and Demobilization is not applicable if the helicopter is reassigned. The rate in affect for a reassignment is the daily availability rate plus flight.

(c) Mobilization and Demobilization are not applicable when using project flight rate.

(d) Mobilization and Demobilization payment is not intended to compensate the Contractor on a one-to-one basis for incurred costs.

(e) The Contractor will be reimbursed for fuel service vehicle mileage, airport landing fees, airport use costs (tie-downs) truck permits or taxes at points-of-entry associated with performance under this Contract. Costs associated with preparing the aircraft for service will not be paid.

(f) The costs shall be necessary and reasonable in amount. Itemized receipts must support claims for reimbursement and must be kept on file by the contractor and made available to the CO upon request. Salary costs for Contractor employee(s) while in travel status will not be paid.

(g) Claims for reimbursement shall be documented on the FS 6500-122 or DOI Flight AUR (Aircraft Use Report) or AMD 23/23E. Itemized receipts must support claims for reimbursement and must be kept on file by the contractor. Copies of receipts are to be provided to the helicopter manager for review and approval but are not required to be submitted with the FS payments document. DOI reimbursement claims will be supported by itemized receipts which must be included with the AUR and uploaded as an attachment to the invoice in IPP.

(h) Failure to perform upon arrival at the Assigned Work Location may result in non-payment of all mobilization and demobilization costs.

(i) Aircraft released from the Assigned Work Location, demobilization costs paid back to the original point-of-hire. Prior to the aircraft departing, the manager shall coordinate with the pilot and demobilization costs estimated and paid as they actually occur.

(j) Should an aircraft relocate somewhere other than the original point-of-hire, demobilization costs will only be paid from the last assigned work location back to the original point-of-hire. If an aircraft does not return to the original point-of-hire but to another location, demobilization costs paid to either the original point-of-hire or final destination whichever is closer.
SECTION B
TECHNICAL SPECIFICATIONS

(k) Once an aircraft reaches its final destination whether point-of-hire, home base, or other location the pilot will relay the final demobilization numbers either to the manager or COR to close out the invoice.

(l) During mobilization, if cancellation occurs after flight has commenced, the Contractor in accordance with the above provisions will be compensated.

B.36 PAYMENT FOR SUBSTITUTE/REPLACEMENT HELICOPTER

When substitute or replacement aircraft are approved for use by the Contracting Officer, the following payment terms will apply:

(a) Availability Rate – The same rate applicable to the aircraft that is being substituted or replaced.

(b) Flight Rate – The rate applicable to the make, model, and series of the substitute or replacement aircraft.

B.37 LODGING & MEALS

No charge will be made for lodging or meals furnished by the Government.

B.38 PAYMENT FOR FUEL SERVICING VEHICLE MILEAGE

(a) A fuel-servicing vehicle is required for all fire support and non-fire project use.

(b) The price of the vehicle is included in the daily availability rate or Optional Use Flight rate offered for both fire and non-fire use.

(c) For CWN or outside the Exclusive Use MAP period, when dispatched by the Government, applicable mileage rates will be paid to and from the Assigned Work Location, beginning at the Contractor's Principle Base of Operations or from the location of the vehicle at the time of order, whichever is closer. Payment will be made only for miles driven in support of the aircraft.

(d) Reserved

Vehicle Mileage Schedule

$4.43 per mile - where the carrying capacity of aircraft fuel is 1,500 gallons or more

$3.20 per mile - where the carrying capacity of aircraft fuel is at least 750 gallons to 1,499 gallons

$2.47 per mile - where the carrying capacity of aircraft fuel is at least 350 gallons to 749 gallons

$1.73 per mile - where the carrying capacity of aircraft fuel is less than 350 gallons

B.39 PAYMENT FOR FUEL TRANSPORTATION

(a) The Government will reimburse the Contractor for costs incurred in transportation of helicopter fuel to sustain Government operations under the following conditions:
SECTION B
TECHNICAL SPECIFICATIONS

(1) When Contractor's fuel servicing vehicle cannot travel to an assigned alternate base of operations due to lack of road access.

(2) When Contractor has to arrange for fuel support at an assigned alternate base of operation to provide a supply for helicopter flights until the Contractor's fuel-servicing vehicle arrives on site.

(b) The CO will designate the method of transportation and the gallons to be transported.

(c) When the CO orders the Contractor to transport fuel by air, the flight time required to transport the fuel will be paid at the Agreement flight hour rate.

(d) When the CO orders transportation of fuel by commercial carrier, reimbursement will be based on supporting itemized paid receipts and provided to the CO, upon request.

(e) In the event the Government furnishes fuel to the Contractor, fuel cost will be charged based upon rates at the nearest accessible point fuel is commercially available. Such fuel costs will be deducted from any sums otherwise due the Contractor on the Flight Use Invoice.

B.40 PAYMENT FOR WILDLAND FIRE CHEMICALS

(a) Reserved

(b) Any wildland fire chemicals used by the Contractor shall be on the list of approved Wildland Fire Chemicals found at the following website: https://www.fs.fed.us/rm/fire/wfcs/index.htm.

B.41 CWN RELIEF CREW APPROVAL AND PAYMENT

(a) The Contractor may furnish a relief crew to meet the days off requirement in accordance with B.16, Flight Hour and Duty Limitations. Approval to furnish relief crews and costs for transporting of relief crews will be approved in advance by the helicopter manager. Approval will be noted on the payment invoice in the remarks section.

(b) The reasonable cost of transporting a relief crew to and from the current assigned work location of the Helicopter will be paid by the Government. Claims for reimbursement will be supported by itemized receipt(s), but do not need to be submitted with the Flight Use Report for payment purposes although must be available for review by the Helicopter Manager; i.e., itineraries supporting round trips, names of travelers, etc. This cost reimbursement is not applicable to primary crews. DOI reimbursement claims will be supported by itemized receipts which must be included with the Invoice/AMD-23 for payment. Salary costs for Contractor employee(s) while in travel status is not a cost for which the Government will reimburse the Contractor. Utilize Exhibit 32 (Transportation Worksheet) when providing this information.

(c) Relief Crew Costs will only be paid once every 14 days regardless of work schedules. The Government is entitled to 12 days of service under this agreement before relief costs are authorized for payment.

B.42 PAYMENT FOR OVERNIGHT ALLOWANCE

No payment for CWN personnel is authorized.
B.43 MISCELLANEOUS COSTS TO THE CONTRACTOR

(a) Reserved

(b) The Government will reimburse the contractor for any airport use costs the Contractor is required to pay when ordered to operate from an airport such as airport landing fees, tie-down charges, or other similar type costs.

(c) Miscellaneous, unforeseen costs incurred by the Contractor while performing under the terms of the Contract may be reimbursed at actual cost when approved by the CO. Examples of such items are airport landing fees, hanger fees (inclement weather), airport use costs (tie-downs) while at the designated or alternate base and rental car. Rental car expenditure shall be authorized prior to commitment and documented on the Flight Use Invoice accordingly. Supporting itemized paid receipts will be provided to the CO, upon request. Claims for reimbursement shall be documented on the Flight Use Report at the time incurred.

(d) Itemized receipts must support claims for reimbursement and must be kept on file by the contractor and made available to the CO upon request.

B.44 HELICOPTER MANAGER DELEGATED AUTHORITIES

A Helicopter Manager will be assigned to each helicopter furnished. In addition to directing the work of the Helicopter, the Helicopter Manager has the following delegated Agreement administration duties and authority:

(a) Complete Helicopter and Fuel Service Truck Pre-Use Checklist (Exhibit 14, Helicopter and Fuel Service Vehicle Pre-Use Checklist).

(b) Administer helicopter services as provided in the agreement.

(c) Secure compliance with all agreement provisions and specifications, and issue Work Orders/Notices of Non-Compliance as needed.

(d) Conduct investigations and prepare Statements of Findings when requested by the CO.

(e) Suspend operations pending the removal or reinstatement of unsatisfactory equipment or personnel by the CO.

(f) Coordinate temporary substitutions of helicopter(s) and pilot(s) with the CO.

(g) Initiate and sign correspondence and other agreement administration documents over the title "Helicopter Manager."

(h) Maintain Daily Diary of agreement activities.

(i) Document availability, flight times, and other payment items on the Flight Use Report and submit daily into ABS or completing the DOI AMD-23 form as applicable.

(j) Document and verify reasonable transportation costs for ordered additional personnel.

(k) Establish daily schedules.
SECTION B
TECHNICAL SPECIFICATIONS

(l) Approve authorized breaks.

(m) Review the Helicopter Data Record for Inspection and Approval currency.

(n) Review the Pilot's and Mechanics Interagency Qualification Card(s) for currency and qualifications.

(o) Complete and submit Performance Report (Exhibit 15, Performance Report).

(p) Review Contractor Power Trend Analysis Graph.

(q) Government Helicopter Manager may ride in a Standard Category Type 2 Helicopter during point-to-point flights and initial attack dispatches. The following conditions shall be met when the Manager is on board:

(1) FAA approved passenger or crew seat with available restraint system as per B.4 (d) General Requirements. This seat shall be in conformity with the helicopter's type certificate. The use of the observer's position (jump seat) is not approved.

(2) Managers may not ride on Type 1 helicopters.

(3) Helicopter Managers shall not ride in helicopters certified as Restricted Category aircraft.

(r) Discuss, develop and document an Inclement Weather Plan (IWP), reference B.26 (a) (1).

B.45 DEFINITIONS

As used throughout this agreement, the following terms shall have the meaning set forth below:

Additional Personnel: Additional personnel specifically ordered by the CO where it is to the Government's advantage to have additional availability of the helicopter (not to be confused with a relief crew furnished by contractor to replace primary crew).

Aircraft Accident: An occurrence associated with the operation of a helicopter, which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.

Aircraft Incident: An occurrence other than an accident, associated with the operation of a helicopter, which affects or could affect the safety of operations.

Aircraft Make, Model, and Series: A specific make, model, and series of aircraft including modification (e.g., a Bell 206B is not the same make, model, and series as a Bell 206L).

Airspace Conflict: A near mid-air collision, intrusion, or violation of airspace rules.

Alert Status: A status subject to flight and duty limitations, in which the Contractor has 1 hour to return to standby if ordered by the CO to do so.
SECTION B
TECHNICAL SPECIFICATIONS

Alternate Base: A base, other than the host base, established to permit operation from the vicinity of a project area or incident.

Anchor: The Interagency approved device manufactured to be the fixed point attached to the helicopter for rappel and cargo letdown operations.

Appropriate Flight Manual Hover Performance Chart: A performance chart residing in either the original or supplemental portion of a rotorcraft flight manual (RFM) that the manufacturer or Supplemental Type Certificate (STC) holder deems appropriate for a given phase of flight or special purpose activity. For example: Kaman K-1200 Rotorcraft Flight Manual Supplement No. 1 USFS Fire Fighting.

Assigned Work Location: The location designated by the CO from which an ordered flight will originate.

Authorized Crewmember: Those individuals specified in the “Schedule of Items” unless designated otherwise by the CO.

Authorized Flight or Flying Time: The actual time that a helicopter is off the ground for the purpose of the task or tasks to which assigned under an ordered flight when such time is recorded by the pilot and approved by a designated Government Official as having been properly performed.

Aviation Hazard: Any condition, act, or set of circumstances that exposes an individual to unnecessary risk or harm during aviation operations.

Base Cost: The portion of the flight rate that is constant throughout the agreement period and not affected by changes in fuel prices. Adjustments to the base cost will be made annually by the CO.

Call-When-Needed: A term used to identify the furnishing of services on an “as needed basis” or “intermittent use” in government procurement agreements. There is no guarantee the Government will place any orders and the Contractor is not obligated to accept any orders. However, once an order is placed and the Contractor takes steps to perform, both sides are bound by the terms and conditions of the Agreement.

Cargo: Any material thing carried by the aircraft.

Civil Twilight: Begins in the morning, and ends in the evening when the center of the sun is geometrically 6° below the horizon.

Contractor: An operator being paid by the Government for services.

Crewmember: A person assigned to perform duty in an aircraft during flight time.

Duty: That period that includes flight time, ground duty (pre- and post- flight inspections) of any kind, and standby or alert status at any location.

Empty Weight: Means the weight of the airframe, engines, propellers, rotors, and fixed equipment. Empty weight excludes the weight of the crew and payload, but includes the weight
SECTION B
TECHNICAL SPECIFICATIONS

of all fixed ballast, unusable fuel supply, undrainable oil, total quantity of engine coolant, and total quantity of hydraulic fluid.

Equipped Weight:

**Standard Category Bucket Helicopters:** Equipped weight equals the Empty Weight (as listed in the Weight and Balance Data) plus the weight of lubricants and onboard equipment required by agreement (i.e., including but not limited to survival kit, rappel anchor, first aid kit). Does not include the weight of the bucket and any associated suspension hardware.

**Restricted Category Bucket Helicopters:** Equipped weight equals the Empty Weight (as listed in the Weight and Balance Data) plus the weight of lubricants and onboard equipment required by agreement (i.e., including but not limited to survival kit, rappel anchor, first aid kit). **Includes** the weight of the bucket and any associated suspension hardware.

**Tanked Helicopters:** Equipped weight equals the Empty Weight (as listed in the Weight and Balance Data) plus the weight of lubricants and onboard equipment required by agreement (i.e., including but not limited to survival kit, rappel anchor, first aid kit). **Includes** the weight of a fixed tank and snorkel.

**Extended Standby:** Period following the 9 hours of standby up to 5 hours.

**External Load:** Any combination of load and line that is 50 feet or less in length.

**Fatal Injury:** Any injury, which results in death within 30-days of the accident.

**Federal Aviation Regulations:** Rules and regulations contained in Title 14 of the Code of Federal Regulations.

**Ferry Flight:** Movement of helicopter under its own power from point-to-point.

**First Aid:** Any medical attention that involves no medical bill - If a physician prescribes medical treatment for less than serious injury and makes a charge for this service, that injury becomes "medical attention."

**Flight Crew:** Those Contractor personnel required by the Federal Aviation Administration to operate the aircraft safely while performing under agreement to the Government.

**Flight Rate:** The agreement unit price per hour of flight time as found in the Flight Rate Chart or Schedule of Items. (Includes base cost plus fuel costs)

**Flight Time:** Begins when the aircraft leaves the ground in takeoff for a given flight and ends when the aircraft has landed.

**Forced Landing:** A landing necessitated by failure of engines, systems, components, or incapacitation of a crewmember, which makes continued flight impossible, and which may or may not result in damage.

**Fuel Cost:** The variable portion of the flight rate that is subject to change due to fuel price change.
SECTION B
TECHNICAL SPECIFICATIONS

Form A: The Form A is a tabulation of all operating equipment that is or may be installed, and for which provision for fixed stowage has been made in a definite location in the helicopter. It provides a weight, arm, and moment of individual items. This is the primary document utilized to identify how a helicopter was precisely configured at the time of weighing. The items installed are indicated with a check mark or "x", where the items not installed are identified with a "0".

Form B: The Form B is a single-page form used for recording the scaled weighing data and computing the empty weight and balance of the helicopter. This document will provide the individual weights for each scale and show which type of scale was used to obtain the weight.

Form C: The Form C is a malleable list that updates the weight obtained from the Form B as equipment is added or removed. It additionally shows a continuous history of the basic weight, arm, and moment resulting from structural and equipment changes in service.

Fuel Endurance: Fuel required including a 20-minute reserve.

Fully Operational: Helicopter, pilot(s), other personnel, repairs, operating supplies, service facilities, and incidentals necessary for the safe operation of the helicopter both on the ground and in the air.

Fully Rated Capacity: The number of passenger seats or pounds of cargo load authorized in the applicable Type Certificate Data Sheet.

General Aviation: That portion of civil aviation that encompasses all facets of aviation except air carriers.

Ground Mishap, Aircraft: An aircraft mishap in which there is no intent to fly; however, the power plants and/or rotors are in operation and damage incurred requiring replacement or repair of rotors, propellers, wheels, tires, wing tips, flaps, etc., or an injury is incurred requiring first aid or medical attention.

Hazard: Any condition, act or set of circumstances that exposes an individual to unnecessary risk or harm during aviation operations.

Host Base: The initial location at which the aircraft will be made available for the purpose of providing aircraft services as identified under Exclusive Use.

Hover-in-ground-effect (HIGE): Maximum pressure altitude and temperature at which a helicopter can hover (at maximum gross weight) using the effects of ground cushion per the Flight Manual/Supplements and STC performance charts.

Hover-out-of-ground Effect (HOGE): Maximum pressure altitude and temperature which a helicopter can hover (at maximum gross weight) without the effects of ground cushion per the Flight Manual/Supplements and STC performance charts.

Incident: An occurrence other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operations.

Incident-With-Potential: An incident that narrowly misses being an accident and in which the circumstances indicate significant potential for substantial damage or serious injury. Final classification will be determined by the agency Aviation Safety Manager.
SECTION B
TECHNICAL SPECIFICATIONS


Internal Cargo Compartments: An area within the helicopter specifically designed to carry cargo.

Law Enforcement: Those duties carried out by agency personnel together with personnel from cooperating agencies, to enforce various Federal laws applicable to trespass (those activities relating to timber, grazing, fire, occupancy and others). Other activities can include those that are illegal under the antiquities acts and the manufacturing, production, and trafficking of substances in violation of the Controlled Substances Act (16 U.S.C. 559b-f) and other illegal activities occurring on agency jurisdictional lands. Specific law enforcement activities can include surveillance (visual, infrared, or photographic), transportation of law enforcement personnel and persons in custody and transportation of property (both internally and externally). All helicopter activities including landings will occur at locations that are secured by law enforcement personnel or are locations removed from law enforcement actions.

Life-Threatening: A situation or occurrence of a serious nature, developing suddenly and unexpectedly and demanding immediate action to prevent loss of life.

Limited Use Helicopter: A limited use helicopter is an Interagency term used to denote a standard category helicopter that is designated and utilized in a limited role (not for passenger transport). See Standard Category.

Long-line: Any combination of load and line, attached to the cargo hook of the aircraft for the purpose of carrying an external load greater than 50 feet in length.

Maintenance Deficiency: An equipment defect or failure which affects or could affect the safety of operations, or that causes an interruption to the services being performed.

Mishap, Aviation: Mishaps include aircraft accidents, incidents-with-potential, aircraft incidents, aviation hazards and aircraft maintenance deficiencies.

Mountain Flying - Helicopter Pilot: 200 hours experience operating helicopters in mountainous terrain identified in 14 CFR 95 Subpart B-Designated Mountainous Area. Operating includes maneuvering and numerous takeoffs and landings to pinnacles, ridgelines and confined areas.

Night: The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time.

Occupant: Any crew or passenger that is aboard an aircraft.

Official Sunset and Sunrise: The times when the upper edge of the disk of the Sun is on the horizon, considered unobstructed relative to the location of interest. Atmospheric conditions are assumed to be average and the location is in a level region on the Earth’s surface.

Operational Control: The condition existing when an entity exercises authority over initiating, conducting or terminating a flight.

Operating Agency: An executive agency or any entity there of using agency aircraft, which it does not own.
SECTION B
TECHNICAL SPECIFICATIONS

**Operator:** Any person who causes or authorizes the operation of an aircraft, such as the owner, lessee, or bailee of an aircraft.

**Optional Use Flight Rate:** Hourly flight rate specified on the schedule of items inclusive of all costs.

**Passenger:** Any person aboard an aircraft who does not perform the function of a flight crewmember or crewmember.

**Passenger Seating Capacity:** Number of passenger seats excluding pilot(s).

**Payload:** The maximum allowable weight (passengers and/or cargo) that can be carried in any one mission.

**Pilot-In-Command:** The pilot responsible for the operation and safety of the aircraft during the time defined as flight time.

**Point-of-Hire:** Point-of-Hire shall be the Contractor's Principle Base of Operations as specified in Section A or the location of aircraft at time-of-hire.

**Portable Electronic Device:** Any kind of electronic device, typically but not limited to consumer electronics, brought on board the aircraft that is not permanently installed and part of the approved aircraft configuration. Electrical energy can be provided from internal sources, such as batteries, an aircraft power source or both. This includes transmitting PEDs (T-PEDs).

**Precautionary Landing:** A landing necessitated by apparent impending failure of engines, systems, or components, which makes continued flight undesirable.

**Principal Base of Operations:** The primary operating location of a 14 CFR 121, 133, 135 or 137 certificate holder as established by the certificate holder.

**Restricted Category:** An aircraft that has been manufactured in accordance with the requirements of and accepted for use by an Armed Force of the United States and later modified for special purposes such as agriculture, forest and wildlife conservation, aerial surveying, patrolling, or any operation specified by the FAA Administrator.

**SAFECOM:** Use to report any condition, observance, act, maintenance problem, or circumstance, which has potential to cause an aviation related mishap. The purpose of the SAFECOM form is not intended to be punitive in nature. It will be used to disseminate safety information to aviation managers, and also to aid in accident prevention by trend monitoring and tracking. See [www.safecom.gov](http://www.safecom.gov).

**Serious Injury:** Any injury which: (1) requires hospitalization for more than 48-hours, commencing within 7-days from the date the injury was received; (2) results in a fracture of any bone (except simple fractures of fingers, toes or nose); (3) causes severe hemorrhages, nerve, muscle or tendon damage; (4) involves any internal organ; or (5) involves second or third-degree burns, or any burns affecting more than 5% of the body surface.

**Sling Load:** Jettisonable external load that is lifted free of land or water during the rotorcraft operation.
SECTION B
TECHNICAL SPECIFICATIONS

Special Use Missions:

Air Tactical Coordination (Air Attack): Coordination with other tactical aircraft during fire and other project operations.

Fire Surveillance/Reconnaissance: Patrolling in search of and scouting wildland fires; checking fuel types and fire behavior.

Reconnaissance (Non-Fire): Observation and fact-finding reconnaissance, i.e. wildlife monitoring, snow surveys, search and rescue, timber and range surveys, insect and disease surveys, law enforcement, and aerial photography.

Other: Cooperative use with other agencies, and other purposes mutually agreed upon by the Contractor and the Contracting Officer.

Standard Category Helicopter: Turbine powered helicopters certificated in the normal or transport category. Standard Category helicopters are operated and maintained for passenger carriage in accordance with (IAW) 14 CFR 135 by an operator holding an Air Carrier Certificate.

Substantial Damage: Any damage or failure which adversely affects the structural strength, performance or flight characteristics of the helicopter, and which would normally require major repair or replacement of the affected component. Engine failure or damage limited to an engine if only one engine fails or rotor or propeller blades and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wing tips are not considered "substantial damage" for the purpose of this part.

Type I (Heavy) Helicopter: A helicopter with a certified internal gross weight of over 14,001 pounds. Under the ICS helicopter typing system, a heavy helicopter is a Type 1 helicopter and has 10+ passenger seats (unless restricted category). Based on the KMAX limited use and its payload being over 3300 lbs it is considered a Type 1.

Type II (Medium) Helicopter: A helicopter with a certified internal gross weight between 7,001 and 14,000 pounds. Under the ICS helicopter typing system, a medium helicopter is a Type 2 helicopter and has 9 or less passenger seats (unless restricted category).

Type III (Light) Helicopter: A helicopter with a certified internal gross weight of less than 7,000 pounds. Under the ICS helicopter typing system, a light helicopter is a Type 3 helicopter and has 9 or less passenger seats.

Vertical Reference/External Load: Direct visual reference, by the pilot, of an external load/cargo being slung from beneath the helicopter with a line attached to the cargo hook and being removed or placed from the earth's surface with precision.

SECTION B
TECHNICAL SPECIFICATIONS

B.46 ABBREVIATIONS/ACRONYMS

A&P  Airframe & Powerplant (Mechanic)
ABS  Aviation Business Systems
AC   Advisory Circular
AD   Airworthiness Directive
AIRS Aviation Information Reporting Support
AFF  Automated Flight Following
AMI  Aviation Maintenance Inspector
AOBD Air Operations Branch Director
ASC  Albuquerque Service Center
ASI  Aviation Safety Inspector - Airworthiness
ASP  Aviation Safety Plan
ATC  Air Traffic Control
ATCO Air Taxi/Commercial Operators
ATU  Additional Telemetry Unit
BOA  Basic Ordering Agreement
CAB  Civil Aeronautics Board
CG   Center of Gravity
CO   Contracting Officer
CFR  Code of Federal Regulations
COR  Contracting Officer's Representative
COTR Contracting Officer's Technical Representative
CPARS Contractor Performance Assessment Reporting System
CVR  Cockpit Voice Recorder
CWN  Call-when-Needed (Agreement)
DOI  Department of the Interior
DOT  Department of Transportation
ELT  Emergency Locator Transmitter
EPA  Environmental Protection Agency
ETA  Estimated Time of Arrival
FAA  Federal Aviation Administration
FAO  Forest Aviation Officer
FASD Fire Applications Support Desk
FAR  Federal Acquisition Regulations
FDR  Flight Data Recorder
FPMR Federal Property Management Regulations
FSS  Flight Service Station
GPM  Gallons-Per-Minute
HIP  Helicopter Inspector Pilot
HOS  Helicopter Operations Specialist
IATB Interagency Airtanker Board
ICAO International Civil Aviation Organization
IFR  Instrument Flight Rules
IMC  Instrument Meteorological Conditions
MAP  Mandatory Availability Period/Availability Period
M&IE Meals and Incidental Expenses
MSL  Mean Sea Level
NTSB National Transportation Safety Board
NOTAM Notice to Airmen
SECTION B
TECHNICAL SPECIFICATIONS

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>OAS</td>
<td>Office of Aviation Services</td>
</tr>
<tr>
<td>OLMS</td>
<td>Operational Load Monitoring System</td>
</tr>
<tr>
<td>PA</td>
<td>Public Address System</td>
</tr>
<tr>
<td>PASP</td>
<td>Project Aviation Safety Plan</td>
</tr>
<tr>
<td>PED</td>
<td>Portable Electronic Device</td>
</tr>
<tr>
<td>PIC</td>
<td>Pilot-in-Command</td>
</tr>
<tr>
<td>PTT</td>
<td>Push-To-Talk</td>
</tr>
<tr>
<td>RADS</td>
<td>Rope Assisted Delivery System</td>
</tr>
<tr>
<td>RAO</td>
<td>Regional Aviation Officer</td>
</tr>
<tr>
<td>RASM</td>
<td>Regional Aviation Safety Manager</td>
</tr>
<tr>
<td>RON</td>
<td>Remain-Over-Night</td>
</tr>
<tr>
<td>SIC</td>
<td>Second-in-Command/Co-Pilot</td>
</tr>
<tr>
<td>SPCC</td>
<td>Spill Prevention, Control and Countermeasure Plan Requirements</td>
</tr>
<tr>
<td>STC</td>
<td>Supplemental Type Certificate</td>
</tr>
<tr>
<td>TAS</td>
<td>Traffic Advisory System</td>
</tr>
<tr>
<td>TBO</td>
<td>Time between Overhaul</td>
</tr>
<tr>
<td>TCAS</td>
<td>Traffic Collision Avoidance System</td>
</tr>
<tr>
<td>TSO</td>
<td>Technical Standard Order</td>
</tr>
<tr>
<td>UAM</td>
<td>Unit Aviation Manager</td>
</tr>
<tr>
<td>UAO</td>
<td>Unit Aviation Officer</td>
</tr>
<tr>
<td>USFS</td>
<td>United States -Forest Service</td>
</tr>
<tr>
<td>VFR</td>
<td>Visual Flight Rules</td>
</tr>
<tr>
<td>VNE</td>
<td>Velocity Never Exceed</td>
</tr>
<tr>
<td>VSWR</td>
<td>Voltage Standing Wave Ratio</td>
</tr>
</tbody>
</table>
SECTION C
CONTRACT TERMS AND CONDITIONS

C.1 52.252-2 CLAUSES INCORPORATED BY REFERENCE (FEB 1998)

This agreement incorporates one or more clauses by reference, with the same force and effect as if they were given in full text. Upon request, the Contracting Officer will make their full text available. Also, the full text of a clause may be accessed electronically at this/these address(es): www.acquisition.gov.

52.203-17 Contractor Employee Whistleblower Rights and Requirement to Inform Employees of Whistleblower Rights (APR 2014)
52.204-4 Printed or Copied Double-Sided on Recycled Paper (MAY 2011)
52.204-19 Incorporation by Reference of Representations and Certifications (DEC 2014)
52.228-5 Insurance – Work on a Government Installation (JAN 1997)
52.245-1 Government Property (ALTERNATE I)(APR 2012)
52.245-9 Use and Charges (APR 2012)

C.2 CONTRACT TERMS AND CONDITIONS - COMMERCIAL ITEMS (52.212.4) (DEVIATION 2017-1) (OCT 2018)

(a) Inspection/Acceptance. The Contractor shall only tender for acceptance those items that conform to the requirements of this contract. The Government reserves the right to inspect or test any supplies or services that have been tendered for acceptance. The Government may require repair or replacement of nonconforming supplies or re-performance of nonconforming services at no increase in contract price. If repair/replacement or re-performance will not correct the defects or is not possible, the Government may seek an equitable price reduction or adequate consideration for acceptance of nonconforming supplies or services. The Government must exercise its post-acceptance rights—

(1) Within a reasonable time after the defect was discovered or should have been discovered; and

(2) Before any substantial change occurs in the condition of the item, unless the change is due to the defect in the item.

(b) Assignment. The Contractor or its assignee may assign its rights to receive payment due as a result of performance of this contract to a bank, trust company, or other financing institution, including any Federal lending agency in accordance with the Assignment of Claims Act (31 U.S.C. 3727). However, when a third party makes payment (e.g., use of the Government-wide commercial purchase card), the Contractor may not assign its rights to receive payment under this contract.

(c) Changes. Changes in the terms and conditions of this contract may be made only by written agreement of the parties.
SECTION C
CONTRACT TERMS AND CONDITIONS

(d) Disputes. This contract is subject to 41 U.S.C. chapter 71, Contract Disputes. Failure of the parties to this contract to reach agreement on any request for equitable adjustment, claim, appeal or action arising under or relating to this contract shall be a dispute to be resolved in accordance with the clause at FAR 52.233-1, Disputes, which is incorporated herein by reference. The Contractor shall proceed diligently with performance of this contract, pending final resolution of any dispute arising under the contract.

(e) Definitions. The clause at FAR 52.202-1, Definitions, is incorporated herein by reference.

(f) Excusable delays. The Contractor shall be liable for default unless nonperformance is caused by an occurrence beyond the reasonable control of the Contractor and without its fault or negligence such as, acts of God or the public enemy, acts of the Government in either its sovereign or contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, unusually severe weather, and delays of common carriers. The Contractor shall notify the Contracting Officer in writing as soon as it is reasonably possible after the commencement of any excusable delay, setting forth the full particulars in connection therewith, shall remedy such occurrence with all reasonable dispatch, and shall promptly give written notice to the Contracting Officer of the cessation of such occurrence.

(g) Invoice.

(1) The Contractor shall submit an original invoice and three copies (or electronic invoice, if authorized) to the address designated in the contract to receive invoices. An invoice must include—

(i) Name and address of the Contractor;

(ii) Invoice date and number;

(iii) Contract number, line item number and, if applicable, the order number;

(iv) Description, quantity, unit of measure, unit price and extended price of the items delivered;

(v) Shipping number and date of shipment, including the bill of lading number and weight of shipment if shipped on Government bill of lading;

(vi) Terms of any discount for prompt payment offered;

(vii) Name and address of official to whom payment is to be sent;

(viii) Name, title, and phone number of person to notify in event of defective invoice; and

(ix) Taxpayer Identification Number (TIN). The Contractor shall include its TIN on the invoice only if required elsewhere in this contract.
SECTION C

CONTRACT TERMS AND CONDITIONS

(x) Electronic funds transfer (EFT) banking information.

(A) The Contractor shall include EFT banking information on the invoice only if required elsewhere in this contract.

(B) If EFT banking information is not required to be on the invoice, in order for the invoice to be a proper invoice, the Contractor shall have submitted correct EFT banking information in accordance with the applicable solicitation provision, contract clause (e.g., 52.232-33, Payment by Electronic Funds Transfer—System for Award Management, or 52.232-34, Payment by Electronic Funds Transfer—Other Than System for Award Management), or applicable agency procedures.

(C) EFT banking information is not required if the Government waived the requirement to pay by EFT.

(2) Invoices will be handled in accordance with the Prompt Payment Act (31 U.S.C. 3903) and Office of Management and Budget (OMB) prompt payment regulations at 5 CFR Part 1315.

(h) Patent indemnity. The Contractor shall indemnify the Government and its officers, employees and agents against liability, including costs, for actual or alleged direct or contributory infringement of, or inducement to infringe, any United States or foreign patent, trademark or copyright, arising out of the performance of this contract, provided the Contractor is reasonably notified of such claims and proceedings.

(i) Payment.—

(1) Items accepted. Payment shall be made for items accepted by the Government that have been delivered to the delivery destinations set forth in this contract.

(2) Prompt payment. The Government will make payment in accordance with the Prompt Payment Act (31 U.S.C. 3903) and prompt payment regulations at 5 CFR Part 1315.

(3) Electronic Funds Transfer (EFT). If the Government makes payment by EFT, see 52.212-5 (b) for the appropriate EFT clause.

(4) Discount. In connection with any discount offered for early payment, time shall be computed from the date of the invoice. For the purpose of computing the discount earned, payment shall be considered to have been made on the date which appears on the payment check or the specified payment date if an electronic funds transfer payment is made.

(5) Overpayments. If the Contractor becomes aware of a duplicate contract financing or invoice payment or that the Government has otherwise overpaid on a contract financing or invoice payment, the Contractor shall—
SECTION C

CONTRACT TERMS AND CONDITIONS

(i) Remit the overpayment amount to the payment office cited in the contract along with a description of the overpayment including the—

(A) Circumstances of the overpayment (e.g., duplicate payment, erroneous payment, liquidation errors, date(s) of overpayment);

(B) Affected contract number and delivery order number, if applicable;

(C) Affected line item or subline item, if applicable; and

(D) Contractor point of contact.

(ii) Provide a copy of the remittance and supporting documentation to the Contracting Officer.

(6) Interest.

(i) All amounts that become payable by the Contractor to the Government under this contract shall bear simple interest from the date due until paid unless paid within 30 days of becoming due. The interest rate shall be the interest rate established by the Secretary of the Treasury as provided in 41 U.S.C. 7109, which is applicable to the period in which the amount becomes due, as provided in (i)(6)(v) of this clause, and then at the rate applicable for each six-month period as fixed by the Secretary until the amount is paid.

(ii) The Government may issue a demand for payment to the Contractor upon finding a debt is due under the contract.

(iii) Final decisions. The Contracting Officer will issue a final decision as required by 33.211 if—

(A) The Contracting Officer and the Contractor are unable to reach agreement on the existence or amount of a debt within 30 days;

(B) The Contractor fails to liquidate a debt previously demanded by the Contracting Officer within the timeline specified in the demand for payment unless the amounts were not repaid because the Contractor has requested an installment payment agreement; or

(C) The Contractor requests a deferment of collection on a debt previously demanded by the Contracting Officer (see 32.607-2).

(iv) If a demand for payment was previously issued for the debt, the demand for payment included in the final decision shall identify the same due date as the original demand for payment.
SECTION C
CONTRACT TERMS AND CONDITIONS

(v) Amounts shall be due at the earliest of the following dates:

(A) The date fixed under this contract.

(B) The date of the first written demand for payment, including any demand for payment resulting from a default termination.

(vi) The interest charge shall be computed for the actual number of calendar days involved beginning on the due date and ending on—

(A) The date on which the designated office receives payment from the Contractor;

(B) The date of issuance of a Government check to the Contractor from which an amount otherwise payable has been withheld as a credit against the contract debt; or

(C) The date on which an amount withheld and applied to the contract debt would otherwise have become payable to the Contractor.

(vii) The interest charge made under this clause may be reduced under the procedures prescribed in 32.608-2 of the Federal Acquisition Regulation in effect on the date of this contract.

(j) Risk of loss. Unless the contract specifically provides otherwise, risk of loss or damage to the supplies provided under this contract shall remain with the Contractor until, and shall pass to the Government upon:

(1) Delivery of the supplies to a carrier, if transportation is f.o.b. origin; or

(2) Delivery of the supplies to the Government at the destination specified in the contract, if transportation is f.o.b. destination.

(k) Taxes. The contract price includes all applicable Federal, State, and local taxes and duties.
SECTION C

CONTRACT TERMS AND CONDITIONS

(l) **Termination for the Government's convenience.** The Government reserves the right to terminate this contract, or any part hereof, for its sole convenience. In the event of such termination, the Contractor shall immediately stop all work hereunder and shall immediately cause any and all of its suppliers and subcontractors to cease work. Subject to the terms of this contract, the Contractor shall be paid a percentage of the contract price reflecting the percentage of the work performed prior to the notice of termination, plus reasonable charges the Contractor can demonstrate to the satisfaction of the Government using its standard record keeping system, have resulted from the termination. The Contractor shall not be required to comply with the cost accounting standards or contract cost principles for this purpose. This paragraph does not give the Government any right to audit the Contractor's records. The Contractor shall not be paid for any work performed or costs incurred which reasonably could have been avoided.

(m) **Termination for cause.** The Government may terminate this contract, or any part hereof, for cause in the event of any default by the Contractor, or if the Contractor fails to comply with any contract terms and conditions, or fails to provide the Government, upon request, with adequate assurances of future performance. In the event of termination for cause, the Government shall not be liable to the Contractor for any amount for supplies or services not accepted, and the Contractor shall be liable to the Government for any and all rights and remedies provided by law. If it is determined that the Government improperly terminated this contract for default, such termination shall be deemed a termination for convenience.

(n) **Title.** Unless specified elsewhere in this contract, title to items furnished under this contract shall pass to the Government upon acceptance, regardless of when or where the Government takes physical possession.

(o) **Warranty.** The Contractor warrants and implies that the items delivered hereunder are merchantable and fit for use for the particular purpose described in this contract.

(p) **Limitation of liability.** Except as otherwise provided by an express warranty, the Contractor will not be liable to the Government for consequential damages resulting from any defect or deficiencies in accepted items.

(q) **Other compliances.** The Contractor shall comply with all applicable Federal, State and local laws, executive orders, rules and regulations applicable to its performance under this contract.


(s) **Order of precedence.** Any inconsistencies in this solicitation or contract shall be resolved by giving precedence in the following order:
SECTION C

CONTRACT TERMS AND CONDITIONS

(1) The schedule of supplies/services.

(2) The Assignments, Disputes, Payments, Invoice, Other Compliances, Compliance with Laws Unique to Government Contracts, and Unauthorized Obligations paragraphs of this clause;

(3) The clause at 52.212-5.

(4) Addenda to this solicitation or contract, including any license agreements for computer software.

(5) Solicitation provisions if this is a solicitation.

(6) Other paragraphs of this clause.

(7) The Standard Form 1449.

(8) Other documents, exhibits, and attachments.

(9) The specification.

(t) Reserved

(u) Unauthorized Obligations

(1) Except as stated in paragraph (u)(2) of this clause, when any supply or service acquired under this contract is subject to any End User License Agreement (EULA), Terms of Service (TOS), or similar legal instrument or agreement, that includes any clause requiring the Government to indemnify the Contractor or any person or entity for damages, costs, fees, or any other loss or liability that would create an Anti-Deficiency Act violation (31 U.S.C. 1341), the following shall govern:

(i) Any such clause is unenforceable against the Government.

(ii) Neither the Government nor any Government authorized end user shall be deemed to have agreed to such clause by virtue of it appearing in the EULA, TOS, or similar legal instrument or agreement. If the EULA, TOS, or similar legal instrument or agreement is invoked through an “I agree” click box or other comparable mechanism (e.g., “click-wrap” or “browse-wrap” agreements), execution does not bind the Government or any Government authorized end user to such clause.

(iii) Any such clause is deemed to be stricken from the EULA, TOS, or similar legal instrument or agreement.
SECTION C
CONTRACT TERMS AND CONDITIONS

(2) Paragraph (u)(1) of this clause does not apply to indemnification by the Government that is expressly authorized by statute and specifically authorized under applicable agency regulations and procedures.

(v) Incorporation by reference. The Contractor's representations and certifications, including those completed electronically via the System for Award Management (SAM), are incorporated by reference into the contract.

C.3 RESERVED

C.4 CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS – COMMERCIAL ITEMS (52.212-5) (MAY 2019) (DEVIATION 2017-1)

(a) The Contractor shall comply with the following Federal Acquisition Regulation (FAR) clauses, which are incorporated in this contract by reference, to implement provisions of law or Executive orders applicable to acquisitions of commercial items: (1) 52.203-19, Prohibition on Requiring Certain Internal Confidentiality Agreements or Statements (Jan 2017) (section 743 of Division E, Title VII, of the Consolidated and Further Continuing Appropriations Act 2015 (Pub. L. 113-235) and its successor provisions in subsequent appropriations acts (and as extended in continuing resolutions)).

(2) 52.204-23, Prohibition on Contracting for Hardware, Software, and Services Developed or Provided by Kaspersky Lab and Other Covered Entities (Jul 2018) (Section 1634 of Pub. L. 115-91).

(3) 52.209-10, Prohibition on Contracting with Inverted Domestic Corporations (Nov 2015)


(b) The Contractor shall comply with the FAR clauses in this paragraph (b) that the contracting officer has indicated as being incorporated in this contract by reference to implement provisions of law or Executive orders applicable to acquisitions of commercial items:


☑ (4) 52.203-17, Contractor Employee Whistleblower Rights and Requirement To Inform Employees of Whistleblower Rights (April 2014) (41 U.S.C. 4712 relating to whistleblower protections).
SECTION C
CONTRACT TERMS AND CONDITIONS


☐ (6) [Reserved]


☐ (11)[Reserved]


   ☐ (ii) Alternate I (Nov 2011) of 52.219-3.

☐ (13)(i) 52.219-4, Notice of Price Evaluation Preference for HUBZone Small Business Concerns (Oct 2014) (if the offeror elects to waive the preference, it shall so indicate in its offer) (15 U.S.C. 657a).

   ☐ (ii) Alternate I (Jan 2011) of 52.219-4.

☐ (14)[Reserved]


   ☐ (ii) Alternate I (Nov 2011).

   ☐ (iii) Alternate II (Nov 2011).


   ☐ (iii) Alternate II (Mar 2004) of 52.219-7.

☒ (17)52.219-8, Utilization of Small Business Concerns (Oct 2018) (15 U.S.C. 637(d)(2) and (3)).

SECTION C
CONTRACT TERMS AND CONDITIONS

☐ (ii) Alternate I (Nov 2016) of 52.219-9.

☐ (iii) Alternate II (Nov 2016) of 52.219-9.

☐ (iv) Alternate III (Nov 2016) of 52.219-9.


☐ (19) 52.219-13, Notice of Set-Aside of Orders (Nov 2011) (15 U.S.C. 644(r)).

☒ (20) 52.219-14, Limitations on Subcontracting (Jan 2017) (15 U.S.C. 637(a)(14)).


☒ (23) 52.219-28, Post Award Small Business Program Rerepresentation (Jul 2013) (15 U.S.C. 632(a)(2)).

☐ (24) 52.219-29, Notice of Set-Aside for, or Sole Source Award to, Economically Disadvantaged Women-Owned Small Business Concerns (Dec 2015) (15 U.S.C. 637(m)).

☐ (25) 52.219-30, Notice of Set-Aside for, or Sole Source Award to, Women-Owned Small Business Concerns Eligible Under the Women-Owned Small Business Program (Dec 2015) (15 U.S.C. 637(m)).

☒ (26) 52.222-3, Convict Labor (June 2003) (E.O. 11755).

☐ (27) 52.222-19, Child Labor—Cooperation with Authorities and Remedies (Jan 2018) (E.O. 13126).

☒ (28) 52.222-21, Prohibition of Segregated Facilities (Apr 2015).

☒ (29) (i) 52.222-26, Equal Opportunity (Sep 2016) (E.O. 11246).

☐ (ii) Alternate I (Feb 1999) of 52.222-26.


☐ (ii) Alternate I (July 2014) of 52.222-35.


☐ (ii) Alternate I (July 2014) of 52.222-36.

SECTION C

CONTRACT TERMS AND CONDITIONS

☐ (33) 52.222-40, Notification of Employee Rights Under the National Labor Relations Act (Dec 2010) (E.O. 13496).


☒ (35) 52.222-54, Employment Eligibility Verification (Oct 2015). (E. O. 12989). (Not applicable to the acquisition of commercially available off-the-shelf items or certain other types of commercial items as prescribed in 22.1803.)

☐ (36) (i) 52.223-9, Estimate of Percentage of Recovered Material Content for EPA-Designated Items (May 2008) (42 U.S.C. 6962(o)(3)(A)(ii)). (Not applicable to the acquisition of commercially available off-the-shelf items.)

☐ (ii) Alternate I (May 2008) of 52.223-9 (42 U.S.C. 6962(i)(2)(C)). (Not applicable to the acquisition of commercially available off-the-shelf items.)

☐ (37) 52.223-11, Ozone-Depleting Substances and High Global Warming Potential Hydrofluorocarbons (Jun 2016) (E.O.13693).

☐ (38) 52.223-12, Maintenance, Service, Repair, or Disposal of Refrigeration Equipment and Air Conditioners (Jun 2016) (E.O. 13693).

☐ (39) (i) 52.223-13, Acquisition of EPEAT® -Registered Imaging Equipment (Jun 2014) (E.O.s 13423 and 13514)


☐ (40) (i) 52.223-14, Acquisition of EPEAT® -Registered Television (Jun 2014) (E.O.s 13423 and 13514).

☐ (ii) Alternate I (Jun 2014) of 52.223-14.


☐ (42) (i) 52.223-16, Acquisition of EPEAT® -Registered Personal Computer Products (Oct 2015) (E.O.s 13423 and 13514).

☐ (ii) Alternate I (Jun 2014) of 52.223-16.

☒ (43) 52.223-18, Encouraging Contractor Policies to Ban Text Messaging while Driving (Aug 2011) (E.O. 13513).

☐ (44) 52.223-20, Aerosols (Jun 2016) (E.O. 13693).

☐ (45) 52.223-21, Foams (Jun 2016) (E.O. 13696).
SECTION C
CONTRACT TERMS AND CONDITIONS

   ☐ (ii) Alternate I (Jan 2017) of 52.224-3.


   ☐ (ii) Alternate I (May 2014) of 52.225-3.
   ☐ (iii) Alternate II (May 2014) of 52.225-3.
   ☐ (iv) Alternate III (May 2014) of 52.225-3.


☒ (50) 52.225-13, Restrictions on Certain Foreign Purchases (June 2008) (E.O.’s, proclamations, and statutes administered by the Office of Foreign Assets Control of the Department of the Treasury).


☐ (52) 52.226-4, Notice of Disaster or Emergency Area Set-Aside (Nov 2007) (42 U.S.C. 5150).

☐ (53) 52.226-5, Restrictions on Subcontracting Outside Disaster or Emergency Area (Nov 2007) (42 U.S.C. 5150).


☐ (57) 52.232-34, Payment by Electronic Funds Transfer—Other Than System for Award Management (Jul 2013) (31 U.S.C. 3332).


SECTION C
CONTRACT TERMS AND CONDITIONS

☐ (60) 52.242-5, Payments to Small Business Subcontractors (Jan 2017) (15 U.S.C. 637(d)(13)).

☐ (61) (i) 52.247-64, Preference for Privately Owned U.S.-Flag Commercial Vessels (Feb 2006) (46 U.S.C. Appx 1241(b) and 10 U.S.C. 2631).

☐ (ii) Alternate I (Apr 2003) of 52.247-64.

☐ (iii) Alternate II (Feb 2006) of 52.247-64.

(c) The Contractor shall comply with the FAR clauses in this paragraph (c), applicable to commercial services, that the Contracting Officer has indicated as being incorporated in this contract by reference to implement provisions of law or executive orders applicable to acquisitions of commercial items:

☐ (1) 52.222-17, Nondisplacement of Qualified Workers (May 2014) (E.O. 13495)


☐ (10) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations. (May 2014) (42 U.S.C. 1792).

(d) Comptroller General Examination of Record The Contractor shall comply with the provisions of this paragraph (d) if this contract was awarded using other than sealed bid, is in excess of the simplified acquisition threshold, and does not contain the clause at 52.215-2, Audit and Records -- Negotiation.
SECTION C
CONTRACT TERMS AND CONDITIONS

(1) The Comptroller General of the United States, or an authorized representative of the Comptroller General, shall have access to and right to examine any of the Contractor's directly pertinent records involving transactions related to this contract.

(2) The Contractor shall make available at its offices at all reasonable times the records, materials, and other evidence for examination, audit, or reproduction, until 3 years after final payment under this contract or for any shorter period specified in FAR Subpart 4.7, Contractor Records Retention, of the other clauses of this contract. If this contract is completely or partially terminated, the records relating to the work terminated shall be made available for 3 years after any resulting final termination settlement. Records relating to appeals under the disputes clause or to litigation or the settlement of claims arising under or relating to this contract shall be made available until such appeals, litigation, or claims are finally resolved.

(3) As used in this clause, records include books, documents, accounting procedures and practices, and other data, regardless of type and regardless of form. This does not require the Contractor to create or maintain any record that the Contractor does not maintain in the ordinary course of business or pursuant to a provision of law.

(e)

(1) Notwithstanding the requirements of the clauses in paragraphs (a), (b), (c) and (d) of this clause, the Contractor is not required to flow down any FAR clause, other than those in this paragraph (e)(1) in a subcontract for commercial items. Unless otherwise indicated below, the extent of the flow down shall be as required by the clause—


(ii) 52.203-19, Prohibition on Requiring Certain Internal Confidentiality Agreements or Statements (Jan 2017) (section 743 of Division E, Title VII, of the Consolidated and Further Continuing Appropriations Act, 2015 (Pub. L. 113-235) and its successor provisions in subsequent appropriations acts (and as extended in continuing resolutions)).

(iii) 52.204-23, Prohibition on Contracting for Hardware, Software, and Services Developed or Provided by Kaspersky Lab and Other Covered Entities (Jul 2018) (Section 1634 of Pub. L. 115-91).

(iv) 52.219-8, Utilization of Small Business Concerns (Oct 2018) (15 U.S.C. 637(d)(2) and (3)). in all subcontracts that offer further subcontracting opportunities. If the subcontract (except subcontracts to small business concerns) exceeds $700,000 ($1.5 million for construction of any public facility), the subcontractor must include 52.219-8 in lower tier subcontracts that offer subcontracting opportunities.

(v) 52.222-17, Nondisplacement of Qualified Workers (May 2014) (E.O. 13495). Flow down required in accordance with paragraph (1) of FAR clause 52.222-17.

(vi) 52.222-21, Prohibition of Segregated Facilities (Apr 2015).
SECTION C
CONTRACT TERMS AND CONDITIONS

(vii) 52.222-26, Equal Opportunity (Sep 2016) (E.O. 11246).


(x) 52.222-37, Employment Reports on Veterans (Feb 2016) (38 U.S.C. 4212).

(xi) 52.222-40, Notification of Employee Rights Under the National Labor Relations Act (Dec 2010) (E.O. 13496). Flow down required in accordance with paragraph (f) of FAR clause 52.222-40.


(xvi) 52.222-54, Employment Eligibility Verification (Oct 2015) (E.O. 12989).

(xvii) 52.222-55, Minimum Wages Under Executive Order 13658 (Dec 2015).


(B) Alternate I (Jan 2017) of 52.224-3.


(xxi) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations (May 2014) (42 U.S.C. 1792). Flow down required in accordance with paragraph (e) of FAR clause 52.226-6.
SECTION C
CONTRACT TERMS AND CONDITIONS

(xxii) 52.247-64, Preference for Privately-Owned U.S. Flag Commercial Vessels (Feb 2006) (46 U.S.C. Appx 1241(b) and 10 U.S.C. 2631). Flow down required in accordance with paragraph (d) of FAR clause 52.247-64.

(2) While not required, the Contractor may include in its subcontracts for commercial items a minimal number of additional clauses necessary to satisfy its contractual obligations.

C.5 STATEMENT OF EQUIVALENT RATES FOR FEDERAL HIRES (FAR 52.222-42) (MAY 2014)

In compliance with the Service Contract Labor Standards statute and the regulations of the Secretary of Labor (29 CFR part 4), this clause identifies the classes of service employees expected to be employed under the contract and states the wages and fringe benefits payable to each if they were employed by the contracting agency subject to the provisions of 5 U.S.C. 5341 or 5332.

This statement is for information only: It is not a wage determination.

<table>
<thead>
<tr>
<th>Employee</th>
<th>Class</th>
<th>Wage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft Pilot</td>
<td>GS-11</td>
<td>$29.33</td>
</tr>
<tr>
<td>Aircraft Mechanic—III</td>
<td>GS-12</td>
<td>$35.16</td>
</tr>
<tr>
<td>Aircraft Mechanic—II</td>
<td>GS-12</td>
<td>$29.33</td>
</tr>
<tr>
<td>Aircraft Mechanic—Helper</td>
<td>G S-5</td>
<td>$16.00</td>
</tr>
<tr>
<td>Truck Driver, Tractor Trailer</td>
<td>GS-8</td>
<td>$24.24</td>
</tr>
</tbody>
</table>

C.6 AVAILABILITY OF FUNDS (FAR 52.232-18) (APR 1984)

Funds are not presently available for this agreement. The Government’s obligation under this agreement is contingent upon the availability of appropriated funds from which payment for agreement purposes can be made. No legal liability on the part of the Government for any payment may arise until funds are made available to the Contracting Officer for this agreement and until the Contractor receives notice of such availability, to be confirmed in writing by the Contracting Officer.

C.7 PROPERTY AND PERSONAL DAMAGE

(a) The Contractor shall use every precaution necessary to prevent damage to public and private property.

(b) The Contractor shall be responsible for all damage to property and to persons, including third parties that occur as a result of his or his agents or employee’s fault or negligence. The term “third parties” is construed to include employees of the Government.

(c) The Contractor shall procure and maintain during the term of this agreement, and any extension thereof, aircraft and General Public Liability Insurance in accordance with 14 CFR 205. The parties named insured under the policy or policies shall be the CONTRACTOR and THE UNITED STATES OF AMERICA.

(d) The Contractor may be otherwise insured by a combination of primary and excess policies. Such policies shall have combined coverage equal to or greater than the combined minimums required.
SECTION C

CONTRACT TERMS AND CONDITIONS

(e) Policies containing exclusions for chemical damage or damage incidental to the use of equipment and supplies furnished under this agreement, or growing out of direct performance of the agreement, will not be acceptable. The chemical damage coverage may be limited to chemicals dispensed while performing firefighting activities.

(f) Prior to the commencement of work, the Contractor shall provide the CO with one copy of the insurance policy, or confirmation from the insurance company, certifying that the coverage described in this clause has been obtained.

C.8 NOTICE OF CONTRACTOR PERFORMANCE ASSESSMENT REPORTING SYSTEM (JULY 2010)

(a) The US Forest Service has implemented the Contractor Performance Assessment Reporting System (CPARS) for reporting all past performance information. One or more past performance evaluations will be conducted in order to record your agreement performance as required by FAR 42.15.

(b) The past performance evaluation process is a totally paperless process using CPARS. CPARS is a web-based system that allows for electronic processing of the performance evaluation report. Once the report is processed, it is available in the Past Performance Information Retrieval System (PPIRS) for Government use in evaluating past performance as part of a source selection action.

(c) We request that you furnish the Contracting Officer with the name, position title, phone number, and email address for each person designated to have access to your firm’s past performance evaluation(s) for the agreement no later than 60 days after award. Each person granted access will have the ability to provide comments in the Contractor portion of the report and state whether or not the Contractor agrees with the evaluation, before returning the report to the Assessing Official. The report information must be protected as source selection sensitive information not releasable to the public.

(d) When your Contractor Representative(s) (Past Performance Points of Contact) are registered in CPARS, they will receive an automatically-generated email with detailed login instructions. Further details, systems requirements, and training information for CPARS are available at http://www.cpars.csd.disa.mil/. The CPARS User Manual, registration for On Line Training for Contractor Representatives, and a practice application may be found at this site.

(e) Within 60 days after the end of a performance period, the Contracting Officer will complete an interim or final past performance evaluation and the report will be accessible at http://www.cpars.csd.disa.mil/. Contractor Representatives may then provide comments in response to the evaluation, or return the evaluation without comment.

Comments are limited to the space provided in Block 22. Your comments should focus on objective facts in the Assessing Official’s narrative and should provide your views on the causes and ramifications of the assessed performance. In addition to the ratings and supporting narratives, blocks 1 – 17 should be reviewed for accuracy, as these include key fields that will be used by the Government to identify your firm in future source selection actions.
SECTION C

CONTRACT TERMS AND CONDITIONS

If you elect not to provide comments, please acknowledge receipt of the evaluation by indicating "No comment" in Block 22, and then signing and dating Block 23 of the form. Without a statement in Block 22, you will be unable to sign and submit the evaluation back to the Government. If you do not sign and submit the CPAR within 60 days, it will automatically be returned to the Government and will be annotated: "The report was delivered/received by the contractor on (date). The contractor neither signed nor offered comment in response to this assessment." Your response is due within 60 calendar days after receipt of the CPAR.

(f) The following guidelines apply concerning your use of the past performance evaluation:

(1) Protect the evaluation as "source selection information." After review, transmit the evaluation by completing and submitting the form through CPARS. If for some reason you are unable to view and/or submit the form through CPARS, contact the Contracting Officer for instructions.

(2) Strictly control access to the evaluation within your organization. Ensure the evaluation is never released to persons or entities outside of your control.

(3) Prohibit the use of or reference to evaluation data for advertising, promotional material, pre-award surveys, responsibility determinations, production readiness reviews, or other similar purposes.

(g) If you wish to discuss a past performance evaluation, you should request a meeting in writing to the Contracting Officer no later than seven days following your receipt of the evaluation. The meeting will be held in person or via telephone or other means during your 60-day review period.

(h) A copy of the completed past performance evaluation will be available in CPARS for your viewing and for Government use supporting source selection actions after it has been finalized.

C.9 INSPECTION AND ACCEPTANCE (AGAR 452.246-70) (FEB 1988)

The Contracting Officer or the Contracting Officer's duly authorized representative will inspect and accept the supplies and/or services to be provided under this agreement.

C.10 RESERVED

C.11 AFFIRMATIVE PROCUREMENT OF BIO BASED PRODUCTS UNDER SERVICE AND CONSTRUCTION CONTRACT (FAR 52.223-2) (SEPT 2013)

(a) In the performance of this contract, the contractor shall make maximum use of bio based products that are United States Department of Agriculture (USDA)-designated items unless—

(1) The product cannot be acquired—

   (i) Competitively within a time frame providing for compliance with the contract performance schedule;

   (ii) Meeting contract performance requirements; or

   (iii) At a reasonable price.
SECTION C
CONTRACT TERMS AND CONDITIONS

(2) The product is to be used in an application covered by a USDA categorical exemption (see 7 CFR 3201.3(e)). For example, all USDA-designated items are exempt from the preferred procurement requirement for the following:

(i) Spacecraft system and launch support equipment.

(ii) Military equipment, i.e., a product or system designed or procured for combat or combat-related missions.

(b) Information about this requirement and these products is available at http://www.biopreferred.gov.

(c) In the performance of this contract, the Contractor shall—

(1) Report to http://www.sam.gov, with a copy to the Contracting Officer, on the product types and dollar value of any USDA-designated biobased products purchased by the Contractor during the previous Government fiscal year, between October 1 and September 30; and

(2) Submit this report no later than—

(i) October 31 of each year during contract performance; and

(ii) At the end of contract performance.

C.12 CONTRACTOR AUTHORIZED SIGNATURES

Contractor is to submit names, positions and contact information of all company individuals who are legally authorized to bind the company and sign contractual documents. Contractor is also required to advise and update the Contracting Officer whenever there are changes in these authorized individuals.

<table>
<thead>
<tr>
<th>Name</th>
<th>Position/Title</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Email

<table>
<thead>
<tr>
<th>Name</th>
<th>Position/Title</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Email
SECTION C  
CONTRACT TERMS AND CONDITIONS

C.13  OPTION TO EXTEND SERVICES (FAR 52.217-8) (NOV 1999)

The Government may require continued performance of any services within the limits and at the rates specified in the contract. These rates may be adjusted only as a result of revisions to prevailing labor rates provided by the Secretary of Labor. The option provision may be exercised more than once, but the total extension of performance hereunder shall not exceed 6 months. The Contracting Officer may exercise the option by written notice to the Contractor within 20 Days.

C.14  ECONOMIC PRICE ADJUSTMENT SPECIFIED FLIGHT RATE CONTRACTS

(a) NON-FUEL PORTION OF THE SPECIFIED FLIGHT RATE

Agreement rates will be established in accordance with the following to reflect increases or decreases in the cost of performance of the agreement work. The increases or decreases used in establishing the rates will be those indicated by the changes in the following price indexes: The Non-Fuel Portion of the Specified Flight rate will be affected by:

**TABLE 6-PRODUCER PRICE INDEXES**

1. Commodity Group 1423 --Aircraft Engines and Engine Parts

2. Commodity Group 1425 --Aircraft Parts and Auxiliary Equipment

### AVERAGE OF PERCENT CHANGES X 100 PERCENT OF LAST ADJUSTED RATE

The new rate will be derived by multiplying the average of the percentage changes of (1) and (2) times the rate in effect for the year immediately prior to the year in which the renewal is effective. The result will be added to or subtracted from the existing rate to become the newly adjusted rate (rounded to the next dollar).

Base Rates: Commodity Group 1423: 227.7  Commodity Group 1425: 187.1

(b) FUEL PORTION OF THE SPECIFIED FLIGHT RATE

(1) During the entire agreement period of performance, flight rates will be adjusted to reflect increases and decreases to the prices of aviation fuel.

(2) For adjustment purposes, the baseline price of Jet A fuel is established at $5.18 per gallon. The unit prices are the average price for aviation fuel based upon the National Fuel Survey located at http://www.fs.fed.us/fire/contracting/helicopters_exclu/helicopters_exclu.htm.

(3) The adjustment to the fuel portion of the flight rate shall be the average difference multiplied by the fuel consumption rates located in the solicitation/ agreement for the applicable aircraft type.
SECTION C
CONTRACT TERMS AND CONDITIONS

4) An adjustment to the flight rate shall be made on May 16th of each agreement period, regardless of the variation in the fuel price to re-establish the baseline. Subsequent adjustments shall only be made if the fuel price is either 10% higher or lower than the unit price established when the last adjustment was made. The time-point where these adjustments would take place would be on July 16th and February 16th each year.

The adjustment to the fuel portion of the flight rate will be the determined variation amount multiplied by the fuel consumption rates found in Exhibit 12, Helicopter Services Hourly Flight Rates, Fuel Consumption and Weight Reduction Chart for the applicable aircraft type.

(c) PROJECT/OPTIONAL USE RATE

The Project/Optional use rate will not be adjusted. The Optional use rate will be in effect for each optional use period as bid in the schedule of items.

C.15 ECONOMIC PRICE ADJUSTMENT FOR EXTENDED STANDBY

The extended standby rate will be reviewed on an annual basis to ensure compliance with the Service Contract Act and an adjustment will be made if needed. The extended standby rate will be computed by taking the minimum wage rate from the Department of Labor Wage Determination (current at that time), for Nationwide Pilot, times 1.5 plus 20% for benefits, overhead and profit and rounded to the nearest dollar. If needed, adjusted rates will become effective annually on May 16th of each year.

C.16 ORDERING (FAR 52.216-18) (OCT 1995)

(a) Any supplies and services to be furnished under this agreement shall be ordered by issuance of delivery orders or task orders by the individuals or activities designated in the Schedule. Such orders may be issued from date of agreement award through 48 months (if all Options are exercised by the Government).

(b) All delivery orders or task orders are subject to the terms and conditions of this agreement. In the event of conflict between a delivery order or task order and this agreement, the agreement shall control.

(c) If mailed, a delivery order or task order is considered "issued" when the Government deposits the order in the mail. Orders may be issued orally, by facsimile, or by electronic commerce methods only if authorized in the Schedule.

C.17 PERIOD OF PERFORMANCE (AGAR 452.211-74) (FEB 1988)

(a) Period of Performance is the date of initial agreement award through 48 months after the award date. Should subsequent Option to Extend Services be exercised, the period of performance may be extended for up to 6 (six) additional months. Overall, the total performance length of the agreement could come to 54 months if all available options were exercised.
D.1 LIST OF EXHIBITS

Exhibit 1: First Aid Kit Aeronautical
Exhibit 2: Survival Kit Aeronautical
Exhibit 3: Alaska
Exhibit 4: Restraint Systems Condition Inspection Guidelines
Exhibit 5: Additional Suppression/Prescribed Fire
Exhibit 6: High Visibility Markings on Main Rotor Blades
Exhibit 7: Reserved – (Additional Avionics Equipment)
Exhibit 8: Fuel Servicing Equipment Requirements
Exhibit 9: Operations and Safety Procedures Guide For Helicopter Pilots
Exhibit 10: Interagency Guidelines for Vertical Reference/External Load Training
Exhibit 11: Helicopter Make/Model/Series List
Exhibit 12: Helicopter Services Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart
Exhibit 13: Interagency Helicopter Load Calculation
Exhibit 14: Helicopter and Fuel Service Truck Pre-Use Checklist
Exhibit 15: Performance Report
Exhibit 16: Department of Labor Wage Determination
Exhibit 17: Reserved – (Supplemental Rappel Requirements – Equipment)
Exhibit 18: Contractor’s Verification of Individual Helicopter Pilot Requirements and Experience for Initial Interagency Approval
Exhibit 20: Aircraft Mechanic (Helicopter) Qualification Form
Exhibit 21: Weight and Balance Form (Example)
Exhibit 22: Reserved – (Gross Computed Weight Table)
Exhibit 23: Performance by Government-Furnished Pilot
Exhibit 24: FAA Overwater Kit
Exhibit 25: Litter Kit Provisions and Litter
Exhibit 26: Reserved – (Aerial Ignition)
Exhibit 27: Reserved – (Law Enforcement Short Haul Special Mission Qualifications)
Exhibit 28: Public Aircraft Operations
Exhibit 29: Vendor-Contractor QA/Evaluation/Safety Checks
Exhibit 30: Reserved – (Night Flying Operations)
Exhibit 31: Safety Management System (SMS) Components Questionnaire and Accident History
Exhibit 32: Transportation Worksheet
Exhibit 33: Reserved – (Additional Telemetry Unit (ATU))
EXHIBIT 1 - FIRST AID KIT AERONAUTICAL (B.4)

Each kit shall be in a dust-proof and moisture-proof container. The kit shall be on board the aircraft and accessible to the occupants. The contents shall include the following minimum items:

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Passenger Seats (0 – 9)</th>
<th>Passenger Seats (10 – 50)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adhesive bandage strips (3 inches long)</td>
<td>8</td>
<td>16</td>
</tr>
<tr>
<td>Antiseptic or alcohol wipes (packets)</td>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td>Emergency trauma dressing, 4 inch x 2’</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Triangular bandage, 40 inch (sling)</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Roller bandage, 4 inch x 5 yards (gauze)</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Adhesive tape, 1 inch x 5 yards (standard roll)</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>EMT trauma shears 51/2”</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Body Fluids Barrier Kit:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 2-pair of latex gloves</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 1-face shield</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 1-mouth-to-mouth barrier</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 1-protective gown (optional)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 2-antiseptic towelettes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 1-biohazard disposal bag</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Combat Application Tourniquet (C-A-T) (optional)</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Note: Splints are recommended if space permits.

The kit’s contents which have expiration dates shall not be acceptable if past their expiration dates.
EXHIBIT 2 - SURVIVAL KIT AERONAUTICAL (LOWER 48) (B.4)

The contents shall include the following minimum items:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Knife</td>
<td>Signal Mirror</td>
</tr>
<tr>
<td>Non-Marine Aerial Flares (6-each)</td>
<td>Matches (2-small boxes in waterproof containers)</td>
</tr>
<tr>
<td>Food (2-days @ a minimum 1,000</td>
<td>Water (1-quart per occupant) (not required when</td>
</tr>
<tr>
<td>calories per day, emergency rations per occupant)</td>
<td>operating over areas with adequate drinking water)</td>
</tr>
<tr>
<td>Space Blanket (1-per occupant)</td>
<td>Candles</td>
</tr>
<tr>
<td>Collapsible Water Bag</td>
<td>Whistle</td>
</tr>
<tr>
<td>Magnesium Fire Starter</td>
<td>Nylon Rope or Parachute Cord (50-feet)</td>
</tr>
<tr>
<td>Water Purification Tablets</td>
<td></td>
</tr>
</tbody>
</table>

Suggested Survival Kit Items Dependent Upon Terrain and Climate:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Container w/carrying Handle or Straps</td>
<td>Individual First Aid Kit</td>
</tr>
<tr>
<td>Large Plastic Bags</td>
<td>Signal Panels</td>
</tr>
<tr>
<td>Flashlight with Spare Batteries</td>
<td>Hand Saw or Wire Saw</td>
</tr>
<tr>
<td>Collapsible Shovel</td>
<td>Sleeping Bag (1-per two occupants)</td>
</tr>
<tr>
<td>Survival Manual (Arctic/Desert)</td>
<td>Snowshoes</td>
</tr>
<tr>
<td>Insect Repellant</td>
<td>Axe or Hatchet</td>
</tr>
<tr>
<td>Insect Head net (1-per occupant)</td>
<td>Collapsible fishing pole with an assortment of</td>
</tr>
<tr>
<td></td>
<td>fishing tackle such as hooks, flies, lines, sinkers,</td>
</tr>
<tr>
<td></td>
<td>etc.</td>
</tr>
<tr>
<td></td>
<td>Consistent with AK equipment</td>
</tr>
<tr>
<td>Personal ELT</td>
<td>Sunscreen</td>
</tr>
</tbody>
</table>

Note: A hand-held 760 channel VHF transceiver radio is recommended. It should be attached, or immediately accessible, to a crewmember rather than placed in the aircraft survival kit.

The kit's contents which have expiration dates shall not be acceptable if past their expiration dates.
EXHIBIT 3 - ALASKA (A.1, A.7, A.33)

The following provisions shall apply when operating in Alaska. All other provisions not expressly changed herein continue to apply.

NOTE: Contractors from the lower 48 dispatched to Alaska need to have insurance coverage for Alaska, in addition to having Operations Specifications that permit Alaska operations.

(a) General Equipment

Additional Equipment:

(1) One set of approved Tundra Boards or Snow Pads with accompanying FAA certification.

(2) Complete set of current aeronautical charts and navigation publications covering areas of operation within Alaska and Canada.

(3) Survival kit:

All aircraft will carry survival equipment. Survival kits will contain at least the following items and additional items required by local regulation as is appropriate for local climate and terrain conditions.

The minimum equipment to be carried during the summer months:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ax or hatchet (1), and Knife (1)</td>
<td>Water Purification Tablets</td>
</tr>
<tr>
<td>Magnesium Fire Starter</td>
<td>Mosquito repellant containing DEET</td>
</tr>
<tr>
<td>Whistle</td>
<td>Mosquito head net for each occupant</td>
</tr>
<tr>
<td>Signal Mirror</td>
<td>Candles (5 each)</td>
</tr>
<tr>
<td>Non-Marine Aerial Flares (6-each)</td>
<td>Space Blanket (1 per occupant)</td>
</tr>
<tr>
<td>Matches (2-small boxes in waterproof containers)</td>
<td>Nylon Rope or Parachute Cord (50-feet)</td>
</tr>
<tr>
<td>Food (Each occupant sufficient to sustain life for 1-week @ minimum of 1,000 calories per day)</td>
<td>Collapsible fishing pole with an assortment of fishing tackle such as hooks, flies, lines, sinkers, etc.</td>
</tr>
</tbody>
</table>

Personal Locator Beacon (PLB) (Note: required only if Aircraft ELT requires tools to be removed)

In addition to the above, the following shall be carried as minimum equipment from October 15 to April 1 of each year:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pair of Snowshoes (1)</td>
<td>Sleeping bag per two occupants (1)</td>
</tr>
<tr>
<td>Wool blanket or equivalent for each occupant over 4-years of age (1)</td>
<td></td>
</tr>
</tbody>
</table>
EXHIBIT 3 - ALASKA SUPPLEMENT (A.1, A.7, A.33) (Continued)

Note: A hand-held 760 channel VHF transceiver radio is recommended. It should be attached, or immediately accessible, to a crewmember rather than placed in the aircraft survival kit.

FUEL SERVICING VEHICLE SPECIFICATIONS

A fuel servicing vehicle and driver are not required.

The Government will furnish, transport, and store all aircraft fuel required at no expense to the Contractor.

Grades of Government-furnished fuel vary from location to location, and the Contractor shall use the grade available.

The appropriate type of fuel (Avgas or Jet fuel), in one of the following grades, will be available at each location:

<table>
<thead>
<tr>
<th>Avgas</th>
<th>Jet Fuel</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>Jet A</td>
</tr>
<tr>
<td>100LL</td>
<td>Jet A-50</td>
</tr>
<tr>
<td></td>
<td>Jet B</td>
</tr>
<tr>
<td></td>
<td>Jet-4 or JP-5 or JP-8</td>
</tr>
</tbody>
</table>

All lubricating oil, parts, and supplies shall be furnished and transported by the Contractor to the assigned work location.

The Contractor shall furnish for each aircraft a portable hand or electrically-operated fuel pump, barrel stem, hoses, and filtration system for refueling in remote areas.

The filtration system shall include a unit which accomplishes water separation with positive shut-off. The size of the filtration system unit shall be compatible with pump size. One acceptable three-stage unit is FACET part number 050871. If this model FACET is used, the third stage monitor should be a Velcon part number CDF-210K which is rated to 10 GPM. Also acceptable are Velcon filter spin on 5 micron cartridges, part number 40505SP, rated to 13 GPM; or Velcon VF-31 with 1 micron cartridge element, part number ACO-21005B, rated to 15 GPM. All filtering components shall be changed annually or sooner if needed, and the date of the change shall be placarded on the canister.

Two complete spare filter changes shall be furnished by the Contractor.

AVAILABILITY OF MECHANICS –

The mechanic shall be present for all operations in Alaska. The mechanic shall accompany the helicopter to any assigned work location. The cost of the mechanic shall be included in the Daily Availability Rate.
SECTION D
EXHIBITS

EXHIBIT 3 - ALASKA SUPPLEMENT (A.1, A.7, A.33) (Continued)

(b) Payment for Availability

Operations in Alaska will be scheduled by the Government in accordance with flight time/duty

time limitations. The schedule will not exceed:

SINGLE CREW: Maximum 14 hour per day PIC, or PIC and SIC.

DOUBLE CREW: Maximum 24 hours per day.

Measurement of availability will be reduced, as specified below, for each hour or portion thereof

service is listed as unavailable to the Government. Single or double crew Periods of

Unavailability will be accumulated for the day and posted on the Flight Use Invoice as actual
clock unavailability. There will no longer be a need to round to the nearest quarter hour or

reduce unavailability by 1/56.

Availability, as measured above, will be paid at the applicable rate appearing in the Schedule of

Items

(c) Payment for Extended Standby is Applicable for Alaska assignments.

(d) Transporting of Relief Crew

(e) AIRCRAFT FUEL. The cost of fuel furnished by the Contractor in lieu of Government

Furnished fuel while operating in Alaska will be reimbursed to the Contractor as provided below:

GENERAL: The Contractor shall not charge any fuel acquired under this agreement directly to

the Government. All fuel not otherwise furnished by the Government must be paid by or

charged to the Contractor. The purchase must be approved by the Contracting Officer. Fuel

related costs shall be recorded as a line entry (i.e., date, fuel charge, dollar amount, and use-

item code fuel charge [FC]), shall be summarized under "Other Charges/Credits" on the Aircraft

Use Report (OAS-23), or Flight Use Invoice, and shall be supported by paid legible, itemized

invoices from the supplier. Itemized receipts must support claims for reimbursement and must

be kept on file by the contractor. Copies of receipts to be provided to the helicopter manager for

review and approval but are not required to be submitted with the payment document Certified

true copies may be submitted in lieu of the original invoice.

Government furnished fuel used by the Contractor for maintenance flights, repositioning aircraft,
crew transportation, or any other flight for the convenience of the Contractor, will be deducted

from amounts due the Contractor at the rate specified in the current Hourly Flight Rate Fuel

Consumption and Weight Reduction Chart.

(f) Adjustment for Flight Rate. The flight rate will be reduced to reflect a dry rate by multiplying

the fuel consumption for make and model of aircraft by current jet fuel price in the current Hourly

Flight Rate Fuel Consumption and Weight Reduction Chart. Mobilization and demobilization will

be at the wet rate. The dry rate will be effective upon the first Government-Furnished-Fueling.
SECTION D
EXHIBITS

EXHIBIT 3 - ALASKA SUPPLEMENT (A.1, A.7, A.33) (Continued)

FERRY FLIGHTS THROUGH CANADA. Flights through Canada will be paid at the wet rate.

(g) Payment for Transportation of Helicopter Fuel: Not applicable in Alaska

(h) Wage Determination in effect is the one provided in the solicitation

The kit’s contents which have expiration dates shall not be acceptable if past their expiration dates.

EXHIBIT 4 - RESTRAINT SYSTEMS CONDITION INSPECTION GUIDELINES (B.4 (d) (8))

Federal Aviation Regulations require that occupant restraints systems are to be replaced in aircraft manufactured after July 1, 1951; such systems shall conform to standards established by the FAA. These standards are contained in Technical Standard Order TSO-C22g. Restraint system eligible for installation in aircraft may be identified by the marking TSO-C22g, TSO-C114 on the webbing, or by a military designation number since military systems comply with the strength requirements of the TSO. Aircraft manufacturer installed restraint systems with part numbers are acceptable. Each system shall be equipped with an approved metal-to-metal latching device.

Federal Aviation Regulations provide minimum inspection guidance, other than to state, that mildew and fraying may render the restraint system un-airworthy and that suspected webbing should be tested for tensile strength. The tensile strength requirement for a single person system is 525 pounds (most systems are rated at 1,500 pounds).

Unacceptable Condition Criteria:

<table>
<thead>
<tr>
<th>Webbing</th>
<th>Hardware</th>
<th>Stitching</th>
<th>TSO Tags</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frayed (5%)</td>
<td>Inoperable</td>
<td>Broken</td>
<td>Missing</td>
</tr>
<tr>
<td>Torn</td>
<td>Damaged</td>
<td>Excessive Wear</td>
<td>Illegible</td>
</tr>
<tr>
<td>Crushed</td>
<td>Corroded</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Swollen</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Creased</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deteriorated</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

References:

14 CFR 91.205
14 CFR 21.607
AC 21-34
TSO-C22g
TSO-C114
SECTION D
EXHIBITS

EXHIBIT 5 - ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e))

NOTE 1: For Tank Operations reference B.10 (e) (4)

NOTE 2: There will be NO on-board mixing of wildland fire chemicals on Forest Service owned, contracted, chartered or leased aircraft.

(a) Fixed Suppressant/Retardant Delivery Tank with Self-Filling Capability

One (1) externally/externally mounted, fixed suppressant/retardant delivery tank. With a capacity commensurate with the maximum related lifting capability of the helicopter equipped with the tank at sea level on a standard day, meeting or exceeding the following specification:

(1) Door(s)

The Tank door(s) shall be designed such that:

(i) The frontal area of the retardant column is minimized.

(ii) The door(s) does not appreciably deflect the retardant when fully opened.

(iii) The tank and doors shall be leak proof, i.e. ½ gallon or less in a 24-hour period.

(iv) The doors shall be closeable in flight if the aircraft is not capable of landing with the door(s) open without damaging the door(s).

(2) Venting

(i) The tank shall be vented so that no more than 0.25 PSI negative pressure will be created in the tank head space during the fastest drop sequence.

(ii) The vent shall not leak during filling or normal flight maneuvers.

(3) Fill Port(s) (Not required for hover draft operations.)

(i) The fill port shall be a 3-inch Kamlock® fitting (male) and shall be located on the right and left side of the aircraft.

(ii) The fill port shall not leak or overflow during ground operations or during normal flight maneuvers.

(4) Controls (All controls for tank system shall be labeled as to function.)

(i) The door open switch shall be the same switch that opens the water bucket.

(ii) When required, the tank close switch shall be the same switch that closes the water bucket unless tank STC requires a different switch location.
 SECTION D
EXHIBITS

EXHIBIT 5 - ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e)) (Continued)

(iii) All tanks shall be equipped with an independently controlled and operated emergency dump system enabling the entire load to be dropped in less than 6 seconds. This system shall use mechanical, pneumatic, or fluid pressure for operation.

(iv) Emergency systems operated by pneumatic or fluid pressure shall be isolated from the normal tank system pressure. Normal function or failure of the normal system shall not affect the emergency system pressure. Emergency systems dependent on normal operating aircraft or tank systems for initial charge shall have a pressure gauge or indicator readily visible to the crew. Emergency systems dependent on precharged bottles shall have a positive means of checking system charge during preflight.

(v) The primary emergency dump control shall be positioned within easy reach of the pilot and copilot while strapped in their respective seats. Electrically operated controls shall be wired direct to a source of power isolated from the normal aircraft electrical bus and protected by a fuse or circuit breaker of adequate capacity.

(5) Certifications

(i) Reserved

(ii) Weight and balance computations shall be made with the tank full, empty, and removed, showing the helicopter to remain within acceptable center of gravity limits at all times.

(iii) The tank shall accept filling at a rate sufficient to allow the tank to be filled to capacity in no more than 1-minute.

(6) For Type II helicopters

(i) Fixed Suppressant / Retardant Tank must be manufactured with an opening that allows use of the cargo hook for external load operations while tank is attached.

(ii) Extended Height landing gear that ensures a minimum of 12 inches clearance between the attached delivery tank and the level ground shall have an extended height access step or equivalent to provide a minimum of one step half the distance to the skid.

(7) For Type II Standard Category helicopters

(i) Snorkel will be removable.

(ii) Snorkel assembly will be Supplemental Type Certificated (STC) to allow for personnel transport with the snorkel in the stowed position during day time operations.
SECTION D
EXHIBITS

EXHIBIT 5 - ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e)) (Continued)

(8) Reserved (For Type I helicopters)

(i) Tanked aircraft will display the last three numbers/letters of the aircraft registration on both sides of the aircraft. Numbers/letters will be high visibility/contrasting colors and a minimum 32 inches high and 5 inches wide. Number placement on the aircraft sides should give high consideration to visibility from the ground. If there is a duplication in Aircraft Identifier for substitute aircraft and/or if a fixed external tank is replaced or moved to a different airframe, contact your CO for direction.

Example: N282CL will display 2CL

(b) Suppressant Equipment

(1) Remote Cargo Hook

(i) As a minimum, the remote cargo hook shall be completely disassembled and inspected with repairs made as required, lubricated, and a full-load operational check in accordance with manufacturer's recommendations.

(ii) All work shall be done in accordance with manufacturer's maintenance manuals, as applicable.

(2) Long-lines 150 feet (as applicable)

(i) Rotation resistant wire rope

(A) Rotation resistant wire rope with swaged fittings rated in accordance with ANSI Standards.

(B) Fabrication and installation methods shall be in accordance with aircraft and ANSI Standards.

(ii) Synthetic Long Line

(A) Helicopter synthetic long-lines shall be constructed from the HMWPE (High Molecular Weight Polyethylene Equipment) or HMPE (High Molecular Polyethylene Equipment) family of rope fibers including brand names such as Spectra® by Allied Signal or fibers with similar properties.

(B) Working or Rated Load

(1) The working or rated load of a rope is the maximum static load that will be lifted by the rope. Working loads are based on a percentage of the approximate breaking or ultimate strength of the rope when new and unused. The working load shall be appropriate to the lifting capability of the helicopter.
SECTION D
EXHIBITS

EXHIBIT 5 - ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT (B.4 (d) (7), B.4 (d) (18), B.10 (e)) (Continued)

(2) For reference, lifting capability for each category of helicopter is as follows:

- Type I (Heavy): 4,500 lbs to 30,000 lbs or greater
- Type II (Medium): 1,600 lbs to 4,500 lbs
- Type III (Light): 750 lbs to 1,600 lbs

(C) Factor of Safety

A factor of safety of 7 shall be used for helicopter synthetic long-lines. Therefore, all ropes shall have an ultimate strength of seven times the rated or working load. For example, if a Type II (Medium) helicopter line will have a working load of 4,500 pounds, the rope shall have strength, when new, of at least 31,500 pounds. Rope diameters will vary depending on strength and type of rope.

(D) Knots and Splices

Knots are not permitted in the synthetic long-line. Knots can decrease rope strength by as much as 50%. Splices may be used in the assembly of the long-line, but no mid-line splicing repairs may be done. Re-splicing at the end of the line is permitted only if the rope is in good condition, and the new splice is done per manufacturer’s recommended splicing practices. Splices should always follow the manufacturer’s recommended splicing practices.

(E) Maintenance and Inspections

Manufacturer’s recommended maintenance and inspection procedures shall be complied with.
SECTION D
EXHIBITS

EXHIBIT 6 - HIGH VISIBILITY MARKINGS ON MAIN ROTOR BLADES (B.4 (d) (16))

Acceptable Paint Schemes

(a) Starting at blade tip, paint first 1/6th of blade length with gloss white. Paint second 1/6th of blade length with orange. Paint third 1/6th of blade length with gloss white. Paint next 1/3rd of blade length with orange. Paint remaining 1/6th of blade length with gloss white.

(b) One black and one white blade.

(c) Paint schemes previously approved under Interagency Fire and Aviation Agreement.

(d) Paint schemes and color variations specified by manufacturer in a service bulletin, instructions, or other manufacturer published document or text.

EXHIBIT 7 - RESERVED – (Additional Avionics Equipment)
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21))

(a) General

(1) An approved fuel servicing vehicle (FSV) (truck, pump-house, or trailer) shall be provided with each helicopter. The FSV shall be inspected annually and possess current USFS or USDI-OAS inspection documentation.

(2) The fuel-servicing vehicle shall be capable of transporting fuel over rough mountainous terrain to include grades of up to 9%.

(3) Fuel tank/chassis combinations must meet DOT requirements.

(4) Fuel servicing vehicles shall be properly maintained, cleaned, and reliable. Tanks, plumbing, filters, and other required equipment shall be free of leaks, rust, scale, dirt, and other contaminants. Trailers used for storage and transport of fuel shall have an effective wheel braking system.

(5) Spare filters, seals, and other components of the fuel-servicing vehicle filtering system shall be stored in a clean, dry area in the fuel service vehicle. A minimum of one set is required to be with the vehicle.

(6) The fuel servicing vehicle tank capacity shall be sufficient to sustain 8-hours of flight (14-hours of flight when the aircraft is doubled crewed and required in the Schedule of Items). Barrels are not acceptable.

(7) All tanks will be securely fastened to the vehicle frame in accordance with DOT regulations and shall have a sump or sediment settling area of adequate capacity to provide uncontaminated fuel to the filter.

(8) A 10-gallon per minute filter and pump is the minimum size acceptable. Filter and pump systems sizes shall be compatible with the helicopter being serviced.

(9) The filter manufacturer’s Operating, Installation and Service Manual shall be with the FSV. Filters shall be changed in accordance with the filter manufacturer’s manual, at a minimum of every 12-months, whichever is less, and documented. The filter vessel shall be placarded indicating filter change date and documented in service vehicle log.

(10) Gasoline engine driven pumps shall be designed to pump fuel, have shielded or insulated ignition system, Forest Service approved spark arrester muffler, and a metal shield between the engine and pump. Other exposed terminal connections shall be insulated to prevent sparking in the event of contact with conductive material.

(11) FSV shall have deadman controls designed to allow operation while wearing gloves and be held for the time needed. A pistol grip deadman device at the end of the nozzle or an electronic control to stop the pump is acceptable.

(12) FSV shall have most current version of the Emergency Response Guidebook (ERG) on FSV either electronic or hardcopy.
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(b) Equipment

(1) Each aircraft fuel servicing tank vehicle shall have two fire extinguishers, each having a rating of 20-B: C (more than 20 is acceptable) with one extinguisher mounted on each side of the vehicle. Extinguishers shall comply with NFPA 10 Standards for Portable Fire Extinguishers.

Note: FSV inspected after 1 January 2022 shall comply with the following:

Each FSV shall have two fire extinguishers, with one fire extinguisher mounted on each side. Extinguishers shall comply with NFPA 10 Standards for Portable Fire Extinguishers and each shall have a minimum rating of 40-B: C. Fire extinguishers with an A rating will not be acceptable.

(2) Fuel tanks shall be designed to allow contaminants to be removed from the sediment settling area.

(3) Only hoses compatible with aviation fuel shall be used for servicing. Hoses shall be kept in good repair. The hose shall be at least 50 feet in length, minimum of ½ the rotor diameter plus 20 feet for rapid refueling.

Note: FSV inspected after 1 January 2022 shall comply with the following:

(a) Aircraft fueling hose shall be removed from service after 10 years from date of manufacture.

(b) Aircraft fueling hose not placed into service within 2 years of the date of manufacture shall not be used.

(4) Fuel nozzle shall include a 100-mesh or finer screen (except for closed circuit systems), a dust protective device, and a bonding cable with clip or plug. No hold-open devices will be permitted.

(5) An accurate fuel-metering device for registering quantities in U.S. gallons of fuel pumped shall be provided. The meter shall be positioned in full view of the fuel handler while fueling the helicopter.

(6) Fuel servicing vehicle shall have adequate bonding cables.

(7) Fuel servicing vehicle shall comply with DOT and EPA requirements for transportation and storage of fuel, and shall carry sufficient petroleum product absorbent pads or materials to absorb or contain up to a 5-gallon petroleum product spill. The Contractor is responsible for proper disposal of all products used in the cleanup of a spill in accordance with the EPA, 40 CFR 261 and 262.

(8) All tank inlet ports, sump drains, and the fuel nozzle must be locked closed or stored inside locked compartments when not in use to preclude tampering, contamination, or improper drainage of the fuel supply.
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(c) Markings

(1) Each fuel-servicing vehicle shall have "NO SMOKING" signs with 3-inch minimum letters visible from both sides and rear of vehicle.

(2) Each vehicle shall also be conspicuously and legibly marked to indicate the nature of the fuel. The marking shall be on each side and the rear in letters at least 3 inches high on a background of sharply contrasting color such as Avgas by grade or jet fuel by type. Example: Jet-A white on black background.

(3) All fuel servicing vehicles shall be placarded in accordance with 49 CFR 172.

(d) Filtering System (Three-Stage or Single-Stage is acceptable)

(1) The first and third stage elements of a three-stage system and the elements of a single-stage system shall be new and installed by the Contractor during the annual inspection and witnessed by the Government Inspector, upon request.

(2) The separator element (Teflon screen) of the three-stage system shall be inspected and tested as prescribed by the manufacturer during the inspection. The filter assembly shall be placarded with that data.

(3) If equipped with a drain, the bottom of the filter assembly shall be mounted to allow for draining and pressure flushing into a container. If the unit is drained overboard, the fuel shall not come in contact with the exhaust system or the vehicle's wheels. If the unit is equipped with a water sight gauge, the balls shall be visible.

(4) Three-Stage (filter, water separator, monitor) System:

Fueling systems shall utilize a three-stage system such as a Facet Part Number 900442-GNG-220 for 20 gallon-per-minute (gpm) pump, or equal. A Facet Part Number 900443-GNG-210 for a 10 gallon-per-minute pump, or equal. An acceptable third-stage (monitor) unit is Velcon CDF-220 Series for 20-gpm flow or Velcon CDF-210E for 10-gpm systems.

(5) Single-Stage System or Three-in-One Filter Canister:

Fueling systems shall utilize a single element system such as a Velcon filter canister with Aquacon cartridge of a size compatible with pumps flow rate.

(6) Differential pressure gauge(s) shall be installed and readable. Example: Velcon VF-61 canister with an ACO-51201C cartridge.

(e) Fuel Servicing

(1) General
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(i) The Contractor shall supply all aircraft fuel unless the Government exercises the option of providing fuel. All fuel provided by the Contractor will be commercial grade aviation fuel. Only fuels meeting the specifications of American Society for Testing and Materials (ASTM) D-1655 (Type Jet A, A-1 or B), MIL-T-5624 (Grade JP-4 or JP-5) for turbine engine powered aircraft are authorized for use.

(ii) Fuelling operations, including storage and handling, shall comply with the airframe and engine manufacturer's recommendations and all applicable FAA standards. NFPA Standard No. 407, Aircraft Fuel Servicing, shall be followed, except that no passengers may be on board during fuelling operations.

(iii) The contractor shall ensure that they are in compliance with 40 CFR Part 112: Oil Pollution Prevention; Spill Prevention, Control, and Countermeasure Plan Requirements (SPCC). An SPCC plan is required for each fuel servicing vehicle used on this contract regardless of bulk storage container (tank) size.

(iv) Reserved

(2) Rapid Refueling

(i) There are two approved methods (CCR and Open Port) for fueling helicopters with engine(s) running.

(A) Closed Circuit Refueling (CCR). This method of refueling uses a CCR system designed to prevent spills, minimized fuel contamination, and prevent escape of flammable fuel vapors. Open port nozzle Emco Wheaton Model G457 or equivalent may be used in place of CCR system.

(B) Open Port. This method of refueling allows flammable fuel vapors to escape.

(ii) Rapid refueling of helicopters is permitted IAW NFPA 407 and the contractors approved rapid refueling plan. Rapid refueling authorization shall be annotated on the approval card. At a minimum the following requirements will be met:

(A) Rapid refueling is requested by the Government.

(B) The aircraft must be shut down after 4 hours of flight (Hobbs) time or 2 fuel cycles (whichever occurs first).

(C) Personnel providing onsite fire protection are briefed on the Contractor's rapid refueling procedures.

(D) Government personnel shall not refuel Contract aircraft unless the pilot requests Government assistance due to an emergency situation; or when the Government provides the fuel servicing system and dispensing personnel.

(E) The hose shall be at least 50 feet in length, minimum of ½ the rotor diameter plus 20 feet for rapid refueling.
EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(F) No passengers may be on board during fueling operations.

(G) A copy of the contractors approved rapid refueling plan must be kept with FSV.

(f) Fuel Quality Control Procedures

Compliance with fuel quality control requirements is the responsibility of the contractor.

(1) Daily

**Note 1:** Individual clear glass one quart jars will be used for each sample port. Sample jars will be marked for each sample port and will be retained until the next sample is taken.

**Note 2:** After three consecutive samples from any port are taken without a clean sample, the FSV will be removed from service. An interagency FSV inspector must return the FSV to Contract Availability.

(i) Sample for and remove any contaminates from fuel tanks. A check will be performed each morning before the vehicle is moved, after every reloading of fuel, washing of equipment, and after a heavy rain or snowstorm.

(ii) Sample all filter/separator drain valves and check for contaminants.

(iii) Sample from open port fuel nozzle (downstream from filter). Any visual contaminates are not acceptable.

(2) During Helicopter Fueling Process

(i) Check sight gauge for water, if equipped

(ii) Visually monitor FSV for leaks.

(iii) Monitor differential pressure reading.

(3) Weekly

(i) With pump operating, pressure flush filter assembly. Continue flush operation until sample is clear, clean, and bright.

(ii) Sample from closed circuit nozzle for contaminants.

(iii) Check condition of covers, gaskets, and vents.

(iv) Inspect all fire extinguishers for broken seals, proper pressure, and recharge date. Replace as necessary.
SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

(v) Inspect hoses for abrasions, separations, or soft spots. Weak hoses will be replaced.

(4) Record Keeping. (Records shall be kept with the FSV) The fuel handler shall keep a record containing the following information: (as a minimum)

(i) Condition (clean, clear, bright, etc.) of fuel sample at:
   
   (A) Nozzle
   
   (B) Filter Sump
   
   (C) Tank Sump

(ii) Differential pressure

(iii) Filter change (reason & date)

(iv) Record of source, location, when and quantity of fuel loaded into FSV

(v) Reserved

Note: When identified in Section A.12 as a required item, or when the Contractor elects to provide a P25 Digital VHF-FM Mobile Radio as optional for contract consideration, the below specifications shall be in effect.

(g) P25 Digital VHF-FM Mobile Radio

(1) A P25 Digital VHF-FM two-way mobile radio, with a matched broadband antenna (Antenna Specialists ASPR7490, Maxrad MWB5803, or equivalent), shall be installed in the fuel-servicing vehicle. The radio shall provide selection of analog wideband (25.0 kHz), analog narrowband (12.5 kHz), and P25 Digital narrowband (12.5 kHz), channel spacing on each channel operating from 150 MHz to 174 MHz. The radio shall be frequency-synthesized, equipped with a CTCSS sub-audible tone encoder having a minimum of 32 selectable tones meeting the current TIA/EIA-603 standard, and develop a minimum of 30 watts nominal output power.

(2) Transceivers shall be set to operate in the narrowband mode unless local requirements dictate otherwise. All radios must have the ability to be programmed in the field by the radio operator without the aid of a computer or the services typically found in a radio shop.

(3) The use of appropriate VHF-FM portable radios with suitable output power booster units is permissible. See the below VHF-FM Portable Radio section for portable radio requirements.

SECTION D
EXHIBITS

EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (B.4 (d) (21)) (Continued)

Note 1: It is highly recommended that a programming “cheat sheet” accompany the fuel servicing vehicle.

Note 2: When identified in Section A.12 as a required item, or when the Contractor elects to provide a P25 Digital VHF-FM Portable Radio as optional for contract consideration, the below specifications shall be in effect.

(h) P-25 Digital VHF-FM Portable Radio

(1) A P25 Digital VHF-FM two-way portable radio operating from 150 MHz to 174 MHz. The radio shall provide selection of analog wideband (25.0 kHz), analog narrowband (12.5 kHz), and P25 Digital narrowband (12.5 kHz) channel spacing on each channel. The radio shall be frequency-synthesized, equipped with a CTCSS sub-audible tone encoder having a minimum of 32 selectable tones meeting the current TIA/EIA-603 standard, and develop a minimum of 1 watt nominal output power but no more than 10 watts nominal output power. Modified or Family Service Radios (FSR) are not acceptable.

(2) Transceivers shall be set to operate in the analog narrowband mode unless local requirements dictate otherwise. All radios must have the ability to be programmed in the field by the radio operator without the aid of a computer or the services typically found in a radio shop.

(3) When the above Fuel Service Vehicle Radio requirement is met with the use of a VHF-FM portable radio with output power booster, that portable VHF-FM radio may be used to comply with this section as long as the portable radio complies with all specified VHF-FM Portable Radio requirements. The VHF-FM portable radio used in the fuel service vehicle must be removable and still operate as a portable radio.

(4) At least two fully charged batteries per radio are required at the beginning of each shift when using rechargeable batteries. The contractor supplied batteries must operate the portable radio throughout the shift. It is highly recommended that all portable radios utilize an AA alkaline battery clamshell. A source of 115 VAC power may not be available for rechargeable batteries.

Note: It is highly recommended that a programming “cheat sheet” accompany the VHF-FM portable radio. Additionally, the radio should have a carrying case or chest pack carrier and utilize AA batteries.

SECTION D
EXHIBITS

EXHIBIT 9 - OPERATIONS AND SAFETY PROCEDURES GUIDE FOR HELICOPTER PILOTS
It is important for Agreement pilots to be familiar with the Agreement specifications. See Forest Service website: http://www.nifc.gov/aviation/av_documents/av_helicopters/SafetyBrief.pdf

Pilot operation briefings will emphasize the following areas:

1. Pilot Authority and Responsibility
2. Helicopter Management
3. Operational Requirements
4. Operating Limitations and Weather Requirements
5. FM Radio and GPS Operations
6. Flight Following and Flight Plans
7. Incident Airspace
8. Knowledge and Procedure Overview
9. Regional Procedures
10. Reference Web Sites
11. Pilot Certification
12. Verification of Long-Line and/or Snorkel Training
13. Flight Hour requirements and experience verification
14. Required documentation for pilot carding
SECTION D
EXHIBITS

EXHIBIT 10 - INTERAGENCY GUIDELINES FOR VERTICAL REFERENCE/EXTERNAL LOAD TRAINING (B.12 (f) (1))

National Interagency Helicopter Standards require that contractors develop a Vertical Reference / External Load Training Syllabus and that agreement pilots receive this training before applying for Agency Special Use approval. Each agreement pilot must have a current proficiency endorsement from the company’s chief pilot in order to qualify for a Flight Evaluation by an Interagency Helicopter Inspector Pilot.

The Applicant has demonstrated VTR proficiency with a 150' long-line by:

2. Performing a thorough preflight briefing of ground personnel to include hookup procedures, signals, and pilot and ground personnel actions in the event of an emergency or hook malfunction.
3. Visually determining that the cargo hook(s) and cables are installed properly and that electrical and manual releases are functioning properly.
4. Ascending vertically using vertical reference techniques while centered over the load until the load clears the ground, then maintain a stable hover with a load 10 feet (+ - 5 feet) above the ground for 30 seconds. (The applicant should ensure that the long-line does not become tangled on external parts of the helicopter).
5. Controlling the hook movement and stopping load oscillations while in a hover.
6. Maintaining positive control of the load throughout the flight while maintaining specified altitude within 50 feet, airspeed within 10 knots, and heading within 10 degrees.
7. Maintaining the proper approach angle and rate of closure to establish an out-of-ground effect hover with the load 10 feet above the ground (+ - 5 feet) for 30 seconds and then placing the load within a 10-foot radius of the specified release/touchdown point.
8. Maintaining the proper approach angle and rate of closure to establish an out-of-ground effect hover within a confined area with the load 10 feet above the ground (+ - 5 feet) for 30 seconds and then placing the load within a 10-foot radius of the specified release/touchdown point.

NAME: ___________________________ CERT NO: ______________________ □ INITIAL □ RECURRENT (Check One)

I certify that the above listed pilot has completed training as outlined in the National Interagency Helicopter Standards and meets the currency and performance requirements of this company’s Vertical Reference / External Load Training Manual and recommend him/her for evaluation.

CHIEF PILOT: ___________________________ COMPANY: ___________________________

Printed Name

CHIEF PILOT: ___________________________ DATE: ______________________

Signature
SECTION D
EXHIBITS

EXHIBIT 10 - INTERAGENCY GUIDELINES FOR VERTICAL REFERENCE/EXTERNAL LOAD TRAINING (B.12 (f) (1)) (Continued)

National Interagency Helicopter Standards require that contractors develop a Vertical Reference training syllabus for pilots who fly helicopters with a fixed tank and snorkel and that agreement pilots receive initial and recurrent training before applying for agency Special Use approval. Each agreement pilot shall have a current proficiency endorsement from the company’s chief pilot in order to qualify for a Flight Evaluation Check by an Interagency Helicopter Inspector Pilot.

VERTICAL REFERENCE GUIDELINES FOR HELICOPTERS USING A FIXED TANK WITH SNORKLE

The pilot shall demonstrate proficiency with the snorkel by:

- Exhibiting knowledge of the elements of vertical reference operations.
- Performing a thorough preflight of the tank and snorkel
- Establishing a hover before takeoff by ascending vertically using vertical reference techniques while not dragging the snorkel.
- Establishing and maintaining the proper approach angle and rate of closure to establish a 5 foot snorkel height above the porta-tank and then lowering the snorkel into the tank. Maintain a stable hover for 30 seconds. Ascend vertically while keeping the snorkel clear of the edges of the tank until the snorkel is at least five (5) feet above the tank. Transition to forward flight without allowing the snorkel to settle back into the tank.

OR

- Establishing and maintaining a proper approach angle and rate of closure to establish a 5 foot snorkel height above the ground and over a circle of 8 to 10 feet in diameter. The circle shall be marked by paint or other easily identifiable material. From a stable hover, lower the aircraft until the snorkel head is touching the ground. Execute a 360 degree turn (left or right) while maintaining the snorkel head in contact with the ground within the circle and not allowing any part of the snorkel hose to touch the outside of the circle. The maneuver should be completed in 90-120 seconds.

AND

- Perform a landing while placing the main landing gear in a 6 foot diameter circle.

NAME: ___________________________  CERT NO: ________________________  □ INITIAL  □ RECURRENT

(Check One)

I certify that the above listed pilot has completed training as outlined in the National Interagency Helicopter Standards and meets the currency and performance requirements of this company’s Vertical Reference / External Load Training Manual and recommend him/her for evaluation.

CHIEF PILOT: _________________________  COMPANY: ________________________

Printed Name

CHIEF PILOT: ___________________________  DATE: ________________________

Signature
SECTION D  
EXHIBITS  

EXHIBIT 11 - HELICOPTER MAKE/MODEL/SERIES LIST (B.21 (b))

Grouping of like makes and models of aircraft allows determination of pilot authority. Differences training shall be completed for each of the makes/models in a grouping. Make/model qualification and currency are met with time flown in any aircraft in grouping. When make/model/series currency is specified in the procurement document, only that specific make/model/series may be used to determine currency.

<table>
<thead>
<tr>
<th>Make</th>
<th>Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agusta</td>
<td>A-119</td>
</tr>
<tr>
<td>Agusta</td>
<td>AW-139</td>
</tr>
<tr>
<td>Bell</td>
<td>47 Series (All Recips)</td>
</tr>
<tr>
<td>Bell</td>
<td>47 Series (Sohoy)</td>
</tr>
<tr>
<td>Bell</td>
<td>205A, 206B, 206B3</td>
</tr>
<tr>
<td>Bell</td>
<td>206L, 206L1, 206L3, 206L4</td>
</tr>
<tr>
<td>Bell</td>
<td>407</td>
</tr>
<tr>
<td>Bell</td>
<td>204, 205, 210, Eagle Single, UH-1, All Series</td>
</tr>
<tr>
<td>Bell</td>
<td>212, 412</td>
</tr>
<tr>
<td>Bell</td>
<td>214</td>
</tr>
<tr>
<td>Boeing</td>
<td>BV-107-II, KV-107-II</td>
</tr>
<tr>
<td>Boeing</td>
<td>BV-224, CH-47</td>
</tr>
<tr>
<td>Boeing</td>
<td>369 (500) Series</td>
</tr>
<tr>
<td>Boeing</td>
<td>MD-600N</td>
</tr>
<tr>
<td>Boeing</td>
<td>MD-900, 902</td>
</tr>
<tr>
<td>Enstrom</td>
<td>26 Series</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-315, SA-316, SA-319 (Alouette/Lama)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-318</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>AS 350 Series (A-star)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>AS-355 Series (Twin Star)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-341 (Gazelle)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-360</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-365 (Dauphin)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA-330, AS-332 (Puma)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>MBB-105 Series</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>BK-117 Series</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>EC-145</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>EC-135</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>EC-120</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>BO-105</td>
</tr>
<tr>
<td>Hiller</td>
<td>12 Series (Recips)</td>
</tr>
<tr>
<td>Hiller</td>
<td>12 Series (Sohoy)</td>
</tr>
<tr>
<td>Hiller</td>
<td>FH-1100</td>
</tr>
<tr>
<td>Hughes/Schweizer</td>
<td>269 (300) Series (Recips)</td>
</tr>
<tr>
<td>Schweizer</td>
<td>330</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-55, H-19 (Recip), S-55T</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-58, H-34 Series (Recip), S-58T Series</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-62</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-61 Series, SH-3</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-64, CH-54</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>CH-53</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-76 Series</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-70, Uh-60 Series</td>
</tr>
</tbody>
</table>

120
# SECTION D
## EXHIBITS

### EXHIBIT 12 - HELICOPTER SERVICES HOURLY FLIGHT RATES, FUEL CONSUMPTION, AND WEIGHT REDUCTION CHART (A.1, A.3 (a), B.10 (a) (6), B.32 (b) (3), B.36 (b))

For Contracts Awarded 2018 - 2021 (CWN/Exclusive Use) - Effective July 16, 2019 (For Contracts Awarded 1/1/2018 and After)

<table>
<thead>
<tr>
<th>COMPANY</th>
<th>AIRCRAFT TYPE</th>
<th>FUEL CONSUMPTION (gal/hr)</th>
<th>MAY 16, 2019 14:00</th>
<th>HOURLY FLIGHT RATE ($/HR)</th>
<th>LOAD CALCULATION</th>
<th>Weight Reduction (lbs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>AEROSPATIALE</td>
<td>SA-315B</td>
<td>56</td>
<td>$1,967.56</td>
<td>190</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>SA-316B</td>
<td>56</td>
<td>$1,974.71</td>
<td>170</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>SA-316C</td>
<td>45</td>
<td>$1,784.92</td>
<td>150</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>SA-319B</td>
<td>45</td>
<td>$1,676.40</td>
<td>150</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>AS-330J</td>
<td>45</td>
<td>$1,453.74</td>
<td>120</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>AS-332L1</td>
<td>45</td>
<td>$1,293.02</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>SA-341G</td>
<td>45</td>
<td>$1,214.45</td>
<td>150</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>AS-350B</td>
<td>45</td>
<td>$1,214.45</td>
<td>150</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>AS-350B2</td>
<td>50</td>
<td>$1,145.35</td>
<td>160</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>AS-350B3</td>
<td>50</td>
<td>$1,359.59</td>
<td>175</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>AS-365N</td>
<td>58</td>
<td>$1,135.70</td>
<td>190</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>AS-350F1/350F2</td>
<td>58</td>
<td>$1,425.67</td>
<td>140</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>AS-365N1</td>
<td>57</td>
<td>$2,557.90</td>
<td>275</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>EC-120</td>
<td>53</td>
<td>$1,206.60</td>
<td>NOT ESTABLISHED</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>EC-130B4</td>
<td>53</td>
<td>$1,236.44</td>
<td>NOT ESTABLISHED</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>EC-135</td>
<td>64</td>
<td>$1,451.94</td>
<td>220</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>EC-145</td>
<td>66</td>
<td>$2,005.38</td>
<td>NOT ESTABLISHED</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>EC-155R1</td>
<td>95</td>
<td>$2,479.09</td>
<td>NOT ESTABLISHED</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>EC-225</td>
<td>163</td>
<td>$4,145.33</td>
<td>NOT ESTABLISHED</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BELL:</td>
<td>472C3/4</td>
<td>23</td>
<td>$2,793.93</td>
<td>120</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>206L (LH-1 Series)</td>
<td>80</td>
<td>$1,957.99</td>
<td>200</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>204 Super B</td>
<td>90</td>
<td>$1,957.99</td>
<td>200</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>205B-1</td>
<td>88</td>
<td>$1,035.40</td>
<td>260</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>205A-1+</td>
<td>90</td>
<td>$1,047.82</td>
<td>260</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>206B-1</td>
<td>80</td>
<td>$1,047.82</td>
<td>100</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>206B-2</td>
<td>80</td>
<td>$1,047.82</td>
<td>100</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>206L-1</td>
<td>80</td>
<td>$1,134.12</td>
<td>160</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>206L-1B</td>
<td>80</td>
<td>$1,134.12</td>
<td>160</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>210</td>
<td>100</td>
<td>$1,047.82</td>
<td>260</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>210 Single (Eagle)</td>
<td>100</td>
<td>$2,085.10</td>
<td>260</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>212212HP</td>
<td>100</td>
<td>$2,245.10</td>
<td>390</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>214B</td>
<td>166</td>
<td>$3,377.20</td>
<td>350</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>214B1</td>
<td>145</td>
<td>$3,171.69</td>
<td>360</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>214B1T</td>
<td>133</td>
<td>$3,056.07</td>
<td>420</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>222A</td>
<td>70</td>
<td>$2,348.98</td>
<td>NOT ESTABLISHED</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>233B</td>
<td>83</td>
<td>$2,449.08</td>
<td>NOT ESTABLISHED</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>222UT</td>
<td>83</td>
<td>$2,449.08</td>
<td>NOT ESTABLISHED</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**REV 6-17-19**

| 407 | 44 | $2,063.85 | 150 |
| 412 | 110 | $2,346.97 | 300 |
| 412H | 116 | $2,346.97 | 300 |
| 429 | 73 | $1,093.59 | N/A |
| UH-1B | 86 | $1,093.59 | N/A |
| UH-1B Super | 89 | $1,093.59 | N/A |
| UH-1F | 88 | $1,093.59 | N/A |
| UH-1H (13 engines) | 88 | $1,093.59 | N/A |
| UH-1H (17 engines) | 88 | $1,093.59 | N/A |
| TH-11L | 88 | $1,093.59 | N/A |

**REV 4-6-19**

| BOEING: | B-107CH | 162 | $4,379.59 | N/A |
|         | B-234CH | 165 | $7,651.19 | N/A |

**REV 3-20-19**

| NELDER: | 8L-34 | 20 | $799.55 | 30 |
|         | H-1106B | 22 | $903.53 | 130 |
|         | UH-12/C3 | 23 | $822.62 | 100 |

**REV 4-6-19**

| KAMAN: | H-47F | 95 | $1,747.10 | N/A |
|        | K-1200 | 56 | $2,066.51 | N/A |

**REV 6-17-19**

| LEONARDO | AW-119 KOBRA | 55 | $1,346.25 | 230 |
|          | AW-199 | 129 | $2,025.95 | 305 |
|          | EH-101 | 211 | $4,401.66 | NOT ESTABLISHED |
| MBB:     | BK-105CB/5 | 55 | $1,502.67 | 180 |
|          | BK-117 | 77 | $1,502.67 | 180 |
| MCDONNELL | 520E | 50 | $995.20 | 110 |
| DOUGLAS: | 520E | 50 | $995.20 | 110 |
|          | 520E | 50 | $995.20 | 110 |
|          | 520F | 34 | $1,096.63 | 120 |
|          | 520N | 41 | $1,096.63 | 120 |
|          | 600N | 69 | $1,046.18 | 210 |
|          | 600N2 | 69 | $1,046.18 | 210 |
|          | 600N2 | 69 | $1,046.18 | 210 |
|          | 600N2 | 69 | $1,046.18 | 210 |
|          | 600N2 | 69 | $1,046.18 | 210 |

**REV 4-6-19**

| SKORSKY: | CH-53 | 425 | $7,586.24 | N/A |
|          | CH-54AS | 466 | $7,645.30 | N/A |
|          | CH-54AS-S | 466 | $7,645.30 | N/A |
|          | CH-54B | 422 | $7,645.30 | N/A |
|          | CH-555 | 47 | $2,256.32 | 170 |
|          | S-555 | 47 | $2,256.32 | 170 |
|          | S-560 | 47 | $2,256.32 | 170 |
|          | S-560/T16-3 | 115 | $2,770.96 | 400 |
|          | S-560/T16-6 | 115 | $2,770.96 | 400 |
|          | H-123.61 AH Service | 170 | $4,492.67 | 550 |
|          | S-62A | 70 | $1,377.46 | 340 |
|          | S-79/113 | 160 | $2,340.60 | N/A |
|          | S-79C | 88 | $2,340.60 | NOT ESTABLISHED |
|          | S-79C | 178 | $4,096.17 | NOT ESTABLISHED |

**REV 6-17-19**

AVERAGE GALLON PRICE: $5.16
SECTION D
EXHIBITS

EXHIBIT 13 - INTERAGENCY HELICOPTER LOAD CALCULATION (A.3, B.10 (a) (5),
B.10 (b) (2))

Vendors shall use Computed Gross Weight for load calculation purposes for submitting proposals. For
field operations use current temperature and elevation for performance planning purposes.

An Out of Ground (OGE) power check will be performed for either the takeoff or landing, whichever is
most restrictive. Refer to Tech Bulletin No. IATB 17-01, dated November 10, 2016. Bulletins can be

Instructions
A load calculation must be completed daily. A new calculation is required when operating conditions
change (± 1000’ in elevation or ± 5°C in temperature) or when the Helicopter Operating Weight
changes (such as changes to the Equipped Weight, changes in flight crew weight or a change in fuel
load).

All blocks must be completed. Pilot must complete all header information and Items 1-13. Helicopter
Manager completes Items 14 & 15.

1. DEPARTURE – Name of departure location and current Pressure Altitude (PA, read
altimeter when set to 29.92) and Outside Air Temperature (OAT, in Celsius) at departure
location.

2. DESTINATION – Name of destination location and PA & OAT at destination. If destination
conditions are unknown, use MSL elevation from a map and Standard Lapse Rate of 2°C/1000’
to estimate OAT.

Check the box in Line 1 (Departure) or Line 2 (Destination) to indicate the most restrictive
values used to obtain Computed Gross Weight in Line 7b.

3. HELICOPTER EQUIPPED WEIGHT – Equipped Weight equals the Empty Weight (as listed
in the Weight and Balance Data) plus the weight of lubricants and onboard equipment required
by agreement (i.e. survival kit, rappel bracket).

4. FLIGHT CREW WEIGHT – Weight of the Pilot and any other assigned flight crewmembers
on board (i.e. Co-pilot, flight engineer, navigator) plus the weight of their personal gear to
include PFD’s.

5. FUEL WEIGHT – Number of gallons onboard X the weight per gallon (Jet Fuel = 7.0 lbs/gal;
AvGas = 6.0 lbs/gal)

6. OPERATING WEIGHT – Add items 3, 4 and 5.

7a. PERFORMANCE REFERENCES – List the specific Flight Manual supplement and hover
performance charts used to derive Computed Gross Weight for Line 7b. Separate charts may
be required to derive HIGE, HOGE and HOGE-J. HIGE: use Hover-In-Ground-Effect,
External/Cargo Hook Chart (if available). HOGE & HOGE-J: use Hover-Out-Ground-Effect
charts for all HOGE operations.
SECTION D
EXHIBITS

EXHIBIT 13 - INTERAGENCY HELICOPTER LOAD CALCULATION (A.3, B.10 (a) (5),
B.10 (b) (2)) (Continued)

7b. COMPUTED GROSS WEIGHT - Compute gross weights for HIGE, HOGE and HOGE-J from
appropriate Flight Manual hover performance charts using the Pressure Altitude (PA) and
temperature (OAT) from the most restrictive location, either Departure or Destination. Check the
box in Line 1 (Departure) or Line 2 (Destination) to indicate which values were used to obtain
Computed Gross Weight.

8. WEIGHT REDUCTION – The Government Weight Reduction is required for all “non-
jettisonable” loads. The Weight Reduction is optional (mutual agreement between Pilot and
Helicopter Manager) when carrying jettisonable loads (HOGE-J) where the pilot has total
jettison control. The appropriate Weight Reduction value, for make & model, can be found in the
current helicopter procurement document (agreement).


10. GROSS WEIGHT LIMITATION – Enter applicable gross weight limit from Limitations
section of the basic Flight Manual or the appropriate Flight Manual Supplement. This may be
Maximum Gross Weight Limit for Take-Off and Landing, a Weight/Altitude/Temperature (WAT)
limitation or a Maximum Gross Weight Limit for External Load (jettisonable). Limitations may
vary for HIGE, HOGE and HOGE-J. Refer to Tech Bulletin No. 2011-03, dated September 14,
2011. Bulletins can be found at:

11. SELECTED WEIGHT – The lowest weight, either line 9 or 10, will be entered for all loads.
Applicable limitations in the Flight Manual must not be exceeded.

12. OPERATING WEIGHT – Use the value entered in Line 6.

13. ALLOWABLE PAYLOAD – Line 11 minus Line 12 is the maximum allowable weight
(passengers and/or cargo) that can be carried for the mission. Allowable Payload may differ for
HIGE, HOGE and HOGE-J.

14. PASSENGERS AND/OR CARGO – Enter passenger names and weights and/or type and
weights of cargo to be transported. Include mission accessories, tools, gear, baggage, etc. A
separate manifest may be used.

15. ACTUAL PAYLOAD – Total of all weights listed in Item 14. Actual payload must not exceed Allowable Payload for the intended mission profile, i.e. HIGE, HOGE or HOGE-J.

Both Pilot and Helicopter Manager must review and sign the form. Check if HazMat is being
transported. Manager must inform the pilot of type, quantity and location of HazMat onboard.
**SECTION D**

**EXHIBITS**

**EXHIBIT 13 - INTERAGENCY HELICOPTER LOAD CALCULATION (A.3, B.10 (a) (5), B.10 (b) (2)) (Continued)**

<table>
<thead>
<tr>
<th>PILOT(S)</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>MISSION</td>
<td>TIME</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>DEPARTURE</th>
<th>PA</th>
<th>OAT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>DESTINATION</th>
<th>PA</th>
<th>OAT</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>HELICOPTER EQUIPPED WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>FLIGHT CREW WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>FUEL WT (____ gallons X .7 lbs per gal)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>OPERATING WEIGHT (3 + 4 + 5)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Non-Jettisonable</th>
<th>Jettisonable</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>HIGE</td>
<td>HOGE</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>PERFORMANCE REF</th>
</tr>
</thead>
<tbody>
<tr>
<td>7a</td>
<td>(List page/chart from FM)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>COMP GROSS WT</th>
</tr>
</thead>
<tbody>
<tr>
<td>7b</td>
<td>(FM Performance section)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>WT REDUCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>(Per for all Non-Jettisonable)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>ADJUSTED WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>(7b minus 8)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>GROSS WT LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>(FM Limitations Section)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>SELECTED WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>(Lowest of 9 or 10)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>OPERATING WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>(From Line 6)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>ALLOWABLE PAYLOAD</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>(11 minus 12)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>PASSENGERS/CARGO MANIFEST</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>ACTUAL PAYLOAD (Total of all weights listed in item 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>HazMat</td>
</tr>
</tbody>
</table>

PILOT SIGNATURE: 

MGR SIGNATURE:

Yes ___ No ___
# SECTION D

## EXHIBITS

### EXHIBIT 14 - HELICOPTER AND FUEL SERVICE TRUCK PRE-USE CHECKLIST

<table>
<thead>
<tr>
<th>GENERAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date:</td>
</tr>
<tr>
<td>Vendor:</td>
</tr>
<tr>
<td>Pilot(s) Name(s):</td>
</tr>
<tr>
<td>Card Expiration Date(s):</td>
</tr>
<tr>
<td>Pilot(s) Carded For Intended Mission(s)?</td>
</tr>
<tr>
<td>A/C Card Expiration Date:</td>
</tr>
<tr>
<td>Departure Base:</td>
</tr>
<tr>
<td>Copy of Contract on Board Aircraft:</td>
</tr>
<tr>
<td>Hazard Material/Hazardous Exemption/ERG:</td>
</tr>
</tbody>
</table>

- [ ] Fire shelter training documentation on site (each vendor personnel)
- [ ] Fire shelter on FSU, Aircraft and Maintenance Pod (1 for each vendor personnel)

### LOGBOOK REVIEW

<table>
<thead>
<tr>
<th>Item</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>50/100-Hr. Progressive, Or Other Inspection Program Up-To-Date:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Entries Indicating Damage To Aircraft:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Form HCM-5 &quot;Turbine Engine Performance Analysis&quot; Onboard Aircraft:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Power Check Completed/Results Satisfactory:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### COMMENTS:

<table>
<thead>
<tr>
<th>CONDITION OF HELICOPTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Item</td>
</tr>
<tr>
<td>Skin and Exterior</td>
</tr>
<tr>
<td>Windows</td>
</tr>
<tr>
<td>Occurs</td>
</tr>
<tr>
<td>Upholstery</td>
</tr>
<tr>
<td>Cargo Compartment</td>
</tr>
<tr>
<td>Skids/Wheels</td>
</tr>
<tr>
<td>Fixed Tank</td>
</tr>
<tr>
<td>Other</td>
</tr>
</tbody>
</table>

### COMMENTS:

### REQUIRED HELICOPTER EQUIPMENT INSTALLED AND OPERATIVE (CONSULT CONTRACT)

<table>
<thead>
<tr>
<th>Item</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seat Belts and Harnesses</td>
<td>Strobe Light(s)</td>
<td></td>
</tr>
<tr>
<td>Hi-Visibility Paint on Main Rotor Blades</td>
<td>Survival Kit</td>
<td></td>
</tr>
<tr>
<td>VHF-FM Radio</td>
<td>First Aid Kit</td>
<td></td>
</tr>
<tr>
<td>VHF-AM 760 Channel</td>
<td>Fire Extinguisher(s)</td>
<td></td>
</tr>
<tr>
<td>Auxiliary Radio Adapter</td>
<td>Cargo Hook</td>
<td></td>
</tr>
<tr>
<td>GPS</td>
<td>Convex Mirror</td>
<td></td>
</tr>
<tr>
<td>High Skid Gear</td>
<td>Buckets (Appropriate Sizes)</td>
<td></td>
</tr>
<tr>
<td>Nine-Pin Connector (Type I and II Helicopters)</td>
<td>Anti-Theft Security Measures in Place</td>
<td></td>
</tr>
</tbody>
</table>

### COMMENTS:

### REQUIRED SERVICE TRUCK EQUIPMENT INSTALLED AND OPERATIVE (CONSULT CONTRACT)

<table>
<thead>
<tr>
<th>Item</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spare Set of Filters</td>
<td>Filter Change Data Placarded</td>
<td></td>
</tr>
<tr>
<td>Fire Extinguisher(s) Current Inspection</td>
<td>Bonding Cables</td>
<td></td>
</tr>
<tr>
<td>Hazmat Marking and Placards</td>
<td>Fuel Quality Control Log</td>
<td></td>
</tr>
<tr>
<td>Inspection Sticker</td>
<td>Absorbent Materials for Spills</td>
<td></td>
</tr>
</tbody>
</table>

### BEGINNING ODOMETER READING:

### COMMENTS:

<table>
<thead>
<tr>
<th>Signature of Inspecting Govt. Representative &amp; Pilot</th>
<th>Print Name</th>
<th>Date</th>
</tr>
</thead>
</table>
## Exhibit 15 - Performance Report

**EVALUATION REPORT ON CONTRACTOR PERFORMANCE**

### CPARS Compatible Format

**SOURCE SELECTION INFORMATION**

NOT FOR PUBLIC RELEASE (see FAR 3.104 & 42.1503)

**Email to:** SM.FS.cwn_cpars@usda.gov

<table>
<thead>
<tr>
<th>AGENCY / USER</th>
<th>CONTRACT NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ADDRESS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CITY / STATE / ZIP</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PERIOD OF PERFORMANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>FROM TO</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTRACT COR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LOCATION OF PERFORMANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROGRAM TITLE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AIRCRAFT FLIGHT SERVICES:</th>
<th>AIRPLANE</th>
<th>HELICOPTER</th>
<th>AIR TANKER</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>AIRCRAFT TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTRACT EFFORT DESCRIPTION (check all that apply)</th>
</tr>
</thead>
<tbody>
<tr>
<td>EXCLUSIVE USE</td>
</tr>
<tr>
<td>FIRE MANAGEMENT</td>
</tr>
<tr>
<td>OTHER MISSION - specify:</td>
</tr>
</tbody>
</table>

**INSTRUCTIONS:** This form can be completed on the computer or printed and completed by hand. Use the mouse to navigate. To check or uncheck a box, ‘double click’ the box. If further direction is required on how to complete this evaluation or where to submit it, please contact your Contracting Officer. Comment boxes are formatted to automatically wrap the entered text. Check the box that best describes the level in which the Contractor supported the area described. Comments are essential and must substantiate your rating selection. N/A = not applicable. If additional space is required, use page 2 of the form or attach additional page(s).

SEE PAGE 4 FOR EVALUATION RATINGS DEFINITIONS

1. **Quality.** Contractor was professional and conformed to contract requirements. Was capable, efficient and effective in supporting the programs of this contract. Provided well maintained equipment and highly qualified personnel.

   - N/A
   - Exceptional
   - Very Good
   - Satisfactory
   - Marginal
   - Unsatisfactory

**COMMENTS:**

2. **Schedule.** Contractor was prepared and available to begin work on contract start date and provided daily coverage during the contract period with little to no disruption or unavailability. Contractor kept COR informed of crew exchanges, maintenance issues, etc.

   - N/A
   - Exceptional
   - Very Good
   - Satisfactory
   - Marginal
   - Unsatisfactory

**COMMENTS:**
### SECTION D
#### EXHIBITS

### 3. Cost Control. How well does the contractor control operating costs? (Check N/A if this is a Firm Fixed price or Firm Fixed Price with Economic Price Adjustment contract)

<table>
<thead>
<tr>
<th></th>
<th>N/A</th>
<th>Exceptional</th>
<th>Very Good</th>
<th>Satisfactory</th>
<th>Marginal</th>
<th>Unsatisfactory</th>
</tr>
</thead>
</table>

**COMMENTS:**

### 4. Management. Contractor and on-site representatives were professional, well qualified, and committed to customer satisfaction and safety of operations. Contractor provided necessary support for key personnel and if applicable, took necessary action to correct or replace any personnel.

<table>
<thead>
<tr>
<th></th>
<th>N/A</th>
<th>Exceptional</th>
<th>Very Good</th>
<th>Satisfactory</th>
<th>Marginal</th>
<th>Unsatisfactory</th>
</tr>
</thead>
</table>

**COMMENTS:**

### 5. Small Business. How does the contractor support small business? (Check N/A unless this is a large business and a subcontracting plan is required)

<table>
<thead>
<tr>
<th></th>
<th>N/A</th>
<th>Exceptional</th>
<th>Very Good</th>
<th>Satisfactory</th>
<th>Marginal</th>
<th>Unsatisfactory</th>
</tr>
</thead>
</table>

**COMMENTS:**

127
SECTION D
EXHIBITS

6. Regulatory Compliance. How well does the contractor comply with governing regulations such as the Federal Aviation Regulation or others.

☐ N/A  ☐ Exceptional  ☐ Very Good  ☐ Satisfactory  ☐ Marginal  ☐ Unsatisfactory

COMMENTS: 

7. Other – Safety. Contractor and on-site representatives attitude and efforts, as well as actual application, towards aircraft safety and general safety of operations?

☐ N/A  ☐ Exceptional  ☐ Very Good  ☐ Satisfactory  ☐ Marginal  ☐ Unsatisfactory

COMMENTS: 

8. Customer Satisfaction. Identify to what level you were satisfied with the services provided under this contract. If given the opportunity, would you hire this contractor again to accomplish a similar project?  ☐ yes  ☐ No

☐ N/A  ☐ Exceptional  ☐ Very Good  ☐ Satisfactory  ☐ Marginal  ☐ Unsatisfactory

COMMENTS: 

9. Other Areas:

☐ N/A  ☐ Exceptional  ☐ Very Good  ☐ Satisfactory  ☐ Marginal  ☐ Unsatisfactory
### SECTION D

**EXHIBITS**

<table>
<thead>
<tr>
<th>10. Other Areas:</th>
<th>□ N/A</th>
<th>□ Exceptional</th>
<th>□ Very Good</th>
<th>□ Satisfactory</th>
<th>□ Marginal</th>
<th>□ Unsatisfactory</th>
</tr>
</thead>
<tbody>
<tr>
<td>11. Other Areas:</td>
<td>□ N/A</td>
<td>□ Exceptional</td>
<td>□ Very Good</td>
<td>□ Satisfactory</td>
<td>□ Marginal</td>
<td>□ Unsatisfactory</td>
</tr>
<tr>
<td>12. Other Areas:</td>
<td>□ N/A</td>
<td>□ Exceptional</td>
<td>□ Very Good</td>
<td>□ Satisfactory</td>
<td>□ Marginal</td>
<td>□ Unsatisfactory</td>
</tr>
</tbody>
</table>

Additional comments to support your response to any item above or other items (will not be posted on CPARS website)

---

Name, Title of Individual Completing this Form (include agency, phone and electronic address)

Signature
<table>
<thead>
<tr>
<th>RATING</th>
<th>DEFINITION</th>
<th>NOTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exceptional</td>
<td>Performance meets contractual requirements and exceeds many to the Government's benefit. The contractual performance of the element being assessed was accomplished with few minor problems for which corrective actions taken by the Contractor was highly effective.</td>
<td>To justify an Exceptional rating, identify multiple significant events and state how they were of benefit to the Government. A singular benefit, however, could be of such magnitude that it alone constitutes an Exceptional rating. Also there should have been NO significant weaknesses identified.</td>
</tr>
<tr>
<td>Very Good</td>
<td>Performance meets contractual requirements and exceeds some to the Government's benefit. The contractual performance of the element being assessed was accomplished with some minor problems for which corrective actions taken by the Contractor was effective.</td>
<td>To justify a Very Good rating, identify a significant event and state how it was a benefit to the Government. There should have been no significant weaknesses identified.</td>
</tr>
<tr>
<td>Satisfactory</td>
<td>Performance meets contractual requirements. The contractual performance of the element being assessed contains some minor problems for which corrective actions taken by the Contractor appear or were satisfactory.</td>
<td>To justify a Satisfactory rating, there should have been only minor problems, or major problems the contractor recovered from without impact to the contract. There should have been NO significant weaknesses identified.</td>
</tr>
<tr>
<td>Marginal</td>
<td>Performance does not meet some contractual requirements. The contractual performance of the element being assessed reflects a serious problem for which the Contractor has not yet identified corrective actions. The Contractor's proposed actions appear only marginally effective or were not fully implemented.</td>
<td>To justify Marginal performance, identify a significant event in each category that the Contractor has trouble overcoming and state how it impacted the Government. A Marginal rating should be supported by referencing the management tool that notified the Contractor of the contractual deficiency. (e.g., quality, schedule, business relations, management of key personnel, safety report or letter)</td>
</tr>
<tr>
<td>Unsatisfactory</td>
<td>Performance does not meet most contractual requirements and recovery is not likely in a timely manner. The contractual performance of the element contains a serious problem(s) for which the contractor's corrective actions appear or were ineffective.</td>
<td>To justify an Unsatisfactory rating, identify multiple significant events in each category that the Contractor had trouble overcoming and state how it impacted the Government. A singular problem, however, could be of such serious magnitude that it alone constitutes an unsatisfactory rating. An Unsatisfactory rating should be supported by referencing the management tools used to notify the contractor of the contractual deficiencies (e.g., management, quality, safety, etc.)</td>
</tr>
</tbody>
</table>
SECTION D
EXHIBITS

EXHIBIT 16 - DEPARTMENT OF LABOR WAGE DETERMINATIONS

DEPARTMENT OF LABOR WAGE DETERMINATION INFORMATION

This agreement includes the Department of Labor (DOL) wage determination specified below. In order to reduce the size, the following information has been extracted from the wage determination listed below and identifies the occupation of service employees that would typically be employed on this type of agreement. To receive the wage determination in its entirety, please contact the issuing office.

DOL WAGE DETERMINATION NO. 1995-0222, REV. 49 DATED 07/16/2019

Area: Nationwide

Applicable Occupation: Airplane Pilot  Minimum Hourly Wage: $29.94

DOL WAGE DETERMINATION NO. 1995-0221, REV. 48 DATED 07/16/2019

Area: Nationwide

Applicable Occupation

- Aircraft Mechanic II  Minimum Hourly Wage: $31.95
- Aircraft Mechanic III  Minimum Hourly Wage: $33.39
- Aircraft Mechanic—Helper  Min. Wage: $23.42
- Truck Driver, Tractor Trailer  Min. Wage: $19.80

FRINGE BENEFITS REQUIRED AND APPLICABLE FOR THE OCCUPATIONS IDENTIFIED ABOVE

1. Health & Welfare: $4.54 per hour or $181.60 per week or $786.93 per month

2. Vacation: 2 weeks paid vacation after 1 year of service with a Contractor or successor; 3 weeks after 5 years; 4 weeks after 15 years. Length of service includes the whole span of continuous service with the present Contractor or successor, wherever employed, and with the predecessor Contractors in the performance of similar work at the same Federal facility. (Reg. 29 CFR 4.173)


EXHIBIT 17 – RESERVED- (Supplemental Rappel Requirements- Equipment)
### SECTION D

### EXHIBIT 18 - CONTRACTOR’S VERIFICATION OF INDIVIDUAL HELICOPTER PILOT REQUIREMENTS AND EXPERIENCE FOR INITIAL INTERAGENCY APPROVAL (B.12 (c) (9), B.20 (i) (2))

AMD-60B (12/09) / FS-5700-20b (pending)

**CONTRACTOR’S VERIFICATION OF INDIVIDUAL HELICOPTER PILOT REQUIREMENTS AND EXPERIENCE FOR INITIAL INTERAGENCY APPROVAL**

**Note:** This form is required prior to initial (first-time) approval/carding. This form is not for pilots previously approved or carded by the USDA Forest Service or DOI, Office of Aviation Services (formerly Office of Aircraft Services).

The Contractor must ensure that a pilot who is presented for initial carding meets all requirements as outlined in the contract’s Section B, Technical Specifications/Pilot Qualifications, after award. The Contractor must verify all pilot hours submitted on this form as determined from a certified pilot log or permanent record to ensure accuracy. In addition, the Contractor must identify previous employers and submit the information on this form. The information provided by the pilot on **USFS Form FS-5700-20A or OAS Form 64B**, Interagency Helicopter Pilot Qualifications and Approval Record, prior to approval needs to be verified as accurate by the Contractor. The information submitted is subject to verification by an interagency pilot inspector.

<table>
<thead>
<tr>
<th>Date (mm/dd/yyyy):</th>
</tr>
</thead>
<tbody>
<tr>
<td>Company's name:</td>
</tr>
<tr>
<td>Pilot's name:</td>
</tr>
<tr>
<td>Pilot's total helicopter pilot-in-command hours (verified from pilot's logbook or permanent record):</td>
</tr>
<tr>
<td>Pilot's information and flight time/experience as submitted for initial carding on OAS-64B or FS-5700-20a verified as accurate? Check if yes: ☐</td>
</tr>
</tbody>
</table>

### Previous Employers:

<table>
<thead>
<tr>
<th>Previous Employer</th>
<th>Address &amp; Telephone Number</th>
<th>Current Contact Name &amp; Telephone No.</th>
<th>Period Employed</th>
<th>Make/Model(s): flown and PIC Hours in each</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Helicopter Training Courses Completed:

<table>
<thead>
<tr>
<th>Name of Course &amp; Provider</th>
<th>Address &amp; Telephone Number</th>
<th>Contact Name &amp; Telephone No.</th>
<th>Date of Completion</th>
<th>Flight Hours Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Comments (use additional sheets if necessary):

Check one: ☐ Chief Pilot ☐ Director of Operations ☐ Other

Print name: [Signature]:

---

**132**
SECTION D
EXHIBITS

EXHIBIT 19 - “ON CONTRACT” PILOT OPERATIONAL TRAINING (B.10 (a) (3))

Pilot “operational training” may be accomplished “on contract” provided the following criteria are met.

(a) Training will be conducted in carded helicopters.

(b) Training shall not interfere with the Scope of the Contract (government will determine what constitutes interference). Note: Will be reviewed at pre-work conference.

(c) Training may be suspended or terminated by the government at any time.

(d) Contractor shall be responsible for all travel, per diem, and wage expenses of trainee pilots.

(e) Contractor has an OAS / USFS approved “Pilot Operational Training Plan”. Plan shall contain at a minimum;

(1) Intent of program

(2) Responsibilities of Chief Pilot, Trainer and Trainee

(3) Safety

(4) Ground Training Syllabus minimum requirements:

   (i) Operations and Safety Procedures Guide.

   (ii) FAR Review

   (iii) PPE

   (iv) Contract

   (v) Load Calc

   (vi) Performance Planning

   (vii) Weight & Balance


(5) Flight Training Syllabus minimum requirements;

   (i) Lesson plans for all special use tasks required by the procurement document.

   (ii) Special use tasks will be trained to the standards set forth in the Interagency Helicopter Practical Test Standards.
SECTION D
EXHIBITS

EXHIBIT 19 - “ON CONTRACT” PILOT OPERATIONAL TRAINING (B.10 (a) (3)) (Continued)

(6) Training documentation & tracking procedures

   (i) Contractor shall maintain training records documenting all phases of pilot training.

   (ii) Training records are subject to Quality Assurance/Compliance reviews at any time by the government.

(7) Evaluation Process by the Trainer

(8) Process to submit trainee for carding evaluation.

(f) Pilot operational training plan shall be approved by the National Helicopter Standardization Pilot (USFS) or the National Helicopter Specialist (OAS).

(g) Training shall be accomplished only by an interagency approved “Pilot Trainer” meeting the following criteria:

   (1) Current and valid CFI Rotorcraft-Helicopter or designated as an approved company instructor.

   (2) Has held an interagency pilot card for a minimum of 2 of the last 5 years.

   (3) A current and valid interagency pilot card endorsed for all missions in which training is to be provided and is endorsed as “Designated Pilot Trainer”.

   (4) Pilot trainer endorsement may be revoked at the government’s discretion.

(h) “Trainee Only Pilots” shall meet the following criteria:

   (1) For aircraft requiring 2 pilots, has met the requirements set forth in 14 CFR part 61

   (2) Has submitted the documentation as outlined in B.20.

   (3) Holds a current and valid Interagency Pilot Card with the endorsement, “Trainee Only” pilot.

   (4) “Trainee Only” pilots are authorized to receive training in all missions that the “Pilot Trainer” is endorsed to perform.

   (5) Operational training flight hours may be used to satisfy all but the initial 10 hours of the required flight hours for “weight class”.

   (6) Operational training flight hours may be used to satisfy all but the initial 10 hours of the required flight hours for “make and model”.

   (7) Operational training flight hours may be used to satisfy the required flight hours for “Mountain Flying – Make and Model”.

134
SECTION D  
EXHIBITS

EXHIBIT 19 - “ON CONTRACT” PILOT OPERATIONAL TRAINING (B.10 (a) (3)) (Continued)

(8) Operational flight training will not be used to accomplish the contractually required 10 flight hours of Long-Line training.

(9) “Trainee Only” pilots are limited to receive training in no more than one aircraft make and model per calendar year.

(i) Contractors awarded up to three items may be authorized two “Pilot Trainers”: If awarded four or more items, contractor may be authorized four “Pilot Trainers”.

(j) Contractors will be authorized two “Trainee Only” pilots per “Pilot Trainer” at any time.

(k) Contractors shall submit training records and a formal request recommending the “Trainee Only” pilot for evaluation by a Helicopter Inspector Pilot. The pilot trainer shall have verified that the trainee has met all contract minimum flight hour requirements and that the trainee is proficient in all special use missions required by the procurement document.

(l) Any deviation from this exhibit must be approved by an Alternate Means of Compliance (AMOC) issued by the National Helicopter Standardization Pilot or the National Helicopter Specialist and the appropriate Contracting Officer.
SECTION D
EXHIBITS

EXHIBIT 20 - AIRCRAFT MECHANIC (HELICOPTER) QUALIFICATION FORM (B.12 (h) (5))

U.S. Department of Agriculture - Forest Service

AIRCRAFT MECHANIC (HELICOPTER)

Agreement No. __________________________

<table>
<thead>
<tr>
<th>Name</th>
<th>Date of Birth</th>
<th>Employer</th>
<th>Office Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

FAA Certificates: Type __________ No. __________ Date Issued __________

Total Years Experience ________ Total Years Experience as Licensed Mechanic ________

Record of Special Training (Factory Schools, etc.)

<table>
<thead>
<tr>
<th>Name of Course</th>
<th>Location</th>
<th>Year Attended</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Record of Past Performance (Previous Three Years)

<table>
<thead>
<tr>
<th>Dates</th>
<th>Location</th>
<th>Employer/Supervisor</th>
<th>Phone No.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Record of maintaining helicopters Under Field Conditions:*

<table>
<thead>
<tr>
<th>Dates</th>
<th>Location (Designated Base)</th>
<th>Type of Agreement</th>
<th>Type Helicopter</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* "Field Condition" is defined as maintaining the helicopter away from the contractor's base of operation with minimal supervision
SECTION D

EXHIBITS

EXHIBIT 20 - AIRCRAFT MECHANIC (HELICOPTER) QUALIFICATION FORM (B.12 (h) (5))
(Continued)

I certify that the information listed by me on this form is true and correct summary of my aircraft maintenance experience. I have read the Maintenance Section of this agreement and understand the terms and conditions. I have received/provided the training as required in B.12(h) (4).

________________________________________  __________________________________________
Date                                           Mechanic Signature

________________________________________  __________________________________________
Date                                           Company Representative

(Inspectors Use Only)

Mechanic meets the Experience Requirements of the Agreement and is approved to perform maintenance on:

Type and Model of Helicopter(s)  Type and Model Engine(s)

________________________________________  __________________________________________

________________________________________  __________________________________________

________________________________________  __________________________________________

________________________________________  __________________________________________

________________________________________  __________________________________________

Date                                           USFS Maintenance Inspector
### EXHIBIT 21 - WEIGHT AND BALANCE FORM (EXAMPLE) (A.3, B.5 (a) (15 & 17))

<table>
<thead>
<tr>
<th>Form A</th>
<th>List of approved equipment (EXAMPLE)</th>
<th>Date Weighed</th>
<th>Date Weighed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>9/15/2000</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location and Description of Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
<th>Lat. Arm</th>
<th>Lat. Moment</th>
<th>In A/C</th>
<th>ON 'C' Chart</th>
<th>In A/C</th>
<th>ON 'C' Chart</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuselage:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ballast</td>
<td>25.3</td>
<td>8.5</td>
<td>215.1</td>
<td>3.4</td>
<td>86</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Battery</td>
<td>52.5</td>
<td>8.5</td>
<td>446.3</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wire Strike kit upper and lower</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>O</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pulse light kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Strobe</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cargo Hook</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cabin:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Instruments</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Radios</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Automated Flight Following</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seats</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine Deck:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rotor brake</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T-53 engine</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>212 Rotor Assy</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tail:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fast Fin</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Strake Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>212 Tail Rotor Assy</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Strobe Light</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Removable Equipment</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fill Pump</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>C</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rappel Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>C</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Survival Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>C</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>First Aid Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Tank</td>
<td>395.2</td>
<td>125</td>
<td>49400</td>
<td></td>
<td></td>
<td>C</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

X: Item was on the aircraft at the time aircraft was weighed or is included in the basic weight.
O: Item was off the aircraft at the time aircraft was weighed or is not included in the basic weight.
C: Item is on Form C when installed.
### EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)

<table>
<thead>
<tr>
<th>Page</th>
<th>A/C Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>In A/C</th>
<th>ON 'C' Chart</th>
<th>In A/C</th>
<th>ON 'C' Chart</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Location and Description of Item</td>
<td>Weight</td>
<td>Arm</td>
<td>Moment</td>
<td>Lat. Arm</td>
<td>Lat. Moment</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Form A**: List of approved equipment

- **X**: Item was on the aircraft at the time aircraft was weighed or is included in the basic weight
- **O**: Item was off the aircraft at the time aircraft was weighed or is not included in the basic weight.
- **C**: Item is on Form C when installed.

139
## SECTION D
### EXHIBITS

### EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)

**Form B: Aircraft Weighing Record (EXAMPLE)**

<table>
<thead>
<tr>
<th>Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bell, 205A-1</td>
<td>N12345</td>
<td>86666</td>
<td>9/15/2009</td>
</tr>
</tbody>
</table>

**Datum is**
7.60" aft of cabin nose

**Leveling Means**
Plumb line from top of left main door frame

**Weighing Procedures References**
CFR part 29 / OEM Maint. Manual chapter 8 / Type Certificate DS

**Scale Location**
Jack points.

### Scale Readings

<table>
<thead>
<tr>
<th>Scale</th>
<th>Reading</th>
<th>Tare</th>
<th>Net Weight</th>
<th>Long, Arm</th>
<th>Moment</th>
<th>Lat, Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left Front or Nose</td>
<td>1478</td>
<td>0</td>
<td>1478</td>
<td>+ 61.69</td>
<td>91177.8</td>
<td>- 30</td>
<td>44340</td>
</tr>
<tr>
<td>Right Front</td>
<td>1116</td>
<td>0</td>
<td>1116</td>
<td>+ 61.69</td>
<td>68846.1</td>
<td>+ 30</td>
<td>33480</td>
</tr>
<tr>
<td>Left Alt or Tail</td>
<td>1215</td>
<td>0</td>
<td>1215</td>
<td>+ 211.58</td>
<td>257098.7</td>
<td>- 30</td>
<td>36450</td>
</tr>
<tr>
<td>Right Alt</td>
<td>1974</td>
<td>0</td>
<td>1974</td>
<td>+ 211.58</td>
<td>417658.9</td>
<td>+ 30</td>
<td>59220</td>
</tr>
</tbody>
</table>

**Basic Weight**

| Total | 5783 | 144.46 | 834752.5 | 2.06 | 11910 |

### Fluids (Fuel & Oil and Etc) at Time of Weighing

<table>
<thead>
<tr>
<th>Fuel</th>
<th>Full</th>
<th>Defueled</th>
<th>Drained</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil Engine</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Transmission</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Tail Gearboxes</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hydraulic Fluid</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes**
Oil and unusable fuel in basic weight

### Items Weighed not part of Basic Weight

<table>
<thead>
<tr>
<th>Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Useable fuel (if full)</td>
<td>1457.5</td>
<td>+ 150.4</td>
<td>219208</td>
</tr>
</tbody>
</table>

**Total (→)**

| 1457.5 |

### Items not Weighed but part of Basic Weight

<table>
<thead>
<tr>
<th>Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unusable fuel (if drained)</td>
<td>16.5</td>
<td>+ 144</td>
<td>3276</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total (+)</th>
</tr>
</thead>
</table>

### Adjusted Basic Weight of Aircraft as Weighed

<table>
<thead>
<tr>
<th>CG</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>834752</td>
<td></td>
</tr>
</tbody>
</table>

### Total Basic Weight of Aircraft as Weighed

<table>
<thead>
<tr>
<th>Weight</th>
<th>Longitudinal EW, CG</th>
<th>Lateral EW CG</th>
</tr>
</thead>
<tbody>
<tr>
<td>5783</td>
<td>+ 144.46</td>
<td>+ 2.06</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Certificate Type and Number</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Aircraft Weighed By</th>
</tr>
</thead>
<tbody>
<tr>
<td>Print Name:</td>
</tr>
<tr>
<td>Signature:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Scales</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type:</td>
</tr>
<tr>
<td>Serial Number:</td>
</tr>
<tr>
<td>Calibration Date:</td>
</tr>
</tbody>
</table>

140
### EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)

#### Form B: Aircraft Weighing Record

<table>
<thead>
<tr>
<th>Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Datum is</td>
<td>Leveling Means</td>
<td>Weighing Procedures References</td>
<td>Scale Location</td>
</tr>
</tbody>
</table>

#### Scale Readings

<table>
<thead>
<tr>
<th>Scale</th>
<th>Reading</th>
<th>Tare</th>
<th>Net Weight</th>
<th>Long. Arm</th>
<th>Moment</th>
<th>Lat. Arm</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left Front or Nose</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right Front</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Left Aft or Tail</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right Aft</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Basic Weight</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Fuel & Oil at Time of Weighing

<table>
<thead>
<tr>
<th>Fuel</th>
<th>Full</th>
<th>Defueled</th>
<th>Drained</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil Engine</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Transmission</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Tail Gearboxes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hydraulic Fluid</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Notes

#### Items Weighed not part of Basic Weight

<table>
<thead>
<tr>
<th>Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
</tr>
</thead>
</table>

#### Items not Weighed but part of Basic Weight

<table>
<thead>
<tr>
<th>Item</th>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
</tr>
</thead>
</table>

#### Total (-)

<table>
<thead>
<tr>
<th>Adjusted Basic Weight of Aircraft as Weighed</th>
<th>CG</th>
<th>Moment</th>
</tr>
</thead>
</table>

#### Total Empty Weight of Aircraft as Weighed

<table>
<thead>
<tr>
<th>Longitudinal EW. CG</th>
<th>Lateral EW CG</th>
</tr>
</thead>
</table>

#### Aircraft Weighed By

<table>
<thead>
<tr>
<th>Print Name:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Signature:</td>
<td></td>
</tr>
<tr>
<td>Certificate Type and Number:</td>
<td></td>
</tr>
</tbody>
</table>

#### Scales

| Type: | |
| Serial Number: | |
| Calibration Date: | |

---

141
### SECTION D
**EXHIBITS**

**EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)**

**Form C: Weight & Balance Running Total (EXAMPLE)**

<table>
<thead>
<tr>
<th>Date mm/dd/yyyy</th>
<th>Make, Model, Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Page Number</th>
<th>Description of Item</th>
<th>Added (+) Weight</th>
<th>Added (+) Arm</th>
<th>Added (+) Moment</th>
<th>Removed (-) Weight</th>
<th>Removed (-) Arm</th>
<th>Removed (-) Moment</th>
<th>Current Total Equipped Weight</th>
<th>CG</th>
<th>Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/31/2009</td>
<td>Bell, 205A -1</td>
<td>N12345</td>
<td>66666</td>
<td>1 of 1</td>
<td>Aircraft as weighed</td>
<td>5783</td>
<td>+144.46</td>
<td>+834752.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7/15/2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Survival Kit</td>
<td>5833.5</td>
<td></td>
<td>+10100.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7/15/2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Rappel Mount kit</td>
<td>5871.7</td>
<td></td>
<td>+3820.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7/15/2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Sorenson Tank and Snorkel</td>
<td>6261.3</td>
<td></td>
<td>+48894.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7/15/2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Fire Shelter</td>
<td>6269.3</td>
<td></td>
<td>+564.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7/15/2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Cleaning Supplies/Xtra Oil</td>
<td>6289.3</td>
<td></td>
<td>+5610.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7/15/2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Ladder</td>
<td>6299.3</td>
<td></td>
<td>+2854.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7/15/2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Log Books</td>
<td>6306.3</td>
<td></td>
<td>+7022.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7/15/2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Tool Box</td>
<td>6331.3</td>
<td></td>
<td>+144.40</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## EXHIBIT 21 - WEIGHT AND BALANCE FORM (A.3, B.5 (a) (15 & 17)) (Continued)

**Form C: Continuous History of Equipped Weight After Weighing**

<table>
<thead>
<tr>
<th>Date mm/dd/yyyy</th>
<th>Description of Item</th>
<th>Weight Change</th>
<th>Current Total Equipped Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Added (+)</td>
<td>Removed (-)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Weight</td>
<td>Arm</td>
</tr>
</tbody>
</table>
SECTION D
EXHIBITS

EXHIBIT 22 - RESERVED – (Computed Gross Weight)
SECTION D
EXHIBITS

EXHIBIT 23 - PERFORMANCE BY GOVERNMENT-FURNISHED PILOT (A.14)

(a) **General**

(1) The following provisions shall apply to the performance of work under the contract, on an intermittent and short term basis, when the utilization of a qualified Government pilot is authorized by the Contractor. All other provisions not expressly changed herein continue to apply.

(2) Qualified Government Pilots may operate Contractor aircraft on a case by case basis, upon written approval of the Regional Aviation Officer (RAO) and the CO.

(3) Government pilot operations will be in compliance with the USDA Forest Service Manual (FSM) 5700 or Department of the Interior, Departmental Manual (DM), Parts 350-354 Aviation Management and Title 14, Part 91 of the CFR, including those portions that apply to civil aircraft except as noted in the agency manuals. It is not intended that Government pilots meet all requirements of B.12.

(4) Appropriate records to establish the qualifications and experience of the Government pilot will be furnished to the Contractor upon request.

(5) The Contractor may conduct check rides and/or training of Government pilots for familiarization in the Contractor's helicopters. The cost of check rides and flight training, if required, will be borne by the Government.

(6) Approval of a Government pilot to perform work under the contract rests solely with the Contractor.

(7) The clause Loss, Damage, or Destruction, is applicable to this contract when the Contractor authorizes performance by a Government pilot.

(8) The payment provisions of the contract remain unchanged.

(9) Shall not function as Contractor's scheduled relief pilot.

(b) **Loss, Damage, or Destruction**

(1) The Contractor shall indemnify and hold the Government harmless from any and all losses or damage to the aircraft furnished under this contract except as delineated below. For the purpose of fulfilling the contractor's obligation under this clause, the Contractor shall procure and maintain during the term of this contract, and any extension thereof, hull insurance meeting FAA requirement, acceptable to the Contracting Officer (CO). The Contractor's insurance coverage shall apply to pilots furnished by the Government to operate this aircraft. The contractor shall procure and maintain during the term of this contract, and any extension thereof, aircraft public liability insurance in accordance with 14 CFR, Parts 198 and 205. The parties names insured under the policies shall be the Contractor and the United States of America. The Contractor may request a list of Government pilots, by name, and qualifications for potential pilots from the CO.
SECTION D
EXHIBITS

EXHIBIT 23 - PERFORMANCE BY GOVERNMENT-FURNISHED PILOT (A.14) (Continued)

(2) Prior to the commencement of work hereunder, the Contractor shall furnish the CO with a copy of the insurance policy or policies or a certificate of insurance issued by the underwriter(s) showing that the coverage required by this clause has been obtained.

(3) Each policy or certificate evidencing the insurance shall contain an endorsement that provides that the insurance company will notify the CO thirty (30) days prior to the effective date of any cancellation or termination of any policy or certificate or any modification of a policy or certificate that adversely affects the interest of the Government in such insurance. The notice shall be sent by registered mail and shall identify this contract, the name and address of the Contracting Officer, the policy, and the insured. The Contractor, prior to commencement of work, shall submit to the Contracting Officer one copy of the insurance policy, or confirmation from the insurance company, certifying that the coverage described in this clause has been obtained.

(4) If the aircraft is damaged or destroyed while in the custody and control of the Government, the maximum liability to the Government shall not exceed the Contractor’s deductible (if any) stipulated in the insurance coverage. The Contractor’s deductible as stipulated in the insurance coverage shall not exceed:

(i) In-Motion Accidents - Up to 5% of the current insured value of the aircraft as stated in the policy.

(ii) Not In-Motion Accidents – Up to $1,000.00 per accident.

(5) Such reimbursement shall not be made; however, for loss or damage to the aircraft resulting from (1) normal wear and tear, (2) negligence or fault in maintenance of the aircraft by the Contractor, or (3) defect in construction of the aircraft or a component thereof.

(6) If damage to the aircraft is established to be the fault of the Government, availability payments will be made to the Contractor during the repair period. The Government may, at its option, make necessary repairs or return the aircraft to the Contractor for repair. In the event the aircraft is lost, destroyed, or damaged so extensively as to be beyond repair, no rental payment will be made to the Contractor thereafter.

(7) The contractor shall use every precaution necessary to prevent damage to public and private property. The Contractor shall be responsible for all damage to property and to persons, including third parties that occur as a result of their or their agent’s or employee’s fault or negligence. The term “third parties” is construed to include employees of the Government. The Contractor may be otherwise insured by a combination of primary and excess policies. Such policies must have combined coverage equal to or greater than the combined minimums required.
SECTION D
EXHIBITS

EXHIBIT 23 - PERFORMANCE BY GOVERNMENT-FURNISHED PILOT (A.14) (Continued)

(8) Any failure to agree as to the responsibility of the Contractor under this clause shall, after a final finding and determination by the CO, be considered a dispute within the meaning of the “Disputes” clause of this contract.

(9) The Government shall not be liable for damages to contractor equipment or personnel provided under this contract except for damages caused by Government personnel acting within the scope of their official duties as compensable under the Federal Tort Claims Act, 28 U.S.C. 2671-2680.
EXHIBIT 24 - FAA OVER WATER KIT (A.12)

(a) Weather guidelines: Ceiling of 500 feet and visibility of three miles offshore.

(b) Personal Protective Equipment:

(1) Flotation/survival vests shall be worn by all occupants when flying beyond power-off gliding distance to shore.

(2) A flotation/survival vest shall be provided by the Contractor for each seat available in the helicopter. The contents of this vest shall be as follows:

(i) Dual inflation bladders TSO-C13c or equal.

(ii) Water activated light attached to vest TSO-C85.

(iii) Dye marker.

(iv) Whistle or other Coast Guard-approved noise device.

(v) Mirror for signaling.

(3) A flotation/survival vest shall be provided by the contractor for the pilot. The contents of this vest shall be as follows:

(i) All the contents of subsection 2 above.

(ii) One FAA-approved 406 MHz Emergency Locator Transmitter (ELT), Coast Guard-approved 406 MHz Emergency Position Indicating Radio Beacon (EPIRB), or FCC-approved 406 MHz Personal Locator Beacon (PLB). This shall be of a size that allows the ELT/EPIRB/PLB to be carried on the flotation/survival vest and shall not impede egress from the aircraft.

(iii) Two smoke markers for daytime distress signaling.

Note: The flotation/survival vests used satisfactorily in the past have been assembled from components (i.e., durable nylon mesh vest with an inner flotation device; pockets available in the vest allowed for required equipment storage, etc.) available from a variety of marine survival equipment suppliers.

(c) Life Raft: A double chamber life raft(s) shall be provided for each helicopter with a "rated capacity" equal to the seating capacity of the aircraft (pilot and passengers).

Note: Personal Locator Beacon (PLB) with same specifications in (b) (3) (ii) above shall be provided by the government for all passengers.
SECTION D
EXHIBITS

EXHIBIT 25 - LITTER KIT PROVISIONS AND LITTER (A.12)

Litter Kit must be designed to facilitate rapid conversion of the helicopter to an air ambulance configuration. The Litter Kit shall provide for transporting one or two litter patients as well as one or two attendants. The kit shall consist of a minimum one folding litter and support structure, attaching hardware, and one special door. The special door shall incorporate provisions for quick installation which will permit high speed and/or long distance transportation of patients and attendants in comfort.

Included in the kit may be a basic shape door window glass panels for quick interchange with a bubble glass panel for normal operation.

Operations:

With litters installed, operations must be conducted in accordance with the rotorcraft flight manual supplement.

Equipped Weight and Gross Weight Limitations:

Equipped weight of the helicopter with kit and litter shall be computed and listed on the running weight charts. Center of Gravity Limitations:

Before each flight with a litter patient a weight and balance shall be computed.

EXHIBIT 26 – RESERVED – (Aerial Ignition)

EXHIBIT 27 – RESERVED – (Law Enforcement Short Haul Special Mission Qualifications & Requirements)
EXHIBIT 28 - PUBLIC AIRCRAFT OPERATIONS

This Exhibit serves as notice that you may be conducting Public Aircraft Operations (PAO) while under contract to the United States Forest Service (USFS). Flights ordered and conducted under this contract may be considered Public Aircraft Operations.

FAA Advisory Circular 00-1.1B can be referenced at hyperlink below:

https://www.faa.gov/documentlibrary/media/advisory_circular/ac_00.1-1b.pdf

After contract award, the contractor/company is responsible for providing the following information to the Federal Aviation Administration Flight Standards District Office that your 133, 135 and/or 137 Certificates are issued by. In addition, a copy of this document is required to be carried in each aircraft listed below.

**Civil Operator:** Name your Certificates are Held Under

**Aircraft Type (Fixed-Wing or Helicopter):** Make/Model/Series

**Name of Aircraft Owner:** Name on Aircraft Registration

**Aircraft Registration Number(s):** N Number(s) of Aircraft on Contract

**Contract Number:** 12024BXXXXXX

**Contract Type and Service:** EU/CWN, Airtanker/Helicopter/Light FW, etc. Services

**Date of Contract:** Contract Award Date

**Date of Proposed First Flight as a PAO:** Effective Date of Contract

**Date PAO Declaration Expires:** This date should be the final day of the contract period of performance – including the base period of the contract plus all possible option years.

**Public Aircraft Operations are being conducted under contract by:** U.S. Forest Service, 1400 Independence Avenue SW, Washington DC 20250

**Acquisition Management Official:** Robert Hoffman, Contracting Officer, robert.hoffman@usda.gov or (208) -387-5681.

**Government Official Making PAO Flight Determinations:** Assistant Director of Aviation at (202) 205-1410.

Please contact Assistant Director of Aviation at (202) 205-1410 with comments or questions regarding the PAO declaration.
SECTION D
EXHIBITS

EXHIBIT 29 - VENDOR-CONTRACTOR QA/EVALUATION/SAFETY CHECKS

Type 1 aircraft are authorized to utilize an aircraft seat (non-pilot station) to conduct evaluations on company pilots for the purpose of Quality Assurance, CRM/Safety evaluations while on an operational mission. Type 2 aircraft are authorized to utilize a pilot position to conduct the above evaluations.

Restrictions are as follows:

(a) Limited to 1 (one) fuel cycle per crew on an operational mission.

(b) Must meet PPE and Fire Shelter requirement.

(c) Jump seat must be an FAA approved seat with approved restraint system.

(d) A minimum of 24 hours’ notice must be given to the Helicopter Manager/COR. The COR/Helicopter Manager will have the final approval authority.

(e) The only authorized personnel to conduct evaluations are; Chief Pilots, Chief flight instructors, Company Safety managers. If they have access to flight controls (Type 2) they are restricted from flying the aircraft unless they have a current interagency card. Companies will submit the names of the personnel that are in these positions to the National Helicopter Standardization Pilot for approval.

(f) Evaluation program must be addressed in the company’s SMS or operations specs and include procedures for addressing summary of findings/mitigations.

(g) Relief pilot safety orientation flight is authorized provided the flight is an operational mission, is limited to 1 (one) fuel cycle and will be counted as a duty day.

(h) An end of season summary of findings will be provided to the National Helicopter Standardization Pilot or National Helicopter Program Manager.

EXHIBIT 30 – RESERVED – (Night Flying Operations)
EXHIBIT 31 - SAFETY MANAGEMENT SYSTEM (SMS) COMPONENTS QUESTIONNAIRE AND ACCIDENT HISTORY

The FS aviation program views Safety Management Systems (SMS) as a critical element for contract evaluation. **A complete response is required.**

(a) Safety Management System Components

The FS aviation program uses Safety Management Systems (SMS) agency-wide approach to aviation operations that includes safety management policy, safety risk management, safety assurance and safety promotion. Provide evidence of your SMS program as described below.

**Note:** Under the column heading OFFEROR ACTION REQUIRED on the form, the documentation provided must describe the policy or process used to meet the standard with completed evidence. Blank forms are not acceptable as evidence. For example, for audit evidence under Safety Assurance, a certificate of an SMS audit serves as evidence; or a copy of a “self-validated” SMS audit will suffice. If no action is stated, simply mark the column with a Y, N or N/A where applicable.

The International Standard for Business Aircraft Operations (IS-BAO) and the Federal Aviation Administration (FAA) in AC120.92A can provide the explanations and examples of the requested standards below.

<table>
<thead>
<tr>
<th>SAFETY MANAGEMENT SYSTEM COMPONENTS</th>
<th>Y</th>
<th>N</th>
<th>NA</th>
<th>OFFEROR ACTION REQUIRED</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Standard</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Safety Policy and Objectives</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1a Are key safety personnel appointed? Is there an identified trained Aviation Safety Manager?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>1b Does the company have an organizational structure (organizational chart) that clearly defines duties, authorities and accountabilities?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>1c Where the company has more than one operating base, has the management structure addressed the management responsibilities at each location?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>1d Operations Manual</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Does the Operations Manual contain a flight operations and aircraft maintenance policy?</td>
<td></td>
<td></td>
<td></td>
<td>Describe</td>
</tr>
<tr>
<td>- Does the Operations Manual contain an operational control system and SOP’s?</td>
<td></td>
<td></td>
<td></td>
<td>Provide evidence.</td>
</tr>
<tr>
<td>- Is the Operations Manual approved by management (CEO)?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SAFETY MANAGEMENT SYSTEM COMPONENTS</td>
<td>Y</td>
<td>N</td>
<td>NA</td>
<td>OFFEROR ACTION REQUIRED</td>
</tr>
<tr>
<td>------------------------------------</td>
<td>---</td>
<td>---</td>
<td>----</td>
<td>-------------------------</td>
</tr>
<tr>
<td><strong>Standard</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Is the Operations Manual amended or revised as necessary to ensure that the information contained in it is kept up to date?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>• Have the employees been trained on the Operations Manual?</td>
<td></td>
<td></td>
<td></td>
<td>Provide evidence.</td>
</tr>
<tr>
<td>• Does the Operations Manual reflect the type operation that is being contracted for?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td><strong>Emergency Response Plan</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Do you have an internal emergency response plan?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>• Is the Accident / Emergency Plan available to all employees?</td>
<td></td>
<td></td>
<td></td>
<td>Describe</td>
</tr>
<tr>
<td>• Are personnel who have a role in the emergency response plan trained in their role, and is the plan exercised periodically in order to test its integrity?</td>
<td></td>
<td></td>
<td></td>
<td>Provide evidence.</td>
</tr>
<tr>
<td><strong>Safety Risk Management</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2a Does the company have a Risk Management Policy?</td>
<td></td>
<td></td>
<td></td>
<td>Provide evidence.</td>
</tr>
<tr>
<td>Has the company developed and maintained a Risk Management Process to:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2b Identify Hazards</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2b Risk Analysis (Exposure)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2b Risk Assessment (Severity and likelihood)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2b Decision Making (Mitigations)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2b Validation of Control (Controls effective)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2c</strong> Does the company have an Operational Risk Management (ORM) Worksheet or Flight Risk Analysis Tool (FRAT) Worksheet.</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td>2d Is there a process to elevate the risk decision outcome? i.e. Chief Pilot? CEO?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
<tr>
<td><strong>Safety Assurance</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>3</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3a Have operations (internal or external) audits been conducted in this past field season?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence of this audit.</td>
</tr>
<tr>
<td>3b Is there an Action Plan (AP) developed from the audits?</td>
<td></td>
<td></td>
<td></td>
<td>Provide your latest plan.</td>
</tr>
<tr>
<td>3c Does the company have a Quality Assurance Program?</td>
<td></td>
<td></td>
<td></td>
<td>Describe and provide evidence.</td>
</tr>
</tbody>
</table>
### SECTION D

#### EXHIBITS

<table>
<thead>
<tr>
<th>3d</th>
<th>Has the company developed and maintained a means of: monitoring and measuring safety performance, identifying and managing organizational changes that may affect safety, ensuring continual improvement?</th>
<th>What action has your company taken and/or plans to facilitate change? Describe and provide evidence.</th>
</tr>
</thead>
<tbody>
<tr>
<td>3e</td>
<td>Does the company have a training program that ensures personnel are trained and competent to perform their assigned duties?</td>
<td>Do you have a process that can train your pilots and mechanics, both initially and annually, on the requirements of this contract? Describe and provide evidence.</td>
</tr>
<tr>
<td>3f</td>
<td>Does the company have a separate training program for: pilots, maintenance personnel, fuelers / truck drivers?</td>
<td>Describe and provide evidence.</td>
</tr>
</tbody>
</table>

#### 4 Safety Promotion

<table>
<thead>
<tr>
<th>4a</th>
<th>Has the company developed and maintained a formal means of safety communication (like SAFECOM)</th>
<th>Briefly describe technology your company has acquired to facilitate communication with deployed pilots. Describe and provide evidence</th>
</tr>
</thead>
<tbody>
<tr>
<td>4b</td>
<td>Are there lessons-learned developed from incidents/accidents? Are they shared with the company personnel?</td>
<td>Provide evidence.</td>
</tr>
<tr>
<td>4c</td>
<td>Is a Safety Award system in place?</td>
<td>Describe</td>
</tr>
</tbody>
</table>

(b) Accident History for the previous 5 years: Include all aircraft that have operated under your Operating Certificates (fixed wing and rotor wing). Complete the blocks that apply to your company accident history.

1. Total number of flight hours for the previous 5 years: 

2. Number of aircraft accidents reported to NTSB in the previous 5 years: 

If your company has had an accident in the last 5 years provide an accident prevention action plan or evidence of actions taken to prevent future accidents.

If you had an accident that was reported to the NTSB and it was downgraded to an incident, you must provide evidence from the NTSB.
**SECTION D**

**EXHIBITS**

**EXHIBIT 32 - TRANSPORTATION WORKSHEET**

When assigned to an alternate base, the Contractor will be paid for actual necessary and reasonable costs associated with transporting authorized personnel (relief crew). The Contractor is responsible for advising the on-site Government representative(s) of the anticipated cost associated with transporting relief (and/or maintenance) personnel to the alternate base prior to the relief exchange. **Claims must be supported by itemized invoices, summarized on this worksheet, and submitted to the COR.** See contract clause “Transportation Costs Associated with Operating Away From the Designated Base” for detailed information.

<table>
<thead>
<tr>
<th>VENDOR:</th>
<th>AIRCRAFT TAIL NUMBER:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DATE</th>
<th>ALTERNATE BASE LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Relief Exchange – Involved Crew Member(s)**

- [ ] Pilot (list on page 2)
- [ ] Fuel Servicing Vehicle Driver (list on page 2)
- [ ] Mechanic (If required by contract) (list on page 2)

**Additional Personnel**

- [ ] Mechanic
- [ ] Other

<table>
<thead>
<tr>
<th>Name</th>
<th>Reason for providing additional personnel</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**ITEMIZATION OF COSTS – From Page 2 (vendor maintain receipts at home base)**

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airline Transportation</td>
<td>Total for all positions from page 2</td>
<td>$</td>
</tr>
<tr>
<td>Charter Aircraft</td>
<td>Invoice to include aircraft make/model, flight time, hourly rate, passengers, and departure/destination location, date and time</td>
<td>$</td>
</tr>
<tr>
<td>Rental Car</td>
<td>Total from page 2</td>
<td>$</td>
</tr>
<tr>
<td>Rental Car Fuel</td>
<td>Total from page 2</td>
<td>$</td>
</tr>
<tr>
<td>POV automobile Mileage</td>
<td>Total from</td>
<td>$</td>
</tr>
<tr>
<td>*POV/Company aircraft Statute Miles</td>
<td>From To</td>
<td>$ (GSA rate x sm*)</td>
</tr>
<tr>
<td>Other (explain)</td>
<td></td>
<td>$</td>
</tr>
</tbody>
</table>

**Total Cost** $ 

Vendor: Fill out page 1 and 2 of the Transportation Worksheet (relief costs). Receipts shall match information provided on page 2; maintain actual receipts at Home Base.

*If POV/Company aircraft used to transport relief, the vendor must provide airline ticket cost comparison. Government will pay the lessor amount.*

Vendor Signature: Date
### SECTION D EXHIBITS

**EXHIBIT 32 - TRANSPORTATION WORKSHEET (Continued) (Use Extra Sheets If Needed)**

<table>
<thead>
<tr>
<th>AC Location</th>
<th>Pilot Name(s)</th>
<th>Dates</th>
<th>Travel In</th>
<th>Travel Out</th>
<th>Airline Ticket</th>
<th>Rental Car</th>
<th>Rental Car Gas</th>
<th>*POV-auto (GSA rate x miles)</th>
<th>*POV-aircraft (GSA rate x SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Mechanic Name(s)**

<table>
<thead>
<tr>
<th>Fuel Service Driver Name(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

*Applicable (yr.) - Rate per mile x nautical miles (NM)

http://www.gsa.gov/mileage

*Applicable (yr.) - Rate per mile x statute miles (SM) (1NM equals 1.15077945 SM)

http://www.gsa.gov/mileage
SECTION D
EXHIBITS

EXHIBIT 33 – RESERVED – (Additional Telemetry Unit (ATU))
SOLICITATION

(Ref. 48 CFR 1)

Issuing Office:

USDA FOREST SERVICE
R6 Fire & Aviation Contracting Team
1740 SE Ochoco Way
Redmond, OR 97756

Offers Are Solicited For:

R6 – Exclusive Use Fixed Wing Aircraft
Air Tactical Type I Platform
Redmond, OR, Klamath Falls, OR and Medford, OR

Solicitation No: Issued Date:

January 29, 2016

IMPORTANT – NOTICE TO OFFEROR

Information and instructions for submission of offers are contained in the attached Solicitation as indicated below:

- [X] SF-1449, Solicitation for Commercial Items
- [X] Section E, Instructions to Offeror - Commercial Items (FAR 52.212-1) (Tailored/Addenda)
- [X] Section E, Offeror Representations and Certifications - Commercial Items (FAR 52.212-3)

Before mailing your offer, please recheck the following:

- Does your offer set forth full, accurate, and complete information as required by this solicitation including Exhibits and acknowledgement of any amendments that were issued?
- Have you rechecked your figures, including calculations on your worksheet?
- Have you completed the Offeror’s Past Performance and Summary of Accidents? (See Section E)
- Have you completed the Pilot Agreement (See Exhibit 11 Section C)
- Have you received your Data Universal Numbering System (DUNS) Number
- Have you registered in the System for Award Management database at: www.sam.gov
- Have you completed, signed, and enclosed all required documents?

Offerors may call for information about this solicitation at (541) 410-5714.

"The policy of the United States Department of Agriculture Forest Service prohibits discrimination on the basis of race, color, national origin, age, religion, sex, disability, family status, and/or political affiliation." Persons believing they have been discriminated against in any Forest Service related activity should write to: Chief, Forest Service, USDA, P. O. Box 96090, Washington, DC 20090-6090.

Previous editions of this form are obsolete.  FS-6300-44 (11/79) Yellow Copy
SECTION A – SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS

Standard Form 1449 ........................................................................................................ 4

SECTION B – SUPPLIES OR SERVICES AND PRICES

B-1 Schedule of Items ............................................................................................... 5/9/13
B-2 Designated Base .................................................................................................. 5/9/13
B-3 Mandatory Availability Period ........................................................................... 5/9/13
B-4 Aircraft and Pilot Requirements ........................................................................ 5/9/13
B-5 Standard Hours ................................................................................................. 6/10/14
B-6 Extended Standby Hourly Rate (Pilot) .............................................................. 6/10/14
B-7 Daily Availability Offered Rate .......................................................................... 6/10/14
B-8 Fuel Price Basis ................................................................................................ 7/11/15
B-9 Authorized Ordering .......................................................................................... 7/11/15
B-10 Maintenance Capability ..................................................................................... 7/11/15
B-11 Excise Tax ........................................................................................................ 8/12/15
B-12 Contractor Furnished Special Requirements ............................................... 16

SECTION C – DESCRIPTION/SPECIFICATIONS/WORK STATEMENT

C-1 Scope of Contract .................................................................................................. 17
C-2 Certifications ....................................................................................................... 17
C-3 Government Furnished Property ....................................................................... 17
C-4 Aircraft ................................................................................................................ 18
C-5 Aircraft Maintenance .......................................................................................... 20
C-6 Aircraft and Equipment Security ........................................................................ 21
C-7 Avionics ............................................................................................................... 21
C-8 Reserved ............................................................................................................. 33
C-9 Reserved ............................................................................................................. 33
C-10 Operations ......................................................................................................... 33
C-11 Personnel .......................................................................................................... 35
C-12 Conduct and Replacement of Personnel .......................................................... 36
C-13 Suspension and Revocation of Personnel ......................................................... 37
C-14 Substitution or Replacement of Personnel, Aircraft, and Equipment ............... 37
C-15 Flight Hour and Duty Limitations ...................................................................... 38
EXHIBIT 06  Blank.................................................................77
EXHIBIT 07  SAFECOM Report ..................................................78
EXHIBIT 08  Additional Assistance .............................................79
EXHIBIT 09  Pilot Agreement ....................................................80
EXHIBIT 10  Performance Report ..............................................81

SECTION D – CONTRACT CLAUSES

D-1  Contract Terms and Conditions (Commercial Items) (FAR 52.212-4) ..............85
D-2  Contract Terms and Conditions and Conditions Required to Implement Statutes or Executive Orders (Commercial Items) (FAR 52.212-5) .........................90
D-3  Economic Price Adjustment Contract Flight Rates ....................................96
D-4  Property and Personal Damage ..................................................98
D-5  Option to Extend Services (FAR 52.217-8) ........................................98
D-6  Option to Extend the Term of the Contract (FAR 52.217-9) .........................98
D-7  Statement of Equivalent Rates for Federal Hires (FAR 52.222-42) ................98
D-8  Assurance Regarding Felony Conviction .........................................99
D-9  Permits and Responsibilities .....................................................99
D-10 Optional Use Period ...........................................................99

SECTION E – SOLICITATION PROVISIONS

E-1  Instructions to Offerors-Commercial Items (FAR 52.212-1) (Tailored/Addenda) ..........100
E-2  Evaluation – Commercial Items (FAR 52.212-2) (Tailored/Addenda) .....................102
E-3  Technical Capability – Format/Questionnaires
    Aircraft.................................................................105
    Aircraft Avionics ........................................................106
    Personnel - Pilot(s)/Mechanic(s) .......................................107/108
    Organizational Experience .............................................109
    Maintenance .............................................................110
    Safety Plan..............................................................111
    Accident History .......................................................112
    Organizational Past Performance ....................................113
E-4  Offeror Representations and Certifications – Commercial Items (FAR 52.212-3) ..........114
**SOLICITATION/CONTRACT/OFFER TO COMPLETE BLOCKS 12, 17, 23, 24, & 30**

**1. REQUISITION NO.**

**2. CONTRACT NO.**

\[\text{[b1]}(4)\]  

**3. AWARD/EFFECTIVE DATE**

March 11, 2016

**4. ORDER NO.**

\[\text{(b1)}\]  

**5. SOLICITATION NO.**

**6. SOLICITATION ISSUE DATE**

January 29, 2016

**7. FOR SOLICITATION INFORMATION CALL**

\[\text{Ben McGrane} \text{ bmcgrane@fs.fed.us}\]

**8. OFFER DUE DATE/LOCAL TIME**

March 1, 2016  
Close of Business 4:30 P.M.

**9. ISSUED BY**

USDA Forest Service  
R6 Fire & Aviation Contracting Team  
1740 SE Ochoco Way  
Redmond, OR 97756

**10. THIS ACQUISITION**

- □ UNRESTRICTED
- □ Set Aside: 100% FOR SMALL BUSINESS
- □ SMALL DISADV. BUSINESS
- □ 8(a)
- □ 8(a) Rating
- □ 8(a)
- □ 8(a) Rating
- □ See Schedule

**11. DELIVERY**

- □ DESTINATION UNLESS BLOCK IS MARKED
- □ See Schedule

**12. DISCOUNT TERMS**

See Schedule

**13. DELIVER TO**

USDA Forest Service  
R6 Fire & Aviation Contracting Team  
1740 SE Ochoco Way  
Redmond, OR 97756

**14. METHOD OF SOLICITATION**

- □ RFQ
- □ IFB
- □ RFP X – Commercial Item

**15. ADMINISTERED BY**

SAME AS BLOCK 15

**16. PAYMENT WILL BE MADE BY**

USDA Forest Service  
Albuquerque Service Center  
Attn: Incident Business – Contracts  
101B Sun Avenue NE  
Albuquerque, NM 87109

**17. CHECK IF REMITTANCE IS DIFFERENT AND PUT SUCH ADDRESS IN OFFER**

**18a. SUBMIT INVOICES TO ADDRESS SHOWN IN BLOCK 18a UNLESS BLOCK BELOW IS CHECKED**

**18b. SEE ADDENDUM**

**19. SCHEDULE OF SUPPLIES/SERVICES**

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Region 6 Exclusive Use Fixed Wing Aircraft Air Attack Platform Redmond, OR, Klamath Falls, OR &amp; Medford, OR</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

**20. ACCOUNTING AND APPROPRIATION DATA**

**21. TOTAL AWARD AMOUNT**

(For Gov’t Use Only)

**22. AWARD OF CONTRACT**

- □ Reference Offer, Dated

**23. SIGNATURE OF OFFEROR/CONTRACTOR**

Ben R. McGrane

**24. UNITED STATES OF AMERICA (SIGNATURE OF CONTRACTING OFFICER)**

**25. DATE SIGNED**

March 11, 2016

**26. PREVIOUS EDITION IS NOT USABLE**

**STANDARD FORM 1449 (REV 4/2002)**

Prepared by GSA - FAR (48 CFR) 52.212
SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS
OFFEROR TO COMPLETE BLOCKS 12, 17, 23, 24, & 30

1. REQUISITION NO. [ ]
2. CONTRACT NO. [ ]
3. AWARD/EFFECTIVE DATE March 11, 2016
4. ORDER NO. [ ]
5. SOLICITATION NO. [ ]
6. SOLICITATION ISSUE DATE January 29, 2016
7. FOR SOLICITATION INFORMATION CALL [ ]
   NAME: Ben McGrane
8. OFFER DUE DATE/LOCAL TIME: March 1, 2016
   Close of Business: 4:30 P.M.
9. ISSUED BY USDA Forest Service
   R6 Fire & Aviation Contracting Team
   1740 SE Ochoco Way
   Redmond, OR 97756
10. CODE
11. THIS ACQUISITION
   7b. UNRESTRICTED
   8. SET ASIDE: 100% FOR SMALL BUSINESS
12. DELIVERY DESTINATION UNLESS BLOCK IS MARKED
   12b. SEE SCHEDULE
13. DISCOUNT TERMS
   13a. THIS CONTRACT IS A RATED ORDER
   13b. UNDER DPS (15 CFR 700)
14. METHOD OF SOLICITATION
   RFQ □ IFB □ RFP X - Commercial Item
15. DELIVER TO: USDA Forest Service
   R6 Fire & Aviation Contracting Team
   1740 SE Ochoco Way
   Redmond, OR 97756
16. ADMINISTERED BY SAME AS BLOCK 15
17. CODE
18. PAYMENT WILL BE MADE BY CODEx

Dynamic Aviation Group, Inc.
1402 Airport Road
Bridgewater, VA 22812

TELEPHONE No. 540-908-0432 Duns No. [ ]
FAX No. e-mail:

USDA Forest Service
Albuquerque Service Center
Attn: Incident Business – Contracts
101B Sun Avenue NE
Albuquerque, NM 87109

☐ 25. CHECK IF REMITTANCE IS DIFFERENT AND PUT SUCH ADDRESS IN OFFER

☐ 27a. SOLICITATION INCORPORATES BY REFERENCE FAR 52.212-1, 52.212-4. FAR 52.212-2 AND 52.212-5 ARE ATTACHED. ADDENDA ARE NOT ATTACHED. (See for FAR Clauses in full text)

☐ 28. CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN 1 COPY TO ISSUING OFFICE. CONTRACTOR AGREES TO FURNISH AND DELIVER ALL ITEMS SET FORTH OR OTHERWISE IDENTIFIED ABOVE AND ON ANY ADDITIONAL SHEETS SUBJECT TO THE TERMS AND CONDITIONS SPECIFIED HEREIN

☐ 29. AWARD OF CONTRACT: REFERENCE OFFER DATED YOUR OFFER ON SOLICITATION (BLOCK 5), INCLUDING ANY ADDITIONS OR CHANGES WHICH ARE SET FORTH HEREIN, IS ACCEPTED AS TO ITEMS:

☐ 30a. SIGNATURE OF OFFEROR/CONTRACTOR

☐ 30b. NAME AND TITLE OF SIGNER (TYPE OR PRINT)

☐ 30c. DATE SIGNED

☐ 31a. UNITED STATES OF AMERICA (SIGNATURE OF CONTRACTING OFFICER)

☐ 31b. NAME OF CONTRACTING OFFICER (TYPE OR PRINT)

☐ 31c. DATE SIGNED

March 11, 2016

STANDARD FORM 1448 (REV 4/2002)
Prepared by GSA - FAR (48 CFR) 53.212

AUTHORIZED FOR LOCAL REPRODUCTION
PREVIOUS EDITION IS NOT USABLE
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

EXCLUSIVE USE LIGHT FIXED-WING AIR TACTICAL (TYPE I) PLATFORM
AIRCRAFT SERVICES

ITEM 1 – Redmond, OR

B-1 Schedule of Items

One Fixed Wing Aircraft fully operated and maintained, meeting the requirements of this Schedule and the
specifications for operation at the designated base, and during the periods shown below:

B-2 Designated Base

(a) Name: Redmond, OR
(b) National Forest: Deschutes
(c) Elevation: 3,077
(d) Runway length: 7,000 feet

B-3 Mandatory Availability Period and Net Days:

Mandatory Availability Period: 120 Calendar Days

Insert period i.e. June 1st through September 28th

B-4 Aircraft and Pilot Requirements (Shown by an X in the Block)

*NOTE: In Pressurized and non-pressurized aircraft, pilots shall meet 14 CFR Part 135.89 Standards.

<table>
<thead>
<tr>
<th>AIRCRAFT ITEMS</th>
<th>ALL</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turbocharged or turboprop Multiengine airplane – (# of seats: 4)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>High Wing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Traffic Advisory System</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Pressurized*</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Non-Pressurized*</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Air Tactical Type</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Flight hour meter</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Survival Kit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Air Conditioned</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

PILOT REQUIREMENTS BY ITEM
(Authorizations may be obtained after award)

<table>
<thead>
<tr>
<th>PILOT REQUIREMENTS</th>
<th>ALL</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Relief Pilot(s) Required</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Mountain Remote Authorization</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Air Tactical</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Part 135 IFR MEL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>
### Vendor to Complete

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Make/Model/Year</th>
<th>N#</th>
<th>HP (1)</th>
<th>Fuel (2)</th>
<th>Useful Load</th>
<th>Pax</th>
<th>Avionics (3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(1) If turbo-charged indicate by adding a “(T)” after the entry.

(2) Fuel consumption expressed in gallons per hour at 65% power, at 8000 feet MSL, at ISA + 20°C, as stated in Aircraft Flight Manual.

(3) Indicate avionics type. Refer to section C under avionics requirements for types and definitions. Enter AT1 for Air Tactical Type 1.

### B-5 Standby Hours per Day (Pilot) - 9 Hours Standby per day

### B-6 Extended Standby Hourly Rate (Pilot) - $46.00 per hour

### B-7 Daily Availability Offer Rate

**Vendor to Complete**

<table>
<thead>
<tr>
<th>SERVICES</th>
<th>QUANTITY</th>
<th>UNIT PRICE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily Availability 2016</td>
<td>(c)(4)</td>
<td></td>
<td>$123,480.00</td>
</tr>
<tr>
<td>Daily Availability 2017</td>
<td></td>
<td></td>
<td>$127,020.00</td>
</tr>
<tr>
<td>Daily Availability 2018</td>
<td></td>
<td></td>
<td>$131,040.00</td>
</tr>
<tr>
<td>Daily Availability 2019</td>
<td></td>
<td></td>
<td>$135,000.00</td>
</tr>
<tr>
<td>Daily Availability 2020</td>
<td></td>
<td></td>
<td>$139,080.00</td>
</tr>
</tbody>
</table>

**Specified Hourly Flight Rate**

| Subject to annual Adjustments D-3 | N/A |

**Optional Use Rate**

| Subject to annual Adjustments D-3 | N/A |

* The Government does not guarantee any flight hours under this contract. For informational purposes provided below is the estimated total number of flight hours flown under the previous contract.

<table>
<thead>
<tr>
<th>Prior Exclusive ATGS Use</th>
<th>YEAR</th>
<th>HOURS FLOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2006</td>
<td>274</td>
</tr>
<tr>
<td></td>
<td>2007</td>
<td>210</td>
</tr>
<tr>
<td></td>
<td>2008</td>
<td>88</td>
</tr>
<tr>
<td></td>
<td>2009</td>
<td>238</td>
</tr>
<tr>
<td></td>
<td>2010</td>
<td>97</td>
</tr>
</tbody>
</table>
**Optional Use Rate will not be used in the evaluation of quotes.**

The Offeror warrants that the price(s) offered do not include any contingency amount for price adjustments provided in the Economic Price Adjustment Clause.

**B-8 Fuel Price Basis**

a. The following stated fuel prices are the basis for economic price adjustment of the fuel portion of the flight rate, as stated in the Economic Price Adjustment clause of this contract. Fuel prices at the Designated Base are:

   **Item 1 – Redmond, OR**

   (1) $4.45/gallon for 100 LL Avgas  
   (2) $3.30/gallon for Jet A.

Note: Only aviation grade fuels are acceptable for aircraft under this contract.

**B-9 Authorized Ordering**

The following office(s) or individuals are authorized to order services under this Contract.

   **Item 1 – Redmond, OR**

   Central Oregon Interagency Dispatch Center (COIDC)

Additional individuals, as authorized by the Contracting Officer.

**B-10 Maintenance Capability**

Offeror/Quoter shall provide the name and address of the Director of Maintenance and the repair facility intended to be used during the performance of this contract:

<table>
<thead>
<tr>
<th>Director of Maintenance (Name)</th>
<th>Business Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frank Wisnieski</td>
<td>1402 Airport Rd</td>
</tr>
<tr>
<td></td>
<td>Bridgewater, VA 22812</td>
</tr>
<tr>
<td>Cell Phone No.</td>
<td>Phone No. 540-828-6070</td>
</tr>
<tr>
<td></td>
<td>Fax No. 540-828-4031</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Repair Facility</th>
<th>Business Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dynamic Aviation</td>
<td>1402 Airport Rd</td>
</tr>
<tr>
<td></td>
<td>Bridgewater, VA 22812</td>
</tr>
<tr>
<td></td>
<td>Phone No. 540-828-6070</td>
</tr>
<tr>
<td></td>
<td>Fax No. 540-828-4031</td>
</tr>
</tbody>
</table>

The Government may inspect the offeror/quoter's operation and maintenance facilities prior to award.
B-11 Excise Taxes

Excise taxes shall be included in your agreement price IAW FAR Clause 52.212-4(k) Taxes. The contract price includes all applicable Federal, State, and local taxes and duties.
EXCLUSIVE USE LIGHT FIXED-WING AIR TACTICAL (TYPE I) PLATFORM AIRCRAFT SERVICES

ITEM 2 — Klamath Falls, OR

B-1 Schedule of Items

One Fixed-Wing Aircraft fully operated and maintained, meeting the requirements of this Schedule and the specifications for operation at the designated base, and during the periods shown below:

B-2 Designated Base

a. Name: Klamath Falls, OR
c. Elevation: 4,095

B-3 Mandatory Availability Period and Net Days:

Mandatory Availability Period: 120 Calendar Days

Insert period i.e. June 1st—through September 28th

B-4 Aircraft and Pilot Requirements (Shown by an X in the Block)

*NONE*: In pressurized and non-pressurized aircraft, pilots shall meet 14 CFR Part 135.89 Standards.

<table>
<thead>
<tr>
<th>AIRCRAFT ITEMS</th>
<th>ALL</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turbocharged or turboprop Multiengine airplane — (# of seats: 4)</td>
<td>-X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Wing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic Advisory System</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pressurized*</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-Pressurized*</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air-Tactical-Type-1</td>
<td>-X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flight-hour meter</td>
<td>-X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Survival Kit</td>
<td>-X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air-Conditioned</td>
<td>-X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PILOT REQUIREMENTS BY ITEM (Authorizations may be obtained after award)</th>
<th>ALL</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Relief Pilot(s) Required</td>
<td>-X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mountain Remote Authorization</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air-Tactical</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Part 135 IFR — MEL</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### SECTION C
**DESCRIPTION/SPECIFICATIONS/EXHIBITS**

**Vendor to Complete**

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Make/Model/Year</th>
<th>N#</th>
<th>HP (1)</th>
<th>Fuel (2)</th>
<th>Useful Load</th>
<th>Pax</th>
<th>Avionics (3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>AT-1</td>
</tr>
</tbody>
</table>

(1) If turbo-charged indicate by adding a “(T)” after the entry.

(2) Fuel consumption expressed in gallons per hour at 65% power, at 8000 feet MSL, at ISA + 20°F C, as stated in Aircraft Flight Manual.

(3) Indicate avionics type. Refer to section C under avionics requirements for types and definitions. Enter AT-1 for Air-Tactical Type.

**B-5—Standby Hours Per Day (Pilot) — 9 Hours Standby per day**

**B-6—Extended Standby Hourly Rate (Pilot) — $46.00 per hour**

**B-7—Daily Availability Offer Rate**

**Vendor to Complete**

<table>
<thead>
<tr>
<th>SERVICES</th>
<th>QUANTITY</th>
<th>UNIT-PRICE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily Availability 2016</td>
<td>-120</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Not subject to annual EPA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Daily Availability 2017</td>
<td>-120</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Not subject to annual EPA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Daily Availability 2018</td>
<td>-120</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Not subject to annual EPA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Daily Availability 2019</td>
<td>-120</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Not subject to annual EPA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Daily Availability 2020</td>
<td>-120</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Not subject to annual EPA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Specified Hourly Flight Rate</td>
<td>Estimated 5-hours</td>
<td>$</td>
<td>N/A</td>
</tr>
<tr>
<td>Subject to annual Adjustments D-3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Optional Use Rate**</td>
<td>N/A</td>
<td>$</td>
<td>N/A</td>
</tr>
<tr>
<td>Subject to annual Adjustments D-3</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

^ The Government does not guarantee any flight hours under this contract. For informational purposes provided below is the estimated total number of flight hours flown under the previous contract.

**Prior Exclusive ATGS Use**

<table>
<thead>
<tr>
<th>YEAR</th>
<th>HOURS FLOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>369</td>
</tr>
<tr>
<td>2007</td>
<td>249</td>
</tr>
<tr>
<td>2008</td>
<td>212</td>
</tr>
<tr>
<td>2009</td>
<td>233</td>
</tr>
</tbody>
</table>
### SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

<table>
<thead>
<tr>
<th>Year</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>120</td>
</tr>
<tr>
<td>2011</td>
<td>183</td>
</tr>
<tr>
<td>2012</td>
<td>266</td>
</tr>
<tr>
<td>2013</td>
<td>146</td>
</tr>
<tr>
<td>2014</td>
<td>234</td>
</tr>
<tr>
<td>2015</td>
<td>229</td>
</tr>
<tr>
<td><strong>Average</strong></td>
<td><strong>223</strong></td>
</tr>
</tbody>
</table>

*Optional Use-Rate will not be used in the evaluation of quotes.*

The Offeror warrants that the price(s) offered do not include any contingency amount for price adjustments provided in the Economic Price Adjustment Clause.

### B-8 Fuel Price Basis

The following stated fuel prices are the basis for economic price adjustment of the fuel portion of the flight rate, as stated in the Economic Price Adjustment clause of this contract. Fuel prices at the Designated Base are:

**Item 2—Klamath Falls, OR**

1. $4.89/gallon for 100 LL Avgas
2. $3.27/gallon for Jet A

**Note:** Only aviation-grade fuels are acceptable for aircraft under this contract.

### B-9 Authorized Ordering

The following office(s) or individuals are authorized to order services under this Contract.

**Item 2—Klamath Falls, OR**

Lakeview Interagency Fire Center

Additional individuals, as authorized by the Contracting Officer.

### B-10 Maintenance Capability

Offeror/Quoter shall provide the name and address of the Director of Maintenance and the repair facility intended to be used during the performance of this contract:

<table>
<thead>
<tr>
<th>Director of Maintenance (Name)</th>
<th>Business Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cell Phone No.</td>
<td>Phone No.</td>
</tr>
<tr>
<td>Fax No.</td>
<td></td>
</tr>
<tr>
<td>Repair Facility</td>
<td>Business Address</td>
</tr>
<tr>
<td></td>
<td>Phone No.</td>
</tr>
<tr>
<td></td>
<td>Fax No.</td>
</tr>
</tbody>
</table>
The Government may inspect the offeror/quoter's operation and maintenance facilities prior to award.

**B-11—Excise Taxes**

Excise taxes shall be included in your agreement price IAW FAR Clause 52.212-4(k) Taxes. The contract price includes all applicable Federal, State, and local taxes and duties.
ITEM 3 — Medford, OR

B-1 Schedule of Items

One Fixed-Wing Aircraft fully-operated and maintained, meeting the requirements of this Schedule and the specifications for operation at the designated base, and during the periods shown below:

B-2 Designated Base

(a) Name: Medford, OR
(b) National Forest: Rogue-Siskiyou
(c) Elevation: 1335
(d) Runway length: 8800 feet

B-3 Mandatory Availability Period and Net Days:

Mandatory Availability Period: 120 Calendar Days

Insert period i.e. June 1st through September 29th

B-4 Aircraft and Pilot Requirements (Shown by an X in the Block)

*NOTE: In pressurized and non-pressurized aircraft, pilots shall meet 14 CFR Part 135.89 Standards.

<table>
<thead>
<tr>
<th>AIRCRAFT ITEMS</th>
<th>ALL</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turbocharged or turboprop Multiengine airplane — (# of seats: 4) —</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Wing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic Advisory System</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pressurized</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-Pressurized</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air Tactical Type-1</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flight hour meter</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Survival Kit</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air Conditioned</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PILOT REQUIREMENTS BY ITEM (Authorizations may be obtained after award)</th>
<th>ALL</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Relief Pilot(s) Required</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mountain Remote Authorization</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air Tactical</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Part 135-IFR-MEL</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Vendor to Complete

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Make/Model/Year</th>
<th>N#</th>
<th>HP (1)</th>
<th>Fuel (2)</th>
<th>Useful Load</th>
<th>Pax</th>
<th>Avionics (3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>AT-1</td>
</tr>
</tbody>
</table>

(1) If turbo-charged indicate by adding a "(T)" after the entry.

(2) Fuel consumption expressed in gallons per hour at 65% power, at 8000 feet MSL, at ISA + 20° C, as stated in Aircraft Flight Manual.

(3) Indicate avionics type. Refer to section C under avionics requirements for types and definitions. Enter AT-1 for Air Tactical Type I.

**B-5** Standby Hours per Day (Pilot) - 9 Hours Standby per day

**B-6** Extended Standby Hourly Rate (Pilot) - $46.00 per hour

**B-7** Daily Availability Offer Rate

<table>
<thead>
<tr>
<th>SERVICES ITEM 1 Medford, OR</th>
<th>QUANTITY</th>
<th>UNIT PRICE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily Availability 2016 Not subject to annual EPA</td>
<td>120</td>
<td>$__________</td>
<td>$__________</td>
</tr>
<tr>
<td>Daily Availability 2017 Not subject to annual EPA</td>
<td>120</td>
<td>$__________</td>
<td>$__________</td>
</tr>
<tr>
<td>Daily Availability 2018 Not subject to annual EPA</td>
<td>120</td>
<td>$__________</td>
<td>$__________</td>
</tr>
<tr>
<td>Daily Availability 2019 Not subject to annual EPA</td>
<td>120</td>
<td>$__________</td>
<td>$__________</td>
</tr>
<tr>
<td>Daily Availability 2020 Not subject to annual EPA</td>
<td>120</td>
<td>$__________</td>
<td>$__________</td>
</tr>
<tr>
<td>Specified Hourly Flight Rate Subject to annual Adjustments D-3 Estimated * 199 hours</td>
<td>N/A</td>
<td>$__________</td>
<td>N/A</td>
</tr>
<tr>
<td>Optional Use Rate* Subject to annual Adjustments D-3</td>
<td>N/A</td>
<td>$__________</td>
<td>N/A</td>
</tr>
</tbody>
</table>

*The Government does not guarantee any flight hours under this contract. For informational purposes provided below is the estimated total number of flight hours flown under the previous contract.

**Prior Exclusive ATGS Use**

*Note:* While Medford has not hosted an Exclusive Use airplane, approximate flight hours for Call-When-Needed aircraft were 197 hours in 2015, and 230 hours in 2014, based on information provided by the Unit Aviation Officer.
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

"Optional Use Rate will not be used in the evaluation of quotes.

The Offerer warrants that the price(s) offered do not include any contingency amount for price adjustments provided in the Economic Price Adjustment Clause.

B-8—Fuel Price Basis

a. The following stated fuel prices are the basis for economic price adjustment of the fuel portion of the flight rate, as stated in the Economic Price Adjustment clause of this contract. Fuel prices at the Designated Base are:

   **Item 3—Medford, OR**

   (1) $4.92/gallon for 100 LL Avgas
   (2) $3.43/gallon for Jet A.

Note: Only aviation-grade fuels are acceptable for aircraft under this contract.

B-9—Authorized Ordering

The following office(s) or individual(s) are authorized to order services under this Contract.

   **Item 3—Medford, OR**

   Rogue Valley Interagency Communication Center

Additional individuals, as authorized by the Contracting Officer.

B-10—Maintenance Capability

Offerer/Quoter shall provide the name and address of the Director of Maintenance and the repair facility intended to be used during the performance of this contract:

<table>
<thead>
<tr>
<th>Director of Maintenance (Name)</th>
<th>Business Address</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cell-Phone No.</th>
<th>Phone No.</th>
<th>Fax No.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Repair Facility</th>
<th>Business Address</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phone No.</th>
<th>Fax No.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The Government may inspect the offerer/quoter's operation and maintenance facilities prior to award.

B-11—Excise Taxes

Excise taxes shall be included in your agreement price IAW FAR Clause 52.212-4(k) Taxes. The contract price includes all applicable Federal, State, and local taxes and duties.
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

B-12 CONTRACTOR FURNISHED SPECIAL REQUIREMENTS (LFW, Version 2, Date: 11/12/15)

All items checked below are required and must comply with Section C, an Exhibit and/or Federal Regulations.

☐ Resource Recon Avionics, FM Option ___ or higher (See C-7 (a)(3))
☐ Fire Recon Avionics, FM Option ___ or higher (See C-7 (a)(4))
☐ Air Tactical Avionics, Type 1 or better (See C-7 (a)(5))
☐ Additional VHF-AM Radios: Total A/C Qty: 3 (See C-7 (b)(1)(i))
☐ VHF-FM Radio in lieu of the Aux FM requirement: Total A/C VHF-FM Qty: 3 (See C-7 (b)(1)(iii))
☐ Additional VHF-FM Radios: Total A/C Qty: ___ (See C-7 (b)(1)(i))
☐ VHF-FM Programming Ports (See C-7 (b)(5)(xi))
☐ Non-Standard Radio, Type: ______________ (See C-7 (b)(1)(iv))
☐ Satellite Communications System: Minutes/Month ___ (See C-7 (b)(1)(v))
☐ Drop Cord for SIC/observer (See C-7 (b)(2)(ii)(B))
☐ Drop Cord for aft Instructor position (See C-7 (b)(2)(ii)(B))
☐ Push-To-Talk (PTT) cord for SIC/observer (TELEX PT-300 with VOX or equivalent)
☐ Push-To-Talk (PTT) cord for aft Instructor (TELEX PT-300 with VOX or equivalent)
☐ Aft Audio Control System (See C-7 (b)(2)(ii)(C))
☐ Aeronautical GPS in lieu of a portable GPS (See C-7 (b)(3)(i)(A))
☐ GPS with Moving Map (See C-7 (b)(3)(i)(C))
☐ GPS Data connector (See C-7 (b)(5)(xii))
☐ External Portable Aviation GPS Antenna, GPS Model: ___________ (See C-7 (b)(5)(xiii))
☐ Traffic Advisory System (TAS) (See C-7 (b)(4)(v))
☐ Autopilot (See C-7 (b)(5)(i))
☐ Radar Altimeter (See C-7 (b)(5)(ii))
☐ Multi-Function Display (MFD) (See C-7 (b)(5)(iii))
☐ Auxiliary Power Source (3 Pin) (See C-7 (b)(5)(v))
☐ USB charging port, Qty: 2 Users: SIC/ATGS/Observer (See C-7 (b)(5)(xiv))
☐ Supplemental Antennas, Qty: ___ /Band: _______ (See C-7 (b)(5)(vi))
☐ Supplemental Radio Kit Provisions (See C-7 (b)(5)(vii))
☐ Supplemental Air Attack Kit Provisions (See C-7 (b)(5)(viii))
☐ TSO approved VOR/Localizer, Qty: 2 __
☐ TSO approved Glideslope, Qty: 1 __
☐ TSO approved DME, Qty: 1 __ {Not required if GPS is IFR with current database}
☐ TSO approved Three Light Marker Beacon System, Qty: 1 __
☐ Satellite Weather system with XM Aviator subscription or equivalent
☐ Provisions for IFR operation meeting 14 CFR 135.163 & 135.165
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

C-1 Scope of Contract

The intent of this solicitation and any resultant contract is to obtain services of air tactical type I, light fixed-wing multiengine aircraft operated by fully qualified personnel and equipped to meet specifications for special use missions (air attack) and in administration and protection of Public Lands. During the Mandatory Availability Period and any extensions thereof, the aircraft will be made available for the exclusive use of the Government.

(a) The light fixed wing aircraft furnished will be used for air attack platforms for incident support and may also be used for project, law enforcement, and administrative flights. If the contractor agrees to perform law enforcement flights, such agreement shall be in writing.

(b) The Government has Interagency and cooperative agreements with other Federal and State Agencies and private landholders. Aircraft may be dispatched under this contract for such use.

(c) The Government may designate alternate bases for temporary operation.

(d) The Contracting Officer may, with the Contractor’s agreement, release the Contractor from the contract for short periods of time to perform outside work such as search and rescue for other Federal, State, or local agencies or private parties. During the period of such release, the Forest Service is not responsible for any payment or liability.

C-2 Certifications

General

(a) Contractors shall hold a current Federal Aviation Administration (FAA) Air Carrier or Operating Certificate. Aircraft offered shall be listed by make, model, series, and registration number on the Operator’s 14 CFR 135 Operating Certificate by the start of the Mandatory Availability Period.

(b) Aircraft shall conform to its approved type design, be maintained and operated in accordance with the requirements of 14 CFR 135 notwithstanding the aviation regulations of the States in which the aircraft may operate except those requirements specifically waived by the CO.

C-3 Government Furnished Property

(a) If Government Furnished Property (GFP) is provided, the Contractor shall be required to sign a property receipt document. Upon Government request, GFP shall be returned to the Government in accordance with GFP (Short Form) FAR Clause 52.245-4 (APR 1984).

(b) The Government will deliver the following items to the Contractor upon arrival at the assigned work location:

1) Interagency Aviation Transportation of Hazardous Materials Guide.

C-4 Aircraft

(a) The aircraft furnished shall have certified power plant and airframe log books and other necessary papers substantiating the maintenance, overhaul, and airworthiness history.

(b) Aircraft Performance Requirements,

(1) Aircraft may be turbocharged piston powered or turboprop powered multi-engine.

(a) Multi-engine aircraft will have a single-engine service ceiling of 12000 feet pressure altitude at ISA + 20 deg. C.

(2) Aircraft will be a minimum of four-place, with seating for not less than three passengers plus pilot.

(3) Minimum cruise speed of 200 knots at 8000 feet pressure altitude, ISA + 20 deg. C.

(4) Have an endurance of 4 hours at maximum range power setting, while maintaining a 45 minute fuel reserve at 8000 feet pressure altitude, ISA + 20 deg. C.

(5) A payload of 850 lbs. including pilot, aerial supervisor and trainee/observer, mission and travel gear, survival kit, manuals and other equipment required by the contract.

(6) Air conditioned

Among aircraft of similar capability, preference will be given to aircraft having greater lateral and downward visibility from the aerial supervisor position.

(c) Aircraft Condition. The aircraft shall be in airworthy condition throughout the performance period. All equipment required for original certification shall be installed and operable or be deferrable by an FAA approved Minimum Equipment List (MEL).

(1) All aircraft and installed equipment furnished under this contract shall be operable, free of damage, and in good repair. Aircraft systems and components shall be free of leaks, except within limitations specified by the manufacturer.

(2) The aircraft interior shall be clean and neat. There shall be no un-repaired tears, rips, cracks, or other damage to the interior. All interior materials must meet FAA standards.

(3) The aircraft exterior finish, including the paint, shall be clean, neat, and in good condition (i.e. no severe fading or large areas of flaking or missing paint etc.). High visibility paint schemes are desired. Any corrosion shall be within manufacturer or FAA acceptable limits.

(4) All windows and windshields shall be clean and free of scratches, cracks, crazing, distortion, or repairs, which hinder visibility. Repairs such as safety wire lacing and stop drilling of cracks are not acceptable as permanent repairs.

(5) Fire extinguishers, as required by CFR 135.155, shall be hand-held bottle(s), with a minimum of 1.5 lbs capacity and 2-B: C rating. Fire Extinguishers shall be maintained in accordance with current NFPA 10 standards and mounted with a quick release attachment accessible to the flight crew while seated.

(6) Each aircraft shall carry current copies of the following:

(A) Contract and all modifications.
(B) Interagency Aviation Transportation of Hazardous Materials Handbook/Guide NFES 1068
(C) DOT Special Permit
(D) Aeronautical charts covering area of operation
Note: For applicable documents, an FAA approved Electronic Flight Bag meets this requirement.

(7) **Flight Hour Meter.** Each aircraft shall be equipped with a flight hour meter, which measures actual flight time from takeoff to landing in hours and tenths.

(8) **Cargo Restraint.** The Contractor shall furnish tie downs, net(s), or cargo straps meeting requirements of Federal Aviation Regulations to restrain cargo while in flight.

(9) **Safety Belts.** The aircraft furnished under this contract shall have safety belts meeting requirements of Federal Aviation Regulations for all occupants (See Exhibit 03). All occupants shall wear safety belts during takeoffs and landings, when flying within 1,000 feet of the ground, and at other times as specified by the pilot. Front seats shall have FAA approved shoulder harnesses.

(10) **First Aid Kit (Aeronautical).** First aid kit shall be in a dust-proof and moisture-proof metal or heavy plastic container. The kit shall be readily accessible to the pilot and passengers. The contents will include the following minimum items:

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adhesive bandage compresses (minimum 3 inches long)</td>
<td>8</td>
</tr>
<tr>
<td>Antiseptic or alcohol wipes (packets)</td>
<td>10</td>
</tr>
<tr>
<td>Bandage compresses, (minimum 4 inches)</td>
<td>4</td>
</tr>
<tr>
<td>Triangular bandage compresses, minimum 40 inch (slings)</td>
<td>2</td>
</tr>
<tr>
<td>Roller bandage, minimum 4 inch x 5 yards (gauze)</td>
<td>2</td>
</tr>
<tr>
<td>Adhesive tape, minimum 1 inch x 5 yards (standard roll)</td>
<td>1</td>
</tr>
<tr>
<td>Bandage scissors</td>
<td>1</td>
</tr>
<tr>
<td>Body Fluids Barrier Kit:</td>
<td>1</td>
</tr>
<tr>
<td>2-pair of latex gloves</td>
<td></td>
</tr>
<tr>
<td>1-face shield</td>
<td></td>
</tr>
<tr>
<td>1-mouth-to-mouth barrier</td>
<td></td>
</tr>
<tr>
<td>1-protective gown</td>
<td></td>
</tr>
<tr>
<td>2-antiseptic towelettes</td>
<td></td>
</tr>
<tr>
<td>1-biohazard disposal bag</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:** Splints are recommended if space permits.

Kits may be commercially available types which are FAA approved for the appropriate numbers of crew and passengers carried.

(11) **Survival Kit.** Aircraft will have sufficient equipment to sustain personnel for a 24-hour period. As a minimum, the survival kit will include the following:

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Knife</td>
<td>Signal Mirror</td>
</tr>
<tr>
<td>Aviation Type Signal Flares (6 each)</td>
<td>Matches (2-small boxes in waterproof containers)</td>
</tr>
<tr>
<td>Space Blanket (1-per occupant)</td>
<td>Water (1-quart per occupant (not required when operating over areas with adequate drinking water)</td>
</tr>
<tr>
<td>Food (2-days emergency rations per occupant)</td>
<td>Candles</td>
</tr>
<tr>
<td>Collapsible Water Bag</td>
<td>Whistle</td>
</tr>
</tbody>
</table>
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS.

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>(designed specifically for</td>
<td>Magnesium Fire Starter</td>
</tr>
<tr>
<td>carrying water)</td>
<td>Nylon Rope or Parachute Cord (50</td>
</tr>
<tr>
<td></td>
<td>feet)</td>
</tr>
</tbody>
</table>

Suggested Survival Kit Items Dependent upon Terrain and Climate

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Container w/carrying Handle or Straps</td>
<td>Individual First Aid Kit</td>
</tr>
<tr>
<td>Large Plastic Bags</td>
<td>Signal Panels</td>
</tr>
<tr>
<td>Flashlight with Spare Batteries</td>
<td>Hand Saw or Wire Saw</td>
</tr>
<tr>
<td>Collapsible Shovel</td>
<td>Sleeping Bag (1-per two occupants)</td>
</tr>
<tr>
<td>Survival Manual (Arctic/Desert)</td>
<td>Snowshoes</td>
</tr>
<tr>
<td>Insect Repellant</td>
<td>Axe or Hatchet</td>
</tr>
<tr>
<td>Insect Head net (1-per occupant)</td>
<td>Gill Net/Assorted Fishing Tackle</td>
</tr>
<tr>
<td>Personal ELT</td>
<td>Sunscreen</td>
</tr>
</tbody>
</table>

Note: A hand-held 760 channel VHF transceiver radio or satellite phone is recommended. It should be located on a crewmember rather than placed in the aircraft survival kit.

C-5 Aircraft Maintenance

(a) All aircraft shall be maintained to 14 CFR Part 135 standards. The Contractor shall provide or arrange for sufficient maintenance capability to keep the aircraft in airworthy condition. The Contractor shall provide maintenance when needed, either by an A&P mechanic at the designated base, or at an approved maintenance facility.

(b) The Contractor shall identify to the Government the maintenance facilities and/or maintenance personnel used to fulfill the requirements of this contract.

(c) Aircraft operated with components and accessories on approved TBO extension programs are acceptable provided the Contractor who provides the aircraft must be the holder of the approved extension authorization (not the owner if the aircraft is leased), and shall operate in accordance with the extension.

(d) Mechanics assigned to work on aircraft shall have appropriate FAA certification and ratings or if at a 14 CFR Part 145 Repair Station shall at all times be working in the presence of one so certified and rated.

(e) Compliance with applicable mandatory manufacturer's bulletins, as required by operations specifications, FAA Airworthiness Directives (AD), and the correction of maintenance deficiencies shall be accomplished prior to delivery and continue during contract performance.

(f) All maintenance shall be accomplished in accordance with the standards established by 14 CFR 43, AC 43.13-1B/2B, and the manufacturer's instructions and in accordance with those procedures established in the Contractor's maintenance program approved under 14 CFR 135 Operations Specifications.

(g) A copy of the current maintenance record required by 14 CFR 91.417 shall be kept at the Principal Base of Operation or maintenance facility.

(h) A test flight shall be performed at the Contractor's expense following overhaul, repair, and replacement of any engine (installations that are new, rebuilt, or overhauled must accumulate 3-hours of operation, including 2 hours in flight, prior to Government use for piston powered aircraft), power train, or control equipment, and following any adjustment of the flight control systems before the aircraft resumes service under this contract. The result of any test flight shall be logged in the aircraft flight records by
the pilot. Results of test flights shall be reported to the Regional Aviation Maintenance Inspector before
the aircraft is returned to contract availability.

(i) When any non-scheduled maintenance or repairs are performed due to mechanical or equipment
deficiencies, a Government Aircraft Maintenance Inspector and the Contracting Officer shall be notified
for “return to contract available” status, before the aircraft performs under the contract.

(j) The Interagency Airplane Data Record Card or Point-to-Point Aircraft Data Card shall be posted inside
the aircraft.

(k) The aircraft’s required weight and balance data shall be determined by actual weighing of the aircraft
every 36 calendar months for multi-engine aircraft and 5 years for single engine aircraft.

(l) All weighing of aircraft shall be performed on scales that have been certified. The certifying agency
may be any accredited weights and measures laboratory. Certification of scales shall be within the
preceding 12 calendar months from the date of weigh.

C-6 Aircraft and Equipment Security

(a) The security of Contractor provided aircraft and equipment is the responsibility of the Contractor.

(b) Aircraft shall be electrically and/or mechanically disabled by two independent security systems
whenever the aircraft is unattended. Deactivating security systems shall be incorporated into preflight
checklists to prevent accidental damage to the aircraft or interfere with safety of flight.

(c) Examples of Unacceptable disabling systems are:

   (1) Locked door/windows; and/or
   (2) Fenced parking areas.

C-7 Avionics

(a) MINIMUM REQUIREMENTS
All avionics used to meet this agreement shall comply with the requirements of paragraph (b) AVIONICS
SPECIFICATIONS and paragraph (c) AVIONICS INSTALLATION AND MAINTENANCE STANDARDS.
The following are the minimum avionics which shall be installed. Additional avionics may be required in
section B of this agreement.

1) Point to Point Aircraft
Point to Point flights shall meet the requirements of 14 CFR 135. No additional avionics are
required.

2) Back Country Aircraft
Aircraft operating to or from airfields or airstrips designated as Category 4 and are not otherwise
conducting special use missions shall meet the requirements of paragraph (a)(3) excluding
(a)(3)(ii).

3) Resource Reconnaissance Aircraft (All aircraft which are not used for fire operations or
covered by paragraphs (a)(1) or (a)(2))

   (a) One VHF-AM Radio (COM)

   (b) One Global Positioning System (GPS)
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

(c) An Emergency Locator Transmitter (ELT)

(d) An Automated Flight Following system (AFF) [Not required for aircraft only used for Law Enforcement]

(e) Equipment and lighting for night VFR operations in accordance with 14 CFR 135.159 and 14 CFR 135.161.

(f) One of the following options for FM communications

1. Option 1
   a. One Supplemental VHF-FM Antenna

2. Option 2
   a. An Intercom System (ICS)
   b. An Audio Control system
   c. One Auxiliary FM system (AUX FM)

3. Option 3
   a. Provisions for a Supplementary Radio Kit

4. Option 4
   a. An Intercom System (ICS)
   b. An Audio Control system
   c. One VHF-FM Radio (FM)

4) Fire Reconnaissance Aircraft

(a) Two VHF-AM Radios (COM 1 and COM 2)

(b) One Global Positioning System (GPS)

(c) An Emergency Locator Transmitter (ELT)

(d) An Automated Flight Following system (AFF)

(e) Equipment and lighting for night VFR operations in accordance with 14 CFR 135.159 and 14 CFR 135.161.

(f) One of the following options for FM communications

1. Option 1
   a. Two Supplemental VHF-FM Antennas

2. Option 2
   a. Provisions for a Supplementary Radio Kit
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

3. Option 3
   a. An Intercom System (ICS)
   b. An Audio Control system
   c. One VHF-FM Radio (FM)

5) Air Tactical Aircraft
   (a) Type 1
      1. Two VHF-AM Radios (COM 1 & COM 2)
      2. Two VHF-FM Radios (FM 1 & FM 2)
      3. One Auxiliary FM system (AUX FM)
      4. An Intercom System (ICS)
      5. Separate Audio Control systems for the PIC and SIC/observer
      6. Audio jacks with ICS and radio transmit capability in the rear seat connected to the SIC/observer Audio Control system. An Alt Audio Control system for this position is acceptable.
      7. One Global Positioning System (GPS)
      8. An Emergency Locator Transmitter (ELT)
      9. An Automated Flight Following system (AFF)
     10. One Transponder
     11. One Altimeter and Automatic Pressure Altitude Reporting system

   (b) Type 2
      1. Two VHF-AM Radios (COM 1 & COM 2)
      2. One VHF-FM Radio (FM)
      3. One Auxiliary FM system (AUX FM)
      4. An Intercom System (ICS)
      5. Separate Audio Control systems for the PIC and SIC/observer
      6. Audio jacks with ICS and radio transmit capability in the rear seat connected to the SIC/observer Audio Control system. An Alt Audio Control system for this position is acceptable.
      7. One Global Positioning System (GPS)
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

8. An Emergency Locator Transmitter (ELT)
9. An Automated Flight Following system (AFF)
10. One Transponder
11. One Altimeter and Automatic Pressure Altitude Reporting system

(c) Type 3
1. Two VHF-AM Radios (COM 1 & COM 2)
2. One VHF-FM Radio (FM)
3. An Intercom System (ICS)
4. An Audio Control system
5. One Global Positioning System (GPS)
6. An Emergency Locator Transmitter (ELT)
7. An Automated Flight Following system (AFF)
8. One Transponder
9. One Altimeter and Automatic Pressure Altitude Reporting system

(d) Type 4
1. Two VHF-AM Radios (COM 1 & COM 2)
2. An Audio Control system
3. One Global Positioning System (GPS)
4. An Emergency Locator Transmitter (ELT)
5. An Automated Flight Following system (AFF)
6. One Transponder
7. One Altimeter and Automatic Pressure Altitude Reporting system
8. Provisions for a Supplemental Air Attack Kit

Note 1: Air Tactical aircraft equipped with an approved TAS shall be identified "w/TAS" on the aircraft approval card.
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

Note 2: If a Supplemental Radio Kit is provided with the aircraft, “with radio kit” shall be identified on the aircraft approval card.

Note 3: Supplemental Air Attack Kit installations shall not elevate the aircraft’s capability beyond the type for which it would otherwise be approved.

(b) AVIONICS SPECIFICATIONS
All avionics used to meet this agreement shall comply with the following requirements and paragraph (c) AVIONICS INSTALLATION AND MAINTENANCE STANDARDS.

1) Communications systems
   
   (a) VHF-AM Radios

   VHF-AM radios shall be TSO approved aeronautical transceivers, permanently installed, and operate in the frequency band of 118.000 to 136.975 MHz with a minimum of 760 channels in no greater than 25 KHz increments. Transmitters shall have a minimum of 5 Watts carrier output power and shall not open squelch on, or interfere with, other AM or FM transceivers on the aircraft monitoring different frequencies.

   (b) VHF-FM Radios

   All aircraft approved for fire operations shall use P25 Digital VHF-FM transceivers meeting the specifications of FS/OAS A-19. FM radios used in all aircraft shall be agency approved. FS/OAS A-19 and a list of currently approved FM radios can be found on the following website: [http://www.nfrc.gov/NIICD/documents.html](http://www.nfrc.gov/NIICD/documents.html). The following requirements shall be met.

   1. VHF-FM radios shall be aeronautical transceivers, permanently installed in a location that is convenient to the PIC and SIC/observer, and operate in the frequency band of 138 to 174 MHz. All usable frequencies shall be programmable in flight. Narrowband and digital operation shall be selectable by channel for both MAIN and GUARD operation. Carrier output power shall be 6-10 Watts nominal.

   2. Transceivers shall have a GUARD capability constantly monitoring [DZ7F] on all GUARD transmissions. Simultaneous monitoring of MAIN and GUARD is required. Scanning of GUARD is not acceptable. Aircraft not approved for Air Tactical operation only require one FM GUARD receiver.

   3. Transceivers shall have the capability of encoding CTCSS sub audible tones on all channels. A minimum of 32 tones meeting the current TIA/EIA-603A standards shall be selectable.

   4. Transceivers shall have the capability to display both receiver and transmitter frequencies. Activation indicators for transmit and receive shall be provided for both MAIN and GUARD operation.

   5. The radio shall use an external broadband antenna covering the frequency band of 138 to 174 MHz (Comant CI-177-1 or equivalent).
6. Prior to contract start date, the vendor shall program installed VHF-FM radios with frequencies provided by the Government. The Government reserves the right to present frequency changes/updates to the vendor at any time during the contract period. Vendor shall retain responsibility to process these changes/updates, and the means (hardware, software) to do so.

(c) Auxiliary FM systems (AUX FM)

An interface to properly operate a portable FM radio through the aircraft audio control systems shall be provided using an MS3112E12-10S type bulkhead mounted connector with contact assignments as specified by FS/AMD A-17 available at the following website: http://www.nifc.gov/NIICD/documents.html. Sidetone for the portable radio shall be provided (AEM AA34 or equivalent). The following applies to all AUX FM installations.

1. An external broadband antenna covering the frequency band of 138 to 174 MHz (Corint CI-177-1 or equivalent) shall be installed with the associated coax terminated in a bulkhead mounted BNC connector adjacent to the above 10 pin connector.

2. A portable radio mount (Field Support Services AUX-EPH-RB or equivalent) shall be installed providing the crew unrestricted operation of the radio controls when connected with an 18 inch adapter cable.

3. A VHF-FM radio meeting the requirements of paragraph 2.A.2) may be installed, in addition to the radios already required, in lieu of the AUX FM system.

(d) Non-Standard Radios

Non-standard radios shall be aeronautical transceivers interfaced to the aircraft audio control systems and a compatible antenna via an approved installation. The radio shall be compatible with the requesting unit.

(e) Satellite Communications System (SatCom)

1. SatCom systems shall be FAA approved, powered by the aircraft electrical system via a dedicated circuit breaker, interfaced to the aircraft audio system as a communication transceiver, permit direct dial operation, and be operational in all phases of flight.

2. All manufacturer required displays and controls shall be easily visible and selectable by the PIC and SIC/Observer.

3. The contractor shall maintain a subscription providing uninterrupted service during the contract period and a minimum amount of minutes per month as identified in Section B. The Government will reimburse the contractor for actual costs incurred when using more than the required amount of minutes specified.

2) Audio Systems

(a) Intercom systems (ICS)
ICS shall integrate with the aircraft audio control systems and mix with selected receiver audio. An ICS volume control and a “hot mic” capability shall be provided for the PIC and SIC/observer. Passenger volume adjustments shall not affect the PIC. Hot mic may be voice activated (VOX) or controlled via an activation switch. The PIC shall have an isolation capability.

(b) Audio Control Systems

1. General

Controls for transmitter selection and independent receiver selection of all required radios shall be provided for each required audio control system. Each system shall have the capability to simultaneously select and utilize a different transmitter (and PA if required). Sidetone shall be provided for the user as well as for cross monitoring by all installed systems. Receiver audio shall be automatically selected when the corresponding transmitter is selected. Receiver audio shall be provided to each position which requires ICS. Aft audio control systems are not required to provide NAV audio.

All required passenger positions shall utilize the SIC/observer’s audio control system unless an aft audio control system is installed. Drop cords may be used provided MS3112E10-6S type 6-pin connectors are installed adjacent to the required passenger headset jacks and wired for compatibility with an appropriate drop cord (Alpine Aerotech AAL280 series or equivalent).

Audio controls shall be labeled as COM-1, FM-1, AUX, PA etc... as appropriate or as COM-1, COM-2, COM-3, etc... with the corresponding transceiver labeled to match. Audio shall be free of distortion, noise, or crosstalk. The system shall be designed for use with 600 ohm earphones and carbon equivalent, noise cancelling, boom type microphones. All required positions shall have JJ-033 and JJ-034 type microphone and headphone jacks separated by no more than 4 inches. Cockpit speakers shall be sufficiently amplified for use in flight.

Crew positions shall have radio Push-To-Talk (PTT) switches on their respective flight controls. A PTT switch shall be provided to allow the SIC/observer to transmit without touching the flight controls.

2. Drop Cord Requirements

a. Coil cord with sufficient length to provide unrestricted movement according to mission requirements (Minimum 3 feet retracted)

b. 6-Pin MS3476L10-6P type connector on the coil cord

c. JJ-033 and JJ-034 type headset jacks at the housing

d. Large clip

e. Volume control

f. ICS switch with momentary and lock positions

g. Radio PTT switch (only for positions which require radio transmit)
3. **Aft Audio Control systems**

The audio controller shall be installed in a location that provides the operator directly behind the SIC/observer unobstructed access to the controls while seated. Aft passengers shall utilize this audio control system. If multiple aft audio controllers are installed, passengers shall utilize the most logical system.

4. **Required Audio Control systems**

The following audio control systems are required based on mission type:

a. **Type I and Type II Air Tactical airplanes**

   i. Two separate audio control systems (which may be combined in a single unit) for the PIC and SIC/observer

   ii. The instructor position (directly behind the SIC/observer) shall have radio transmit capability. This position shall follow the SIC/observer system or have an aft audio control system.

b. **Type III and Type IV Air Tactical airplanes**

A single audio control system for the PIC and SIC/observer.

c. **Reconnaissance airplanes (when required)**

A single audio control system for the PIC and SIC/observer.

3) **Navigation systems**

(a) **Global Positioning Systems (GPS)**

1. **Aeronautical GPS**

Each required GPS shall be TSO approved, permanently installed where both the PIC and SIC/observer can clearly view the display, use an approved external aircraft antenna, and be powered by the aircraft electrical system. The GPS shall utilize the WGS-84 datum, reference coordinates in the DM (degrees/minutes/decimal minutes) format and have the ability to manually enter waypoints in flight. The GPS navigation database shall be updated annually covering the continental United States. Aircraft operating in Alaska shall include an Alaskan database in the annual coverage.

2. **Portable Aviation GPS**

Portable aviation GPS units (Garmin GPSMAP, aera, or equivalent) are acceptable when an Aeronautical GPS is not specified. They shall be securely mounted via an approved installation using the aircraft electrical system and a remote antenna. The GPS shall present information from an overhead perspective. The PIC shall have clear view of the display and unrestricted access to the controls. The SIC/observer shall also have a clear view of the display in Air Tactical aircraft. The GPS shall meet the above datum, coordinate,
and database requirements for an aeronautical GPS. Portable GPS units are not acceptable for aircraft performing IFR or NVG operations.

3. **GPS with Moving Map**

The GPS providing data to the moving map shall meet all of the above GPS requirements. The moving map’s display shall be 3 inches wide, 1.5 inches high, and show the aircraft’s present position relative to user selected waypoints and geographical features. The map may be integrated with the GPS.

4) **Surveillance systems**

(a) **Emergency Locator Transmitters (ELT)**

Emergency locator transmitters shall be automatic-fixed, installed in a conspicuous or marked location, and meet the requirements detailed in 14 CFR 91.207 (excluding section f). ELT antennas shall be mounted externally to the aircraft unless installed in a location approved by the aircraft manufacturer. TSO C91a or newer ELTs are required. TSO C126 and newer ELTs require documentation of current registration from the national authority for which the aircraft is registered.

(b) **Automated Flight Following systems (AFF)**

Automated flight following systems shall be compatible with the government’s tracking program (AFF.gov), utilize satellite communications, and use aircraft power via a dedicated circuit breaker. AFF shall be functional in all phases of flight and in all geographic areas where the aircraft will operate. The following additional requirements shall be met.

1. A subscription service shall be maintained through the equipment provider allowing position reporting via the Government AFF Program. The reporting interval shall be every two minutes while in flight.

2. AFF equipment shall be registered with AFF.gov providing all requested information. Changes to equipment and registration information shall be reported to AFF.gov ensuring the program is current prior to aircraft use. For assistance, the Fire Applications Help Desk (FAHD) may be reached at (866) 224-7677 or (360) 326-6002.

3. An AFF operational test shall be performed prior to the annual compliance inspection. This test shall ensure that the system meets all requirements and is displayed in the AFF viewer with the correct information. A user name and password are required. Registration and additional information are available at [https://www.aff.gov/](https://www.aff.gov/).

4. If AFF becomes unreliable the aircraft may, at the discretion of the Government, remain available for service utilizing radio/voice systems for flight following. The system shall be returned to full operational capability within 5 calendar days after the system is discovered to be unreliable.

5. This clause incorporates the *Specific Section Supplement* available at [https://www.aff.gov/contractsspecs.asp](https://www.aff.gov/contractsspecs.asp) as if it was presented as full text herein.
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

6. For questions about current compatibility requirements contact the AFF Program Manager listed under contacts at https://www.aff.gov

(c) Transponders

Transponder systems shall meet the requirements of 14 CFR 91.215(a). Part 135 aircraft shall meet the “Mode S” requirements of 14 CFR 135.143(c). Transponder systems shall be tested and inspected every 24 calendar months as specified by 14 CFR 91.413.

(d) Altimeter and Automatic Pressure Altitude Reporting systems

Altimeter, static pressure, and automatic pressure altitude reporting systems shall be installed and maintained in accordance with the IFR requirements of 14 CFR Part 91. These systems shall be tested and inspected every 24 calendar months as specified by 14 CFR 91.411.

(e) Traffic Advisory Systems (TAS)

Traffic advisory systems shall be TSO approved, use active interrogation, graphically display traffic relative to the aircraft’s horizontal position, and provide alert audio to the PIC’s audio control system. The display shall be within view of the PIC and SIC/observer. The system shall provide coverage in all directions above and below the aircraft with a maximum range of at least 10 nautical miles. The display shall allow range selection of 2 miles or less.

5) General Systems

(a) Autopilots

Autopilots shall be capable of operating the aircraft controls to maintain flight and maneuver it about the three axes.

(b) RADAR Altimeters

RADAR altimeters shall be approved, operate from zero to a minimum of 2000 feet AGL and provide the operator an adjustable cursor which enables an altitude low (decision height) annunciation. The altitude low annunciation shall be clearly identified, and in the PIC’s primary field of view.

(c) Multi Function Displays (MFD)

MFDs shall be installed within view of the PIC and display GPS navigation information on a color moving map. TAS and weather datalink information shall be displayed on the MFD when these systems are required.

(d) Cockpit Voice Recorder (CVR)

Cockpit voice recorders shall meet all applicable regulations for standard and transport category aircraft.

(e) Auxiliary Power Source (3 Pin)

An MS3112E12-3S type connector shall be installed and mounted in a location convenient to the SIC/observer and protected by a 10 Amp circuit breaker. Pin A shall be
+28 VDC in 28 Volt aircraft. Pin B shall be airframe ground. Pin C shall be +14 VDC in 14 Volt aircraft. Pins A and C shall never be simultaneously wired to the connector. Refer to FS/OAS A-16.

(f) Supplemental Antennas

Supplemental antennas shall be aeronautical broadband antennas and operate in the correct frequency band for the specified use. An approved coax, with sufficient length to connect to a unit installed between the PIC and SIC/observer plus 4 feet (minimum), shall be installed and terminated with a male BNC. The following antennas or equivalents shall be used.

1. Low Band (32-50 MHz): Dayton-Granger 720061
2. VHF-FM (138-174 MHz): Comant CI-177-1
3. UHF 400-500 (406-512 MHz): Comant CI-275
4. UHF 700-800 (721-898 MHz): Comant CI-285

(g) Supplemental Radio Kit Provisions

Space and mounting provisions between the PIC and SIC/observer shall be provided for the installation of a radio kit. The location shall allow for connection to the aircraft systems without interfering with flight controls or occupants. JJ-033 and JJ-034 audio jacks shall be installed next to the PIC and SIC/observer and interfaced to the PICs audio control system with PTT capability. The jack pair shall not be separated by more than 4 inches. An auxiliary power source shall be installed (paragraph (b)(5)(v)). A supplemental VHF-FM antenna shall be installed (paragraph (b)(5)(vi)).

(h) Supplemental Air Attack Kit Provisions

Provisions for a supplemental radio kit (paragraph (b)(5)(vii)) shall be provided, and a second supplemental VHF-FM antenna shall be installed.

(i) Supplemental Radio Kits

Supplemental radio kits provided with the aircraft shall be securely installed between the PIC and SIC/observer, meet FAA flammability requirements, and be interfaced to the aircraft via the provisions of paragraph (b)(5)(vii). The radio kit shall provide the capability for the aircraft to meet the equipment requirements of a Resource Reconnaissance Aircraft. See paragraph (a)(3).

(j) Supplemental Air Attack Kits

Supplemental air attack kits provided with the aircraft shall be securely installed between the PIC and SIC/observer, meet FAA flammability requirements, and be interfaced to the aircraft via the provisions of paragraph (b)(5)(vii). The air attack kit shall provide the capability for the aircraft to meet the equipment requirements of a Type II Air Tactical Aircraft. See paragraph (a)(5)(ii).

(k) VHF-FM Programming Ports
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

DB-9 type D-subminiature connectors shall be installed in a location convenient to the SIC/observer. These shall be wired for RS232 serial communication between all required VHF-FM radios and a laptop computer. Individual connectors or an FM select switch may be used. Pin 2 shall be data transmitted from the FM. Pin 3 shall be data received by the FM. Pin 5 shall be signal ground. Compatible radio front panel connectors may be used to meet this requirement if serial adapter cables are provided with the aircraft. For example TDFM 136A radios s/n FDA1200 and higher.

(i) GPS Data Connectors

DB-9 type D-subminiature connectors shall be installed in a location convenient to the SIC/observer. These shall be wired to receive RS232 serial data from the GPS to a laptop computer. Pin 2 shall be data transmitted from the GPS. Pin 5 shall be signal ground.

(m) External Portable Aviation GPS Antennas

Antennas shall be TSO approved and compatible with the portable aviation GPS of the requesting unit.

(n) USB Charging Ports

USB charging ports must be TSO approved, capable of providing at least 2 amps of power to each port simultaneously with an output voltage of 5 VDC and installed in a location convenient to the specified users.

(b) AVIONICS INSTALLATION AND MAINTENANCE STANDARDS

All avionics used to meet this agreement shall comply with the manufacturer’s specifications and installation instructions, federal regulations, and the following requirements.

1) Strict adherence to the guidelines in FAA AC 43.13-1B Chapter 11 “Aircraft Electrical Systems” and Chapter 12 “Aircraft Avionics Systems” as well as FAA AC 43.13-2B Chapter 1 “Structural Data”, Chapter 2 “Communication, Navigation and Emergency Locator Transmitter System Installations” and Chapter 3 “Antenna Installation” is required.

2) All antennas shall be FAA approved, have a Voltage Standing Wave Ratio (VSWR) less than 3.0 to 1 and be properly matched and polarized to their associated avionics system.

3) Labeling and marking of all avionics controls and equipment shall be understandable, legible, and permanent. Electronic label marking is acceptable.

4) Avionics installations shall not interfere with passenger safety, space or comfort. Avionics equipment shall not be mounted under seats designed for energy attenuation. In all instances, the designated areas for collapse shall be protected.

5) All avionics equipment shall be included on the aircraft’s equipment list by model, nomenclature, and location.

C-8  Reserved

C-9  Reserved

C-10 Operations

(a) General

(1) Public Use Status notwithstanding, the Contractor shall operate in accordance with their approved FAA Operations Specifications and all portions of 14 CFR 39, 43, 61, 91, 135 and any certifications required under this contract. Deviations to comply with mission requirements must be authorized by the CO.

(2) A Government representative, Aviation Manager or Fixed Wing Flight Manager may inspect the pilot’s Interagency Airplane Pilot Qualification Card for currency before any flight. The Fixed Wing Flight Manager has mission control and can delay, terminate, or cancel a flight at any time.

(b) Pilot Authority and Responsibilities

(1) The Pilot-in-Command (PIC) is responsible for the safety of the aircraft, loading and unloading of occupants and cargo. The pilot shall comply with the directions of the Government, except when in the pilot’s judgment compliance will be a violation of applicable federal or state regulations or contract provisions. The pilot has final authority to determine whether the flight can be accomplished safely and shall refuse any flight or landing which is considered hazardous or unsafe.

(2) The pilot is responsible for computing the weight and balance for all flights and for assuring that the gross weight and center of gravity do not exceed the aircraft’s limitations.

(3) A takeoff performance briefing shall be conducted daily and will contain the following elements based on the forecasted worst case environmental conditions:

(A) Takeoff distance required vs. runway available.

(B) Climb performance to include single engine if operating a multi-engine aircraft.

(C) A subsequent takeoff performance briefing will be conducted if during the day a takeoff is performed from an airport with a higher density altitude than originally planned.

Under no circumstances will a takeoff be attempted if existing environment conditions at takeoff cannot be accurately addressed in the Aircraft Flight Manual (AFM) or Pilots Operating Handbook (POH).

(4) No equipment such as radios, survival gear, fire tools, etc., shall be located in or on the aircraft in such a manner as to potentially cause damage, injury, or obstruct the operation of flight controls, equipment or personnel.

(5) Pilots will use an approved cockpit checklist for all flight operations.

(6) Single Engine Aircraft shall not operate in known instrument meteorological conditions (IMC).

(7) Cell Phone Use. Cell phone use is prohibited within 50 feet of the aircraft during fueling operations.

(8) Smoking is prohibited within 50-feet of fuel servicing vehicle, fueling equipment, or aircraft.
(9) Aircraft Engine(s):

(A) Prior to passenger or cargo loading/unloading, all engines shall be shut down, and all propellers must have ceased rotation.

(B) Airplanes shall not be refueled while engines are running, propellers turning, or with passengers on board.

(C) The pilot shall not leave the cockpit of an aircraft unattended while the engine(s) are running.


(A) Only multi-engine aircraft are approved for transporting passengers and/or cargo at night, and/or under IFR. Pilots flying night missions shall not land at an airport unless it meets Federal Aviation Administration (FAA) airport lighting standards.

(B) Notwithstanding the FAA definition of night in 14 CFR Part 1, Sec 1.1; for ordered flight missions that are performed under the contract, night shall mean: 30 minutes after official sunset to 30-minutes before official sunrise, based on local time of appropriate sunrise/sunset tables nearest to the planned destination.

(C) Multi-engine pilots must be approved for Part 135 IFR operations.

(11) The pilot shall not permit any passenger in the aircraft or any cargo to be loaded therein unless authorized by the CO or COR.

(12) Passenger Briefing

Before each takeoff, the PIC shall ensure that all passengers have been briefed in accordance with the briefing items contained in 14 CFR 135 including (as applicable):

Note: Pilots shall refer to Five Steps to a Safe Flight card (FS 5700-16/OAS-103)

(A) Use of seat belts and/or shoulder harness

(B) Ingress/Egress procedures

(C) Emergency Locator Transmitter (ELT)

(D) Oxygen system

(E) No smoking within 50-feet of the aircraft

(F) First Aid Kit

(G) Survival Kit

(H) Personal Protective Equipment

(I) Location and use of Fire Extinguisher

(J) Takeoff and climb performance (as computed in C-10.B.3)

(K) Emergency Fuel and Electrical Cut-off Procedures

(13) Flight Plans
Pilots shall file, open, and operate on a FAA, ICAO, or a FS approved flight plan for all flights. Contractor flight plans are not acceptable. Flight plans shall be filed prior to takeoff when possible.

(14) **Flight Following**

Pilots are responsible for flight following with the FAA, ICAO, or in accordance with FS approved flight following procedures including Automated Flight Following (AFF).

(15) **Manifesting**

Prior to an administrative flight, the PIC or Flight Manager, if assigned shall provide the appropriate FS dispatch office/coordinations center with current passenger and cargo information.

(16) **Transportation of Hazardous Material (HazMat)**

(A) Aircraft may be required to carry hazardous materials in accordance with 49 CFR. Such transportation shall be in accordance with DOT Special Permit and the Interagency Aviation Transport of Hazardous Materials Handbook/Guide (NFES 1068). A copy of the current permit and handbook/guide and emergency response guide shall be aboard each aircraft operating under the provisions of this special permit.

(B) It is the Contractor’s responsibility to ensure that Contractor employees who may perform a function subject to this exemption receive training on the requirements and conditions of this exemption handbook/guide. Documentation of this training shall be retained by the company in the employee’s records and made available to the Government when required.

(C) The pilot shall ensure personnel are briefed of specific actions required in the event of an emergency. The pilot shall be given initial written notification of the type, quantity, and the location of hazardous materials placed aboard the aircraft before the start of any project. Thereafter, verbal notification before each flight is acceptable. For operations where the type and quantity of the materials do not change, repeated notification is not required.

(D) It is the responsibility of the Contractor to ensure that Contractor employees have received training in the handling of hazardous materials in accordance with 49 CFR 172.

**C-11 Personnel**

**Pilot Experience Requirements.** The Pilot-in-Command shall hold a currently valid FAA commercial or higher pilot certificate with instrument rating. In addition, the pilot shall also have logged flight time as Pilot-in-Command in fixed-wing aircraft of at least the following minimum amounts:

(a) **Flight Hours Experience**

<table>
<thead>
<tr>
<th>All airplanes</th>
<th>Flying hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total time</td>
<td>1500</td>
</tr>
<tr>
<td>Pilot in command total</td>
<td>1200</td>
</tr>
<tr>
<td>Pilot in command, as follows:</td>
<td></td>
</tr>
<tr>
<td>Category and class to be flown</td>
<td>200</td>
</tr>
<tr>
<td>Fixed wing – preceding 12-months</td>
<td>100</td>
</tr>
<tr>
<td>Cross Country</td>
<td>500</td>
</tr>
<tr>
<td>Operations in Mountainous terrain *</td>
<td>200</td>
</tr>
<tr>
<td>Night</td>
<td>100</td>
</tr>
<tr>
<td>Instrument – in flight</td>
<td>50</td>
</tr>
<tr>
<td>Instrument – actual/simulated</td>
<td>75</td>
</tr>
<tr>
<td>Make and model to be flown</td>
<td>25</td>
</tr>
<tr>
<td>Make &amp; Model- preceding 12 months</td>
<td>10</td>
</tr>
</tbody>
</table>
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

Low level mountainous terrain is flight at 2500 feet AGL and below in terrain identified as mountainous in 14 CFR 95.11 and depicted in the Aeronautical Information Manual (AIM) Figure 5-6-2.

(b) Each Pilot-in-Command shall, at the discretion of the Contracting Officer, pass a Government evaluation ride (not to exceed 2-hours) in make and model over mountainous or typical terrain. (Note: Mountainous vs Typical depends upon location of designated base.)

(c) The Pilot-in-Command shall be capable of performing basic programming functions and operations of Contractor installed aircraft avionics. This includes the ability to enter and utilize newly assigned frequencies and tones by selected channel positions. The Pilot-in-Command shall be able to instruct the Agency observer in how to perform basic programming and operation of VHF-AM and VHF-FM radios, and GPS in flight.

(d) All pilots must possess a Class I or Class II FAA medical certificate.

(e) All pilots shall possess and carry a current Interagency Airplane Pilot Qualification Card in accordance with the Schedule of Items.

(f) Pilots must speak English fluently.

(g) Co-Pilots. Co-pilots may be allowed in lieu of a working autopilot on aircraft engaged in IFR missions. Co-pilots shall meet the following requirements:

1. Hold current FAA commercial license.
2. Have current FAA instrument rating.
3. Have valid FAA multi-engine rating.

C-12 Personnel - Conduct and Pilot Approvals

A. Performance of Contract services may involve work and/or residence on Federal property. Contractor employees are expected to follow the rules of conduct established by the manager of such facilities that apply to all Government or non-Government personnel working or residing on such facilities. The Contractor may be required to replace employees who are found to be in noncompliance with Government facility rules of conduct.

B. Personnel, who perform ineffectively, refuse to cooperate in the fulfillment of the Contract objectives, are unable or unwilling to adapt to field living conditions, or whose general performance is unsatisfactory or otherwise disruptive may be required to be replaced at the Contractor's expense.

C. The CO shall notify the Contractor of specifics of the unsatisfactory conduct and/or performance by the Contractor's personnel. The determination of unacceptability is at the sole discretion of the CO. When directed by the CO, the Contractor shall replace unacceptable personnel.

D. Pilot Approvals, Qualifications and Records Check

1. Interagency Pilot Inspectors will verify that Contractor pilots meet the experience and qualification requirements under this contract.

2. P/C's shall pass a flight evaluation at the discretion of the inspector pilot and CO (generally on a 3 year cycle). The government retains the right to have a flight evaluation conducted at any time. The evaluation will be conducted in accordance with the Interagency Airplane Pilot Practical Test Standards Guide.
SECTION C  
DESCRIPTION/SPECIFICATIONS/EXHIBITS

https://www.doi.gov/sites/doi.gov/files/migrated/aviation/tech/upload/Airplane_Pilot_Practical_Test_Guide_2012.pdf and per the contract specifications. The flight check will be in an aircraft supplied by the Contractor at no expense to the Government. The satisfactory completion of the evaluation flight will not substitute for any of the total flight hour requirements listed in this clause.

(3) Pilots shall complete appropriate portions of the Pilot Qualifications and Approval Record (Form FS-5700-20) prior to pilot inspector evaluation. When approved, each pilot will be issued an Interagency Airplane Pilot Qualification Card documenting: Company, make, model and series of aircraft approved to operate and the missions each pilot is approved to perform. Pilot cards are contractor specific and are non-transferable.

(4) Homeland Security Presidential Directive (HSPD) 12 background investigations are no longer required by contract. Flight crew member record checks are required in accordance with 49 USC 44703 and 49 CFR 1544.230, regardless of the type of operation being conducted (parts 91,121,125,133,135,137 or public aircraft operations). The contractor will request, receive, and evaluate performance and safety related information (as specified by the law and regulation) before allowing any pilot to begin service as a flight crew member under this contract. Records of compliance will be available for review by the contracting officer or designated government representative.

C-13 Suspension and Revocation of Personnel

(a) The CO may suspend a contractor pilot who fails to follow safe operating practices, does ineffective work, or exhibits conduct detrimental to the purpose for which contracted, or is under suspension or revocation by another government agency.

(b) Upon involvement in an Aircraft Accident or NTSB Reportable Incident (see 49 CFR Part 830), a pilot operating under this contract shall be suspended from performing pilot duties under this contract and any other activity authorized under the interagency pilot qualification card(s) issued to the pilot pending the investigation outcome.

(c) Upon involvement in an Incident-with-Potential as defined under mishaps, a pilot operating under this contract may be suspended from performing pilot duties under this contract and any other activity authorized under the interagency pilot qualification card(s) issued to the pilot pending the incident investigation outcome.

(d) When a pilot is suspended, and when requested, the interagency pilot/mechanic qualification card(s) shall be surrendered to the CO. Suspension will continue until:

(1) The investigation findings and decision indicate no further suspension is required and the interagency pilot qualification card(s) is returned to the pilot/mechanic;

(2) Revocation action to cancel the interagency pilot authorization is taken by the issuing agency in accordance with agency procedures.

C-14 Substitution or Replacement of Personnel, Aircraft, and Equipment

(a) The Contractor may substitute or replace aircraft or equipment equal to or greater than contract awarded performance after receipt of written approval by the Contracting Officer.

(b) Request for substitution shall be made at least 10 (ten) days prior to the proposed exchange, except for unforeseen conditions.

(c) When pilots are exchanged or replaced, training and familiarization costs, including any required flight time up to 3 (three) hours, shall be accomplished at the Contractor’s expense. The Contracting Officer will determine the necessary amount of flight time up to 3 hours. This is not intended to affect cross shifting of Pilots that are familiar with the operating area or to affect approved relief pilots.
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

C-15 Flight Hour and Duty Limitations

All flight time, regardless of how or where performed, except personal pleasure flying, will be reported by each flight crewmember and used to administer flight hour and duty time limitations. Flight time to and from the Designated Base as a flight crewmember (commuting) will be reported and counted toward limitations if it is flown on a duty day. Flight time includes, but is not limited to: military flight time; charter; flight instruction; 14 CFR 61.56 flight review; flight examinations by FAA designees; any flight time for which a flight crewmember is compensated; or any other flight time of a commercial nature whether compensated or not.

(a) Duty shall include flight time, ground duty of any kind, and standby or alert status at any location. This restriction does not include “on-call” status outside of any required rest or off-duty periods.

(b) Flight time shall not exceed a total of 8-hours per day.

(c) Pilots accumulating 36 or more flight hours in any 6-consecutive duty-days shall be off duty the next day. Flight time shall not exceed a total of 42-hours in any 6-consecutive days. After any 1-full off-duty day, pilots begin a new 6-consecutive day duty-period for the purposes of this clause, providing within any 14-consecutive day period, each pilot shall have two full days off-duty. Days off need not be consecutive.

(d) Assigned duty of any kind shall not exceed 14-hours in any 24-hour period. Within any 24-hour period, pilots shall have a minimum of 10-consecutive hours off duty immediately prior to the beginning of any duty-day. Local travel up to a maximum of 30-minutes each way between the work site and place of lodging will not be considered duty time. When one-way travel exceeds 30 minutes, the total travel time shall be considered as part of the duty day. Note – The above travel time in excess of 30 minutes is considered duty time but is not compensable under standby or extended standby.

(e) Duty includes flight time, ground duty of any kind, and standby or alert status at any location.

(f) During times of prolonged heavy fire activity, the Government may issue a notice reducing the pilot duty-day/flight time and/or increasing off-duty days on a geographical or agency-wide basis.

(g) Flights point-to-point (airport to airport, heliport to heliport, etc.) with a pilot and co-pilot shall be limited to 10-flight hours per day. (An aircraft that departs “Airport A,” flies reconnaissance on a fire, and then flies to “Airport B,” is not point-to-point).

(h) Pilots may be relieved from duty for fatigue or other causes created by unusually strenuous or severe duty before reaching duty limitations.

(i) When pilots act as a mechanic, the Pilot must have a valid A&P certificate when acting as the mechanic. Mechanic duties in excess of 2-hours will apply as flight hours on a one-to-one basis toward flight hour limitations.

(j) Relief, additional, or substitute pilots reporting for duty under this Contract shall furnish a record of all duty and all flight hours during the previous 14-days.

C-16 Accident Prevention and Safety

(a) The Contractor shall exercise diligence in preventing accidents and comply with applicable Federal and State laws.

(b) The Contractor shall furnish a copy of all reports required to be submitted to the Federal Aviation Administration (FAA) by the Federal Aviation Regulations (FAR) that relate to pilot and maintenance personnel performance, aircraft airworthiness or operations.

(c) Following the occurrence of a mishap, the Contracting Officer will evaluate whether noncompliance or violation of provisions of the contract, the Federal Aviation Regulations applicable to the Contractor's
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

operations, company policy, procedures, practices, programs, and/or negligence on the part of the company officers or employees may have caused or contributed to the mishap.

The occurrence of the mishap may constitute default in the performance of the contract. A finding of default under the above cited conditions shall entitle the Government to exercise the right to terminate the contract for cause as provided in the "Contract Terms and Conditions".

(d) The Contractor shall keep and maintain programs necessary to assure safety of ground and flight operations. The development and maintenance of these programs are a material part of the performance of the contract. When, in the sole judgment of the Contracting Officer, the safety programs will not adequately promote the safety of operations, the Government may terminate the contract for cause as provided in the "Contract Terms and Conditions".

Examples of such programs are (1) personnel activities, (2) maintenance, (3) safety, and (4) compliance with regulations.

(e) The Contractor shall fully cooperate with the Contracting Officer in the fulfillment of this clause. The Contracting Officer may suspend performance of this contract work, during the evaluation period used to determine cause as stated above.

C-17 Mishaps

(a) Reporting

The Contractor shall, by the most expeditious means available, notify the National Transportation Safety Board (NTSB) and the FS when an "Aircraft Accident" or NTSB reportable "Incident" occurs within any company operations, whether under the Contract or not. Also, the FS shall immediately be notified when an "Incident-with-Potential" occurs.

(b) Forms Submission

(1) Following an "Aircraft Accident" or when requested by the NTSB following the notification of a reportable "incident," the Contractor shall provide the FS with the information necessary to complete a NTSB Form 6120.1/2.

(2) The NTSB Form 6120.1/2 does not replace the Contractor's responsibility, within 5-days of an event, to submit to the FS a "SAFECOM" to report any condition, observance, act, maintenance problem, or circumstance that has potential to cause an aviation-related mishap.

(3) Blank SAFECOMS and assistance in submitting SAFECOMS can be obtained from the FS. SAFECOMS may be submitted electronically at www.safecom.gov.

(c) Wreckage Preservation

(1) The Contractor shall not permit removal or alteration of the aircraft, aircraft equipment, or records following an "Aircraft Accident", "Incident", or "Incident-with-Potential" which results in any damage to the aircraft or injury to personnel until authorized to do so by the CO. Exceptions are when threat-to-life or property exists; the aircraft is blocking an airport runway, etc. The CO shall be immediately notified when such actions take place.

(2) The NTSB's release of the wreckage does not constitute a release by the CO, who shall maintain control of the wreckage and related equipment until all investigations are complete.

(d) Investigation

The Contractor shall maintain an accurate record of all aircraft accidents, incidents, aviation hazards and injuries to Contractor or Government personnel arising in the course of performance under this Contract. Further, the Contractor fully agrees to cooperate with the FS during an investigation and make available personnel, personnel records, aircraft records, and any equipment, damaged or
undamaged, deemed necessary by the FS. Following a mishap, the Contractor shall ensure that personnel (pilot, mechanics, etc.) associated with the aircraft shall be readily available to the mishap investigation team.

(e) Related Costs

The NTSB, FS shall determine their individual agency investigation cost responsibility. The Contractor will be fully responsible for any cost associated with the reassembly, approval for return-to-Contract availability, and return transportation of any items disassembled by the FS.

(f) Search, Rescue, and Salvage

The cost of search, rescue and salvage operations made necessary due to causes other than negligent acts of a Government employee shall be the responsibility of the Contractor.

C-18 PERSONAL PROTECTIVE EQUIPMENT (PPE)

The minimum PPE for flights shall consist of non-synthetic (natural fiber) materials or Nomex, shoes or boots that fully cover the feet, and long pants that overlap the shoes when in the seated position. Long sleeve shirts are recommended. During the course of work under this contract, the Contractor’s personnel may be required to wear additional or supplemental personal protective equipment when such equipment is mandated by the local user unit’s policy.

C-19 INSPECTION AND ACCEPTANCE

(a) Pre-Use Inspection of Equipment and Personnel

(1) After award of the Contract and any renewal thereof, an inspection of the Contractor’s equipment and personnel will be made. Inspections will be performed during normal Government working hours at a location mutually agreed to by the Contractor and CO.

(2) The aircraft and pilot(s) will be made available for inspection as scheduled by the CO. Initial inspection of the aircraft and approval of the pilot must be scheduled not more than 30, nor less than 3 days, prior to the beginning date shown in the Schedule of Items for the base year and each option year.

The inspection site is:

USDA/Forest Service
Redmond Air Center
1740 S.E. Ochoco Way
Redmond, OR 97756

At the CO’s discretion, inspection site may be changed to an alternate location mutually agreed to by a designated R-6 Forest Service Aviation Unit Representatives and the Offeror.

(3) At the scheduled inspection, the Contractor shall provide a complete listing of all FAA ADs and Manufacturer’s Mandatory Service Bulletins (MSBs) applicable to the make, model, and series of aircraft being offered. Documentation of compliance to each AD and MSB will include date and method of compliance, date of recurring compliance, and an authorized signature and certificate number will be recorded. The list shall be similar to that shown in AC 43-9, as amended.

(4) All components or items installed in the offered aircraft that are subject to specified time basis or schedule (time/calendar life) for inspection, overhaul, or replacement shall be listed and made available to the Government at time of inspection. The list shall include component name, serial number, service life or inspection/overhaul time, total time since major inspection, overhaul, or replacement and hours/cycles calendar time remaining before required inspection, overhaul, or replacement. The list shall be similar to that shown in AC 43-9, as amended.
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

(5) The Contractor may be required to furnish a copy of the procedures manual and revisions as required by 14 CFR 135 (as applicable).

(6) The items described below shall be made available at the pre-use or renewal inspection:

(A) Certificates/Contract

   (i) Copy of 14 CFR 135 Operations Specifications (as applicable)

   (ii) Complete copy of awarded Contract, including modifications, with each aircraft

(B) Pilot(s)

   (i) Completed Airplane Pilot Qualifications and Approval Record Form (FS-5700-20) and pilot log books.

   (ii) FAA pilot certificates

   (iii) Current FAA pilot medical certificate

   (iv) Pilot 14 CFR 135 Airman Competency/Proficiency Check (FAA Form 8410-3). Category aircraft requiring two pilots, competency proficiency checks per 14 CFR 61.

   (v) The Contractor shall ensure that each pilot reviews the Contract and receives a safety briefing from a Forest Service Pilot Inspector and signs the Forest Service Pilot Operations Safety Briefing. Current signed safety briefings shall be in receipt of the CO prior to operating under the Contract and annually thereafter. Signed safety briefings will be maintained with the pilot approval records

(C) Equipment

   (i) Appropriate equipment installed, or available to be installed, on the aircraft for the flight evaluation;

   (ii) Aircraft maintenance records

   (iii) A&P Mechanic available

   (iv) Additional Equipment as offered

C-20 Pre-Use Inspection Expenses

(a) All operating expenses incidental to the inspection shall be borne by the Contractor.

(b) Pilot evaluation flights may require up to 2-hours of flight time for each pilot as deemed necessary by the CO. All evaluation flights shall be performed in a carded airplane of like make and model furnished for the contract.

(c) The Contractor shall ensure that a set of fully operational dual flight controls are installed in the aircraft during all pilot evaluation flights.

(d) The Contractor will not be charged for the costs incurred by the Government on the initial pre-use inspection.
C-21 Re-inspection Expenses

When re-inspection is necessary because Contractor equipment and/or personnel did not satisfy the initial inspection, or when inspecting substitute personnel and/or equipment subsequent to the initial pre-use inspection, the Contractor may be charged the actual costs incurred by the government in performing the re-inspection. Re-inspections will be performed at a time and location mutually agreed to by the Contractor and CO.

C-22 Inspections During Use

(a) At any time during the Contract period, the CO may require inspections/tests as deemed necessary to determine that the Contractor's equipment and/or personnel currently meet specifications. Government costs incurred during these inspections will not be charged to the Contractor.

(b) Should the inspections/tests reveal deficiencies that require corrective action and subsequent re-inspection, the actual costs incurred by the Government may be charged to the Contractor.

(c) When the aircraft becomes unavailable due to mechanical breakdown, the Government reserves the right to inspect the aircraft after the Contractor's mechanic has approved the aircraft for return to service. For items covered under 14 CFR 135.415, the Contractor shall furnish the CO with a completed copy of FAA Form 8010-4, Malfunction or Defect Report.

C-23 Contract Period and Renewal Option

The contract period shall extend for one calendar year from the date of award. However, at the option of the Government, the Contract may be renewed for additional one (1) year periods, not to exceed four (4) renewal periods, provided the CO serves notice of intent to renew at least 60-days prior to Contract expiration. The renewal will be with the same terms and conditions. Except that any renewal is subject to the provisions of Section D, Economic Price Adjustment Clause.

C-24 Additional Aircraft after Contract Award

After Contract award, aircraft with performance equal to or higher than aircraft awarded under this contract may be added at the CO's option at the same rate as aircraft originally awarded. All terms and conditions of the contract apply.

C-25 Designated Base(s) and Mandatory Availability Period Including Extended and Optional Use

(a) Designated Bases(s) are shown in the Schedule of Items

(b) Mandatory Availability Period will begin on the date stipulated in the Schedule of Items unless:

(1) The Government fails to award the contract at least 10 days prior to the established start date, or

(2) By mutual consent, a new starting date is established. When a new starting date is established, the number of net days in the Mandatory Availability Period will remain the same.

(c) Extended Use. The Mandatory Availability Period may be extended on a day-to-day basis either prior to the starting date or subsequent to the ending date set forth in the Schedule of Items provided that no break in service occurs and that such extension is agreed to by both parties in writing prior to extension and that all terms, conditions, and specifications contained in this contract apply.

(d) During the Mandatory Availability Period and any extensions thereof, availability is required 9 hours each day at the time specified by the Contracting Officer.
(e) Optional Use. When a break in service occurs, outside of the MAP or extended use, the aircraft may be hired under the optional use period clause (Section D). Payment will be in accordance with C-33 Payment for Service in the Optional Use Period.

C-26 Daily Availability Requirements

(a) **Equipment.** The aircraft and related equipment will be available 24 hours per day and will not be removed from the designated base without the approval of the Contracting Officer.

(b) **Personnel.** Personnel will be in one of the following categories of availability:

1. **Standby:** Personnel will be on Standby status each day during the MAP. The beginning of the Standby period will be set by the CO and may be adjusted from day-to-day. Once Standby begins, the standby period will continue for 9 consecutive hours regardless of the payment status of the aircraft. During the Standby period, the personnel/aircraft shall be able to respond to a dispatch within 15-minutes unless an alternate response time is established by the CO. Delays caused by local air traffic and other causes beyond the pilots control will not be considered part of the 15 minutes. This requirement does not apply when the aircraft is being relocated to a different airbase.

2. **Extended Standby** (that period over 9 hours per day per authorized pilot) is not intended to compensate the Contractor on a one-to-one basis for all hours necessary to service and maintain the aircraft, nor is it paid while crew is traveling to and from place of lodging. Extended standby must be specifically ORDERED and documented on the Flight Use Report by the Government and only in unusual circumstances will the Government compensate the Contractor for extended standby when aircraft is not also available for immediate dispatch. Extended Standby is not applicable to double-flight crews. Extended Standby applies only to the awarded number of compensable personnel provided with each aircraft.

3. **Authorized Break.** During the standby period, requirements may be modified by the CO to allow Contractor's personnel time off away from the assigned work location or to conduct routine maintenance. No deduction of availability will be made for such authorized breaks except when Contractor personnel fail to return to Standby upon request. The Contractor will provide the CO with information on how to contact Contractor personnel. Personnel will be allowed 1-hour to return to standby status after the contact attempt is made. Failure to return to work within 1-hour will result in loss of availability.

4. **Release-from-Duty.** The Contractor's personnel may be released and be considered off duty prior to completion of their individual crew duty limitation period. Once released, the Contractor personnel are not required to return to Standby status the same day. Service shall be recorded as fully available provided the CO has approved release of the Contractor's personnel in advance.

C-27 Unavailability

(a) The Contractor will be considered to be "Unavailable" whenever equipment or personnel are unable to perform or fail to perform the requirements of this Contract. Also the aircraft will be considered unavailable when the pilot cannot perform because of duty limitations unless a relief crew is provided as per Section B. Unavailability however, will not be assessed when the pilot(s) has/have reached flight and/or duty limitations while performing under this Contract when the conditions in C.15 Flight and Duty Limitations occur.

(b) The Government may exercise its right to terminate for cause if there is unavailability in excess of three (3) full, consecutive calendar days or occurrence of unavailability during ten (10) percent of the total days in the Mandatory Availability Period.

(c) Unavailability status will continue until the deficiency is corrected. It is the Contractor's responsibility to inform the CO whenever the equipment or personnel become available. Inspection by the Government after a performance failure has occurred will be made as promptly as possible after the Contractor has
given notice that the deficiency has been corrected. When Inspection reveals that the failure has been corrected, the Contractor will be considered in "Available" status from the time the Contractor gives notice to the Government that the deficiency has been corrected. If consistent failure to respond to dispatches occurs, the CO retains the right to require check flights at Contractor’s expense.

(d) Periods of Unavailability will be accumulated for the day and rounded-up to the next quarter hour whenever the Contractor fails to comply with the requirements specified herein. Availability for the aircraft will be reduced by 1/36 for each quarter hour service is unavailable.

C-28 Payment Procedures

(a) All Flight Use Reports will be electronically packaged and submitted through the Aviation Business System (ABS) for payment processing. Payments will still be made semi-monthly for services approved. The Flight Use Reports will be “packaged/bundled” every two weeks and sent to the vendor electronically for approval for submission through the ABS system and electronically forwarded to the Albuquerque Service Center (ASC) for payment. The Flight Use Reports processed during the first half of the month will be processed for payment about the 15th and those accumulated during the last half of the month will be processed about the 1st of the following month.

(b) Upon completion of the Mandatory Performance Period or any extension thereof, final payment will not be made until all Government-furnished property has been returned and a Contract Release form has been completed.

(c) Submission of receipts will not be required for reimbursement purposes, however the contractor will provide verification if requested by the CO.

C-29 Payment for Flight - Flight Time Measurement

(a) Payment for flight time will be made only when flight is properly ordered by designated personnel. Payment will be made proportionately based upon the applicable unit price per hour as stated in the Schedule of Items. Unless otherwise agreed upon, ordered flights will originate and/or terminate at the Designated Base specified in the Schedule of Items.

(b) Flight time shall be recorded in hours and minutes by the time recorder specified herein. Flight time will be entered into ABS Flight Use Report. Flight time/clock time shall begin on roll out for takeoff and end when the aircraft has taxied back to the chocks. No flight time shall be paid for loading, unloading, refueling, warm-up operations, or taxi for takeoff.

<table>
<thead>
<tr>
<th>Conversion Table</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minutes = Hundredths</td>
</tr>
<tr>
<td>ROUND TO THE CLOSEST TENTH</td>
</tr>
<tr>
<td>1=.02</td>
</tr>
<tr>
<td>2=.03</td>
</tr>
<tr>
<td>3=.05</td>
</tr>
<tr>
<td>4=.07</td>
</tr>
<tr>
<td>5=.08</td>
</tr>
<tr>
<td>6=.10</td>
</tr>
<tr>
<td>7=.12</td>
</tr>
<tr>
<td>8=.13</td>
</tr>
<tr>
<td>9=.15</td>
</tr>
<tr>
<td>10=.17</td>
</tr>
</tbody>
</table>

(c) The Government does not guarantee any flight time.
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

C-30 Payment for Availability

(a) The Government will pay daily availability for each quarter hour the Contractor meets availability requirements as specified in C-26, Daily Availability Requirements. The maximum amount of availability to be earned per day is the daily availability offered amount.

(b) Daily Availability will be computed as follows:

9 Hour Availability Contracts - Multiply the total number of quarter (1/4) hours of availability each day by 1/36 of the daily availability offered rate.

C-31 Payment for Extended Standby

Extended standby for the pilot(s) (that period over the first 9 hours of standby per day, per crewmember) will be measured in hours rounded to the next full hour and paid at the rate specified in the Schedule of Items in accordance with C-26, Daily Availability Requirements, and Extended Standby.

C-32 Payment for Additional Pilot

(a) When ordered by the Government an additional pilot will be paid at the hourly rate as offered in the Schedule of Items for hours worked. This includes transportation to and from the incident as well as hours ordered to support the aircraft.

(b) Other than the first or last day, the additional pilot, if aircraft and pilot are available, will be based on a minimum of a 9 hour day unless additional hours are requested by the Government. On the first and last day the pilot will be paid for actual hours worked. No payment will be made if the pilot or aircraft are unavailable.

(c) The Government will authorize additional necessary and reasonable costs involved in transporting the additional pilot to and from the assigned bases when approved in advance by the Contracting Officer. These costs are limited to the actual transportation of the individual; i.e., airplane tickets, car rentals, etc.

(d) The additional pilot is entitled to overnight allowance as per C-38 Payment for Overnight Allowance with the exception that overnight allowance will be paid at any assigned base, whether that be the designated base or alternate base.

C-33 Payment for Service in the Optional-Use Period

(a) Daily Availability Rate Plus Specified Flight Rate Method

(1) The Contractor will be paid for availability and flight in accordance with C-29, Payment for Flight and C-30, Payment for Availability.

(2) Unavailability will be deducted in accordance with C-27, Unavailability.

(3) Ferry flight of aircraft to and from the point of use from the Contractor’s base of operations or assigned work location, whichever is closer, will be paid at the applicable flight rate.

(3) Any additional payments will be made in accordance with C-36 Payment for Overnight Allowance, C-47, and Miscellaneous Costs to the Contractor.

********** OR **********

(b) Optional-Use Hourly Flight rate Method

(1) The Contractor will be paid at the optional-use hourly offered price for the actual hours flown or a minimum of 2 (two) hours per day, whichever is greater.
(2) If the aircraft becomes unavailable, actual flight time will be paid. The 2-hour minimum does not apply in this case.

(3) Ferry flight of aircraft to and from the point of use from the Contractor's base of operations or assigned work location, whichever is closer, will be paid at the applicable flight rate.

(4) Any additional payments will be made in accordance with C-38 Payment for Overnight Allowance and C-39 Miscellaneous Costs to the Contractor.

C-34 Reimbursement for Mobilization and Demobilization Costs

The Contractor is responsible for all mobilization and demobilization costs to and from the designated base to meet C-24 Designated Base and Mandatory Availability Period (including Extended Use). When the initial dispatch is to an alternate base, the Government shall be entitled to the equivalent of one round trip at no cost from the Contractor's home base to the designated base(s) and return.

C-35 Payment for Substitute/Replacement Aircraft

When substitute or replacement aircraft are approved for use by the Contracting Officer, the following payment terms will apply:

(a) Availability – The same rate applicable to the aircraft that is being substituted or replaced.

(b) Flight – The rate applicable to the make, model, and series of the substitute or replacement aircraft.

C-36 Food and Drink

During days of high fire activity when the Government deems it necessary to provide food and drink refreshments to flight crews for sustained operations, the Government will furnish such items at Government expense.

C-37 Payment for Costs Away from the Designated Base

When Contractor's aircraft is dispatched away from the designated base, the Government will authorize payment for additional necessary and reasonable costs involved in transporting authorized relief crewmembers to and from alternate bases when approved in advance by the Contracting Officer. These costs are limited to the actual transportation of the individual; i.e., airplane tickets, car rentals, etc. Salary costs for the Contractor's employee(s) while in travel status is not a cost for which the Government will reimburse the Contractor.

(a) The Contractor will be reimbursed for the difference between the normal cost of transportation from the CONTRACTOR'S BASE OF OPERATIONS to the DESIGNATED BASE and the CONTRACTOR'S BASE OF OPERATIONS to the ALTERNATE BASE.

(b) Prior to the Mandatory Availability Period the Contractor shall provide the Contracting Officer with a written statement that itemizes the normal cost of transportation from the Contractor's Base of Operations to and from the designated base.

(c) If the Government does not authorize such payment, no deduction will be made for unavailability incurred because of personnel duty limitations.

(d) Claims for reimbursement will be supported by itemized receipt(s).
C-38 Payment for Overnight Allowance

(a) The Contractor shall receive an overnight allowance for each Pilot for each night that the Government requests the Pilot to stay at a location other than the Designated Base. The Government will pay the Contractor an amount equal to the current standard maximum rate that is allowed (or high rate, if applicable) as established by the Federal Travel Regulations (FTR). Rates are available at: [www.gsa.gov](http://www.gsa.gov)

(b) Overnight allowance will not be paid when the aircraft is assigned to its Designated Base.

(c) If partial overnight allowance is provided by the Government, the Contractor will be reimbursed at current FTR rates for the portion that is Contractor provided.

(d) The appropriate rate for meals and incidental expenses will be paid unless the Government makes three meals available to the Contractor.

(e) The Contractor's lodging will be paid only when lodging is not furnished by the Government. If the Contractor elects not to utilize Government provided lodging, there is no reimbursement for lodging or transportation costs incurred by the Contractor. When the FTR rate changes, the change in overnight allowance to the Contractor will become effective on the effective date of the FTR change.

(f) The Contractor may claim overnight expenses using either of the two following methods:

1. Payment of the Standard or High Rate, (if applicable) lodging and M&E rate excluding lodging tax does not require lodging receipts to be submitted with the Flight Use Report, or Contractor provided invoice.

2. If lodging rates are not available at the FTR rate, the flight use report shall be documented accordingly. Documentation and supporting itemized paid receipts will be provided to the CO, upon request.

(g) The Flight Use Report shall clearly show the county or city where the overnight occurred. High rate claims for subsistence that do not include this information will be reduced to the standard rate.

(h) In the event that FTR rate(s) are not available, the Government shall be notified and the Flight Use Report documented accordingly.

C-39 Miscellaneous Costs to the Contractor

(a) Miscellaneous, unforeseen costs incurred by the Contractor while performing under the terms of the Contract may be reimbursed at actual cost when approved by the CO. Examples of such items are airport landing fees, airport use costs (tie-downs). A paid receipt shall support any cost in excess of $75.00.

(b) Claims for reimbursement shall be documented on the Flight Use Report and supported by receipt(s) and/or document(s) when required. Payment will not be made unless required receipt(s) and/or document(s) are attached to the Flight Use Report as incurred.

C-40 Definitions

As used throughout this contract, the following terms shall have the meaning set forth below:

Additional Personnel. Additional personnel specifically ordered by the CO where it is to the Government's advantage to have additional availability of the aircraft (not to be confused with a relief pilot furnished by Contractor to replace primary pilot).
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

Aircraft Accident. An occurrence associated with the operation of an aircraft, which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.

Air Crew Member. A person assigned to perform duties in an aircraft during flight time.

Aircraft Incident. An occurrence other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operations.

Aircraft Make and Model. A specific make and basic model of aircraft, including modification; e.g., a Cessna 206

Aircraft Make, Model, and Series. A specific make, model, and series of aircraft including modification (e.g., a Cessna 310 is not the same make, model, and series as a Cessna 337).

Airspace Conflict. A near mid-air collision, intrusion, or violation of airspace rules.

Alert Status. A status subject to flight and duty limitations, in which the Contractor has 1 hour to return to standby if ordered by the CO to do so.

Alternate Base. A base other than the Principal Base of Operations, established to permit operation from vicinity of a project area.

Assigned Work Location. The location designated by the CO from which an ordered flight will originate.

Authorized Crewmember. Those individuals specified in the “Schedule of Items” unless designated otherwise by the CO.

Authorized Flight or Flying Time. The actual time that an airplane begins the takeoff roll until it is back in the blocks for the purpose of the task or tasks to which assigned under an ordered flight when such time is recorded by the pilot and approved by a designated Government Official as having been properly performed.

Aviation Hazard. Any condition, act, or set of circumstances that exposes an individual to unnecessary risk or harm during aviation operations.

Base Cost. The portion of the flight rate that is constant throughout the contract period and not affected by changes in fuel prices. Adjustments to the base cost will be made annually by the CO. (depends on if the flight rate is quoted for base year and option year(s) or if only for base year and economic price adjustment (PPI) used for option years)

Call-When-Needed. A term used to identify the furnishing of services on an “as needed bases” or “intermittent use” in government procurement contracts. There is no guarantee the Government will place any orders and the Contractor is not obligated to accept any orders. However, once an order is placed and the Contractor takes steps to perform, both sides are bound by the terms and conditions of the Contract.

Cargo. Any material thing carried by the aircraft.

Fixed Wing Flight Manager. Designated Government representative for all passengers on a flight.

Civil Twilight. Begins in the morning, and ends in the evening when the center of the sun is geometrically 6° below the horizon.

Contractor. An operator being paid by the Government for services.
Cruising Speed, Service Ceiling, and Cruising Range. Shall be the same as applied by the CAB and FAA, United States Department of Transportation and the aircraft manufacturer.

Designated Base. The initial location at which the aircraft will be made available for the purpose of providing the contemplated aircraft service. See Schedule of Items for location.

Duty. That period that includes flight time, ground duty (pre- and post-flight inspections) of any kind, and standby or alert status at any location.

Empty Weight. The last weight and moment entry on the aircraft weight and balance record. Empty weight is determined using weight and balance data which was determined by actual weighing of the aircraft within 24-calendar months preceding the starting date of the contract, or renewal period, and following any major repair or major alteration or change to the equipment list which significantly affects the center of gravity of the aircraft.

Equipped Weight. Equipped weight equals the Empty Weight (as listed in the Weight and Balance Data) plus the weight of lubricants and onboard equipment required by contract (i.e., survival kit).

The airplane contracted equipped weight is determined using weight and balance data which was determined by actual weighing of the aircraft within 24-calendar months preceding the starting date of the contract, or renewal period, and following any major repair or major alteration or change to the equipment list which significantly affects the center of gravity of the aircraft.

Fatal Injury. Any injury, which results in death within 30-days of the accident.


Ferry Flight. Movement of the aircraft under its own power from point-to-point without passenger(s) or cargo.

First Aid. Any medical attention that involves no medical bill. If a physician prescribes medical treatment for less than serious injury and makes a charge for this service, that injury becomes "medical attention."

Flight Crew. Those Contractor personnel required by the Federal Aviation Administration to operate the aircraft safely while performing under contract to the Government.

Flight Rate. The contract unit price per hour of flight time as found in the schedule of items. (Includes base cost plus fuel costs.)

Flight Time. Flight time shall be measured from the time the aircraft commences its takeoff roll until it returns to the blocks or as recorded by a flight meter activated by a squat or air switch. Elapsed time will be recorded in hours and hundredths of hours.

Forced Landing (Emergency Landing). A landing necessitated by failure of engines, systems, components, or incapacitation of a crewmember, which makes continued flight impossible, and which may or may not result in damage.

Fuel Cost. The variable portion of the flight rate that is subject to change due to fuel price change.

Fuel Endurance. Fuel required for a mission plus 14 CFR required IFR or VFR fuel reserves.

Fully Operational. Airplane, pilot(s), other personnel, repairs, operating supplies, service facilities, and incidentals necessary for the safe operation of the airplane both on the ground and in the air.

Fully Rated Capacity. The number of passenger seats or pounds of cargo load authorized in the applicable Type Certificate Data Sheet.
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

General Aviation. That portion of civil aviation that encompasses all facets of aviation except air carriers.

Ground Mishap, Aircraft. An aircraft mishap in which there is no intent to fly; however, the power plants and/or rotors are in operation and damage incurred requiring replacement or repair of rotors, propellers, wheels, tires, wing tips, flaps, etc., or an injury is incurred requiring first aid or medical attention.

Hazard. Any condition, act or set of circumstances that exposes an individual to unnecessary risk or harm during aviation operations.

Incident. An occurrence other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operations.

Incident With Potential. An incident that narrowly misses being an accident and in which the circumstances indicate significant potential for substantial damage or serious injury. Final classification will be determined by the agency Aviation Safety Manager.


Internal Cargo Compartments. An area within the airplane specifically designed to carry cargo.

Law Enforcement. Those duties carried out by agency personnel together with personnel from cooperating agencies, to enforce various Federal laws applicable to trespass (those activities relating to timber, grazing, fire, occupancy and others). Other activities can include those that are illegal under the antiquities acts and the manufacturing, production, and trafficking of substances in violation of the Controlled Substances Act (16 U.S.C. 559b-f) and other illegal activities occurring on agency jurisdictional lands. Specific law enforcement activities can include surveillance (visual, infrared, or photographic), transportation of law enforcement personnel and persons in custody and transportation of property (both internally and externally).

Life-Threatening. A situation or occurrence of a serious nature, developing suddenly and unexpectedly and demanding immediate action to prevent loss of life.

Maintenance Deficiency. An equipment defect or failure which affects or could affect the safety of operations, or that causes an interruption to the services being performed.

Medical Attention. An injury, less than serious, for which a physician prescribes medical treatment and makes a charge for this service.

Mission Use. The use of an aircraft to fulfill non-routine, Official Forest Service responsibilities. Some of these missions may be referred to as incident aviation missions or services. Mission flights may include such activities as smokejumper/Para cargo, aerial photography, mobilization/demobilization of emergency support resources, reconnaissance, survey, and project support. Mission flights do not include routine flights (referred to as “administrative use”) for point to point transportation of passengers such as official travel to make speeches, attend conferences or meetings, or make routine site visits.

Mishap, Aviation. Mishaps include aircraft accidents, incidents-with-potential, aircraft incidents, aviation hazards and aircraft maintenance deficiencies.

Mission Aircraft. Aircraft approved for other than point to point only missions. Transportation is limited to personnel required to carry out the special mission of the aircraft.

Missions

Fire Reconnaissance. Includes air tactical, aerial detection and fire surveillance.
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

Resource Reconnaissance. Observation and fact-finding reconnaissance, i.e. wildlife monitoring, snow surveys, search and rescue, timber and range surveys, insect and disease surveys, law enforcement, and aerial photography above 500 feet AGL.

Mountain/ Remote

Other. Cooperative use with other agencies, and other purposes mutually agreed upon by the Contractor and the Contracting Officer.

Mountain Flying. Conducting flight operations that require special techniques including take offs and landings at locations with 5,000 feet above sea level or greater pressure altitudes, at temperature ranges above 75 degrees F, and or limited and unimproved airstrips.

Night. The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time.

Night Operations. For ordered flight missions that are performed under the contract, night shall mean: 30 minutes after official sunset to 30 minutes before official sunrise, based on local time of appropriate sunrise/sunset tables nearest to the planned destination.

Occupant: Any crew or passenger that is aboard an aircraft.

Official Sunset and Sunrise. The times when the upper edge of the disk of the Sun is on the horizon, considered unobstructed relative to the location of interest. Atmospheric conditions are assumed to be average and the location is in a level region on the Earth’s surface.

Operational Control. The condition existing when an entity exercises authority over initiating, conducting or terminating a flight.

Operating Agency. An executive agency or any entity thereof using agency aircraft, which it does not own.

Operator. Any person who causes or authorizes the operation of an aircraft, such as the owner, lessee, or bailee of an aircraft.

Passenger. Any person aboard an aircraft who does not perform the function of a flight crewmember or crewmember.

Passenger Seating Capacity. Number of passenger seats excluding pilot(s).

Payload. The weight of occupants, cargo and baggage.

Pilot-In-Command. The pilot responsible for the operation and safety of the aircraft during the time defined as flight time.

Point-to-Point. Aircraft operations between any two geographic locations operationally suitable for take off and landing (airport to airport). Flight to a designated or defined backcountry airstrip does not constitute point to point flight.

Precautionary Landing. A landing necessitated by apparent impending failure of engines, systems, or components, which makes continued flight inadvisable.

Principal Base of Operations. The primary operating location of a 14 CFR 135 certificate holder as established by the certificate holder.

SAFECOM. Used to report any condition, observance, act, maintenance problem, or circumstance, which has potential to cause an aviation related mishap. The purpose of the SAFECOM form is not intended to be
punitive in nature. It will be used to disseminate safety information to aviation managers, and also to aid in accident prevention by trend monitoring and tracking. See www.safe.com.gov

Serious Injury. Any injury which: (1) requires hospitalization for more than 48-hours, commencing within 7-days from the date the injury was received; (2) results in a fracture of any bone (except simple fractures of fingers, toes or nose); (3) causes severe hemorrhages, nerve, muscle or tendon damage; (4) involves any internal organ; or; (5) involves second or third-degree burns, or any burns affecting more than 5% of the body surface.

Substantial Damage. Any damage or failure which adversely affects the structural strength, performance or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. Engine failure or damage limited to an engine if only one engine fails or rotor or propeller blades, and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wing tips are not considered "substantial damage" for the purpose of this part.

Typing of Air Tactical Fixed Wing Aircraft. Typing of air tactical airplanes is determined by the installed radio package. (See Avionics section in Section C for specifics)

Useful Load. The weight of the pilot, copilot, passengers, baggage, useable fuel and drainable oil. It is the basic empty weight subtracted from the maximum allowable gross weight.


C-41 Abbreviations

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A&amp;P</td>
<td>Airframe &amp; Powerplant (Mechanic)</td>
</tr>
<tr>
<td>AC</td>
<td>Advisory Circular</td>
</tr>
<tr>
<td>ACCO</td>
<td>Air Carrier/Commercial Operator</td>
</tr>
<tr>
<td>AD</td>
<td>Airworthiness Directive</td>
</tr>
<tr>
<td>AFF</td>
<td>Automated Flight Following</td>
</tr>
<tr>
<td>ASP</td>
<td>Aviation Safety Plan</td>
</tr>
<tr>
<td>ATC</td>
<td>Air Traffic Control</td>
</tr>
<tr>
<td>CAB</td>
<td>Civil Aeronautics Board</td>
</tr>
<tr>
<td>CG</td>
<td>Center of Gravity</td>
</tr>
<tr>
<td>CO</td>
<td>Contracting Officer</td>
</tr>
<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
</tr>
<tr>
<td>COR</td>
<td>Contracting Officer's Representative</td>
</tr>
<tr>
<td>COTR</td>
<td>Contracting Officer's Technical Representative</td>
</tr>
<tr>
<td>CWN</td>
<td>Call-when-Needed (Contract)</td>
</tr>
<tr>
<td>DOI</td>
<td>Department of the Interior</td>
</tr>
<tr>
<td>DOT</td>
<td>Department of Transportation</td>
</tr>
<tr>
<td>ELT</td>
<td>Emergency Locator Transmitter</td>
</tr>
<tr>
<td>EPA</td>
<td>Environmental Protection Agency</td>
</tr>
<tr>
<td>ETA</td>
<td>Estimated Time of Arrival</td>
</tr>
<tr>
<td>FAA</td>
<td>Federal Aviation Administration</td>
</tr>
<tr>
<td>FAO</td>
<td>Forest Aviation Officer</td>
</tr>
<tr>
<td>FAR</td>
<td>Federal Acquisition Regulations</td>
</tr>
<tr>
<td>FHP</td>
<td>Forest Health Protection</td>
</tr>
<tr>
<td>FPMR</td>
<td>Federal Property Management Regulations</td>
</tr>
<tr>
<td>FS</td>
<td>Forest Service</td>
</tr>
<tr>
<td>FSS</td>
<td>Flight Service Station</td>
</tr>
<tr>
<td>GACC</td>
<td>Geographic Area Coordination Center</td>
</tr>
<tr>
<td>GPM</td>
<td>Gallons-Per-Minute</td>
</tr>
<tr>
<td>GPS</td>
<td>Global Positioning System</td>
</tr>
<tr>
<td>HIP</td>
<td>Helicopter Inspector Pilot</td>
</tr>
<tr>
<td>IATB</td>
<td>Interagency Airtanker Board</td>
</tr>
<tr>
<td>HOS</td>
<td>Helicopter Operations Specialist</td>
</tr>
<tr>
<td>ICAO</td>
<td>International Civil Aviation Theory</td>
</tr>
</tbody>
</table>

52
### SECTION C

**DESCRIPTION/SPECIFICATIONS/EXHIBITS**

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>IFR</td>
<td>Instrument Flight Rules</td>
</tr>
<tr>
<td>IMC</td>
<td>Instrument Meteorological Conditions</td>
</tr>
<tr>
<td>ISA</td>
<td>International Standard Atmosphere</td>
</tr>
<tr>
<td>M&amp;IE</td>
<td>Meals and Incidental Expenses</td>
</tr>
<tr>
<td>MSL</td>
<td>Mean Sea Level</td>
</tr>
<tr>
<td>NTSB</td>
<td>National Transportation Safety Board</td>
</tr>
<tr>
<td>NOTAM</td>
<td>Notice to Airmen</td>
</tr>
<tr>
<td>PA</td>
<td>Public Address System</td>
</tr>
<tr>
<td>PASP</td>
<td>Project Aviation Safety Plan</td>
</tr>
<tr>
<td>PIC</td>
<td>Pilot-in-Command</td>
</tr>
<tr>
<td>PPE</td>
<td>Personal Protective Equipment</td>
</tr>
<tr>
<td>PTT</td>
<td>Push-To-Talk</td>
</tr>
<tr>
<td>RAO</td>
<td>Regional Aviation Officer</td>
</tr>
<tr>
<td>RASM</td>
<td>Regional Aviation Safety Manager</td>
</tr>
<tr>
<td>RON</td>
<td>Remain-Over-Night</td>
</tr>
<tr>
<td>SIC</td>
<td>Second-in-Command/Co-Pilot</td>
</tr>
<tr>
<td>STC</td>
<td>Supplemental Type Certificate</td>
</tr>
<tr>
<td>TBO</td>
<td>Time Between Overhaul</td>
</tr>
<tr>
<td>TCAS</td>
<td>Traffic Collision Avoidance System</td>
</tr>
<tr>
<td>TFR</td>
<td>Temporary Flight Restriction</td>
</tr>
<tr>
<td>USDA-FS</td>
<td>United States Department of Agriculture-Forest Service</td>
</tr>
<tr>
<td>VFR</td>
<td>Visual Flight Rules</td>
</tr>
<tr>
<td>VNE</td>
<td>Velocity Never Exceed</td>
</tr>
<tr>
<td>VSO</td>
<td>Stall Speed in a landing configuration</td>
</tr>
<tr>
<td>VSWR</td>
<td>Voltage Standing Wave Ratio</td>
</tr>
</tbody>
</table>
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

Exhibit 01

This solicitation includes the Department of Labor (DOL) wage determinations specified below. In order to reduce the size of the solicitation, the following information has been extracted from the wage determinations listed below and identifies the occupations of service employees that would typically be employed on this type of contract. This information should be considered when submitting an offer. The DOL wage determinations listed below shall be included in their entirety in any awarded contract resulting from this solicitation.

REGISTER OF WAGE DETERMINATIONS UNDER THE SERVICE CONTRACT ACT
By direction of the Secretary of Labor

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION
WASHINGTON, D.C. 20210

Daniel W. Simms
Division of Wage Determinations

Wage Determination No: 1995-0222
Revision No: 40
Date Of Revision: 12/29/2015

Note: Under Executive Order (EO) 13658, an hourly minimum wage of $10.15 for calendar year 2016 applies to all contracts subject to the Service Contract Act for which the solicitation was issued on or after January 1, 2015. If this contract is covered by the EO, the contractor must pay all workers in any classification listed on this wage determination at least $10.15 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in calendar year 2016. The EO minimum wage rate will be adjusted annually. Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.


**Fringe Benefits Required Follow the Occupational Listing**

Employed on U.S. Government contracts for aerial photographer, aerial seeding, aerial spraying, transportation of personnel and cargo, fire reconnaissance, administrative flying, fire detection, air taxi mail service, and other flying services.

<table>
<thead>
<tr>
<th>OCCUPATION CODE - TITLE</th>
<th>FOOTNOTE</th>
<th>RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>31010 - Airplane Pilot</td>
<td></td>
<td>28.36</td>
</tr>
<tr>
<td>(not set) - First Officer (Co-Pilot)</td>
<td></td>
<td>25.82</td>
</tr>
<tr>
<td>(not set) - Aerial Photographer</td>
<td></td>
<td>14.17</td>
</tr>
</tbody>
</table>


ALL OCCUPATIONS LISTED ABOVE RECEIVE THE FOLLOWING BENEFITS:

HEALTH & WELFARE: $4.27 per hour or $170.80 per week or $740.13 per month

VACATION: 2 weeks paid vacation after 1 year of service with a contractor or successor, 3 weeks after 5 years, and 4 weeks after 15 years. Length of service includes the whole span of continuous service with the present contractor or successor, wherever employed, and with the predecessor contractors in the
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

performance of similar work at the same Federal facility. (Reg. 29 CFR 4.173)

HOLIDAYS: A minimum of ten paid holidays per year: New Year's Day, Martin Luther
King Jr.'s Birthday, Washington's Birthday, Memorial Day, Independence Day,
Labor Day, Columbus Day, Veterans' Day, Thanksgiving Day, and Christmas Day. (A
contractor may substitute for any of the named holidays another day off with pay
in accordance with a plan communicated to the employees involved.) (See 29 CFR
4.174)

VACATION (Hawaii): 2 weeks paid vacation after 1 year of service with a
contractor or successor; 3 weeks after 10 years, and 4 weeks after 15 years.
Length of service includes the whole span of continuous service with the present
contractor or successor, wherever employed, and with the predecessor contractors
in the performance of similar work at the same Federal facility. (Reg. 29 CFR
4.173)

HEALTH & WELFARE (Hawaii): $1.69 per hour, or $67.60 per week, or $292.93 per
month hour for all employees on whose behalf the contractor provides health care
benefits pursuant to the Hawaii prepaid Health Care Act. For those employees who
are not receiving health care benefits mandated by the Hawaii prepaid Health
Care Act, the new health and welfare benefit rate will be $4.27 per hour.

HAZARDOUS PAY DIFFERENTIAL: An 8 percent differential is applicable to employees
employed in a position that represents a high degree of hazard when working with
or in close proximity to ordnance, explosives, and incendiary materials. This
includes work such as screening, blending, dying, mixing, and pressing of
sensitive ordnance, explosives, and pyrotechnic compositions such as lead azide,
black powder and photoflash powder. All dry-house activities involving
propellants or explosives. Demilitarization, modification, renovation,
demolition, and maintenance operations on ordnance, explosives and
incendiary materials. All operations involving re-grading and cleaning of
artillery ranges.

A 4 percent differential is applicable to employees employed in a position that
represents a low degree of hazard when working with, or in close proximity to
ordnance, or employees possibly adjacent to) explosives and incendiary
materials which involves potential injury such as laceration of hands, face, or
arms of the employee engaged in the operation, irritation of the skin, minor
burns and the like; minimal damage to immediate or adjacent work area or
equipment being used. All operations involving, unloading, storage, and hauling
of ordnance, explosive, and incendiary ordnance material other than small arms
ammunition. These differentials are only applicable to work that has been
specifically designated by the agency for ordnance, explosives, and incendiary
material differential pay.

** UNIFORM ALLOWANCE **

If employees are required to wear uniforms in the performance of this contract
(either by the terms of the Government contract, by the employer, by the state
or local law, etc.), the cost of furnishing such uniforms and maintaining (by
laundring or dry cleaning) such uniforms is an expense that may not be borne by
an employee where such cost reduces the hourly rate below that required by the
wage determination. The Department of Labor will accept payment in accordance
with the following standards as compliance:

The contractor or sub-contractor is required to furnish all employees with an
adequate number of uniforms without cost or to reimburse employees for the
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

actual cost of the uniforms. In addition, where uniform cleaning and maintenance is made the responsibility of the employee, all contractors and subcontractors subject to this wage determination shall (in the absence of a bona fide collective bargaining agreement providing for a different amount, or the furnishing of contrary affirmative proof as to the actual cost), reimburse all employees for such cleaning and maintenance at a rate of $3.35 per week (or $.67 cents per day). However, in those instances where the uniforms furnished are made of "wash and wear" materials, may be routinely washed and dried with other personal garments, and do not require any special treatment such as dry cleaning, daily washing, or commercial laundering in order to meet the cleanliness or appearance standards set by the terms of the Government contract, by the contractor, by law, or by the nature of the work, there is no requirement that employees be reimbursed for uniform maintenance costs.

The duties of employees under job titles listed are those described in the "Service Contract Act Directory of Occupations", Fifth Edition (Revision 1), dated September 2014, unless otherwise indicated.

REQUEST FOR AUTHORIZATION OF ADDITIONAL CLASSIFICATION AND WAGE RATE Standard Form 1444 (SF-1444)

Conformance Process:

The contracting officer shall require that any class of service employee which is not listed herein and which is to be employed under the contract (i.e., the work to be performed is not performed by any classification listed in the wage determination), be classified by the contractor so as to provide a reasonable relationship (i.e., appropriate level of skill comparison) between such unlisted classifications and the classifications listed in the wage determination. Such conformed classes of employees shall be paid the monetary wages and furnished the fringe benefits as are determined (See 29 CFR 4.6(b)(2)(i)). Such conforming procedure shall be initiated by the contractor prior to the performance of contract work by such unlisted class(es) of employees (See 29 CFR 4.6(b)(2)(ii)). The Wage and Hour Division shall make a final determination of conformed classification, wage rate, and/or fringe benefits which shall be retroactive to the commencement date of the contract (See 29 CFR 4.6(b)(2)(iv)(C)(vii)). When multiple wage determinations are included in a contract, a separate SF-1444 should be prepared for each wage determination to which a class(es) is to be conformed.

The process for preparing a conformance request is as follows:

1) When preparing the bid, the contractor identifies the need for a conformed occupation(s) and computes a proposed rate(s).

2) After contract award, the contractor prepares a written report listing in order the proposed classification title(s), a Federal grade equivalency (FGE) for each proposed classification(s), job description(s), and rationale for proposed wage rate(s), including information regarding the agreement or disagreement of the authorized representative of the employees involved, or where there is no authorized representative, the employees themselves. This report should be submitted to the contracting officer no later than 30 days after such unlisted class(es) of employees performs any contract work.

3) The contracting officer reviews the proposed action and promptly submits a report of the action, together with the agency's recommendations and pertinent information including the position of the contractor and the employees, to the Wage and Hour Division, U.S. Department of Labor, for review (See 29 CFR 4.6(b)(2)(ii)).
4) Within 30 days of receipt, the Wage and Hour Division approves, modifies, or disapproves the action via transmittal to the agency contracting officer, or notifies the contracting officer that additional time will be required to process the request.

5) The contracting officer transmits the Wage and Hour decision to the contractor.

6) The contractor informs the affected employees.

Information required by the Regulations must be submitted on SF-1444 or bond paper.

When preparing a conformance request, the "Service Contract Act Directory of Occupations" (the Directory) should be used to compare job definitions to ensure that duties requested are not performed by a classification already listed in the wage determination. Remember, it is not the job title, but the required tasks that determine whether a class is included in an established wage determination. Conformances may not be used to artificially split, combine, or subdivide classifications listed in the wage determination.

** OCCUPATIONS NOT INCLUDED IN THE SCA DIRECTORY OF OCCUPATIONS **

Aerial Photographer
The aerial photographer must be skilled in reading flight maps, capable of assisting the pilot to adhere to flight lines, be able to level and operate a cartographic camera and its auxiliary equipment mounted in the aircraft so that the photographs that are taken will have the required forward lap and side lap for use in photogrammetric mapping equipment, and possess a working knowledge of aerial films and camera filters to insure proper exposure of the films.

First Officer (Co-Pilot)
Is second in command of commercial airplane and its crew while transporting passengers, mail, or other cargo on scheduled or nonscheduled flights. Assists or relieves an airline captain in operating the controls of an airplane; monitoring flight and engine instruments; and maintaining air-to-ground communications.
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

Exhibit 02

RESTRAINT SYSTEMS CONDITION INSPECTION GUIDELINES

A. Federal Aviation Regulations require that occupant restraints systems are to be replaced in aircraft manufactured after July 1, 1951; such systems shall conform to standards established by the FAA. These standards are contained in Technical Standard Order TSO-C22. Restraint system eligible for installation in aircraft may be identified by the marking TSO-C22, TSO-C114 on the webbing, or by a military designation number since military systems comply with the strength requirements of the TSO. Aircraft manufacturer installed restraint systems with part numbers are acceptable. Each system shall be equipped with an approved metal-to-metal latching device.

B. Federal Aviation Regulations provide minimum inspection guidance, other than to state, that mildew and fraying may render the restraint system un-airworthy and that suspected webbing should be tested for tensile strength. The tensile strength requirement for a single person system is 525 pounds (most systems are rated at 1,500 pounds).

C. Unacceptable Condition Criteria:

<table>
<thead>
<tr>
<th>Webbing</th>
<th>Hardware</th>
<th>Stitching</th>
<th>TSO Tags</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frayed (5%)</td>
<td>Inoperable</td>
<td>Broken</td>
<td>Missing</td>
</tr>
<tr>
<td>Torn</td>
<td>Damaged</td>
<td>Excessive Wear</td>
<td>Illegible</td>
</tr>
<tr>
<td>Crushed</td>
<td>Corroded</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Swollen</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Creased</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deteriorated</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

D. References:

14 CFR Part 91.205
14 CFR Part 21.607
AC 21-34
TSO-C22
TSO-C114
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

Exhibit 03
AUX-FM RADIO INTERFACE
FS/AMD A-17

(M/W MS3116F12-10P)
J-1: MS3112E12-10S
J-2: BULKHEAD FEMALE BNC
ANTENNA COMANT CI-177 OR EQUIVALENT
RADIO INTERFACE NAT AA34, PREMIER
PA-34, OR EQUIVALENT

U.S.D.A.
FOREST SERVICE
AUX-FM RADIO INTERFACE
FS/0AS A-17

59
Exhibit 04

Avionics Operational Test Standards
FS/AMD A-24
Revision E
August 18, 2011

The following operational test standards apply to all contractually required/offered avionics equipment under US Forest Service contract and Department of the Interior Aviation Management Directorate interagency fire contracts.

Abbreviations and Selected Definitions are in Section 9.

1. Installations, Maintenance and Other Items

<table>
<thead>
<tr>
<th><strong>Visual Inspection</strong></th>
<th>Inspect for obvious damage, inoperative displays, missing or incorrect parts, proper labeling, and documentation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Antennas, Mounting, and Installation</strong></td>
<td>Forward/Reverse ratio of 3.0:1 or better, broadband aircraft type antennas, rigidity, doubling plates, proper bonding, proper RF cables, security, proper wire size</td>
</tr>
<tr>
<td><strong>Magnetic Direction Indicator (Compass)</strong></td>
<td>Installed, placarded, calibrated with engines operating stating that radios were on or off, calibration readings of not more than 30° increments (normal category airplanes) or 45° increments (all others), (system required on standard category A/C per 14 CFR 91.205; if installed, installed and placarded per 14 CFR Parts 23, 25, 27, or 29)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Accessory Power Source</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Connector</strong></td>
</tr>
<tr>
<td><strong>Circuit Breaker</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Remote Cargo Hook Connector: Helicopter</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Connector</strong></td>
</tr>
<tr>
<td><strong>Wiring</strong></td>
</tr>
<tr>
<td><strong>Circuit Breaker</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Cargo Bell and Light System: Smokejumper</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cargo Bell</strong></td>
</tr>
</tbody>
</table>
### SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

<table>
<thead>
<tr>
<th>Light System</th>
<th>Location, activation, indicators</th>
</tr>
</thead>
</table>

#### 2. Communications Systems

**Emergency Locator Transmitter (ELT)**

<table>
<thead>
<tr>
<th>Type</th>
<th>TSO-C91a or TSO-C126C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mounting</td>
<td>Per TSO and manufacturer's instructions</td>
</tr>
<tr>
<td>Antenna</td>
<td>External to the fuselage, proper mounting, correct location, portable antenna available for automatic portable types</td>
</tr>
<tr>
<td>G Switch</td>
<td>Subject TSO-C91a ELTs to a quick jerking motion (if easily removable), test N/A for TSO-C126 ELTs</td>
</tr>
<tr>
<td>Battery Date</td>
<td>Date not expired, matching dates on ELT and in aircraft records</td>
</tr>
<tr>
<td>Operation</td>
<td>Manually operates, PRF acceptable (only check TSO-C126 units when directly connected to a test set)</td>
</tr>
<tr>
<td>Remote</td>
<td>Location visible and accessible to PIC, functionality, indicator</td>
</tr>
<tr>
<td>Logbook</td>
<td>Annual 14 CFR 91.207(d) test completed, battery expiration date on ELT matches date in maintenance record</td>
</tr>
</tbody>
</table>

**VHF-AM Transceiver**

| Type | TSO'd, selectable frequencies in 25 kHz increments, 760 channel minimum, operation from 118.000 to 136.975 MHz, 720 channel acceptable only if contractually permitted |
| Operation | To and from service monitor |
| Receiver | Squelch opens at acceptable level, clarity |
| Transmitter | Modulation from 15% to 85%, 5 watts nominal output minimum, frequency within 20 PPM (+2.46 kHz @ 122.925 MHz) (per NTIA Manual Chapter 5) |
| Display | All segments visible in direct sunlight |

**P25 Digital Aeronautical VHF-FM Transceiver**

| Type | Listed on Approved Radios list and meets FS/AMD A-19 |
| Power Output | 10 watts nominal output, multiband transceivers 6 to 10 watts nominal output |
### SECTION C
**DESCRIPTION/SPECIFICATIONS/EXHIBITS**

<table>
<thead>
<tr>
<th><strong>VSWR</strong></th>
<th>Forward/reverse ratio of 3.0:1 or better at 138, 156, and 173.975 MHz</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Antenna</strong></td>
<td>Cobham (Comant) CI 177-1 or equivalent, installation and mounting</td>
</tr>
<tr>
<td><strong>CTCSS Tones</strong></td>
<td>All current TIA-603 standard tone encode &amp; decode tone capability, TX tone level of 300 to 600 Hz in narrowband, frequency within 1.5 Hz of selected tone, proper operation</td>
</tr>
<tr>
<td><strong>NAC and TGID</strong></td>
<td>Operator selectable</td>
</tr>
<tr>
<td><strong>Main Receiver</strong></td>
<td>Squelch opens @ 1 to 2 uV with direct connection at 138, 156, and 173.975 MHz, audio output of at least 100 mV with narrowband input (1.5 to 2.5 kHz modulation), less than 10% distortion</td>
</tr>
<tr>
<td><strong>Main Transmitter</strong></td>
<td>Narrowband deviation from 1.5 to 2.5 kHz, narrowband frequency within 2.5 PPM (+421 Hz @ 168.3500 MHz) (per NTIA Manual Chapter 5)</td>
</tr>
<tr>
<td><strong>Guard Receiver</strong></td>
<td>Squelch opens @ 1 to 2 uV with direct connection at 168.6250 MHz, audio output of at least 100 mV with narrowband input (1.5 to 2.5 kHz modulation), less than 10% distortion</td>
</tr>
<tr>
<td><strong>Guard Transmitter</strong></td>
<td>Quickly selectable, operates on 168.6250 MHz, TX CTCSS tone of 110.9 Hz, narrowband deviation from 1.5 to 2.5 kHz, narrowband frequency within 2.5 PPM (+422 Hz @ 168.6250 MHz) (per NTIA Manual Chapter 5)</td>
</tr>
<tr>
<td><strong>Mounting</strong></td>
<td>Meets AC 43.13-2B, controls equally convenient to PIC and STC/observer</td>
</tr>
<tr>
<td><strong>Software</strong></td>
<td>Current operating software per NIICD Hotsheet</td>
</tr>
</tbody>
</table>

**Analog Aeronautical VHF-FM Transceiver: Forest Health Protection Only (non fire)**

<table>
<thead>
<tr>
<th><strong>Type</strong></th>
<th>Technisonic TFM-138 (serial number 1540 &amp; up), TFM-138B/C/D, or TFM-500, Northern Airborne Technology NTX138-070</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Power Output</strong></td>
<td>10 watts nominal output</td>
</tr>
<tr>
<td><strong>VSWR</strong></td>
<td>Forward/reverse ratio of 3.0:1 or better at 136, 156, and 173.975 MHz</td>
</tr>
<tr>
<td><strong>Antenna</strong></td>
<td>Cobham (Comant) CI 177-1 or equivalent, installation and mounting</td>
</tr>
</tbody>
</table>
### SECTION C
### DESCRIPTION/SPECIFICATIONS/EXHIBITS

<table>
<thead>
<tr>
<th><strong>CTCSS Tones</strong></th>
<th>All current TIA-603 standard tone encode &amp; decode tone capability. TX tone level of 300 to 600 Hz in narrowband, frequency within 1.5 Hz of selected tone, proper operation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Main Receiver</strong></td>
<td>Squelch opens @ 1 to 2 uV with direct connection at 138, 156, and 173.975 MHz, audio output of at least 100 mV with narrowband input (1.5 to 2.5 kHz modulation), less than 10% distortion</td>
</tr>
<tr>
<td><strong>Main Transmitter</strong></td>
<td>Narrowband deviation from 1.5 to 2.5 kHz, narrowband frequency within 2.5 PPM (+42 Hz @ 168.3500 MHz) (per NTIA Manual Chapter 5)</td>
</tr>
<tr>
<td><strong>Guard Receiver</strong></td>
<td>Squelch opens @ 1 to 2 uV with direct connection at 168.6250 MHz, audio output of at least 100 mV with narrowband input (1.5 to 2.5 kHz modulation), less than 10% distortion</td>
</tr>
<tr>
<td><strong>Guard Transmitter</strong></td>
<td>Quickly selectable, operates on 168.6250 MHz, TX CTCSS tone of 110.9 Hz, narrowband deviation from 1.5 to 2.5 kHz, narrowband frequency within 2.5 PPM (+422 Hz @ 168.6250 MHz) (per NTIA Manual Chapter 5)</td>
</tr>
<tr>
<td><strong>Mounting</strong></td>
<td>Meets AC 43.13-2B, controls equally convenient to PIC and SIC/observer</td>
</tr>
</tbody>
</table>

### AUX-FM Provisions

| **Operation** | RX & TX functions through aircraft audio system(s), sidetone present, TX deviation output matches portable's stand alone output, installed per FS/AMD A-17 |
| **Controls** | TX and RX selectors on all required audio controls |
| **VSWR** | Forward/reverse ratio of 3.0:1 or better at 136, 156, and 173.975 MHz |
| **Antenna** | Cobham (Comant) CI 177-1 or equivalent, installation and mounting |
| **Mounting Facilities** | Meeting AC 43.13-2B (Field Support Services, AUX-EPH-RB or equivalent), within 18” of AUX-FM connectors, controls convenient to SIC/observer |
| **Connectors** | MS3112E12-10S, female BNC, both bulkhead mounted, both adjacent to each other |

### VHF-FM Programming Port

| **Operation** | Location, ability to program each radio |
| **Adapters** | Available for installed radio type, serial or USB connector |
### SECTION C
**DESCRIPTION/SPECIFICATIONS/EXHIBITS**

#### VHF-FM Aeronautical Antenna: Light Fixed Wing

<table>
<thead>
<tr>
<th><strong>RF Cable</strong></th>
<th>Location, cable length, male BNC connector</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Antenna</strong></td>
<td>Cobham (Comant) CI 177-1 or equivalent, installation and mounting</td>
</tr>
<tr>
<td><strong>VSWR</strong></td>
<td>Forward/reverse ratio of 3.0:1 or better at 138, 156, and 173.975 MHz</td>
</tr>
</tbody>
</table>

#### P25 Digital VHF-FM Mobile Radio

<table>
<thead>
<tr>
<th><strong>Type</strong></th>
<th>Listed on Approved Radios list</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Operational Check</strong></td>
<td>Proper RX and TX operation</td>
</tr>
<tr>
<td><strong>Power Output</strong></td>
<td>30 watts minimum nominal output</td>
</tr>
<tr>
<td><strong>VSWR</strong></td>
<td>Forward/reverse ratio of 3.0:1 or better at 138, 156, and 173.975 MHz</td>
</tr>
<tr>
<td><strong>Antenna</strong></td>
<td>Antenna Specialists ASPR-7490; Maxrad MWB-5803; or equivalent, installation and mounting</td>
</tr>
<tr>
<td><strong>CTCSS Tones</strong></td>
<td>All current TIA-603 standard tone encode &amp; decode tone capability, TX tone level of 300 to 600 Hz in narrowband, frequency within 1.5 Hz of selected tone, proper operation</td>
</tr>
<tr>
<td><strong>NAC and TGID</strong></td>
<td>Operator selectable via radio controls</td>
</tr>
<tr>
<td><strong>Receiver</strong></td>
<td>Squelch opens @ 0.25 to 0.5 µV with direct connection at 138, 156, and 173.975 MHz, audio output of at least 100 mV with narrowband input (1.5 to 2.5 kHz modulation), less than 10% distortion</td>
</tr>
<tr>
<td><strong>Transmitter</strong></td>
<td>Narrowband deviation from 1.5 to 2.5 kHz, narrowband frequency within 2.5 PPM (+421 Hz @ 168.3500 MHz) (per NTIA Manual Chapter 5)</td>
</tr>
<tr>
<td><strong>Field Programmability</strong></td>
<td>Contractor demonstration without the use of a computer to program the radio</td>
</tr>
<tr>
<td><strong>Software</strong></td>
<td>Current operating software per NIIICD Hotsheet</td>
</tr>
</tbody>
</table>

#### P25 Digital VHF-FM Portable Radio

<table>
<thead>
<tr>
<th><strong>Type</strong></th>
<th>Listed on Approved Radios list</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Operational Check</strong></td>
<td>Proper RX and TX operation</td>
</tr>
<tr>
<td><strong>Power Output</strong></td>
<td>1 watt but no more than 10 watts nominal output</td>
</tr>
</tbody>
</table>
### SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

| **VSWR** | Forward/reverse ratio of 3.0:1 or better at 138, 156, and 173.975 MHz |
| **Battery** | Alkaline: At least one clamshell; Rechargeable: Two fully charged battery packs at beginning of each shift |
| **CTCSS Tones** | All current TIA-603 standard tone encode & decode tone capability, TX tone level of 300 to 600 Hz in narrowband, frequency within 1.5 Hz of selected tone, proper operation |
| **NAC and TGID** | Operator selectable via radio controls |
| **Receiver** | Squelch opens @ 0.25 to 0.5 uV with direct connection at 138, 156, and 173.975 MHz, audio output of at least 100 mV with narrowband input (1.5 to 2.5 kHz modulation), less than 10% distortion |
| **Transmitter** | Narrowband deviation from 1.5 to 2.5 kHz, narrowband frequency within 2.5 PPM (+421 Hz @ 168.3500 MHz) (per NTIA Manual Chapter 5) |
| **Field Programmability** | Contractor demonstration without the use of a computer to program the radio |
| **Software** | Current operating software per NIICD Hotsheet |

**Automated Flight Following**

**Operation** | Accurate & current position data displayed on Webtracker, required data in Webtracker database, uses satellites |

**Installation** | Per manufacture's manual and AC 43.13-2B, operates using aircraft power, dedicated circuit breaker |

**Antenna** | Antenna external to unit, antenna with clear path to satellites |

**Public Address System: External**

**Operation** | Acceptable operation, ability to understand voice 100 feet below aircraft while aircraft is in flight, uses headset/helmet mic |

**Controls** | PA TX selector on all required audio controls |
### SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

| **Public Address System: Internal** | Operation | Acceptable operation; ability to hear clearly throughout cabin/PAX area. Smokejumper A/C amplifier with 25 watts output with less than 10% distortion for conveying intelligible messages to all occupants from all positions with jump door open; uses headset/helmet mic. (system required on A/C with +19 PAX seats per 14 CFR 135.150 & Smokejumper A/C). |
|---|---|
| | Controls | PA TX selector on all required audio controls |
| **Siren** | Operation | Provides Yelp and Wail tones; uses External PA speakers |
| | Controls | Manual activation for PIC & SIC/observer |

#### 3. Navigation Systems

**Panel Mounted GPS**

<table>
<thead>
<tr>
<th>Type</th>
<th>TSO'd, panel mounted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Installation</td>
<td>Convenient to both PIC and SIC/observer</td>
</tr>
<tr>
<td>Operation</td>
<td>Correct present position or lock on, database age does not exceed contract limit, WGS-84 datum, degrees/decimal degrees display</td>
</tr>
<tr>
<td>Moving Map (when required)</td>
<td>Display area 1.5&quot; high x 3.0&quot; wide minimum, aircraft position relative to waypoints, displays geographical features</td>
</tr>
</tbody>
</table>

**Portable/Handheld GPS**

<table>
<thead>
<tr>
<th>Type</th>
<th>Aviation portable, not a drive along the road type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Installation</td>
<td>Convenient to both PIC and SIC/observer; installation meets AC 43.13-2B, uses aircraft power for operation, approved installation</td>
</tr>
<tr>
<td>Antenna</td>
<td>Antenna remoted from unit with clear path to satellite signals</td>
</tr>
<tr>
<td>Operation</td>
<td>Correct present position or lock on, database does not exceed contract limit, WGS-84 datum, degrees/decimal degrees display</td>
</tr>
<tr>
<td>Moving Map (when required)</td>
<td>Display area 1.5&quot; high x 3.0&quot; wide minimum, aircraft position relative to waypoints, displays geographical features</td>
</tr>
</tbody>
</table>

**GPS Data Connector**

| DB-9F connector, correct pins active, proper location |
**SECTION C**
**DESCRIPTION/SPECIFICATIONS/EXHIBITS**

### Additional GPS Antenna
*Freeflight Systems* 16248-20 antenna, female type N connector & location

### Altitude Encoder and Pitot Static Systems
Meets 14 CFR 91 Part 91 IFR requirements, 14 CFR 91.411 & 14 CFR Part 43 Appendixes E and F logbook entry not expired (24 calendar month maximum)

### Transponder with Altitude Reporting Capability
<table>
<thead>
<tr>
<th>Type</th>
<th>TSO-C74b (Mode A), TSO-C74c (Mode A with altitude reporting capability), or TSO-C112 (Mode S)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Installation</td>
<td>Meets 14 CFR 91.215(a), 91.215(b), and 91.413</td>
</tr>
<tr>
<td>Records</td>
<td>Required 14 CFR 91.413 &amp; 14 CFR Part 43 Appendix F logbook entry not expired (24 calendar month maximum)</td>
</tr>
</tbody>
</table>

### VOR
Panel mounted, flag pull, to/from operation, audio, all display segments visible in direct sunlight, maximum bearing error of $+4^\circ$ ($2/5$th deflection per side (usually 2 out of 5 dots)) or meeting the manufacturer's specifications (whichever is more stringent), maximum variation between dual system of $+4^\circ$ ($2/5$th deflection per side (usually 2 out of 5 dots)) or meeting the manufacturer's specifications (whichever is more stringent), IFR aircraft require aircraft log/record entry for IFR 30 day check per 14 CFR 91.171

### Localizer
Maximum error of $+0.5^\circ$ ($1/5$th deflection per side (usually 1 out of 5 dots)) or meeting the manufacturer's specifications (whichever is more stringent), flag pull, interfaced to #1 VOR system

### Glideslope
Maximum error of $+0.05^\circ$ ($1/10$th deflection per side (usually 1/2 out of 5 dots)) or meeting the manufacturer's specifications (whichever is more stringent), flag pull, interfaced to #1 VOR system

### Marker Beacon
All indicators operate properly, acceptable sensitivity, acceptable audio level (service monitor required)

### DME
Proper heading to station, proper distance to station, all display segments visible in direct sunlight, independent from GPS system

### ADF
Points to station, 360$^\circ$ operation, acceptable audio, all display segments visible in direct sunlight

#### 4. Weather Systems

### Thunderstorm Detection Equipment
Acceptable operation. Weather Radar is an approved alternative, (system required on aircraft with >10 PAX seats except helicopters in day VFR per 14 CFR 135.173), (not required in Hawaii & Alaska)
### Weather Radar
Acceptable operation, (system required on aircraft with +10 PAX seats per 14 CFR 135.175), (not required in Hawaii & Alaska)

### 5. Collision Avoidance Systems

#### Ground Proximity Warning System (GPWS)
GPWS requirements expired on 3/29/2005. See Terrain Awareness and Warning System (TAWS)

#### Radar Altimeter
Indicator near glare shield or low altitude light installed, range of 0’ to 2,000’ minimum

#### Terrain Awareness and Warning System (TAWS)
Acceptable audio, Flight Manual documentation disabled on Smokejumper and paracargo operations, (system required on turbine powered airplanes with +6 PAX seats per 14 CFR 91.223 and 135.154)

#### Traffic Advisory System (TAS)

<table>
<thead>
<tr>
<th>Type</th>
<th>TSO’d active system, on and operating per 14 CFR 91.221 (system required on turbine airplanes with +10 PAX seats per 14 CFR 135.180)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Installation</td>
<td>Manufacturers display or MFD, convenient to PIC and SIC. Acceptable audio level, Airtanker MFD display area 2.75” high x 3.0” wide minimum. Flight Manual documentation</td>
</tr>
<tr>
<td>Range</td>
<td>Operator selectable from 2 NM (or less) to at least 10 NM</td>
</tr>
<tr>
<td>Operation</td>
<td>360 degree acquisition, minimal airframe shadowing, on MEL (when applicable) with inoperable status NTE 15 days</td>
</tr>
</tbody>
</table>

#### Traffic Collision and Alert Device (TCAD)
See Traffic Advisory System (TAS)

#### Traffic Collision and Alert System (TCAS)
See Traffic Advisory System (TAS)

### 6. Recorder Systems

#### Cockpit Voice Recorder
Proper area mic location, headset mic(s) operation, radio RX operation; locator beacon battery date current, (system required on multiengine turbine powered A/C with +6 PAX seats requiring two pilots by TC or operating rule per 14 CFR 91.609 and 135.151)

#### Flight Data Recorder
### 7. Audio Systems

#### Audio Control System: General Requirements Applicable to All

<table>
<thead>
<tr>
<th>Location</th>
<th>Convenient to required operator(s), not a safety hazard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Labeling</td>
<td>Legible, permanent, understandable (i.e. COM 1, COM 2, FM 1, AUX, etc or COM 1, COM 2, COM 3, COM 4, etc with radios marked accordingly)</td>
</tr>
<tr>
<td>Specifications</td>
<td></td>
</tr>
<tr>
<td>Hum, Noise, and Crosstalk</td>
<td>40 dB below specified audio output</td>
</tr>
<tr>
<td>Specified Audio Output</td>
<td>100 mW with an input of 250 mV, both at 600 ohms</td>
</tr>
<tr>
<td>Distortion</td>
<td>Less than 10%</td>
</tr>
</tbody>
</table>

#### Audio Control System: Helicopter: See applicable drawings

<table>
<thead>
<tr>
<th>Required Controls</th>
<th>Individual TX selection, individual RX selection switches, separate RX and ICS audio level controls</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operation</td>
<td></td>
</tr>
<tr>
<td>TX Selection</td>
<td>Automatically selects proper radio and companion receiver; each required transceiver, PA, and ICS (N/A w/ hot mic) system has individual TX selection</td>
</tr>
<tr>
<td>RX Selection</td>
<td>Selects proper radio receiver (on/off switch), each required receiver has individual RX selector independent of the transmitter selector</td>
</tr>
<tr>
<td>PTT Switch</td>
<td>Proper operation, separate radio TX and ICS TX switches at all required positions</td>
</tr>
<tr>
<td>ICS and Radio RX</td>
<td>Proper operation, audio level</td>
</tr>
<tr>
<td>Volume</td>
<td></td>
</tr>
<tr>
<td>Sidetone</td>
<td>Present for each transceiver, acceptable audio level</td>
</tr>
<tr>
<td>Crosstalk</td>
<td>Proper operation at all required positions</td>
</tr>
</tbody>
</table>

| Rappel/Short haul  | Hot Mic at Spotters position, Spotter cord proper length, proper ICS and TX capability at specified positions, additional Audio Control System (FS light helicopters may use SICs, DOI required to use SICs) |

---

69
## Audio Control System: Light Fixed Wing

<table>
<thead>
<tr>
<th>Required Controls</th>
<th>Individual TX selection, individual RX selection switches (Air Tactical)</th>
</tr>
</thead>
</table>

### Operation

<table>
<thead>
<tr>
<th>TX Selection</th>
<th>Automatically selects proper radio and companion receiver; each required transceiver, PA, and ICS (N/A w/ hot mic) system has individual TX selection; ATGS Instructor TX operation uses SIC/observer audio control or has a separate system (Air Tactical)</th>
</tr>
</thead>
<tbody>
<tr>
<td>RX Selection</td>
<td>Selects proper radio receiver (on/off switch)</td>
</tr>
<tr>
<td>PTT Switch</td>
<td>Proper operation, non-pilot switch not on flight control</td>
</tr>
<tr>
<td>ICS and Radio RX Volume</td>
<td>Proper operation, audio level</td>
</tr>
<tr>
<td>Sidetone</td>
<td>Present for each transceiver, acceptable audio level</td>
</tr>
<tr>
<td>Crosstalk</td>
<td>Proper operation at all required positions</td>
</tr>
</tbody>
</table>

## Audio Control System: Airtanker

<table>
<thead>
<tr>
<th>Required Controls</th>
<th>PIC and SIC systems interchangeable, individual TX selection, individual RX selection switches, pilot inspector monitors SIC or has a separate system (no TX or NAV required)</th>
</tr>
</thead>
</table>

### Operation

<table>
<thead>
<tr>
<th>TX Selection</th>
<th>Automatically selects proper radio and companion receiver; each required transceiver, PA, and ICS (N/A w/ hot mic) system has individual TX selection</th>
</tr>
</thead>
<tbody>
<tr>
<td>RX Selection</td>
<td>Selects proper radio receiver (on/off switch)</td>
</tr>
<tr>
<td>PTT Switch</td>
<td>Proper operation</td>
</tr>
<tr>
<td>ICS and Radio RX Volume</td>
<td>Proper operation, audio level</td>
</tr>
<tr>
<td>Sidetone</td>
<td>Present for each transceiver, acceptable audio level</td>
</tr>
<tr>
<td>Crosstalk</td>
<td>Proper operation at all required positions</td>
</tr>
</tbody>
</table>
### Audio Control System: Smokejumper

<table>
<thead>
<tr>
<th>Required Controls</th>
<th>Individual TX selection, individual RX selection controls, separate RX master and ICS audio level controls</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Operation</strong></td>
<td></td>
</tr>
<tr>
<td>TX Selection</td>
<td>Automatically selects proper radio and companion receiver; each required transceiver, PA, and ICS (N/A w/ hot mic) system has individual TX selection; spotter with TX indicator</td>
</tr>
<tr>
<td>RX Selection</td>
<td>Selects proper radio receiver (on/off switch for PIC &amp; SIC, adjustable volume controls for spotter/mission coordinator)</td>
</tr>
<tr>
<td>PTT Switch</td>
<td>Proper operation</td>
</tr>
<tr>
<td>ICS and Radio RX Volume</td>
<td>Proper operation, audio level sufficient for intelligible reception to helmeted spotter with jump door open while in flight</td>
</tr>
<tr>
<td>Sidetone</td>
<td>Present for each transceiver, acceptable audio level</td>
</tr>
<tr>
<td>Crosstalk</td>
<td>Proper operation at all required positions</td>
</tr>
</tbody>
</table>

### 8. Intercommunications System (ICS)

<table>
<thead>
<tr>
<th>Available at Required Positions</th>
<th>Per contractually required locations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Operation</strong></td>
<td>Proper audio &amp; mic operation at each required position, Smokejumper isolation with Call button and PIC LED</td>
</tr>
<tr>
<td><strong>Hot Mic/VOX</strong></td>
<td>Presence per contract requirements, proper operation</td>
</tr>
<tr>
<td><strong>PTT and Volume Controls</strong></td>
<td>Presence per contract requirements, proper operation, Airtanker ICS PTT not required if normal conversation can be maintained while in flight</td>
</tr>
<tr>
<td><strong>Specifications</strong></td>
<td></td>
</tr>
<tr>
<td>Hum, Noise, and Crosstalk</td>
<td>40 dB below specified audio output</td>
</tr>
<tr>
<td>Specified Audio Output</td>
<td>100 mW with an input of 250 mV, both at 600 ohms</td>
</tr>
<tr>
<td>Distortion</td>
<td>Less than 10%</td>
</tr>
</tbody>
</table>

### 9. Abbreviations & Selected Definitions

<table>
<thead>
<tr>
<th>AC</th>
<th>Advisory Circular</th>
</tr>
</thead>
</table>
### SECTION C
**DESCRIPTION/SPECIFICATIONS/EHIBITS**

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A/C</td>
<td>Aircraft</td>
</tr>
<tr>
<td>ADF</td>
<td>Automatic Direction Finder</td>
</tr>
<tr>
<td>AFF</td>
<td>Automated Flight Following</td>
</tr>
<tr>
<td>AM</td>
<td>Amplitude Modulation</td>
</tr>
<tr>
<td>AMD</td>
<td>Aviation Management Directorate</td>
</tr>
<tr>
<td>ATGS</td>
<td>Air Tactical Group Supervisor</td>
</tr>
<tr>
<td>AUX-FM</td>
<td>Auxiliary Frequency Modulated portable radio</td>
</tr>
<tr>
<td>BNC</td>
<td>Bayonet Neill Concelman, a quick disconnect RF connector</td>
</tr>
<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
</tr>
<tr>
<td>CTCSS</td>
<td>Continuous Tone Controlled Squelch System</td>
</tr>
<tr>
<td>CVR</td>
<td>Cockpit Voice Recorder</td>
</tr>
<tr>
<td>dB</td>
<td>Decibel</td>
</tr>
<tr>
<td>DME</td>
<td>Distance Measuring Equipment</td>
</tr>
<tr>
<td>DOI</td>
<td>Department of the Interior</td>
</tr>
<tr>
<td>ELT</td>
<td>Emergency Locator Transmitter</td>
</tr>
<tr>
<td>FDR</td>
<td>Flight Data Recorder</td>
</tr>
<tr>
<td>FM</td>
<td>Frequency Modulation</td>
</tr>
<tr>
<td>FS</td>
<td>Forest Service</td>
</tr>
<tr>
<td>GPS</td>
<td>Global Positioning System</td>
</tr>
<tr>
<td>GPWS</td>
<td>Ground Proximity Warning System, see TAWS</td>
</tr>
<tr>
<td>GS</td>
<td>Glideslope, see ILS</td>
</tr>
<tr>
<td>Hz</td>
<td>Hertz (1 hertz)</td>
</tr>
<tr>
<td>ICS</td>
<td>Intercommunication System</td>
</tr>
<tr>
<td><strong>IFR</strong></td>
<td>Instrument Flight Rules</td>
</tr>
<tr>
<td><strong>ILS</strong></td>
<td>Instrument Landing System, see GS and LOC</td>
</tr>
<tr>
<td><strong>kHz</strong></td>
<td>Kilohertz (1,000 hertz)</td>
</tr>
<tr>
<td><strong>LED</strong></td>
<td>Light Emitting Diode</td>
</tr>
<tr>
<td><strong>LOC</strong></td>
<td>Localizer, see ILS</td>
</tr>
<tr>
<td><strong>MB</strong></td>
<td>Marker Beacon</td>
</tr>
<tr>
<td><strong>MEL</strong></td>
<td>Minimum Equipment List</td>
</tr>
<tr>
<td><strong>MFD</strong></td>
<td>Multifunction Display</td>
</tr>
<tr>
<td><strong>Mic or mic</strong></td>
<td>Microphone</td>
</tr>
<tr>
<td><strong>MHz</strong></td>
<td>Megahertz (1,000,000 hertz)</td>
</tr>
<tr>
<td><strong>Multiband Transceiver</strong></td>
<td>A transceiver capable of operating in more than one frequency band (i.e. 136 to 174 MHz and 403 to 512 MHz) as opposed to a standard VHF-FM transceiver which can only operate in the 136 to 174 MHz frequency band.</td>
</tr>
<tr>
<td><strong>mW</strong></td>
<td>Milliwatts (0.001 watts)</td>
</tr>
<tr>
<td><strong>mV</strong></td>
<td>Milivolts (0.001 volts)</td>
</tr>
<tr>
<td><strong>NAC</strong></td>
<td>Network Access Code, see P25</td>
</tr>
<tr>
<td><strong>NAV</strong></td>
<td>Navigation Systems</td>
</tr>
<tr>
<td><strong>NM</strong></td>
<td>Nautical Mile</td>
</tr>
<tr>
<td><strong>NTE</strong></td>
<td>Not To Exceed</td>
</tr>
<tr>
<td><strong>P25</strong></td>
<td>Project 25 Digital, open architecture digital communications system</td>
</tr>
<tr>
<td><strong>PA</strong></td>
<td>Public Address</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Description</td>
</tr>
<tr>
<td>--------------</td>
<td>------------------------------------</td>
</tr>
<tr>
<td>PAX</td>
<td>Passenger or passengers</td>
</tr>
<tr>
<td>PIC</td>
<td>Pilot in Command</td>
</tr>
<tr>
<td>PPM</td>
<td>Parts Per Million</td>
</tr>
<tr>
<td>PRF</td>
<td>Pulse Repetition Frequency</td>
</tr>
<tr>
<td>PTT</td>
<td>Push to Talk</td>
</tr>
<tr>
<td>RF</td>
<td>Radio Frequency</td>
</tr>
<tr>
<td>Rx or RX</td>
<td>Receive or reception</td>
</tr>
<tr>
<td>SIC</td>
<td>Second in Command, copilot</td>
</tr>
<tr>
<td>TAS</td>
<td>Traffic Advisory System</td>
</tr>
<tr>
<td>TAWS</td>
<td>Terrain Awareness and Warning System</td>
</tr>
<tr>
<td>TC</td>
<td>Type Certificate</td>
</tr>
<tr>
<td>TCAD</td>
<td>Traffic Collision and Alert Device, see TAS</td>
</tr>
<tr>
<td>TCAS</td>
<td>Traffic Collision and Alert System, see TAS</td>
</tr>
<tr>
<td>TGID</td>
<td>Talkgroup, a sub code of a NAC</td>
</tr>
<tr>
<td>TSO</td>
<td>Technical Standard Order</td>
</tr>
<tr>
<td>Tx or TX</td>
<td>Transmit or transmission</td>
</tr>
<tr>
<td>USB</td>
<td>Universal Serial Bus</td>
</tr>
<tr>
<td>uV</td>
<td>Microvolt (0.000001 volts)</td>
</tr>
<tr>
<td>VHF</td>
<td>Very High Frequency</td>
</tr>
<tr>
<td>VOR</td>
<td>VHF Omnidirectional Range</td>
</tr>
<tr>
<td>VOX</td>
<td>Voice Activated</td>
</tr>
<tr>
<td>VSWR</td>
<td>Voltage Standing Wave Ratio</td>
</tr>
</tbody>
</table>
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

Exhibit 05

NOTE: This exhibit has intentionally been left blank.
NOTE: This exhibit has intentionally been left blank.
Exhibit 07

USDA Forest Service
SAFECOM: AVIATION SAFETY COMMUNIQUE
(Ref. FSM 5720)

1. REPORTED BY (OPTIONAL)
Name:
Organization:
Address:
E-Mail Address:
Phone:

Date / / 

2. EVENT
Date: / / yyyy
Local time: 24 hour clock

Location: Airport, City, Lat/Long, or Fire Name
State:

3. MISSION
Type:
Pax, Cargo, Recon, Sling, Longline, etc.

Procurement
Contract, CWN, Rental, Fleet, etc.

Number of Persons: Special Use? Y N

Hazardous Material Onboard? Y N

Departure Point: Destination:

4. AIRCRAFT
(Reg.)#:
Manufacturer:
Model:
Owner/Operator:
Pilot:

5. NARRATIVE
Provide a brief explanation of the event.

6. CORRECTIVE ACTION

SEND TO:
USDA Forest Service - Local Forest and Regional Aviation Safety Office in which the event took place.

U.S. Department of the Interior - Through Bureau channels to OAS safety Manager, P.O. Box 15428, Boise, ID 83715-5428 or Electronically through SAFETYNET at (208) 387-5823 (9-1-N)

This form is used to report any condition, observance, maintenance problem, act or circumstance which has potential to cause an aviation-related mishap.

Coding: For use of Regional Aviation safety Manager:

CAUSE: PHASE OCCURRENCE TYPE

Data Tracking #: 

78
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

Exhibit 08

ADDITIONAL ASSISTANCE
Additional assistance may be obtained by contacting any of these offices.

REGIONAL FIXED WING PROGRAM MANAGER
Attn: Mary Verry
1740 SE Ochoco Way
Redmond, OR 97756
Phone: (541) 504-7255

REGIONAL AVIATION OFFICER
Attn: Aaron Schooclark
PO Box 3623
Portland, OR 97208
Phone: (503) 808-2059

REGIONAL AVIATION SAFETY MANAGER
Attn: Gary Boyd
1740 SE Ochoco Way
Redmond, OR 97756
Phone: (541) 504-7283

REGIONAL AVIATION GROUP MANAGER
Attn: Kim Reed
1740 SE Ochoco Way
Redmond, OR 97756
Phone: (541) 504-7252

REGIONAL AVIATION CONTRACTING OFFICER
Attn: Ben McGrane
1740 SE Ochoco Way
Redmond, OR 97756
Phone: (541) 504-7273

AVIATION MAINTENANCE INSPECTOR
Attn: Mike Cook
1740 SE Ochoco Way
Redmond, OR 97756
Phone: (541) 405-2247

AVIATION MAINTENANCE PROGRAM MANAGER
Attn: James Reed
1740 SE Ochoco Way
Redmond, OR 97756
Phone: (541) 405-2366
PILOT AGREEMENT
2016 Season

I, the undersigned, have been provided a copy of Solicitation No. AG-04H1-S-12-0003 outlining the terms and conditions of the solicitation. I have read and understand the requirements of the solicitation, specifically Section C, Description/Specifications/Work Statement General Specifications. While exercising the privileges granted on Form 5700-20/5700-20A, Pilot Qualification, I agree to abide by the terms of an awarded contract resulting from solicitation AG-04H1-S-12-0003

Printed Name: ________________________________ Date: ______

(Signature)

Title: ________________________________

Company: ________________________________

Note: This form must be returned to the USFS inspector for the pilot carding process to be complete.
### Exhibit 10
**PERFORMANCE REPORT**

<table>
<thead>
<tr>
<th>USDA Forest Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Region 6 Fire and Aviation</td>
</tr>
<tr>
<td>Contracting</td>
</tr>
<tr>
<td>1740 SE Ochoco Way</td>
</tr>
<tr>
<td>Redmond, OR 97756</td>
</tr>
<tr>
<td>Phone 541-410-5714</td>
</tr>
<tr>
<td>Fax 971-216-4099</td>
</tr>
</tbody>
</table>

#### EVALUATION REPORT ON

**CONTRACTOR PERFORMANCE**

**CPARS Compatible Format**

**SOURCE SELECTION INFORMATION**

**NOT FOR PUBLIC RELEASE** (see FAR 3.104 & 42.1503)

<table>
<thead>
<tr>
<th>AGENCY / USER</th>
<th>CONTRACT NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADDRESS</td>
<td>CONTRACTOR</td>
</tr>
<tr>
<td>CITY / STATE / ZIP</td>
<td>PERIOD OF PERFORMANCE</td>
</tr>
<tr>
<td>CONTRACT COR</td>
<td>LOCATION OF PERFORMANCE</td>
</tr>
</tbody>
</table>

#### PROGRAM TITLE

<table>
<thead>
<tr>
<th>AIRCRAFT FLIGHT SERVICES:</th>
<th>AIRPLANE</th>
<th>HELICOPTER</th>
<th>AIR TANKER</th>
<th>OTHER - specify</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>AIRCRAFT TYPE</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>CONTRACT EFFORT DESCRIPTION (check all that apply)</th>
</tr>
</thead>
<tbody>
<tr>
<td>EXCLUSIVE USE</td>
</tr>
<tr>
<td>FIRE MANAGEMENT</td>
</tr>
<tr>
<td>MAINTENANCE</td>
</tr>
</tbody>
</table>

#### INSTRUCTIONS:

This form can be completed on the computer or printed and completed by hand. Use the mouse to navigate. To check or uncheck a box, double click the box. If further direction is required on how to complete this evaluation or where to submit it, please contact your Contracting Officer. Comment boxes are formatted to automatically wrap the entered text. Check the box that best describes the level in which the Contractor supported the area described. Comments are essential and must substantiate your rating selection. N/A = not applicable. If additional space is required, use page 2 of the form or attach additional page(s).

**SEE PAGE 3 FOR EVALUATION RATINGS DEFINITIONS**

1. **Quality of Service.** Contractor was professional and conformed to contract requirements. Was capable, efficient and effective in supporting the programs of this contract. Provided well maintained equipment and highly qualified personnel.

   | N/A | Exceptional | Very Good | Satisfactory | Marginal | Unsatisfactory |

#### COMMENTS:

---

81
SECTION C
DESCRIPTION/SPECIFICATIONS/EXHIBITS

2. Schedule. Contractor was prepared and available to begin work on contract start date and provided daily coverage during the contract period with little to no disruption or unavailability. Contractor kept COR informed of crew exchanges, maintenance issues, etc.

| N/A | Exceptional | Very Good | Satisfactory | Marginal | Unsatisfactory |

COMMENTS:

3. Cost Control. How well does the contractor control operating costs? (Only applicable for cost reimbursable type contracts)

| N/A | Exceptional | Very Good | Satisfactory | Marginal | Unsatisfactory |

COMMENTS:

4. Business Relations. Contractor was cooperative and customer oriented, provided sufficient field support, satisfactorily addressed any issues or concerns, and identified corrective action as necessary.

| N/A | Exceptional | Very Good | Satisfactory | Marginal | Unsatisfactory |

COMMENTS:
5. Management. Contractor and on-site representatives were professional, well qualified, and committed to customer satisfaction and safety of operations. Contractor provided necessary support for key personnel and if applicable, took necessary action to correct or replace any personnel.

- N/A
- Exceptional
- Very Good
- Satisfactory
- Marginal
- Unsatisfactory

**COMMENTS:**

6. Small Business. How does the contractor support small business? (only applicable for contracts awarded to large businesses)

- N/A
- Exceptional
- Very Good
- Satisfactory
- Marginal
- Unsatisfactory

**COMMENTS:**

7. Other - Safety. Contractor and on-site representatives attitude and efforts, as well as actual application, towards aircraft safety and general safety of operations?

- N/A
- Exceptional
- Very Good
- Satisfactory
- Marginal
- Unsatisfactory

**COMMENTS:**
8. Customer Satisfaction. Identify to what level you were satisfied with the services provided under this contract. If given the opportunity, would you hire this contractor again to accomplish a similar project? □ yes □ No

□ N/A □ Exceptional □ Very Good □ Satisfactory □ Marginal □ Unsatisfactory

COMMENTS:

9. Other Areas:

□ N/A □ Exceptional □ Very Good □ Satisfactory □ Marginal □ Unsatisfactory

10. Other Areas:

□ N/A □ Exceptional □ Very Good □ Satisfactory □ Marginal □ Unsatisfactory

11. Other Areas:

□ N/A □ Exceptional □ Very Good □ Satisfactory □ Marginal □ Unsatisfactory

12. Other Areas:

□ N/A □ Exceptional □ Very Good □ Satisfactory □ Marginal □ Unsatisfactory

Additional comments to support your response to any item above or other items (will not be posted on CPARS website)

Name, Title of Individual Completing this Form (include agency, phone and electronic address)

Signature
SECTION E
REPRESENTATIONS, CERTIFICATIONS, AND INSTRUCTIONS

CONTRACT CLAUSES

D-1 Contract Terms and Conditions -Commercial Items (FAR 52.212-4) (Feb 2012)

(a) Inspection/Acceptance. The Contractor shall only tender for acceptance those items that conform to the requirements of this contract. The Government reserves the right to inspect or test any supplies or services that have been tendered for acceptance. The Government may require repair or replacement of nonconforming supplies or reperformance of nonconforming services at no increase in contract price. If repair/replacement or reperformance will not correct the defects or is not possible, the Government may seek an equitable price reduction or adequate consideration for acceptance of nonconforming supplies or services. The Government must exercise its post-acceptance rights—

(1) Within a reasonable time after the defect was discovered or should have been discovered; and

(2) Before any substantial change occurs in the condition of the item, unless the change is due to the defect in the item.

(b) Assignment. The Contractor or its assignee may assign its rights to receive payment due as a result of performance of this contract to a bank, trust company, or other financing institution, including any Federal lending agency in accordance with the Assignment of Claims Act (31 U.S.C. 3727). However, when a third party makes payment (e.g., use of the Governmentwide commercial purchase card), the Contractor may not assign its rights to receive payment under this contract.

(c) Changes. Changes in the terms and conditions of this contract may be made only by written agreement of the parties.

(d) Disputes. This contract is subject to the Contract Disputes Act of 1978, as amended (41 U.S.C. 601-613). Failure of the parties to this contract to reach agreement on any request for equitable adjustment, claim, appeal or action arising under or relating to this contract shall be a dispute to be resolved in accordance with the clause at FAR 52.233-1, Disputes, which is incorporated herein by reference. The Contractor shall proceed diligently with performance of this contract, pending final resolution of any dispute arising under the contract.

(e) Definitions. The clause at FAR 52.202-1, Definitions, is incorporated herein by reference.

(f) Excusable delays. The Contractor shall be liable for default unless nonperformance is caused by an occurrence beyond the reasonable control of the Contractor and without its fault or negligence such as, acts of God or the public enemy, acts of the Government in either its sovereign or contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, unusually severe weather, and delays of common carriers. The Contractor shall notify the Contracting Officer in writing as soon as it is reasonably possible after the commencement of any excusable delay, setting forth the full particulars in connection therewith, shall remedy such occurrence with all reasonable dispatch, and shall promptly give written notice to the Contracting Officer of the cessation of such occurrence.

(g) Invoice.

(1) The Contractor shall submit an original invoice and three copies (or electronic invoice, if authorized) to the address designated in the contract to receive invoices. An invoice must include—

(i) Name and address of the Contractor;

(ii) Invoice date and number;

(iii) Contract number, contract line item number and, if applicable, the order number;
(iv) Description, quantity, unit of measure, unit price and extended price of the items delivered;

(v) Shipping number and date of shipment, including the bill of lading number and weight of shipment if shipped on Government bill of lading;

(vi) Terms of any discount for prompt payment offered;

(vii) Name and address of official to whom payment is to be sent;

(viii) Name, title, and phone number of person to notify in event of defective invoice; and

(ix) Taxpayer Identification Number (TIN). The Contractor shall include its TIN on the invoice only if required elsewhere in this contract.

(x) Electronic funds transfer (EFT) banking information.

(A) The Contractor shall include EFT banking information on the invoice only if required elsewhere in this contract.

(B) If EFT banking information is not required to be on the invoice, in order for the invoice to be a proper invoice, the Contractor shall have submitted correct EFT banking information in accordance with the applicable solicitation provision, contract clause (e.g., 52.232-33, Payment by Electronic Funds Transfer—Central Contractor Registration, or 52.232-34, Payment by Electronic Funds Transfer—Other Than Central Contractor Registration), or applicable agency procedures.

(C) EFT banking information is not required if the Government waived the requirement to pay by EFT.

(2) Invoices will be handled in accordance with the Prompt Payment Act (31 U.S.C. 3903) and Office of Management and Budget (OMB) prompt payment regulations at 5 CFR Part 1315.

(h) Patent indemnity. The Contractor shall indemnify the Government and its officers, employees and agents against liability, including costs, for actual or alleged direct or contributory infringement of, or inducement to infringe, any United States or foreign patent, trademark or copyright, arising out of the performance of this contract, provided the Contractor is reasonably notified of such claims and proceedings.

(i) Payment.

(1) Items accepted. Payment shall be made for items accepted by the Government that have been delivered to the delivery destinations set forth in this contract.

(2) Prompt payment. The Government will make payment in accordance with the Prompt Payment Act (31 U.S.C. 3903) and prompt payment regulations at 5 CFR Part 1315.

(3) Electronic Funds Transfer (EFT). If the Government makes payment by EFT, see 52.212-5(b) for the appropriate EFT clause.

(4) Discount. In connection with any discount offered for early payment, time shall be computed from the date of the invoice. For the purpose of computing the discount earned, payment shall be considered to have been made on the date which appears on the payment check or the specified payment date if an electronic funds transfer payment is made.

(5) Overpayments. If the Contractor becomes aware of a duplicate contract financing or invoice payment or that the Government has otherwise overpaid on a contract financing or invoice payment, the Contractor shall—
SECTION E
REPRESENTATIONS, CERTIFICATIONS, AND INSTRUCTIONS

(i) Remit the overpayment amount to the payment office cited in the contract along with a description of the overpayment including the—

(A) Circumstances of the overpayment (e.g., duplicate payment, erroneous payment, liquidation errors, date(s) of overpayment);

(B) Affected contract number and delivery order number, if applicable;

(C) Affected contract line item or subline item, if applicable; and

(D) Contractor point of contact.

(ii) Provide a copy of the remittance and supporting documentation to the Contracting Officer.

(iii) Interest.

(i) All amounts that become payable by the Contractor to the Government under this contract shall bear simple interest from the date due until paid unless paid within 30 days of becoming due. The interest rate shall be the interest rate established by the Secretary of the Treasury as provided in Section 611 of the Contract Disputes Act of 1978 (Public Law 95-563), which is applicable to the period in which the amount becomes due, as provided in (i)(ii)(v) of this clause, and then at the rate applicable for each six-month period as fixed by the Secretary until the amount is paid.

(ii) The Government may issue a demand for payment to the Contractor upon finding a debt is due under the contract.

(iii) Final decisions. The Contracting Officer will issue a final decision as required by 33.211 if—

(A) The Contracting Officer and the Contractor are unable to reach agreement on the existence or amount of a debt within 30 days;

(B) The Contractor fails to liquidate a debt previously demanded by the Contracting Officer within the timeline specified in the demand for payment unless the amounts were not repaid because the Contractor has requested an installment payment agreement; or

(C) The Contractor requests a deferment of collection on a debt previously demanded by the Contracting Officer (see 32.607-2).

(iv) If a demand for payment was previously issued for the debt, the demand for payment included in the final decision shall identify the same due date as the original demand for payment.

(v) Amounts shall be due at the earliest of the following dates:

(A) The date fixed under this contract.

(B) The date of the first written demand for payment, including any demand for payment resulting from a default termination.

(vi) The interest charge shall be computed for the actual number of calendar days involved beginning on the due date and ending on—

(A) The date on which the designated office receives payment from the Contractor;
SECTION E
REPRESENTATIONS, CERTIFICATIONS, AND INSTRUCTIONS

(B) The date of issuance of a Government check to the Contractor from which an amount otherwise payable has been withheld as a credit against the contract debt; or

(C) The date on which an amount withheld and applied to the contract debt would otherwise have become payable to the Contractor.

(vii) The interest charge made under this clause may be reduced under the procedures prescribed in 32.608-2 of the Federal Acquisition Regulation in effect on the date of this contract.

(j) Risk of loss. Unless the contract specifically provides otherwise, risk of loss or damage to the supplies provided under this contract shall remain with the Contractor until, and shall pass to the Government upon:

(1) Delivery of the supplies to a carrier, if transportation is f.o.b. origin; or

(2) Delivery of the supplies to the Government at the destination specified in the contract, if transportation is f.o.b. destination.

(k) Taxes. The contract price includes all applicable Federal, State, and local taxes and duties.

(l) Termination for the Government’s convenience. The Government reserves the right to terminate this contract, or any part hereof, for its sole convenience. In the event of such termination, the Contractor shall immediately stop all work hereunder and shall immediately cause any and all of its suppliers and subcontractors to cease work. Subject to the terms of this contract, the Contractor shall be paid a percentage of the contract price reflecting the percentage of the work performed prior to the notice of termination, plus reasonable charges the Contractor can demonstrate to the satisfaction of the Government using its standard record keeping system, have resulted from the termination. The Contractor shall not be required to comply with the cost accounting standards or contract cost principles for this purpose. This paragraph does not give the Government any right to audit the Contractor’s records. The Contractor shall not be paid for any work performed or costs incurred which reasonably could have been avoided.

(m) Termination for cause. The Government may terminate this contract, or any part hereof, for cause in the event of any default by the Contractor, or if the Contractor fails to comply with any contract terms and conditions, or fails to provide the Government, upon request, with adequate assurances of future performance. In the event of termination for cause, the Government shall not be liable to the Contractor for any amount for supplies or services not accepted, and the Contractor shall be liable to the Government for any and all rights and remedies provided by law. If it is determined that the Government improperly terminated this contract for default, such termination shall be deemed a termination for convenience.

(n) Title. Unless specified elsewhere in this contract, title to items furnished under this contract shall pass to the Government upon acceptance, regardless of when or where the Government takes physical possession.

(o) Warranty. The Contractor warrants and implies that the items delivered hereunder are merchantable and fit for use for the particular purpose described in this contract.

(p) Limitation of liability. Except as otherwise provided by an express warranty, the Contractor will not be liable to the Government for consequential damages resulting from any defect or deficiencies in accepted items.

(q) Other compliances. The Contractor shall comply with all applicable Federal, State and local laws, executive orders, rules and regulations applicable to its performance under this contract.

(s) **Order of precedence.** Any inconsistencies in this solicitation or contract shall be resolved by giving precedence in the following order:

(1) The schedule of supplies/services.

(2) The Assignments, Disputes, Payments, Invoice, Other Compliances, and Compliance with Laws Unique to Government Contracts paragraphs of this clause.

(3) The clause at 52.212-5.

(4) Addenda to this solicitation or contract, including any license agreements for computer software.

(5) Solicitation provisions if this is a solicitation.

(6) Other paragraphs of this clause.

(7) The Standard Form 1449.

(8) Other documents, exhibits, and attachments.

(9) The specification.

(i) **Central Contractor Registration (CCR).**

(1) Unless exempted by an addendum to this contract, the Contractor is responsible during performance and through final payment of any contract for the accuracy and completeness of the data within the CCR database, and for any liability resulting from the Government’s reliance on inaccurate or incomplete data. To remain registered in the CCR database after the initial registration, the Contractor is required to review and update on an annual basis from the date of initial registration or subsequent updates its information in the CCR database to ensure it is current, accurate and complete. Updating information in the CCR does not alter the terms and conditions of this contract and is not a substitute for a properly executed contractual document.

(2) (i) If a Contractor has legally changed its business name, "doing business as" name, or division name (whichever is shown on the contract), or has transferred the assets used in performing the contract, but has not completed the necessary requirements for novation and change-of-name agreements in FAR Subpart 42.12, the Contractor shall provide the responsible Contracting Officer a minimum of one business day's written notification of its intention to (A) change the name in the CCR database; (B) comply with the requirements of Subpart 42.12; and (C) agree in writing to the timeline and procedures specified by the responsible Contracting Officer.

The Contractor must provide with the notification sufficient documentation to support the legally changed name.

(ii) If the Contractor fails to comply with the requirements of paragraph (i)(2)(i) of this clause, or fails to perform the agreement at paragraph (i)(2)(i)(C) of this clause, and, in the absence of a properly executed novation or change-of-name agreement, the CCR information that shows the Contractor to be other than the Contractor indicated in the contract will be considered to be incorrect information within the meaning of the "Suspension of Payment" paragraph of the electronic funds transfer (EFT) clause of this contract.

(3) The Contractor shall not change the name or address for EFT payments or manual payments, as appropriate, in the CCR record to reflect an assignee for the purpose of assignment of claims (see Subpart 32.8, Assignment of Claims). Assignees shall be separately registered in the CCR database. Information provided to the Contractor's CCR record that indicates payments, including those made by EFT, to an ultimate recipient other than that Contractor will be considered to be incorrect information within the meaning of the "Suspension of payment" paragraph of the EFT clause of this contract.
(4) Offerors and Contractors may obtain information on registration and annual confirmation requirements via CCR accessed through https://www.acquisition.gov or by calling 1-888-227-2423 or 269-961-5757.

D-2 CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS—COMMERCIAL ITEMS (FAR 52.212-5)(JAN 2016)

(a) The Contractor shall comply with the following Federal Acquisition Regulation (FAR) clauses, which are incorporated in this contract by reference, to implement provisions of law or Executive orders applicable to acquisitions of commercial items:

(1) 52.222-50, Combating Trafficking in Persons (Feb 2009) (22 U.S.C. 7104(g)).

___ Alternate I (Aug 2007) of 52.222-50 (22 U.S.C. 7104(g)).


(b) The Contractor shall comply with the FAR clauses in this paragraph (b) that the Contracting Officer has indicated as being incorporated in this contract by reference to implement provisions of law or Executive orders applicable to acquisitions of commercial items:


___ (2) 52.203-13, Contractor Code of Business Ethics and Conduct (Apr 2010) (Pub. L. 110-252, Title VI, Chapter 1 (41 U.S.C. 251 note)).


___ (9) 52.219-3, Notice of HUBZone Set-Aside or Sole-Source Award (Nov 2011) (15 U.S.C. 657a).

___ (10) 52.219-4, Notice of Price Evaluation Preference for HUBZone Small Business Concerns (JAN 2011) (if the offeror elects to waive the preference, it shall so indicate in its offer) (15 U.S.C. 657a).

___ (11) [Reserved]
SECTION E
REPRESENTATIONS, CERTIFICATIONS, AND INSTRUCTIONS


(ii) Alternate I (Nov 2011).

(iii) Alternate II (Nov 2011).


(iii) Alternate II (Mar 2004) of 52.219-7.

(14) 52.219-8, Utilization of Small Business Concerns (Jan 2011) (15 U.S.C. 637(d)(2) and (3)).

(15)(i) 52.219-9, Small Business Subcontracting Plan (Jan 2011) (15 U.S.C. 637(d)(4)).


(iii) Alternate II (Oct 2001) of 52.219-9.

(iv) Alternate III (Jul 2010) of 52.219-9.

(16) 52.219-13, Notice of Set-Aside of Orders (Nov 2011) (15 U.S.C. 644(r)).

(17) 52.219-14, Limitations on Subcontracting (Nov 2011) (15 U.S.C. 637(a)(14)).

(18) 52.219-16, Liquidated Damages—Subcontracting Plan (Jan 1999) (15 U.S.C. 637(d)(4)(F)(ii)).

(19)(i) 52.219-23, Notice of Price Evaluation Adjustment for Small Disadvantaged Business Concerns
(Oct 2008) (10 U.S.C. 2323) (if the offeror elects to waive the adjustment, it shall so indicate in its offer).

(ii) Alternate I (June 2003) of 52.219-23.

(20) 52.219-25, Small Disadvantaged Business Participation Program—Disadvantaged Status and Reporting

(21) 52.219-26, Small Disadvantaged Business Participation Program—Incentive Subcontracting (Oct 2000)

657f).

(23) 52.219-28, Post Award Small Business Program Representation (Apr 2012) (15 U.S.C. 632(a)(2)).

(24) 52.219-29, Notice of Set-Aside for Economically Disadvantaged Women-Owned Small Business
(EDWOSB) Concerns (Apr 2012) (15 U.S.C. 637(m)).

(25) 52.219-30, Notice of Set-Aside for Women-Owned Small Business (WOSB) Concerns Eligible Under the
WOSB Program (Apr 2012) (15 U.S.C. 637(m)).

(26) 52.222-3, Convict Labor (June 2003) (E.O. 11755).

SECTION E
REPRESENTATIONS, CERTIFICATIONS, AND INSTRUCTIONS

_x_ (28) 52.222-21, Prohibition of Segregated Facilities (Feb 1999).

_x_ (29) 52.222-26, Equal Opportunity (Mar 2007) (E.O. 11246).


_x_ (33) 52.222-40, Notification of Employee Rights Under the National Labor Relations Act (Dec 2010) (E.O. 13496).

_x_ (34) 52.222-54, Employment Eligibility Verification (JUL 2012). (Executive Order 12989). (Not applicable to the acquisition of commercially available off-the-shelf items or certain other types of commercial items as prescribed in 22.1803.)

(35)(i) 52.223-9, Estimate of Percentage of Recovered Material Content for EPA-Designated Items (May 2008) (42 U.S.C. 6962(c)(3)(A)(ii)). (Not applicable to the acquisition of commercially available off-the-shelf items.)

(ii) Alternate I (May 2008) of 52.223-9 (42 U.S.C. 6962(l)(2)(C)). (Not applicable to the acquisition of commercially available off-the-shelf items.)


(ii) Alternate I (DEC 2007) of 52.223-16.

(38) 52.223-18, Encouraging Contractor Policies to Ban Text Messaging While Driving (AUG 2011) (E.O. 13513).


(ii) Alternate I (Mar 2012) of 52.225-3.

(iii) Alternate II (Mar 2012) of 52.225-3.

(iv) Alternate III (Nov 2012) of 52.225-3.


(42) 52.225-13, Restrictions on Certain Foreign Purchases (June 2008) (E.O.’s, proclamations, and statutes administered by the Office of Foreign Assets Control of the Department of the Treasury).

(43) 52.226-4, Notice of Disaster or Emergency Area Set-Aside (Nov 2007) (42 U.S.C. 5150).
SECTION E
REPRESENTATIONS, CERTIFICATIONS, AND INSTRUCTIONS

(44) 52.226-5, Restrictions on Subcontracting Outside Disaster or Emergency Area (Nov 2007) (42 U.S.C. 5150).


(48) 52.232-34, Payment by Electronic Funds Transfer—Other than Central Contractor Registration (May 1999) (31 U.S.C. 3332).


(51)(i) 52.247-64, Preference for Privately Owned U.S.-Flag Commercial Vessels (Feb 2008) (46 U.S.C. Appx. 1241(b) and 10 U.S.C. 2631).

(ii) Alternate I (Apr 2003) of 52.247-64.

(c) The Contractor shall comply with the FAR clauses in this paragraph (c), applicable to commercial services, that the Contracting Officer has indicated as being incorporated in this contract by reference to implement provisions of law or Executive orders applicable to acquisitions of commercial items:


(7) 52.222-17, Nondisplacement of Qualified Workers (JAN 2013) (E.O.13495).


(9) 52.237-11, Accepting and Dispensing of $1 Coin (Sept 2008) (31 U.S.C. 5112(p)(1)).

(d) Comptroller General Examination of Record. The Contractor shall comply with the provisions of this paragraph (d) if this contract was awarded using other than sealed bid, is in excess of the simplified acquisition threshold, and does not contain the clause at 52.215-2, Audit and Records—Negotiation.
SECTION E
REPRESENTATIONS, CERTIFICATIONS, AND INSTRUCTIONS

(1) The Comptroller General of the United States, or an authorized representative of the Comptroller General, shall have access to and right to examine any of the Contractor’s directly pertinent records involving transactions related to this contract.

(2) The Contractor shall make available at its offices at all reasonable times the records, materials, and other evidence for examination, audit, or reproduction, until 3 years after final payment under this contract or for any shorter period specified in FAR Subpart 4.7, Contractor Records Retention, of the other clauses of this contract. If this contract is completely or partially terminated, the records relating to the work terminated shall be made available for 3 years after any resulting final termination settlement. Records relating to appeals under the disputes clause or to litigation or the settlement of claims arising under or relating to this contract shall be made available until such appeals, litigation, or claims are finally resolved.

(3) As used in this clause, records include books, documents, accounting procedures and practices, and other data, regardless of type and regardless of form. This does not require the Contractor to create or maintain any record that the Contractor does not maintain in the ordinary course of business or pursuant to a provision of law.

(e)(1) Notwithstanding the requirements of the clauses in paragraphs (a), (b), (c), and (d) of this clause, the Contractor is not required to flow down any FAR clause, other than those in this paragraph (e)(1) in a subcontract for commercial items. Unless otherwise indicated below, the extent of the flow down shall be as required by the clause—

(i) 52.203-13, Contractor Code of Business Ethics and Conduct (Apr 2010) (Pub. L. 110-252, Title VI, Chapter 1 (41 U.S.C. 251 note)).

(ii) 52.219-8, Utilization of Small Business Concerns (Dec 2010) (15 U.S.C. 637(d)(2) and (3)), in all subcontracts that offer further subcontracting opportunities. If the subcontract (except subcontracts to small business concerns) exceeds $650,000 ($1.5 million for construction of any public facility), the subcontractor must include 52.219-8 in lower tier subcontracts that offer subcontracting opportunities.

(iii) 52.222-17, Nondisplacement of Qualified Workers (JAN 2013) (E.O. 13495). Flow down required in accordance with paragraph (l) of FAR clause 52.222-17.

(iv) 52.222-26, Equal Opportunity (Mar 2007) (E.O. 11246).


(vii) 52.222-40, Notification of Employee Rights Under the National Labor Relations Act (Dec 2010) (E.O. 13496). Flow down required in accordance with paragraph (f) of FAR clause 52.222-40.


(ix) 52.222-50, Combating Trafficking in Persons (Feb 2009) (22 U.S.C. 7104(g)).

__Alternate I (Aug 2007) of 52.222-50 (22 U.S.C. 7104(g)).


(xii) 52.222-54, Employment Eligibility Verification (JUL 2012).
(xiii) **52.226-6**, Promoting Excess Food Donation to Nonprofit Organizations (Mar 2009) (Pub. L. 110-247). Flow down required in accordance with paragraph (e) of FAR clause **52.226-6**.

(xiv) **52.247-64**, Preference for Privately Owned U.S.-Flag Commercial Vessels (Feb 2006) (46 U.S.C. Appx. 1241(b) and 10 U.S.C. 2631). Flow down required in accordance with paragraph (d) of FAR clause **52.247-64**.

(3) While not required, the contractor may include in its subcontracts for commercial items a minimal number of additional clauses necessary to satisfy its contractual obligations.

**D-3 Economic Price Adjustment Specified Flight Rate Contracts**

(a) **NON-FUEL PORTION OF THE SPECIFIED FLIGHT RATE**

Contract rates will be established in accordance with the following to reflect increases or decreases in the cost of performance of the contract work. The increases or decreases used in establishing the rates will be those indicated by the changes in the following price indexes:

The Non-Fuel Portion of the Specified Flight rate will be affected by:

<table>
<thead>
<tr>
<th>TABLE 6-PRODUCER PRICE INDEXES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Commodity Group 1423 --Aircraft Engines and Engine Parts</td>
</tr>
<tr>
<td>2. Commodity Group 1425 --Aircraft Parts and Auxiliary Equipment</td>
</tr>
</tbody>
</table>

The new rate will be derived by multiplying the average of the percentage changes of (A) and (B) times the rate in effect for the year immediately prior to the year in which the renewal is effective. The result will be added to or subtracted from the existing rate to become the newly adjusted rate (rounded to the next dollar).

**NOTE: WHEN THE CONTRACTOR DETERMINES THAT THE ECONOMIC ADJUSTMENT DOES NOT COVER AN INCREASE IN LABOR RATES AS A RESULT OF A NEW WAGE DETERMINATION, IT IS THE CONTRACTOR’S RESPONSIBILITY TO DOCUMENT SUCH INCREASES AND REQUEST ANY APPROPRIATE ADJUSTMENTS. SUCH AN ADJUSTMENT WILL BE MADE IN ACCORDANCE WITH THE FAIR LABOR STANDARDS ACT AND SERVICE CONTRACT ACT - PRICE ADJUSTMENT (MULTIPLE YEAR AND OPTION CONTRACTS). ACTUAL PAYROLL SERVICE CONTRACT ACT CLAUSE FOUND IN SECTION D.**

(b) Extended Standby will be affected by:

The Extended Standby Rate will be reviewed periodically to insure compliance with the Service Contract Act and an adjustment will be made if necessary.

(c) **General** - In the event the Bureau of Labor Statistics, US Department of Labor, uses a substantial revision to the method of calculating an Index or the index is discontinued; the Contracting Officer will select a comparable Index for use under the contract. The Index chosen will be either a current Index in use or a comparable Index prepared by the Bureau of Labor Statistics, US Department of Labor, prepared at the request of the Contracting Officer. Also, at any time the Bureau of Labor Statistics adds an index that is more appropriate or applicable to the contract, the Contracting Officer may elect to make substitution for an already existing Index.

The newly adjusted rates will become effective annually at time of contract renewal. The basis for establishing the new rates will be the changes in the Index over the calendar year immediately prior to the year of the annual adjustment.
The change to the Index will be determined by computing the percent change from the last Index for the calendar year using the January thru December annual average Index unadjusted Index figures as they appear in the publication "Producer Price Indexes" Bureau of Labor Statistics, US Department of Labor.

Any increase will not exceed 15% of the rate being adjusted and the aggregate change over the life of the contract including renewals shall not exceed 30% of the initial contract rates.

(d) BID FLIGHT RATE AND OPTIONAL USE PERIOD FLIGHT RATES PORTION

(1) During the contract periods, including renewals, flight rates will be adjusted to reflect increases and decreases in the prices of aviation fuel.

(2) The price is established as follows:

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Jet Fuel</th>
<th>100 Low Lead</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Redmond</td>
<td>$3.30</td>
<td>$4.45</td>
</tr>
<tr>
<td>2. Klamath Falls</td>
<td>$3.27</td>
<td>$4.89</td>
</tr>
<tr>
<td>3. Medford</td>
<td>$3.43</td>
<td>$4.92</td>
</tr>
</tbody>
</table>

Unit prices used in determining flight rate adjustment amounts will be established by using the average of the fuel prices obtained for aviation fuel for 100 low lead fuel and Jet fuel as follows:

(A) ITEM 1 – Redmond, OR
Prices quoted per Roberts Field January 26, 2016.

(B) ITEM 2 – Klamath Falls, OR
Prices quoted per Klamath Falls Airport January 26, 2016.

(C) ITEM 3 – Medford, OR
Prices quoted per Rogue Valley Airport January 26, 2016.

(3) The adjustment to the fuel portion of the flight rate will be the determined variation amount multiplied by the fuel consumption rates found in Section B, SCHEDULE OF ITEMS, for the applicable aircraft type.

(4) An initial adjustment to the fixed flight rate will be made annually at the beginning of the mandatory availability period. Subsequent adjustments will be made on SEPTEMBER 16 of each contract period provided variations in the average unit price, determined as stated above, deviate more than +/- $0.10 per gallon from the unit price established from the previous adjustment.

(e) DAILY AVAILABILITY RATE - Economic Price Adjustment is not applicable to the Daily Availability Rates Offered by the Contractor in the Schedule of Items.
D-4 Property and Personal Damage

A. The Contractor shall use every precaution necessary to prevent damage to public and private property.

B. The Contractor shall be responsible for all damage to property and to persons, including third parties that occur as a result of his or his agent's or employee's fault or negligence. The term "third parties" is construed to include employees of the Government.

C. The Contractor shall procure and maintain during the term of this contract, and any extension thereof, aircraft and General Public Liability Insurance in accordance with 14 CFR 205. The parties named insured under the policy or policies shall be the CONTRACTOR and THE UNITED STATES OF AMERICA.

D. The Contractor may be otherwise insured by a combination of primary and excess policies. Such policies shall have combined coverage equal to or greater than the combined minimums required.

E. Policies containing exclusions for chemical damage or damage incidental to the use of equipment and supplies furnished under this contract, or growing out of direct performance of the contract, will not be acceptable. The chemical damage coverage may be limited to chemicals dispensed while performing firefighting activities.

F. Prior to the commencement of work, the Contractor shall provide the CO with one copy of the insurance policy, or confirmation from the insurance company, certifying that the coverage described in this clause has been obtained.

D-5 Option to Extend Services (FAR 52.217-8) (Nov 1999) Addendum

The Government may require continued performance of any services within the limits and at the rates specified in the contract. These rates may be adjusted only as a result of revisions to prevailing labor rates provided by the Secretary of Labor. The option provision may be exercised more than once, but the total extension of performance hereunder shall not exceed 6 months. The Contracting Officer may exercise the option by written notice to the Contractor within 30 days before the end of the contract period.

D-6 Option to Extend the Term of the Contract (FAR 52.217-9) (MAR 2000)

A. The Government may extend the term of the Contract by written notice to the Contractor within 60 days; provided that the Government gives the Contractor a preliminary written notice of its intent to extend at least 60 days before the contract expires. The preliminary notice does not commit the Government to an extension.

B. If the Government exercises this option, the extended contract will be considered to include this option clause.

The total duration of this contract, including the exercise of any options under this clause, shall not exceed one (1) base year and three (3) renewal option periods.

D-7 Statement of Equivalent Rates for Federal Hires (FAR 52.222-42) (MAY 1989)

In compliance with the Service Contract Act of 1965, an amended, and the regulations of the Secretary of Labor (29 CFR Par 4), this clause identifies the classes of service employees expected to be employed under the contract and states the wages and fringe benefits payable to each if they were employed by the contracting agency subject to the provisions of 5 U.S.C. 5341 or 5332.

This statement is for information only: It is not a wage determination.

<table>
<thead>
<tr>
<th>Employee</th>
<th>Class</th>
<th>Wage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft Pilot</td>
<td>GS-12</td>
<td>$32.13</td>
</tr>
</tbody>
</table>
SECTION E
REPRESENTATIONS, CERTIFICATIONS, AND INSTRUCTIONS

Aircraft Co-Pilot GS-11 $26.80
Aircraft Mechanic – Journeyman GS-11 $26.80
Aircraft Mechanic – Junior GS-9 $22.15
Aircraft Mechanic – Helper GS-6 $16.30

D-8 ASSURANCE REGARDING FELONY CONVICTION OR TAX DELINQUENT STATUS FOR CORPORATE APPLICANTS (452.209-71)(ALTERNATE 1) (FEB 2012)

(a) This award is subject to the provisions contained in the Consolidated Appropriations Act, 2012 (P.L. No. 112-74), Division E, Sections 433 and 434 regarding corporate felony convictions and corporate federal tax delinquencies. Accordingly, by accepting this award the contractor acknowledges that it –

(1) does not have a tax delinquency, meaning that it is not subject to any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability, and

(2) has not been convicted (or had an officer or agent acting on its behalf convicted) of a felony criminal violation under any Federal law within 24 months preceding the award, unless a suspending and debarring official of the United States Department of Agriculture has considered suspension or debarment of the awardee, or such officer or agent, based on these convictions and/or tax delinquencies and determined that suspension or debarment is not necessary to protect the interests of the Government.

(b) If the awardee fails to comply with these provisions, the Forest Service may terminate this contract for default and may recover any funds the awardee has received in violation of sections 433 or 434.

D-9 Permits and Responsibilities (FAR 52.236-7) (NOV 1991)

The Contractor shall, without additional expense to the Government, be responsible for obtaining any necessary licenses and permits, and for complying with any Federal, State, and municipal laws, codes, and regulations applicable to the performance of the work. The Contractor shall also be responsible for all damages to persons or property that occur as a result of the Contractor’s fault or negligence. The Contractor shall also be responsible for all materials delivered and work performed until completion and acceptance of the entire work, except for any completed unit of work which may have been accepted under the contract.

D-10 Optional-Use Period

Outside the Mandatory Availability Period and any extensions thereof, the Government may need service on an intermittent basis. Orders may be placed subject to acceptance by the Contractor. The Contractor may agree to provide service at the contract daily availability rate plus specified flight rate (applies to daily availability contracts only) or at the optional-use hourly flight rate. If accepted, all terms and conditions of the contract will apply.
U.S. DEPARTMENT OF AGRICULTURE
FOREST SERVICE

CONTRACT NO.: 0547

PROJECT: LIGHT FIXED WING SERVICES
CALL-WHEN-NEEDED
REGION 1

CONTRACTOR: Taylor Aviation, Inc
Box 159
Signal Point Road
Fort Benton, MT 59442

PHONE: 406-788-0268
FAX:

ISSUED & ADMINISTERED BY: USDA-FOREST SERVICE CONTRACTING
National Interagency Fire Center
3833 South Development Avenue
Suite 1100
Boise, ID 83705-5354

CONTRACTING OFFICER: Jeffrey T. McGinley
Telephone: 208-387-5650
FAX: 208-387-5384
TABLE OF CONTENTS

OFFEROR'S COPY .................................................................................................................. i

SECTION B - SUPPLIES OR SERVICES AND PRICE

B-1 SCHEDULE OF ITEMS ............................................................................................... 2
B-2 GOVERNMENT FURNISHED PILOT ........................................................................ 9
B-3 HOME BASE (Base from which aircraft would normally be available) ............... 9
B-4 MAINTENANCE CAPABILITY .................................................................................. 9
B-5 EXCISE TAXES ......................................................................................................... 10
B-6 PERFORMANCE PERIOD ......................................................................................... 10

SECTION C - DESCRIPTION/ SPECIFICATIONS

C-1 SCOPE OF AGREEMENT ............................................................................................ 11
C-2 GENERAL CERTIFICATIONS .................................................................................. 11
C-3 GOVERNMENT FURNISHED PROPERTY .............................................................. 11
C-4 AIRCRAFT REQUIREMENTS ................................................................................... 11
C-5 AIRCRAFT MAINTENANCE .................................................................................... 16
C-6 AIRCRAFT AND EQUIPMENT SECURITY .............................................................. 17
C-7 AVIONICS REQUIREMENTS .................................................................................. 17
C-8 FURNISHED AVIONICS SYSTEMS ...................................................................... 17
C-9 AVIONICS INSTALLATION AND MAINTENANCE STANDARDS ....................... 32
C-10 OPERATIONS .......................................................................................................... 32
C-11 PERSONNEL ......................................................................................................... 36
C-12 CONDUCT AND REPLACEMENT OF PERSONNEL ............................................ 37
C-13 SUSPENSION AND REVOCATION OF PERSONNEL .......................................... 38
C-14 SUBSTITUTION/REPLACEMENT or ADDITION OF AIRCRAFT ......................... 39
C-15 RELIEF PILOT ......................................................................................................... 39
C-16 FLIGHT HOUR AND DUTY LIMITATIONS ............................................................ 39
C-17 ACCIDENT PREVENTION AND SAFETY ............................................................. 40
C-18 MISHAPS ............................................................................................................... 41
C-19 PERSONAL PROTECTIVE EQUIPMENT (PPE) ..................................................... 42
C-20 INSPECTION AND ACCEPTANCE ....................................................................... 42
C-21 PRE-USE INSPECTION EXPENSES .................................................................. 44
C-22 RESERVED ........................................................................................................... 44
C-23 INSPECTIONS DURING USE .............................................................................. 44
C-24 RESERVED ........................................................................................................... 45
C-25 AUTHORIZED ORDERING ACTIVITIES .............................................................. 45
C-26 ORDERING PROCEDURES .................................................................................. 45
C-27 POINT OF HIRE ..................................................................................................... 45
C-28 ASSIGNED WORK LOCATION(S) ...................................................................... 45
C-29 STANDBY ............................................................................................................... 46
C-30 PAYMENT FOR FLIGHT ...................................................................................... 46
C-31 PAYMENT FOR CANCELLED, DELAYED OR SHORT DURATION FLIGHT ........ 47
C-32 CONTRACTOR STAND-DOWN OR DEACTIVATION .......................................... 47
C-33 RESERVED ........................................................................................................... 48
C-34 RESERVED ........................................................................................................... 48
C-35 FOOD AND DRINK ............................................................................................... 48
C-36 MISCELLANEOUS COSTS TO THE CONTRACTOR ............................................ 48
C-37 PAYMENT FOR OVERNIGHT ALLOWANCE ....................................................... 48
C-38 PAYMENT PROCEDURES .................................................................................... 49
C-39 PERFORMANCE BY GOVERNMENT-FURNISHED PILOT ............................... 49
### TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-40</td>
<td>DEFINITIONS</td>
<td>51</td>
</tr>
<tr>
<td>C-41</td>
<td>ABBREVIATIONS</td>
<td>55</td>
</tr>
<tr>
<td>ATTACHMENT 1 - WAGE DETERMINATION</td>
<td>57</td>
<td></td>
</tr>
<tr>
<td>ATTACHMENT 2 - CPARS EVALUATION FORM</td>
<td>61</td>
<td></td>
</tr>
</tbody>
</table>

### SECTION D - CONTRACT CLAUSES

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>D-1</td>
<td>52.252-2 CLAUSES INCORPORATED BY REFERENCE (FEB 1998)</td>
<td>67</td>
</tr>
<tr>
<td>D-2</td>
<td>ADDENDUM TO 52.212-4 (DEC 2014) CONTRACT TERMS AND CONDITIONS - COMMERCIAL ITEMS CLAUSES INCORPORATED BY REFERENCE</td>
<td>67</td>
</tr>
<tr>
<td>D-3</td>
<td>CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS -- COMMERCIAL ITEMS (52.212-5) (MAY 2015)</td>
<td>67</td>
</tr>
<tr>
<td>D-4</td>
<td>UPDATES OF PUBLICLY AVAILABLE INFORMATION REGARDING RESPONSIBILITY MATTERS (FAR 52.209-9) (JUL 2013)</td>
<td>74</td>
</tr>
<tr>
<td>D-5</td>
<td>STATEMENT OF EQUIVALENT RATES FOR FEDERAL HIRES (FAR 52.222-42) (MAY 2014)</td>
<td>75</td>
</tr>
<tr>
<td>D-6</td>
<td>AVAILABILITY OF FUNDS (FAR 52.232-18) (APR 1984)</td>
<td>75</td>
</tr>
<tr>
<td>D-7</td>
<td>PROPERTY AND PERSONAL DAMAGE</td>
<td>76</td>
</tr>
<tr>
<td>D-8</td>
<td>ASSURANCE REGARDING FELONY CONVICTION OR TAX DELINQUENT STATUS FOR CORPORATE APPLICANTS (AGAR 452.209-71) (ALTERNATE 1) (FEB 2012)</td>
<td>76</td>
</tr>
<tr>
<td>D-9</td>
<td>NOTICE OF CONTRACTOR PERFORMANCE ASSESSMENT REPORTING SYSTEM</td>
<td>77</td>
</tr>
<tr>
<td>D-10</td>
<td>INSPECTION AND ACCEPTANCE (AGAR 452.246-70) (FEB 1988)</td>
<td>79</td>
</tr>
<tr>
<td>D-11</td>
<td>POST AWARD CONFERENCE (AGAR 452.215-73) (NOV 1996)</td>
<td>79</td>
</tr>
<tr>
<td>D-12</td>
<td>GOVERNMENT-FURNISHED PROPERTY</td>
<td>79</td>
</tr>
<tr>
<td>D-13</td>
<td>AFFIRMATIVE PROCUREMENT OF BIO BASED PRODUCTS UNDER SERVICE AND CONSTRUCTION CONTRACT (FAR 52.223-2) (SEPT 2013)</td>
<td>79</td>
</tr>
<tr>
<td>D-14</td>
<td>CONTRACTOR AUTHORIZED SIGNATURES</td>
<td>80</td>
</tr>
<tr>
<td>D-15</td>
<td>OPTION TO EXTEND SERVICES (FAR 52.217-8) (NOV 1999)</td>
<td>80</td>
</tr>
</tbody>
</table>
SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS
OFFEROR TO COMPLETE BLOCKS 12, 17, 23, 24, & 30

2. CONTRACT NO. [BLANK]
3. AWARD/EFFECTIVE DATE July 28, 2015
4. ORDER NUMBER [BLANK]
5. SOLICITATION NUMBER [BLANK]
6. SOLICITATION ISSUE DATE May 20, 2015
7. FOR SOLICITATION INFORMATION CALL: Jeff McGinley, Contracting Officer (208) 387-5350
8. OFFER DUE DATE/LOCAL TIME June 12, 2015 3:30 PM MST

9. ISSUED BY
   NATIONAL INTERAGENCY FIRE CENTER
   U.S. FOREST SERVICE – CONTRACTING
   Owyhee Building - MS 1100
   3333 S. Development Ave
   Boise, ID 83705-5354

10. THIS ACQUISITION IS □ UNRESTRICTED OR □ SET ASIDE: 100% FOR:
    □ SMALL BUSINESS □ WOMEN-OWNED SMALL BUSINESS (WOSB) ELIGIBLE UNDER THE WOMEN-OWNED SMALL BUSINESS PROGRAM
    □ HUBZONE SMALL BUSINESS □ (EDWOSB) □ SERVICE-DISABLED VETERAN-OWNED SMALL BUSINESS □ 8A
    NAICS: 481212 SIZE STANDARD:
    1,500 Employees

11. DELIVERY FOR FOB DESTINATION UNLESS BLOCK IS MARKED □ SEE SCHEDULE
12. DISCOUNT TERMS □ 13a. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15 CFR 700)
13b. RATING □ 14. METHOD OF SOLICITATION □ RFP □ IFB □ RFP

15. DELIVER TO
16. ADMINISTERED BY

See Block 9

17a. CONTRACTOR/ OFFEROR Taylor Aviation, Inc.
    Box 159, 499 Sigrid Point Road
    Fort Benton, MT 59442
    TELEPHONE NO. 406-627-5622 NINE-DIGIT DUNS NO. [BLANK]

18a. PAYMENT WILL BE MADE BY ALBUQUERQUE SERVICE CENTER
    INCIDENT BUSINESS – CONTRACTS
    101B SUN AVENUE, NE
    ALBUQUERQUE, NM 87109

19. ITEM NO.
20. SCHEDULE OF SUPPLIES/SERVICES
   SEE SECTION B (ATTACHED)
   CALL WHEN NEEDED LIGHT FIXED WING AIRCRAFT- NORTHERN ROCKIES REGION (REGION 1)

21. QUANTITY
22. UNIT
23. UNIT PRICE
24. AMOUNT

25. ACCOUNTING AND APPROPRIATION DATA

X 27a. SOLICITATION INCORPORATES BY REFERENCE FAR 52.212-1, 52.212-4, 52.212-3 AND 52.212-5 ARE ATTACHED. ADDENDA X ARE □ ARE NOT ATTACHED
X 27b. CONTRACT/ PURCHASE ORDER INCORPORATES BY REFERENCE FAR 52.212-4, 52.212-2 AND 52.212-5 ARE ATTACHED. ADDENDA X ARE □ ARE NOT ATTACHED
X 28. CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN 1 COPIES TO ISSUING OFFICE. CONTRACTOR AGREES TO FURNISH AND DELIVER ALL ITEMS SET FORTH OR OTHERWISE IDENTIFIED ABOVE AND ON ANY ADDITIONAL SHEETS SUBJECT TO THE TERMS AND CONDITIONS SPECIFIED HEREIN.

29. AWARD OF CONTRACT: REF. YOUR OFFER ON SOLICITATION (BLOCK 5), INCLUDING ANY ADDITIONS OR CHANGES WHICH ARE SET FORTH HEREIN, IS ACCEPTED AS TO ITEMS.

30a. SIGNATURE OF OFFER/CONTRACTOR

30b. NAME AND TITLE OF SIGNED (Type or print) Andy Taylor President
30c. DATE SIGNED 6/18/2015
31a. UNITED STATES OF AMERICA: SIGNATURE OF CONTRACTING OFFICER Jeffrey T. McGinley
31b. NAME OF CONTRACTING OFFICER (Type or print) Jeffrey T. McGinley
31c. DATE SIGNED 7/3/2015

AUTHORIZED FOR LOCAL REPRODUCTION
PREVIOUS EDITION NOT USABLE

RECEIVED
JUN 09 2015
CONTRACTING USDA FOREST SERVICE

STANDARD FORM 1449 (REV 2/2012) Prescribed by GSA • FAR (48 CFR) 53.212
SECTION B
SUPPLIES OR SERVICES

B-1 SCHEDULE OF ITEMS

This is a Basic Ordering Agreement (BOA) for fully operated and maintained light fixed wing aircraft services on a Call-When-Needed (CWN) basis, throughout the Northern Rockies Geographic Area (Region 1) to include Montana, North Dakota, Northern Idaho, and a small section of Western Wyoming. Aircraft shall meet the requirements of this schedule and the specifications included herein. Offerors shall list each aircraft to be considered for award.

Awards will not be made for aircraft not considered suitable for the Government's need, or at costs determined to be unreasonable.

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Registration No.</th>
<th>Make, Model, Year of Aircraft</th>
<th>Flight Rate Base Year</th>
<th>Flight Rate Renewal Year One</th>
<th>Flight Rate Renewal Year Two</th>
<th>Flight Rate Renewal Year Three</th>
<th>Flight Rate Renewal Year Four</th>
<th>Ordered Standby Rate Base Year</th>
<th>Ordered Standby Renewal Year One</th>
<th>Ordered Standby Renewal Year Two</th>
<th>Ordered Standby Renewal Year Three</th>
<th>Ordered Standby Renewal Year Four</th>
<th>Additional Pilot Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>(b)(4)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2
**SECTION B**

**SUPPLIES OR SERVICES**

**Note:** If continuance of this BOA is considered to be in the Government's best interest, the Government will notify Contractors 30 days prior to renewal that they may revise pricing for future orders.

Project Standby Rate (Refer to C-29 for when this rate is in effect). The specified Project Standby Rate is $48.00 per hour.

(Refer to Section C-14, aircraft cannot be added to the contract after award. Anticipated future acquisitions before the next contract cycle must be included to be a part of this contract.)

**OFFERED AIRCRAFT**

(Contractor to Complete this Chart)

(1) Use Keys Below

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Empty Weight</th>
<th>Horsepower</th>
<th>Number of Seats</th>
<th>Maximum Certified Gross Weight</th>
<th>Mission Codes</th>
<th>Equipment &amp; Capacity Code (See next page)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>(b)(4)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Note:** Mission Codes, Weight and Fuel Charts and Equipment Codes apply to all 5 years thru 2020.

**Mission Codes**

| A. | Point-to Point | C. | Fire Reconnaissance |
| B1. | Type 1 Air Tactical | D. | Resource Reconnaissance |
| B2. | Type 2 Air Tactical | E. | Other (i.e., Mountain Remote) |
| B3. | Type 3 Air Tactical | | |
| B4. | Type 4 Air Tactical | | |

**Note:** List additional aircraft on separate sheet using same format.
# SECTION B
## SUPPLIES OR SERVICES
### Equipment & Capacity Codes

| A. Single Engine – (# of seats: ____) Indicate on chart # of seats following the code. (i.e., A 2 = single engine with 2 seats) |
| B. Multi Engine – (# of seats: ____) Indicate on chart # of seats following the code (i.e., B 4 = multi engine with 4 seats) |
| C. Large Cargo Doors |
| D. High Wing |
| E. Low Wing |
| F. Turbocharged |
| G. Turboprop |
| H. Jet |
| I. Pressurized |
| J. Non-Pressurized |
| K. Oxygen |
| L. Air Tactical Avionics Type 1 |
| M. Air Tactical Avionics Type 2 |
| N. Air Tactical Avionics Type 3 |
| O. Air Tactical Avionics Type 4 |
| P. Relief Pilot(s) Available |
| Q. Infrared |
| R. Automated Flight Following (AFF) |
| S. Aerial Photography/ Video Capability |
| T. TCAS/TCAD |
| U. Other |

- NAT, NPX 138 Series FM transceiver that is panel mounted and plugs into aux jack.

*Note: In pressurized and non-pressurized aircraft, Pilots shall meet 14 CFR Part 135 Oxygen Requirements.*
SECTION B
SUPPLIES OR SERVICES

Additional Offered Equipment

<table>
<thead>
<tr>
<th>√</th>
<th>Description</th>
<th>Capacity</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Infrared Capability</td>
<td>Day</td>
<td></td>
<td>$</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TCAS/TCAD</td>
<td>Day</td>
<td></td>
<td>$</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Aerial Photography/ Video Capability</td>
<td>Day</td>
<td></td>
<td>$</td>
<td></td>
</tr>
<tr>
<td></td>
<td>AFF messaging capability</td>
<td>Day</td>
<td></td>
<td>$</td>
<td></td>
</tr>
</tbody>
</table>

The Offeror may offer items or services in addition to those listed below. Where no provision is made for a daily rate, the cost for furnishing such equipment shall be included in the daily availability rate. Offeror shall provide specifications on the items or services offered. Offered items may be awarded based on the needs of the Government and when prices are determined to be Reasonable. Daily rates for additional equipment will be paid only if ordered by the CO.

ADDITIONAL REQUIREMENTS

Selected Additional Requirements. The following additional requirements may be required to meet local needs. When the option block ☐ is checked, the operator shall provide and maintain the checked item. If an item is checked and already is a required item, then the checked item is an additional requirement. The operating capabilities of this equipment shall be that as defined below.

- ☒ Single Engine - (# of seats: 4)
- ☐ Multi Engine - (# of seats: _____)
- ☒ Large Cargo Doors
- ☒ High Wing
- ☐ Low Wing
- ☐ Air Conditioning
- ☐ Turbocharged
- ☐ Turboprop
- ☐ Jet
- ☐ Pressurized
- ☐ Relief Pilot(s) Available
SECTION B
SUPPLIES OR SERVICES

☐ Infrared
☐ Aerial Photography
☐ TCAS/TCAD
☐ Floats: 1. Amphibious 2. Straight
☐ An Accessory Power Source.
☒ A second Aeronautical VHF-AM 760 Channel Radio Transceiver (VHF-2).
☐ A third Aeronautical VHF-AM 760 Channel Radio Transceiver (VHF-3).
☒ Provisions for an Auxiliary VHF-FM Portable Radio (AUX).
☒ VHF-FM Programming Port
☒ Drop cord for SIC (observer) and instructor position(s).
☐ A UHF Aeronautical Radio Transceiver (UHF).
☐ A Low Band Aeronautical Radio Transceiver (LB).
☒ A Non-Standard VHF-FM Aeronautical Transceiver (FM) for communications with the Forest Service.
☐ A Non-Standard UHF Aeronautical Transceiver (UHF) for communications with the Forest Service.
☐ A Non-Standard 700-800 MHz Aeronautical Transceiver (800) for communications with the Forest Service.
☒ A VHF-FM Aeronautical Antenna.
☐ A UHF Aeronautical Antenna.
☐ A Low Band Aeronautical Antenna.
☒ A Panel Mounted GPS Unit in lieu of a Handheld GPS Unit.
☒ A GPS with Moving Map.
☐ A GPS Data Connector.
☒ A panel mounted VOR receiver system.
☒ The floor space between the Pilot and Co-Pilot/observer seats shall be free of all obstructions for supplemental radio kit installation.
☒ A Transponder, Altitude Encoder and Static Systems (Reconnaissance).
☒ A DME system.
☒ Dual USB charging port certified to FAA TSO C171 and capable of providing at least 2 amps of power to each port simultaneously with an output voltage of 5 VDC. USB charging port must be installed according to 14 CFR Part 43 and accessible from the observer seat.
SECTION B
SUPPLIES OR SERVICES

☐ Dual USB charging port certified to FAA TSO C71 and capable of providing at least 2 amps of power to each port simultaneously with an output voltage of 5 VDC. USB charging port must be installed according to 14 CFR Part 43 and accessible from the instructor seat.

☐ A Traffic Advisory System (TAS) (For Type I Air Tactical Platforms)

☒ An Audio Control System.

☐ A separate Audio Control System for the ATGS instructor.

☒ An Intercommunication System for the PIC and SIC/observer.

☒ An Intercommunication System for the PIC, SIC/observer and all passengers.

☒ Other [NAT NXP 138 Series FM Transceiver]
SECTION B
SUPPLIES OR SERVICES

PROPOSED ADDITIONAL AIRCRAFT: This table is used for the offeror to propose additional aircraft to be added to this agreement at a later date. These aircraft need not be available or mission ready. The minimum information needed is: 1) the make and model of aircraft 2) the flight rate of the aircraft 3) the ordered standby rate of the aircraft. These rates may be updated at the annual renewal of this agreement. These additional aircraft may be added at the discretion of the Regional Aviation Officer and the Contracting Officer and only by modification of the agreement.

PROPOSED ADDITIONAL AIRCRAFT HOURLY RATES

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Registration No. if Known</th>
<th>Make, Model, of Aircraft</th>
<th>Flight Rate Base Year</th>
<th>Flight Rate Renewal Year One</th>
<th>Flight Rate Renewal Year Two</th>
<th>Flight Rate Renewal Year Three</th>
<th>Flight Rate Renewal Year Four</th>
<th>Ordered Standby Rate Base Year</th>
<th>Ordered Standby Rate Renewal Year One</th>
<th>Ordered Standby Rate Renewal Year Two</th>
<th>Ordered Standby Rate Renewal Year Three</th>
<th>Ordered Standby Rate Renewal Year Four</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: No aircraft shall be added to this agreement unless listed on this chart.