



**United States Department of Agriculture
Forest Service**

**Type III Helicopter
Exclusive Use Contract**

**For
National Forests in Florida**



Contract #: 55-43ZP-3-23

Contractor: Heli-East Inc.
700 Airport Rd
Mt. Pleasant, SC 29417

Awarding Office: USDA Forest Service
Southern Regional Office
1720 Peachtree Road, NW
Suite 876 South
Atlanta, Georgia 30309

November 15, 2002

TABLE OF CONTENTS

SECTION A – SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS 1

 Standard Form 1449..... 1

SECTION B – SUPPLIES OR SERVICES AND PRICES 3

 B-1 Schedule of Items 3

 B-2 Estimated Quantity..... 3

 B-3 Information for Offerors..... 3

 B-4 Bid/Quote Item 3

 B-5 Aircraft Seating Capacity 4

 B-6 Aircraft Performance Specifications..... 4

 B-7 Engine Requirements 5

 B-8 Pilot(s) and Fuel Servicing Vehicle Driver(s) Requirements 5

 B-9 Fuel servicing Vehicle Driver and Mechanic Coverage..... 5

 B-10 Standby Hours Per Day 6

 B-11 Extended Standby Hourly Rate..... 6

 B-12 Contractor Furnished Special Equipment Requirements..... 6

 B-13 Additional Information 7

 B-14 Substitution of Aircraft and Pilots 7

SECTION C – DESCRIPTION/SPECIFICATIONS/WORK STATEMENT 9

 C-1 Scope of Contract..... 9

 C-2 Oral Statements..... 9

 C-3 Order of Precedence (Technical Specifications) 9

 C-4 Certification 9

 C-5 Government Furnished Property 10

 C-6 Operations 10

 General 10

 Pilot Authority and Responsibilities 10

 Passenger and Cargo Loading..... 11

 IFR/Night..... 11

 Flight Plans 11

 Flight Following 11

 Manifesting..... 11

TABLE OF CONTENTS

Passenger Briefing 11

Exemption for Transportation of Hazardous Material 12

Fuel Servicing 12

Security of Aircraft and Equipment 12

Aviation Operations Briefing Certificate 12

C-7 Safety 12

C-8 Personal Protective Clothing and Equipment 13

 Pilot’s Head Protection 13

 Head Protection, Additional Contractor Personnel 13

 Fire-resistant Clothing 13

 Personal Flotation Devices 14

 Personal Protective Equipment – Ground Operations 14

C-9 Mishaps 14

 Reporting 14

 Forms Submission 14

 Wreckage Preservation 14

 Investigation 14

 Related Cost 15

 Search, Rescue, and Salvage 15

 Security of Aircraft and Equipment 15

C-10 Personnel 15

 Pilot Approvals and Qualifications 15

 Pilot Requirements - General 15

 Pilot Experience Requirements – All Activities 16

 Pilot – Equipment Experience 17

 Pilot – Vertical Reference Experience (if applicable) 17

 Pilot – Rappel Experience (if applicable) 17

 Co-pilot Requirements (if applicable) 18

 Mechanic Qualifications 18

 Availability of Mechanics 18

TABLE OF CONTENTS

Fuel Servicing Vehicle Driver Qualifications 18

C-11 Suspension and Revocations of Personnel..... 19

 Pilots 19

 Mechanics..... 19

 Fuel Servicing Vehicle Drivers 19

C-12 Replacement of Personnel 19

C-13 Substitution of Aircraft and/or Personnel 20

C-14 Duty Limitations 20

 Pilots 20

 Mechanics..... 21

 Fuel Servicing Vehicle Drivers 21

C-15 Aircraft Requirements 21

 General 21

 Condition of Equipment 22

 Center of Gravity..... 22

 Additional Equipment..... 22

 Maintenance 23

 Turbine Engine Power Assurance Checks 24

 Test Flights 24

C-16 Avionics Requirements..... 25

C-17 Contractor Furnished Avionics Systems..... 25

 Communications Systems 25

 Provisions for Auxiliary VHF-FM (AUX-FM) Portable Radio 26

 Navigational Systems 26

 Audio Systems..... 27

 Transmitter Selection and Operation 27

 Receiver Selection and Operation 27

 Radios and Systems..... 27

 Earphones and Microphones..... 27

 Push-to-Talk (PTT) Operations..... 27

 Inter-Communication System (ICS) 27

TABLE OF CONTENTS

C-18 Avionics Installation and Maintenance Standards 28

SECTION D – PACKAGING AND MARKING (Not Used)..... 29

SECTION E – INSPECTION AND ACCEPTANCE 31

 E-1 Inspection of Services – Fixed Price (FAR 52-246-4) (Feb 1992) 31

 E-2 Pre-Use Inspection of Equipment and Personnel..... 31

 E-3 Pre-Use Inspection Expenses 32

 E-4 Re-inspections Expenses 32

 E-5 Inspections During Use 32

 E-6 Inspection of Substitute Equipment and Personnel..... 33

SECTION F – DELIVERIES AND PERFORMANCE..... 35

 F-1 Contract Performance Periods..... 35

 F-2 Contract Period and Renewal Option 35

 F-3 Designated Base(s) and Mandatory Availability Period (Including Extended Use)..... 35

 F-4 Daily Availability Requirements..... 35

 Equipment 35

 Personnel 36

 F-5 Unavailability..... 36

 F-6 Optional Use Period..... 37

 F-7 Suspension of Work (FAR 52.212-12) (April 1984) 37

 F-8 Stop-Work (FAR 52.212-13) (August 1989) 37

SECTION G – CONTRACT ADMINISTRATION 39

 G-1 Payment of Flight 39

 G-2 Payment Availability 39

 G-3 Payment for Extended Standby..... 39

 G-4 Payment for Additional Helicopter and Personnel..... 39

 G-5 Payment for Substitute/Replacement Aircraft 40

 G-6 Payment for Costs Designated Base 40

 G-7 Reimbursement for Airport Use Costs..... 40

 G-8 Reimbursement for Mobilization and Demobilization Costs 40

 G-9 Payment for Overnight Allowances 40

TABLE OF CONTENTS

G-10 Payment for Fuel Servicing Vehicle 41

G-11 Payment for Transportation of Helicopter Fuel for Government Operations 41

G-12 Miscellaneous Costs to the Contractor..... 42

G-13 Payment Procedures..... 42

G-14 Helicopter Manager Authorities 42

G-15 Helicopter Manager Post-Use Tasks..... 43

SECTION H –SPECIAL CONTRACT REQUIREMENTS (Not Used)..... 45

 H-1 Post Award Conference (AGAR 452.215-73) (Nov 1996) 45

SECTION I – CONTRACT CLAUSES 47

 I-1 Instructions to Offerors-Commercial Items (FAR 52.212-1) (Oct 2001) (Tailored) 47

 North American Industry Classification System (NAICS) Code and Small Business Size Standard..... 47

 Submission of Offers 47

 Solicitation Response Requirements..... 47

 Period for Acceptance of Bids/Quotes..... 49

 Late Submissions, Modifications, Revisions, and Withdrawals of Bids/Quotes 49

 Contract Award 50

 Data Universal Numbering System (DUNS) 50

 I-2 Evaluation-Commercial Items (FAR 52.212-2) (Jan 1999) 50

 Relative Importance of the Evaluation Factors 51

 Options 51

 Notice of Award 52

 I-3 Contract Terms and Conditions – Commercial Items (FAR 52.212-4) (Feb 2002) 52

 I-4 Contract Terms and Conditions Required to Implement Statutes or Executive Orders - 54

 Commercial Items (FAR 52.212-5) (May 2002)

 I-5 Economic Price Adjustment Daily Availability/Extended Standby/Specified Flight Rate Contracts 57

 I-6 Property and Personal Damage..... 58

 I-7 Option to Extend the Term of the Contract (FAR 52.217-9) (March 2000) 59

 I-8 Statement of Equivalent Rates for Federal Hires (FAR 52.222-42) (May 1989) 59

 I-9 Availability of Funds (FAR 52.232-18) (April 1984)..... 59

 I-10 Subcontracting 59

SECTION J – LIST OF DOCUMENTS, EXHIBITS, AND OTHER ATTACHMENTS 61

TABLE OF CONTENTS

J-1 Definitions 61

J-2 Abbreviations 65

J-3 List of Attachments..... 66

SECTION K – OFFER REPRESENTATIONS AND CERTIFICATIONS 67

 K-1 Offeror Representations and Certifications (FAR 52.212-3) (May 2002)..... 67

ATTACHMENT 1 Restraint Systems Condition Inspection Guidelines 71

ATTACHMENT 2 First Aid Kit (Aeronautical) 73

ATTACHMENT 3 Survival Kit 75

ATTACHMENT 4 Aviation Operations Briefing Certificate 77

ATTACHMENT 5 AUX-FM Radio Interface (FS/OAS A-17)..... 79

ATTACHMENT 6 Aeronautical VHF-FM Radio Transceiver Specifications (FS/OAS-A-19)..... 81

ATTACHMENT 7 Avionics Operational Test Standards (FS/OAS A-24) 85

ATTACHMENT 8 Fuel Servicing Specifications..... 91

ATTACHMENT 9 Suppression/Prescribed Fire Equipment 95

ATTACHMENT 10 Rappel Requirements 97

ATTACHMENT 11 High Visibility Markings on Main Rotor Blades 101

ATTACHMENT 12 Accessory Connector Pin Assignments 103

ATTACHMENT 13 Conspicuity Lighting Requirements 105

ATTACHMENT 14 Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart..... 107

ATTACHMENT 15 Agency Guidelines for Vertical Reference Training Standards..... 109

ATTACHMENT 16 Wire Cutters..... 110

ATTACHMENT 17 Helicopter Synthetic Long Line Guidelines 113

ATTACHMENT 18 Helicopters Make/Model/Series Lists..... 117

ATTACHMENT 19 Interagency Helicopters Load Calculation 119

ATTACHMENT 20 Helicopter Manager Assignment Close Out Evaluation 121

ATTACHMENT 21 Offeror Questionnaire 123

ATTACHMENT 22 Organizational Experience and Past Performance Questionnaire..... 125

ATTACHMENT 23 Department of Labor, Wage Determinations 127

SECTION A

SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS <i>OFFEROR TO COMPLETE BLOCKS 12, 17, 23, 24, & 30</i>				1. REQUISITION NO.		PAGE 1 OF 132				
2. CONTRACT NO. 55-43ZP-3-23		3. AWARD/EFFECTIVE DATES 11/15/02		4. ORDER NO.		5. SOLICITATION NO. RFQ-R8-02-17		6. SOLICITATION ISSUE DATE 09-11-02		
7. FOR SOLICITATION INFORMATION CALL		a. NAME Angelina H. Waring				b. TELEPHONE NO. <i>(No collect calls)</i> 404-347-2624		8. OFFER DUE DATE/LOCAL TIME 10-11-02 @ 2:00PM		
9. ISSUED BY USDA Forest Service Southern Regional Office, (Attn: Angelina Waring) 1720 Peachtree Road NW, Room 876S Atlanta, GA 30309		CODE		10. THIS ACQUISITION IS <input checked="" type="checkbox"/> UNRESTRICTED <input type="checkbox"/> SET ASIDE: % FOR <input type="checkbox"/> SMALL BUSINESS <input type="checkbox"/> SMALL DISADV. BUSINESS <input type="checkbox"/> 8(A) SIC: NAICS 481212 SIZE STD: 1500		11. DELIVERY FOR FOB DESTINATION UNLESS BLOCK IS MARKED <input type="checkbox"/> <input type="checkbox"/> SEE SCHEDULE <input type="checkbox"/> 13a. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15 CFR 700) 13b. RATING		12. DISCOUNT TERMS		
15. DELIVER TO		CODE		16. ADMINISTERED BY				CODE		
17a. CONTRACTOR/OFFEROR Heli-East Inc. 700 Airport Rd Mt. Pleasant, SC 29466 TELEPHONE NO. (843) 856-4600		CODE		FACILITY CODE		18a. PAYMENT WILL BE MADE BY Designated payment at the local Forest				
<input type="checkbox"/> 17b. CHECK IF REMITTANCE IS DIFFERENT AND PUT SUCH ADDRESS IN OFFER		18b. SUBMIT INVOICES TO ADDRESS SHOWN IN BLOCK 18a UNLESS BLOCK BELOW IS CHECKED <input type="checkbox"/> SEE ADDENDUM								
19. ITEM NO.		20. SCHEDULE OF SUPPLIES/SERVICES			21. QUANTITY		22. UNIT	23. UNIT PRICE		24. AMOUNT
		SEE SECTION B (ATTACHED)								
		<i>(Attach Additional Sheets as Necessary)</i>								
25. ACCOUNTING AND APPROPRIATION DATA							26. TOTAL AWARD AMOUNT <i>(For Govt. Use Only)</i> Base Year - \$194,540.00			
<input checked="" type="checkbox"/> 27a. SOLICITATION INCORPORATES BY REFERENCE FAR 52.212-1, 52.212-4. FAR 52.212-3 AND 52.212-5 ARE ATTACHED. ADDENDA <input checked="" type="checkbox"/> ARE <input type="checkbox"/> ARE NOT ATTACHED.										
<input checked="" type="checkbox"/> 27b. CONTRACT/PURCHASE ORDER INCORPORATES BY REFERENCE FAR 52.212-4. FAR 52.212-5 IS ATTACHED. ADDENDA <input checked="" type="checkbox"/> ARE <input type="checkbox"/> ARE NOT ATTACHED.										
28. <input checked="" type="checkbox"/> CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN <u>1</u> 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. <input checked="" type="checkbox"/> AWARD OF CONTRACT: REFERENCE <u>your</u> OFFER DATED <u>10/10/02</u> . 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 <i>/s/ Richie L. Kittrell</i>					31a. UNITED STATES OF AMERICA <i>(SIGNATURE OF CONTRACTING OFFICER)</i> <i>/s/ Mary A. Morris</i>					
30b. NAME AND TITLE OF SIGNER <i>(TYPE OR PRINT)</i> Richie L. Kittrell VP – Operations			30c. DATE SIGNED 10/10/02		31b. NAME OF CONTRACTING OFFICER <i>(TYPE OR PRINT)</i> Mary A. Morris			31c. DATE SIGNED 11/25/02		
32a. QUANTITY IN COLUMN 21 HAS BEEN <input type="checkbox"/> RECEIVED <input type="checkbox"/> INSPECTED <input type="checkbox"/> ACCEPTED AND CONFORMS TO THE CONTRACT, EXCEPT AS NOTED					33. SHIP NUMBER <input type="checkbox"/> PARTIAL		34. VOUCHER NUMBER		35. AMOUNT VERIFIED CORRECT FOR	
32b. SIGNATURE OF AUTHORIZED GOVT REPRESENTATIVE			32c. DATE		36. PAYMENT <input type="checkbox"/> COMPLETE <input type="checkbox"/> PARTIAL <input type="checkbox"/>			37. CHECK NUMBER		
41a. I CERTIFY THIS ACCOUNT IS CORRECT AND PROPER FOR PAYMENT					38. S/R ACCOUNT NO.		39. S/R VOUCHER NO.		I. PAID BY	
41b. SIGNATURE AND TITLE OF CERTIFYING OFFICER			41c. DATE		42a. RECEIVED BY <i>(Print)</i>					
					42b. RECEIVED AT <i>(Location)</i>					
					42c. DATE REC'D <i>(YY/MM/DD)</i>		42d. TOTAL CONTAINERS			

Intentionally Left Blank

**SECTION B
SUPPLIES OR SERVICES AND PRICES**

B-1 Schedule of Items

Type III helicopter fully operated, meeting the requirements of this Schedule and the specifications for operation at the designated base, and during the periods shown below.

B-2 Estimated Quantity

It is the intent of this solicitation and resulting contract to secure firm-fixed unit prices for aircraft availability on a daily rate and flight time on an hourly rate. The number of days for the set availability periods is fixed and the number of flight hours for the set periods are estimated. Optional use period flight hours and optional use period availability days are unknown. This is not a representation to a Offeror that this estimated quantity will be required or ordered or that conditions affecting these estimates will be stable or normal.

B-3 Information for Offerors

The resultant contract from this solicitation shall include award for 1-base year and 2-option years. A price must be entered for the base year and the 2-option years for each location selected.

B-4 Bid/Quote Item

Designated Bases		
Name	Location	Special Directions
National Forest in Florida	Apalachicola Helibase	Tallahassee Airport, FL
National Forest in Florida	Ocala Helibase	Near Leesburg, FL

Mandatory Availability Periods and Net Days	
Mandatory Availability Period	Net Days
12/01/2002 – 02/28/2003	90-days
03/01/2003 – 08/31/2003	184-days

Failure to furnish the following information will render the Offeror's Bid/Quote non-responsive.

Base Year – FY 2003			
Daily Availability Bid/Quote Rates and Specified Flight Rates			
Bid/Quote Rates	Period	Day/Hour	Total
Daily Availability	274-days	\$710.00 per day	\$194,540.00
Specified Flight Rate	200 hrs (estimate)	\$489.00 per hour	\$ (government will fill-in)
Optional Use Period (will not be used in evaluation)	N/A	\$975.00 per hour	N/A

Note: The Offeror warrants that the price(s) offered do not include any contingency amount for anticipated increased costs of contract performance for which price adjustments are provided in Section I, Economic Price Adjustment.

**SECTION B
SUPPLIES OR SERVICES AND PRICES**

Option Year 1 – FY 2004			
Daily Availability Bid/Quote Rates and Specified Flight Rates			
Bid/Quote Rates	Period	Day/Hour	Total
Daily Availability	275-days	\$730.00 per day	\$200,750.00
Specified Flight Rate	200 hrs (estimate)	\$ per hour	\$ (government will fill-in)
Optional Use Period (will not be used in evaluation)	N/A	\$975.00 per hour	N/A

Option Year 2 – FY 2005			
Daily Availability Bid/Quote Rates and Specified Flight Rates			
Bid/Quote Rates	Period	Day/Hour	Total
Daily Availability	274-days	\$750.00 per day	\$205,500.00
Specified Flight Rate	200 hrs (estimate)	\$ per hour	\$ (government will fill-in)
Optional Use Period (will not be used in evaluation)	N/A	\$975.00 per hour	N/A

Aircraft Offered			
Make	Model	Series	N Number
Bell	206B	III	N206BW

B-5 Aircraft Seating Capacity (minimum)

3-passengers

B-6 Aircraft Performance Specifications (minimum)

Aircraft performance capabilities must be determined by using the Standard Interagency Load Calculation Method. A Helicopter Load Calculation Form FS 5700-17 should be utilized for this purpose. (See Attachment 19)

Use Standard Interagency Load Calculation Method, Helicopter Fuel consumption, per aircraft type, as noted in Attachment 14, and the appropriate Hover Ceiling charts (HIGE and/or HOGE as appropriate) from the approved Rotorcraft Flight Manual. No download needs to be applied for external (jettisonable) loads.

Capability of hovering out-ground effect (HOGE) with the following conditions:

- 200 pound pilot
- 1½ hour fuel
- 5,000 feet pressure altitude
- 30 degrees C
- **380** pound non-jettisonable payload

**SECTION B
SUPPLIES OR SERVICES AND PRICES**

Capable of maintaining 105-KIAS while equipped as prescribed in the contract with the following conditions:

- 200 pound pilot
 - 1½ hour fuel
 - 5,000 feet pressure altitude
 - 30 degrees C
 - 380 pound non-jettisonable payload
- [] Type III helicopters submitted under this solicitation must be certified in accordance with 14 CFR FAR Part 27, Paragraph 27, 143 Airworthiness Standards Normal Category Rotorcraft, paragraph 27.143, Controllability and Maneuverability, paragraph (c) 1 thru 4, with a demonstrated hovering controllability and maneuverability with 17 knot winds from any direction.
- [x] FAR 14 Part 135 Operation Specifications and FAR 14 Part 133 approval for left seat operation, passenger and external load. Note: Applicable only if operator intends to operate helicopter from left seat.

B-7 Engine Requirements (Shown by an X in the Block)

- [x] Single turbine engine
- [] Twin turbine engine

B-8 Pilot, Mechanic, and Fuel Servicing Vehicle Driver Requirements (Shown by an X in the Block)

- [x] One pilot crew
- [] Two pilot crew
- [] Three pilot crew
- [x] Relief pilot(s)
- [x] Relief fuel servicing vehicle driver
- [] Relief mechanic
- [] Full time mechanic at designated/alternate base
- [] Government pilot

B-9 Fuel Servicing Vehicle Driver and Mechanic Coverage (Shown by an X in the Block)

Coverage	Fuel Servicing Vehicle Driver (FSVD)	Mechanic
[] 6-day	FSVD and no relief required	3-hour call up (See Section C)
[x] 7-day	FSVD and relief FSVD required	3-hour call up (See Section C)

**SECTION B
SUPPLIES OR SERVICES AND PRICES**

<input type="checkbox"/>	7-day	FSVD and relief FSVD required	Mechanic required at designated base (may serve as FSVD) Relief Mechanic on 3-hour call up. (See Section C)
<hr/>			
<input type="checkbox"/>	7-day	FSVD and relief FSVD required (mechanic may serve as relief FSVD)	Mechanic required at designated base Relief Mechanic on 3-hour call up (See Section C)

B-10 Standby Hours Per Day

9-hours per day

B-11 Extended Standby Hourly Rate

\$37.00 per hour

B-12 Contractor Furnished Special Equipment Requirements (Shown by an X in the Block)

- Two variable capacity collapsible buckets capable of being transported in cabin or baggage compartment, payload performance will determine bucket size and capacity
- Minimum fuel capacity for 2½-hour range without reserve (Fuel consumption rates are shown in Attachment 14)
- 150-foot long line with remote hook (Minimum 50-foot line sections)
- Engine air intake filtration system
- Wiring (3-Pin Connector) to accommodate Premo Mark III (Plastic sphere dispenser) (See Attachment 9)
- Wiring (9-Pin Connector) to accommodate Government furnished carousel
- Power source for a Model 5400 Simplex Helitorch or remote cargo hook (See Attachment 12)
- FAA approved high visibility, pulsating, forward facing conspicuity lighting. System or alteration of the current system shall be FAA approved (See Attachment 13)
- FAA approved locking fuel cap
- Second panel mounted radio 9600 channel narrow band capable
- Provisions for auxiliary VHF-FM (AUX-FM) portable radio
- Rappel capability (See Attachment 10)
- High visibility markings on main rotors blades (See Attachment 11)
- Mobile or handheld VHF/FM radio for fuel servicing vehicle (See Attachment 8)
- Cell phone must be provided by the contractor for the fuel servicing vehicle driver
- FAA approved extended height landing gear (See Attachment 9)
- Suppression/Prescribed Fire Equipment (See Attachment 9)

**SECTION B
SUPPLIES OR SERVICES AND PRICES**

- Interphone – all passengers
- Wire cutters (If available by STC or aircraft manufacturer) (See Attachment 16)
- Operations in countries bordering contiguous United States may be required
- The fuel servicing vehicle shall be “all-wheel drive” or “4-wheel drive.”
- FAA approved public address/siren system
- Other Special Requirements
 - All AS-350/355 helicopters offered for this contract shall be equipped with high back front seats with shoulder harness
 - All AS-350/355 helicopters shall be bid with one of the following door options:
 - Standard doors
 - Dual sliding cabin doors
 - One sliding cabin door opposite the pilot side of the helicopter
 - All AS-350/355 helicopters shall be equipped with external baskets that will not extend forward of the forward crosstube and meet, or are equivalent to STC#45905W specifications for dimension, load carrying capability, and material construction and have FAA approval.
 - All AS-350/355 helicopters shall be equipped with aluminum door track guards, (if Sliding cabin door is installed) with an oak wood support, and bondo material must be applied to bolt heads on skids to prevent rope abrasion during rappelling operations.
 - All helicopters shall be equipped so that the rear seat cushions will be secured so that the aircraft can be safely flown with the rear doors removed or open without the loss of cushions.
 - All Bell 206L-4 helicopters offered for this contract shall be equipped with high altitude tail rotor system. (Bell Kit 206-704-722)

B-13 Additional Information

Required additional information to be submitted with your Bid/Quote is contained in Section I, Instructions to Offerors-Commercial Items (FAR 52.212-1) (Oct 2000) (Tailored).

B-14 Substitution of Aircraft and Pilots

Upon approval by the Contracting Officer, pilots and same make, model, series of the awarded aircraft or an aircraft that exceeds the awarded aircraft's performance and capabilities may be substituted. At a minimum, all substitute aircraft and pilots must meet awarded contract specifications. Substitute aircraft shall be furnished at the same daily availability and flight hour rates as the aircraft replaced and may be used to the extent of its capabilities.

Intentionally Left Blank

SECTION C
DESCRIPTION/SPECIFICATIONS/WORK STATEMENTS

C-1 Scope of Contract

The intent of this solicitation and any resultant contract is to obtain services of a Type III Helicopter, (See Section J, Definitions) fully operated by qualified personnel and equipped to meet specifications for use in administration and protection of Public Lands. During the mandatory availability period(s) and any extensions thereof, the aircraft will be made available for the exclusive use of the Government.

The helicopter furnished will be used for prescribed fire, wildfire suppression, support missions, and for other administrative flights as assigned. It may also be used for law enforcement flights (See Section J, Definitions) when agreed to in writing by the Contractor.

The Government also has international agreements with countries bordering the contiguous United States. The Government may dispatch aircraft furnished under this contract for such cooperative use.

The Government has interagency and cooperative agreements with State agencies and private landholders and may dispatch aircraft under this contract for such cooperative use.

The Government may designate alternate bases for temporary operation.

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.

Performance of services may involve work and/or residence on Federal, state, local, and private property. Contractor employees are expected to follow the rules of conduct established or implemented by the manager of such work location that apply to all (both Government or non-Government) personnel. The Contractor may be required to replace employees who are found to be in noncompliance with Government facility rules of conduct.

C-2 Oral Statements

Verbal commitments or oral statements, supplementary to or contrary to any provisions of this contract, shall not be considered as in any way affecting the terms of this contract.

C-3 Order of Precedence (Technical Specifications)

In the event of inconsistencies within the technical specifications, the following order shall be used in such resolution:

- Typed provisions of these specifications;
- Forest Service supplements and/or attachments incorporated by reference;
- Federal Aviation Regulations (14 CFR) incorporated by reference;
- Aircraft manufacturer's specifications;
- Other documents incorporated by reference.

C-4 Certification

Contractors must be currently certified under Federal Aviation Regulations (FAR) Part 133 (External Load Operations), Part 137 (Agricultural Aircraft Operations), and Part 135 (Air Taxi Operators and Commercial Operations). Any helicopter offered shall be listed by make, model, and series on the Operators 135 Certificate.

SECTION C DESCRIPTION/SPECIFICATIONS/WORK STATEMENTS

Helicopters shall conform to their approved type design, be maintained and operated in accordance with the requirements of the FAR (14 CFR 135.1 Subparagraph (b) notwithstanding) and the aviation regulations of the States in which the helicopter may operate except those requirements specifically waived by the Contracting Officer.

When performing rappel or cargo letdown missions, the Contractor furnished rappelling anchor must be Forest Service approved. (See Attachment 10)

Helicopters must be certificated in normal or transport category.

Helicopters shall carry their fully rated capacity of passengers and cargo allowable as determined by the Standard Interagency Load Calculation method when ordered to do so by the Contracting Officer irrespective of the minimum requirements stated in the Schedule of Items. Load calculations shall be performed on Form USDA-FS 5700-17 or Form DOI-67.

To provide adequate fuel reserve all operations should comply with FAR 91.151 for VFR.

C-5 Government Furnished Property

The Government will provide:

- One copy of the contract and modification(s) for each aircraft
- *Interagency Aviation Transport of Hazardous Materials Handbook/Guide* (NFES 1068)
- One copy of Exemption DOT-E-9198
- Where applicable, personal fire shelter for Contractor personnel and instructions on deployment

The Government will furnish the above materials, supplies, or property (hereinafter referred to as "Government Furnished Property" (GFP) (Section I, Government Furnished Property). The Contractor shall be required to sign a property receipt document upon receipt of Government furnished property.

Government Furnished Property will remain with the aircraft at the designated base unless approved by the Contracting Officer.

The Contractor shall be liable for all loss or damage to GFP. Prior to final payment in the contract performance period, all Government furnished property must be returned by the Contractor to the designated base, unless otherwise approved by the Contracting Officer.

C-6 Operations

General

Notwithstanding any status as a public aircraft operation, the Contractor shall operate in accordance with their approved FAA Operations Specifications, and all portions of 14 CFR Part 91, and specifications of this contract unless otherwise authorized by the Contracting Officer.

A Government representative may inspect the pilot's Interagency Helicopter Pilot Qualification Card for currency, before any flight. The Government has mission control and can delay or cancel a flight at any time, including during flight. The pilot has final authority to determine whether the flight can be accomplished safely.

Pilot Authority and Responsibilities

The pilot-in-command is responsible for the safety of the aircraft, its 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 shall refuse any flight or landing which is considered hazardous or unsafe.

SECTION C
DESCRIPTION/SPECIFICATIONS/WORK STATEMENTS

Pilots are 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 calculation shall be computed on Form USDA-FS 5700-17 or Form OAS-67.

Smoking is prohibited within 50-feet of fuel servicing vehicle, fueling equipment, or an aircraft.

Passenger and Cargo Loading

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 or obstruct the operation of equipment or personnel. All cargo will be secured by approved tie-down means.

The pilot shall not permit any passenger to ride in the aircraft or any cargo to be loaded therein unless authorized by the Contracting Officer.

IFR/Night

Not authorized.

Flight Plans

Pilots shall file and operate on a FAA, ICAO, or a Forest Service approved flight plan. Contractor flight plans are not acceptable. Flight plans shall be filed prior to takeoff when possible.

Flight Following

Pilots are responsible for flight following with the FAA, ICAO, and/or in accordance with Forest Service-approved flight following procedures.

Manifesting

Prior to any takeoff, the pilot-in-command shall provide the appropriate Forest Service dispatch office/coordination center or helibase with current passenger and cargo information.

Passenger Briefing

Before each takeoff, the pilot-in-command shall ensure that all passengers have been briefed in accordance with the briefing items contained in 14 CFR 135 including:

- Use of seat belts and/or shoulder harness
- Egress procedures
- Emergency Locator Transmitter (ELT)
- Oxygen system
- No smoking within 50-feet of the aircraft
- First Aid Kit (if applicable)
- Survival Kit (if applicable)
- Personal Protective Equipment (if applicable)

SECTION C DESCRIPTION/SPECIFICATIONS/WORK STATEMENTS

Exemption for Transportation of Hazardous Material

Helicopters may be required to carry hazardous materials in accordance with 49 CFR. Such transportation shall be in accordance with exemption DOT-E-9198 and the Department of Interior or *USDA-FS Aviation Transport of Hazardous Materials Guide* (NFES 1068). A copy of the exemption and handbook must be aboard each aircraft operating under the provisions of this exemption. It is the Contractor's responsibility to ensure that each employee that may perform a function subject to this exemption receives training on the requirements and conditions of this exemption. Documentation of this training shall be retained by the company in the employee's records and made available to the Government inspector as required.

The pilot shall ensure that all personnel are briefed as to what specific actions are required in the event of an emergency. The pilot must 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 will not be required.

Note: Specific Deviations from Federal Aviation Regulations, as authorized by Grants of Exemption 392 and 392a, may be used as appropriate. It is the responsibility of the Contractor to ensure that employees have received training in handling hazardous materials in accordance with 49 CFR Part 172.

Fuel Servicing

(See Attachment 8)

Security of Aircraft and Equipment

The security of equipment used under this contract will be the responsibility of the Contractor.

Aviation Operations Briefing Certificate

The Contractor shall ensure that each pilot reviews the contract and signs the Forest Service Aviation Operations Briefing Certificate. A current signed certificate shall be in receipt of the Contracting Officer prior to operating under the contract and annually thereafter. Certificates will be maintained with the pilot approval records. (See Attachment 4)

C-7 Safety

In order to protect life and health and to prevent damage, the Contractor will use due diligence in preventing accidents and will comply with applicable Federal and State laws.

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 to the Contracting Officer.

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 operations, company policy, procedures, practices, programs, 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 as provided in Section I, Termination for Cause.

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 programs will not adequately promote the safety of operations, the Government may terminate the contract for default as provided in Section I, Default (Fixed-Price Supply and Service).

SECTION C
DESCRIPTION/SPECIFICATIONS/WORK STATEMENTS

Examples of such programs are:

- Personnel activities
- Maintenance
- Safety
- Compliance with regulations

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-8 Personal Protective Clothing and Equipment

The following personal safety equipment shall be furnished by the Contractor, be operable, and maintained in good repair and shall be required on all revenue producing flights.

Pilot's Head Protection

Aviators flight helmet, consisting of a one-piece hard shell made of polycarbonate, Kevlar, carbon fiber, or fiberglass, 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. Flight helmets for helicopter usage must conform to a national certifying agency standard, such as DOT, Snell, SFI, or an appropriate military standard, or appropriate equivalent standard, and be compatible with required avionics. "Shorty" (David Clark style) helmets are not approved.

Flight helmets currently meeting this requirement are known to include:

- SPH-3, 4, 5, 8
- HGU-56, 84

Helmets designed for use in fixed wing aircraft do not provide adequate protection for helicopter occupants and are not approved for helicopter use.

Head Protection, Additional Contractor Personnel

Contractor personnel while flying under this contract shall wear a protective flight helmet with chinstrap fastened.

Fire-resistant Clothing

All crewmembers and additional crewmembers shall wear long-sleeved shirt and trousers (or long-sleeved flight suit) made of fire-resistant polyamide or aramide material, leather boots and leather, polyamide, or aramide gloves. The shirt, trousers, boots, and gloves shall overlap by at least 2-inches when the pilot is manipulating the controls. Personnel shall not wear clothing made of synthetic material under the fire-resistant clothing described herein.

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:

- FRT Cotton Denim Cloth, MIL-C-24915
- FRT Cotton Chambray Cloth, MIL-C-24916

Note: Clothing not containing labels identifying the material either by Brand Name or MIL-Spec will not be acceptable.

SECTION C DESCRIPTION/SPECIFICATIONS/WORK STATEMENTS

Personal Flotation Device

A personal flotation device shall be worn by each individual on board the helicopter when conducting operations beyond power-off gliding distance to shore, and during all hovering flight operations conducted over water sources such as ponds, streams, lakes, and coastal waters. This equipment shall be maintained in serviceable condition as appropriate to manufacturers directions.

Automatic inflation (water activated) personal flotation devices shall not be allowed on this contract.

Personal Protective Equipment - Ground Operations

While within the safety circle of an operating helicopter, all personnel will wear the following personal protective equipment (PPE):

- Shirt with long-sleeves overlapping gloves, and long-pants overlapping boots, hardhat with chinstrap, hearing and eye protection. In addition, fuel service vehicle operators will wear non-static clothing and gloves. Note: Maintenance personnel working on running aircraft are exempt from gloves and hardhat requirements.

C-9 Mishaps

Reporting

The Contractor of an aircraft used by the Forest Service shall immediately, and by the most expeditious means available, notify the National Transportation Safety Board (NTSB) and the Forest Service when an "Aircraft Accident" or NTSB reportable "Incident" occurs within any company operations, whether under the contract or not. Also, the Forest Service shall immediately be notified when an "Incident-with-Potential" occurs.

Forms Submission

Following an "Aircraft Accident" or when requested by the NTSB following the notification of a reportable "incident," the Contractor will provide the Forest Service with the information necessary to complete a NTSB Form 6120.1/2.

The NTSB Form 6120.1/2 does not replace the Contractor's responsibility, within 5-days of an event, to submit to the Forest Service a "SafeCom" to report any condition, observance, act, maintenance problem, or circumstance that has potential to cause an aviation-related mishap.

Blank SafeComs and assistance in submitting SafeComs can be obtained from the Forest Service. SafeComs can be submitted on the Internet at: www.aviation.fs.fed.us

Wreckage Preservation

The Contractor shall not permit removal or alteration of the aircraft, aircraft equipment or records following an "Aircraft Accident, Incident, or "Incident-with-Potential" resulting in any damage to the aircraft or injury to personnel until authorized to do so by the Contracting Officer or the designated technical representative. Exceptions are when threat-to-life or property exists; the aircraft is blocking an airport runway, etc. The Contracting Officer shall be immediately notified when such actions take place.

The NTSB's release of the wreckage does not constitute a release by the Contracting Officer, who shall maintain control of the wreckage and related equipment until all investigations are complete.

Investigation

The Contractor shall maintain an accurate record of all aircraft accidents, incidents, aviation hazards and injuries to Contractor or Forest Service personnel arising in the course of performance under this contract. Further, the Contractor fully agrees to cooperate with the Forest Service during an investigation and make available personnel, personnel records, aircraft records, and any equipment, damaged or undamaged, deemed necessary by the Forest Service.

SECTION C
DESCRIPTION/SPECIFICATIONS/WORK STATEMENTS

Related Costs

The NTSB or Forest Service will 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 Forest Service.

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.

Security of Aircraft and Equipment

The security of any non-Government aircraft, associated vehicles and equipment used under this contract will be the responsibility of the Contractor.

C-10 Personnel

Pilot Approvals and Qualifications

Forest Service pilot inspectors are responsible for ensuring Contractor pilots meet the experience and qualification requirements of the Forest Service. USDA Forest Service and USDI Office of Aircraft Services (OAS) are utilizing the Interagency Helicopter Pilot Qualifications and Approval Record for pilot applicants, and the accompanying pilot card. Pilot carding differs between the OAS and the Forest Service, as do their respective forms. Forest Service inspector(s) will accept OAS pilot cards for the missions originally issued. Only pilots that qualify shall be issued cards indicating the missions for which they are approved. The Helicopter Pilot Qualification Card shall be presented to a Government Representative if requested, prior to any use.

Each pilot-in-command shall, at the discretion of the Government, pass an agency flight evaluation check. 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 Section C.

Operators should complete all appropriate portions of the Helicopter Pilot Qualifications and Approval Record (Form FS-5700-20a) prior to Forest Service approval and inspection. Pilot carding shall be in accordance with Forest Service regional policy.

Pilot Requirements - General

At time of carding, each pilot shall display:

- Commercial or Airline Transport Pilot Certificate with appropriate rating (Rotorcraft-Helicopter) and a valid Class I or Class II FAA Medical Certificate.
- Written evidence of qualification to transport external loads.
- Written evidence of passing an FAA annual flight check as required by FAR, Part 135 in the aircraft make and model furnished. (Standard Use Helicopters)

Pilot shall display upon demand to any official involved in flight operations:

- An Agency pilot qualification card issued by a designated inspector of pilots.

At the Contracting Officer's discretion, each pilot shall pass an agency flight check in make, model, and series over typical terrain.

Pilots may function as mechanics providing:

**SECTION C
DESCRIPTION/SPECIFICATIONS/WORK STATEMENTS**

- The pilot meets all the mechanic requirements of this Section.
- Pilot duty limitations will apply to the pilot when functioning as a mechanic.
- During unavailability, mechanic duties in excess of 2-hours will apply as flight time on a one-to-one basis toward flight hour limitations.
- A mechanic, other than the pilot, shall perform 50-hour, 100-hour, or progressive inspections.
- In accordance with FAR 43.3(h), 43.5 and 43.7, pilots may perform preventive maintenance on the aircraft.

Pilots must speak English fluently.

Pilot Experience Requirements - All Activities

Pilots shall have accumulated as pilot-in-command (PIC) the minimum flight times listed below. Flight time shall be determined from a certified pilot log. Further verification of flight hours may be required at the discretion of the Contracting Officer.

Experience	Hours
Total Pilot-in-Command (Helicopter)	1,500
Helicopter, Preceding 12-months	100
Weight Class (1)	100
Turbine Helicopter	100
Make, Model (2)	50
Make, Model and Series, Preceding 12-months (3)	10
Helicopter, Last 60-days	10
Mountainous Terrain (4)	200
Mountainous Terrain in Make and Model	10
Rough Terrain (5)	200
Rough Terrain in Make and Model	10

1. Weight Class:

Type I: No less than 16-seats (including pilot), 5,000 pounds card weight capacity, and 700 gallons retardant capacity

Type II: Between 9-15 seats, 2,500 - 4,999 pounds card weight capacity, and 300 - 699 gallons retardant capacity.

Type III: Between 5-8 seats, 1,200 - 2,499 pounds card weight capacity, and 100 - 299 gallons retardant capacity.

Type IV: Between 3-4 seats, 600 - 1,199 pounds card weight capacity, and 75 - 99 gallons retardant capacity.

2. Pilot flight hour requirements in make and model may be reduced by 50% if pilot shows evidence of satisfactorily completing the manufacturer’s approved ground school and flight checkout in the make, model, and series offered.

SECTION C
DESCRIPTION/SPECIFICATIONS/WORK STATEMENTS

3. A list of aircraft make, model, and series is provided in Attachment 18. This list does not specifically follow the FAA guidelines as it relates to 14 CFR 35.293 competency.
4. Pilot in command mountainous terrain experience is defined as: Experience in maneuvering a Helicopter at pressure altitudes of over 7,000 feet pressure altitude to include numerous take-off and landings in situations indicative to difficult mountainous terrain. This terrain consists of abrupt, rapidly rising terrain resulting in a high land mass projecting above its surroundings, wherein complex structures in which folding, faulting, and igneous activity have taken place. These mountainous areas produce vertical mountain winds, turbulence associated with mountain waves, producing abrupt changes in wind direction often resulting in up flowing or down flowing air currents.

Note: Mountain qualified pilots are considered rough terrain qualified.

5. Pilot in command with rough terrain experience is defined as: Experience in maneuvering a helicopter at altitudes less than 7,000 feet pressure altitude to include numerous takeoff and landings in situations indicative to difficult rough terrain. This terrain consists of abrupt, rapidly rising terrain resulting in a high land mass projecting above its surroundings, wherein complex structures in which folding, faulting, and igneous activity have taken place. Rough terrain features can disrupt smooth wind flow into a complex of eddies or mechanical turbulence. Characteristic of this type of terrain is the higher the wind speed and/or the rougher the terrain the greater the turbulence.

Pilot - Equipment Experience

Pilots shall display evidence of experience in using all equipment specifically identified in Section C for performance of contract work (bucket, long line, rappel, GPS, etc.), as well as equipment identified in Section B. Pilots may be required to demonstrate proficiency with equipment during an agency evaluation. (See Attachments 9 and 10)

Pilot - Vertical Reference Experience (if applicable)

The pilot shall display evidence of experience in precision placement of external loads using long line equipment and vertical reference techniques. Pilots may be required to demonstrate this capability during an agency evaluation. (See Attachment 15)

Pilots having completed initial or recurrent company external load training shall be endorsed by their chief pilot prior to use, thereby certifying that pilot is current and proficient in external load and vertical reference operations and meets interagency standards.

Vertical reference qualified pilots shall maintain proficiency in vertical reference or external load operations. If under contract for a period of 30-consecutive days and no vertical reference activity occurs the pilot shall be provided at agency expense a 1-hour proficiency flight.

Aircraft active under this contract for less than a 30-day period shall maintain currency through the company program.

Aircraft may be made unavailable for failure to maintain vertical reference proficiency.

Pilot – Rappel Experience (if applicable)

Final pilot approval for rappel operations will be based upon:

- The pilot being qualified and agency approved to perform long-line activities.
- Demonstrated ability to pilot the helicopter during a series of training rappels/cargo letdown.
- Demonstrated ability to coordinate with the rappel spotter.

SECTION C
DESCRIPTION/SPECIFICATIONS/WORK STATEMENTS

- Attending rappel training (optional to participate on rappel or simulator). This training shall be conducted and documented by qualified spotter and include the following:
 - ✓ Briefing and familiarization on rappel anchor and hard points for the specific model.
 - ✓ Seating arrangement for rappellers and spotters.
 - ✓ Rappel cargo placement/location and deployment sequence and method.
 - ✓ Exit procedures, sequences, and emergency procedures.
 - ✓ Briefing on model specific procedures.

Note: Upon meeting the above requirements, the pilot will be approved for helicopter rappel or cargo letdown as appropriate, by a qualified agency Helicopter Pilot inspector.

Co-pilot Requirements (if applicable)

Co-pilots (second-in-command) must meet requirements of operators certificate. They are not issued agency qualification cards.

Mechanic Qualifications

The mechanic must have a valid FAA mechanic certificate with airframe and powerplant ratings, and must have held the certificate or foreign equivalent with both ratings for a period of 24-months. The mechanic must have been actively engaged in aircraft maintenance as a certificated mechanic for at least 18-months out of the last 24-months immediately preceding the start date of the contract.

The mechanic shall have 12-months experience as an A&P or foreign equivalent in maintaining helicopters (3-months must have been in the last 2-years).

The mechanic must also show evidence of maintaining a helicopter of the same make and model as offered under "field" conditions for at least 1-full season. (Three consecutive months maintaining the helicopter away from Contractor's base of operations with minimal supervision will meet this requirement.)

Mechanics must have satisfactorily completed a manufacturer's maintenance course or an equivalent Forest Service or OAS approved Contractor's training program for the make and model of helicopter offered or, show evidence that he/she has 12-months maintenance experience on a helicopter of the same make and model offered.

Each mechanic shall furnish upon demand an Interagency Mechanic Qualification Card issued by a designated inspector of mechanics.

Availability of Mechanics

Mechanic shall be available to maintain the helicopters in satisfactory flying condition. The mechanic shall be provided by the Contractor and shall be in addition to the pilot(s).

Note: When the mechanic serves as the fuel servicing vehicle driver, the more stringent of the duty limitations apply.

Fuel Servicing Vehicle Driver Qualifications

The Contractor shall furnish a fuel servicing vehicle driver for each day the helicopter is required to be available and supply a relief driver for the fuel vehicle driver's day off.

Each driver will be expected to demonstrate an acceptable knowledge of correct fueling procedures and fueling and safety equipment installed on the fueling vehicle. (See Attachment 8)

SECTION C
DESCRIPTION/SPECIFICATIONS/WORK STATEMENTS

C-11 Suspension and Revocation of PersonnelPilots

Upon classification of a mishap as an "Aircraft Accident" by the NTSB, a pilot operating under this contract will be suspended by the Contracting Officer from performing pilot duties under this contract and any other activity authorized under the Interagency Pilot Qualification Cards issued to the pilot.

Upon classification of an incident as an "Incident-with-Potential" a pilot operating under this contract may be suspended by the Contracting Officer from performing pilot duties under this contract and any other activity authorized under the Interagency Pilot Qualification Cards issued to the pilot.

Whenever the pilot is suspended, the Interagency Pilot Qualification Cards shall be surrendered to the Contracting Officer or designated representative. Suspension will continue until:

- Rescinded by the Contracting Officer or designated technical representative; or
- Revocation action is taken by the issuing Agency.

The Contracting Officer may also suspend a pilot who:

- Flies recklessly
- Does ineffective work
- Exhibits conduct detrimental to the purpose for which contracted
- Violates provisions of the contract or regulation
- Falsifies documents regarding their aeronautical qualifications, experience, or any time or payment records
- Lacks the competence or skill required under the terms of the contract
- Displays of unsafe attitude or behavior
- Is under suspension or revocation by another agency
- Uses debilitating drugs

Mechanic

The Contracting Officer may suspend any mechanic who is careless, does poor quality work, exhibits fatigue or conduct detrimental to the purpose for which contracted.

Fuel Servicing Vehicle Driver

The Contracting Officer may suspend any fuel servicing vehicle driver who drives recklessly, exhibits fatigue or conduct detrimental to the purpose for which contracted.

C-12 Replacement of Personnel

Performance of contract services may involve work and/or residence of Federal property (i.e. National Forest Service Lands). Contractor employees are expected to follow the rules of conduct established by the manager of such facilities that apply to all (both Government or non-Government) personnel working or residing on such facilities. A copy of such rules will be made available from the designated user. The Contractor may be required to replace employees who are found to be in noncompliance with Government facility rules of conduct.

SECTION C
DESCRIPTION/SPECIFICATIONS/WORK STATEMENTS

Personnel who perform ineffectively, refuse to cooperate in the fulfillment of the project objectives, are unable or unwilling to adapt to field living conditions, or whose general performance is unsatisfactory or otherwise disruptive or detrimental to the purpose for which contracted, shall be replaced by the Contractor. Pilots who fly recklessly or fail to follow safe operating practices shall be replaced by the Contractor.

The Contractor shall be notified by the Contracting Officer of all unsatisfactory conduct or performance, stating the condition of unsatisfactory or unsafe performance by the Contractor's personnel. An opportunity for corrective action may be afforded, when the conditions warrant. When directed by the Contracting Officer, the Contractor agrees to replace unacceptable personnel not later than 24-hours after such notification, or as otherwise mutually agreed upon. The decision as to unacceptability shall be at the sole discretion of the Contracting Officer.

C-13 Substitution of Aircraft and/or Personnel

The Contractor may substitute or replace aircraft and personnel meeting contract requirements after receipt of written approval from the Contracting Officer.

Request for substitution shall be made at least 10-days prior to the proposed exchange, except for unforeseen conditions.

When pilots are exchanged or replaced, training and familiarization costs, including any required flight time up to 3-hours, shall be accomplished at the Contractor's expense. The Contracting Officer will determine the necessary amount of flight time. This is not intended to affect cross shifting of pilots that are familiar with the operating area nor to affect approved relief pilots.

C-14 Duty Limitations

Pilots

All pilots will be limited to the following tours of duty and flight hours. All revenue producing flying time, whether under this contract or not, will count toward the limitations.

Flight time shall not exceed a total of 8-hours per day.

Flight time shall not exceed a total of 42-hours in any 6-consecutive days.

Pilot accumulating 36 or more hours of flying in any 6-consecutive days shall be off duty the next day. After any one full day off, pilots begin a new 6-consecutive day duty period for the purposes of this clause, providing during any 14-consecutive days, pilots shall be off duty for 2-full calendar days. Days off duty need not be consecutive.

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.

Duty includes flight time, ground duty of any kind, and standby or alert status at any location.

During times of prolonged heavy fire activity, Federal agencies may issue a notice reducing the pilot duty day and/or increasing days off on a geographical or agency-wide basis.

Flights point-to-point (airport to airport, heliport to heliport, etc.) with a pilot and co-pilot shall be limited to 10-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).

Pilots flying missions covered in the above paragraph, who are also flying other missions, shall also be limited to the flight hour limitations in this Section.

Note: When the available flight hours are reduced due to non-contract flying, the payment will be reduced as provided in the contract.

SECTION C
DESCRIPTION/SPECIFICATIONS/WORK STATEMENTS

Pilots may be relieved from duty for fatigue or other causes created by unusually strenuous or severe duty before reaching duty limitations.

Relief or substitute pilots reporting for duty under any contract may be required to furnish a record of all duty and revenue producing flight time during the previous 14-days.

Mechanics

Mechanics will be limited to the following tours of duty.

- 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.
- Mechanics will have 2-full calendar days off duty during any 14-day period.

Duty includes standby, work, or alert status at any location.

Mechanics may be removed from duty for fatigue or other causes created by unusually strenuous or severe duty before reaching duty limitations.

The mechanic will be responsible to keep the Government apprised of their ground duty limitation status.

Relief or substitute mechanics reporting for duty under any contract may be required to furnish a record of all duty time during the previous 14-days.

Fuel Servicing Vehicle Drivers

Fuel servicing vehicle drivers shall comply with Department of Transportation Safety Regulation Part 390-399, including duty limitations. It is the Contractors responsibility to insure that employees comply with Department of Transportation Regulations.

Duty includes Standby, Work, or Alert status at any location.

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.

The fuel servicing vehicle driver will be responsible to keep the Government apprised of his/her ground duty limitation status.

Notwithstanding Department of Transportation Safety Regulation 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.

C-15 Aircraft Requirements

General

Aircraft shall be maintained in accordance with all applicable mandatory manufacturer's bulletins as required by the Contractor's Operations Specifications or identified by the Forest Service and all applicable FAA Airworthiness Directives (AD).

All required documents needed to verify the data in Section II of Form FS-5700-21; Airplane Data Record (including airframe logs, engine logs, compliance with mandatory manufacturer's bulletins, FAA Airworthiness Directives compliance, etc.) shall be made available to Forest Service or OAS inspector(s).

Unless authorized by an approved Minimum Equipment List (MEL), aircraft shall not be approved or used if any accessory or instrument listed on the aircraft type certificate data sheet is inoperative.

SECTION C
DESCRIPTION/SPECIFICATIONS/WORK STATEMENTS

Aircraft shall not be approved if any engine, component time in service exceeds the manufacturers recommended time between overhaul. All inspection times and intervals shall comply with Section D of the Contractor's Operations Specifications.

Condition of Equipment

Contractor-furnished aircraft and equipment 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.

All windows and windshields must 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.

The aircraft 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. Any corrosion shall be within manufacturer or FAA acceptable limits.

Center of Gravity

All aircraft 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.

All aircraft 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.

If the equipped weight of the aircraft as noted by registration number in the Section B - Schedule of Items changes, the Contractor must notify the Contracting Officer of the change and a new weight and balance as required by the Federal Aviation Regulations (FAR) must be submitted.

Additional Equipment

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

- Instrumentation required by the Type Certificate and FAR's for use with the make and model furnished
- Free air temperature gauge
- Approved aircraft lighting for night operation in accordance with FAR 91.209, plus instrument lights
- One set of individual lap belts for each occupant
- FAA-approved double-strap shoulder harness with automatic locking inertia reels for each front seat occupant. Shoulder straps and lap belts shall fasten with one single-point, metal-to-metal, quick-release mechanism. Standard factory shoulder harnesses are acceptable for Aerospatiale and Bell transport category helicopters. Military style harnesses are acceptable. (See Attachment 1)
- Helicopters shall be provided with adequate tie-down straps, nets or other devices for securing cargo in the cabin or cargo compartment. These devices shall be simple in function and have the capability of being installed quickly.
- One digital hour meter installed in a location visible from the cockpit. The meter shall be wired in series with a switch on the collective control, and a switch activated by engine or transmission oil pressure or equivalent system, to record flight time only.
- On helicopters with a floor height greater than 18-inches, a 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.

SECTION C
DESCRIPTION/SPECIFICATIONS/WORK STATEMENTS

- Dual Controls for initial pilot performance evaluation. Dual controls shall be removed prior to contract performance on Type III Helicopters.
- The Fire extinguisher(s) as required by 14 CFR 135.155, shall be a hand-held bottle, with a minimum of 2-B:C rating and mounted with a quick release attachment accessible to the flight crew while seated.
- Suppression/Prescribed Fire Equipment (See Attachment 9)
- Complete set of current aeronautical charts covering area of operation.

Maintenance

The Contractor shall be capable of providing field maintenance support to each helicopter for extended periods during heavy use.

Helicopters shall be operated and maintained in accordance with applicable Federal Aviation Regulations and manufacturer's recommendations. Special equipment and/or modification of the helicopter to meet requirements of this contract will be inspected, repaired, and altered in accordance with AC 43.13-1B and AC 43.13-2A 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. Aircraft operated with components and accessories on approved TBO extension programs are acceptable, provided the Contractor who provides the aircraft is the holder of the approved extension authorization (not the owner if the aircraft is leased), and shall operate in accordance with the extension.

Compliance with mandatory manufacturer's bulletins, FAA Airworthiness Directives (AD), and the correction of maintenance deficiencies shall be accomplished prior to the start and during the period of contract performance.

Contract performance may subject the aircraft engine to frequent smoke, sand and dust ingestion. All aircraft will comply with the erosion inspection procedures at the recommended intervals in accordance with the engine operation and maintenance manual for the contracted aircraft. The erosion inspection shall have been accomplished within the last 300-hours time in service of compressor operation and continue to be inspected at least each 300-hours during the period the helicopter is offered for service.

All maintenance performed shall be recorded in accordance with FAR 43 and FAR 91 including helicopter time-in-service and hour meter reading.

A copy of the current maintenance record required by FAR 91.417 shall be kept at the designated base.

Maintenance of aircraft records shall be in accordance with the Federal Aviation Administration Advisory Circular No. 43-9C as revised.

The Contractor shall immediately notify the Contracting Officer of any change of an engine, power train, control, or major airframe component and circumstances inducing the change.

Routine maintenance including pre- and post- flight inspections shall be performed before or after the daily standby or as approved by the Contracting Officer.

All inspection times and intervals shall comply with the Contractor's FAR Part 135 Operations Manual Section "D". Routine maintenance shall be performed before or after the daily standby or as approved by the Contracting Officer.

If at the beginning of the Mandatory Availability Period there are 50 or more hours remaining prior to a 100-hour inspection, that and subsequent 100-hour or, equivalent portion of phase inspections, may be performed without loss of availability, subject to the following limitations:

- Aircraft may be released for performing maintenance at the end of the required standby during a duty day, if needed, until 1200 hours the following day without assessment of unavailability. The flight crew shall be available by the beginning of the scheduled duty day, or when the aircraft is ready for service.

SECTION C
DESCRIPTION/SPECIFICATIONS/WORK STATEMENTS

- Inspections shall be performed in either a maintenance facility, designated or alternate base, or best field conditions available.
- Contractor shall notify the Contracting Officer at least 16-flight hours prior to initiation of the 100-hour inspection.
- When the aircraft is available for service, it is the Contractor's responsibility to insure that the flight crew is also available.
- If the aircraft and/or flight crew are not available by 1200 hours, or when aircraft is returned to service, unavailability will be assessed from that time until such time that they do become available.
- When less than 50-hours remain before the initial 100-hour inspection, the first inspection shall be performed before or after daily standby, or as approved by the Contracting Officer.

The aircraft's required weight and balance data shall be 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.

All weighing of aircraft shall be performed on scales that have been certified as accurate within the proceeding 24 months. The certifying agency may be any accredited weights and measures laboratory.

A list of equipment installed in the aircraft at the time of weighing must be compiled. The equipment list will include the name of each item installed. Items which 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, the weight and arm of each item. Each page of the equipment list must identify the specific aircraft by at least serial number or registration number of the aircraft. Each page of the equipment list will be dated indicating the last date of weighing or computation. The weight and balance must be revised each time new equipment is installed or old equipment is removed. Weight and balance procedures under 14 CFR Parts 135.23(b) and 135.185 are acceptable.

If the equipped weight of the aircraft as noted by registration number in the Section B changes, the Contractor must notify the Contracting Officer of the change and a new weight and balance as required by the Federal Aviation Regulations (FAR) must be submitted.

Turbine Engine Power Assurance Checks

The first day of operation and after each 10-hours of operation, a power assurance check shall be accomplished in accordance with the helicopter flight manual. The results shall be recorded on form HCM-4, which is provided by the Government. A trend of these power checks shall be maintained on form FS-5700-23.

The results of each power check shall be provided to the Helicopter Manager for recording in the daily log. Helicopters with power output below the minimum published performance charts shall be removed from service. The low power condition must be corrected before return to service.

Test Flights

A functional maintenance test flight shall be performed at the Contractor's expense 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 resumes service. Results of test flights shall be reported to the Regional Aviation Maintenance specialist before the aircraft is returned to contract availability.

SECTION C
DESCRIPTION/SPECIFICATIONS/WORK STATEMENTS

C-16 Avionics Requirements

The following systems listed in C-17 shall be furnished, installed, and maintained by the Contractor in accordance with the manufacturer's specifications and the installation and maintenance standards of Section C-18 below.

A complete set of schematic and wiring diagrams, covering all installed avionics systems shall be carried aboard each aircraft or the aircraft's dedicated service vehicle.

C-17 Contractor Furnished Avionics SystemsCommunications Systems

One Emergency Locator Transmitter (ELT). An automatic portable/automatic-fixed or automatic-fixed ELT utilizing an external antenna and meeting the same requirements as those detailed for airplanes in 14 CFR 91.207 (excluding section f.), shall be installed per the manufacturer's installation manual, in a conspicuous or marked location.

Note: ELT's certified under TSO-C91 will not be acceptable after January 1, 2005. Acceptable ELT's shall be certified under TSO-C91a and TSO-C126.

One panel-mounted VHF-AM (VHF-1) aeronautical mobile transceiver, operating in the frequency band of 118.000 to 135.975 MHz, with a minimum of 720 channels in no greater than 25 kHz increments, and a minimum of 5 watts carrier output power.

Note: one (minimum 760 channel VHF-AM aeronautical transceiver operating from 118.000 to 136.975 MHz shall be required on January 1, 2005.

One VHF-FM aeronautical transceiver (FM-1), which provides selection of either narrow band (12.5 kHz) or wide-band (25.0 kHz) channel spacing operation on each channel.

The transceiver shall meet the specifications provided in Attachments 6 and 7, and the following criteria:

- The transceiver's operational frequency range shall include the band of 150 to 174 MHz. The operator shall be able to program any usable channels within that band while in flight.
- Carrier output power shall be 10 watts nominal value. The transceiver shall be capable of displaying receiver and transmitter operating frequency, and shall provide both receiver and transmitter activation indicators for MAIN and GUARD. Simultaneous monitoring of both MAIN (150-174 MHz) and GUARD (168.625 MHz) receivers is required. Scanning of the GUARD frequency is not acceptable. The transceiver's operational controls must be located and arranged so that both the pilot and observer/co-pilot, when seated, have full and unrestricted movement of each control without interference from their clothing, the cockpit structure, or the flight controls.

One CTCSS sub-audible tone encoder (which may be an integral part of the transceiver), with a minimum of 32 selectable tones meeting the current TIA/EIA-603 standard, shall be interfaced to the above transceiver. It is desired that the encoder provide a display of the selected tone.

The encoder/transceiver system shall be capable of encoding a 110.9 Hz tone on all Guard (168.625 MHz) transmissions.

Aircraft having two or more VHF-FM aeronautical transceivers need only have a guard receiver in the first transceiver.

SECTION C
DESCRIPTION/SPECIFICATIONS/WORK STATEMENTS

Aeronautical VHF-FM radio transceivers currently accepted:

Eureka Radio Systems (ERS)	ERS-9600NB*
Northern Airborne Technology	NPX-138N-050 & NTX-138-050
Technisonic Industries	TFM-138 (serial # 1540 & up), TFM-138B/C/D, TDFM-136, & TFM-500
Wulfsburg Electronics	Flexcom II, RT-138*, & RT-9600*

* Require narrowband modification installation.

Provisions for Auxiliary VHF-FM (AUX-FM) Portable Radio

The Contractor shall provide the necessary interface for installing and properly operating an auxiliary VHF-FM portable radio through the aircraft's audio control system(s). The interface shall consist of the appropriate wiring from the audio control system, terminated in an MS 3112E-12-10S type connector (which must be located and arranged so that the observer/co-pilot, when seated, has full and unrestricted access without interference from clothing, the cockpit structure, or the flight controls) and utilizing the contact assignments as specified by drawing FS/OAS A-17. (See Attachment 5)

One weatherproof, external, broadband antenna covering the 150-174 MHz band, with associated RG-58A/U (or equivalent) coaxial cable and connector, terminated in a bulkhead-mounted, female BNC connector (which must be located and arranged so that the observer/co-pilot, when seated, has full and unrestricted access without interference from clothing, the cockpit structure, or the flight controls) adjacent to the above 10-pin connector (Comant type CI-177 or equal).

Mounting facilities, in accordance with the specifications of FAA Advisory Circular AC 43.13-2A, for secure installation of the auxiliary VHF-FM portable radio in the cockpit shall be provided. The location of the mounting facilities shall be such that, when connected with an 18-inch adapter cable, the radio's controls shall be located and arranged so that the observer/co-pilot, when seated, has full and unrestricted movement of the radio's controls, without interference from clothing, the cockpit structure, or the flight controls.

Positive-polarity microphone excitation voltage shall be provided to the AUX-FM system from the aircraft DC power system through a suitable resistor network. A blocking capacitor shall be provided to prevent the portable radio microphone excitation voltage from entering the system. Sidetone for the AUX-FM shall also be provided (NAT AA34-300, Premier PA-34, or equivalent).

In lieu of the above AUX-FM requirements, the Contractor may substitute one VHF-FM aeronautical mobile transceiver (FM-2) which meets the requirements for the VHF-FM Aeronautical Transceiver (FM-1), as detailed above except where the second VHF-FM transceiver is specifically required.

Navigational Systems

Global Positioning System (GPS). One panel-mounted GPS shall be permanently installed in the aircraft. The GPS shall reference latitude and longitude coordinates for aircraft positioning, utilize an approved, fixed, external aircraft antenna, and be powered by the aircraft electrical system. The GPS unit must have the ability for manual entry of waypoints in flight. The GPS shall have a data base (VFR and in route units not over one (1) year old and for IFR Approach units not over 28 days old) covering the continental United States and Alaska. Handheld and/or marine type equipment is not acceptable.

One Transponder and Altitude Encoder. ATC transponder and altitude reporting system(s) must meet the requirements of 14 CFR 91.215 (a) and (b), 14 CFR 91.413 and be tested and inspected every 24 calendar months as specified by 14 CFR Part 43, appendix F.

One Static Pressure System, Altimeter Instrument System, and Automatic Pressure Altitude Reporting System (Static System). The aircraft's static system(s) shall be maintained in accordance with the IFR requirements of 14 CFR 91.411, and inspected and tested every 24-calendar months as specified by 14 CFR Part 43, appendix E.

SECTION C DESCRIPTION/SPECIFICATIONS/WORK STATEMENTS

Audio Systems

Two separate audio control systems (which may be combined in a single unit) shall be provided for the pilot and observer/co-pilot. Each system shall provide pilot and observer/co-pilot with separate controls for selection of multiple receiver audio outputs and transmitter microphone/PTT audio inputs. Each system shall also provide pilot and observer/co-pilot with separate controls for adjustment of both ICS and receiver audio output levels.

The controls of the audio system(s) must be located and arranged so that both the pilot and observer/co-pilot/check pilot, when seated, have full and unrestricted movement of each control without interference from their clothing, the cockpit structure, or the flight controls. Labeling and marking of controls shall be clear, understandable, legible, and permanent. Electronic label maker marking is acceptable.

Transmitter Selection and Operation

Separate transmitter selection controls shall be provided for the microphone/PTT inputs of both pilot and observer/co-pilot. The system shall be configured so that the pilot and observer/co-pilot may each simultaneously select and utilize a different transmitter (or PA system when installed) via their respective microphone/PTT. Whenever a transmitter is selected, the companion receiver audio shall automatically be selected for the corresponding earphone. Transmitter sidetone audio shall be provided for the user as well as for cross-monitoring via the corresponding receiver selection switch on the other audio control system.

Receiver Selection and Operation

Separate controls shall be provided for both pilot and observer/co-pilot selection of audio from one or any combination of available receivers. The aft exit passenger positions shall monitor the receiver(s) as selected by the observer/co-pilot. Performance specifications for receiver audio to all earphone connectors are specified in Attachment 7.

Radios and Systems

As a minimum, the audio control system(s) shall provide for selection of all installed radios and PA systems.

Earphones and Microphones

The audio system shall be designed for operation with 600-ohm earphones and carbon-equivalent, noise-canceling boom-type microphones (Gentex electret type Model 5060-2, military dynamic type M-87/AIC with CE-100 TR preamplifier, or equivalent) with U-75/U type connector plug. The pilot position only may be configured for low impedance (dynamic) operation.

U-92A/U (single/female) type earphone/microphone jacks will be required in the aircraft.

Push-to-talk (PTT) Operation

Separate PTT switches shall be provided for radio transmitter and ICS microphone operation at the pilot and observer/co-pilot positions. The pilot's PTT switches shall be mounted on the cyclic control. The observer/co-pilot's PTT switches shall be mounted on the cord to the earphone/microphone connector. In lieu of the observer/co-pilot's cord-mounted PTT switches, a foot switch operated PTT system, or on the cyclic controls in aircraft requiring two pilots, may be utilized. The aft exit passenger positions shall be equipped with an ICS PTT switch mounted on the cord to the earphone/microphone connector.

Inter-Communications System (ICS)

An ICS system shall be provided for the pilot and observer/co-pilot and comm-links for the aft exit passenger positions. ICS audio shall mix with, but not mute, selected receiver audio. An ICS audio level control shall be provided for each position above. Adjustment of the ICS audio level at any position shall not affect the level at any other position. A "hot mic" capability, controlled via an activation switch or voice activation (VOX), shall be provided for the pilot and observer/check pilot. ICS sidetone audio shall be provided for the earphones corresponding with the microphone in use. Performance specifications for the ICS system are specified in Attachment 7.

SECTION C
DESCRIPTION/SPECIFICATIONS/WORK STATEMENTS

C-18 Avionics Installation and Maintenance Standards

All avionics systems used in or on the aircraft for this contract and their installation and maintenance shall comply with all manufacturers' specifications and applicable Federal Aviation Regulations contained within 14 CFR regardless of any exclusions for public aircraft allowed in 14 CFR.

Strict adherence to the recommendations in FAA AC 43.13-B Chapter 11, "Electrical Systems;" and Chapter 12, "Avionics;" as well as AC 43.13-2A Chapter 1, "Structural Data;" Chapter 2, "Radio Installation;" and Chapter 3, "Antenna Installation," is required. Performance specifications for avionics systems are specified in Attachment 7

All avionics systems requiring an antenna shall be installed with a properly matched aircraft-certified, broadband antenna unless otherwise specified. Antennas shall be polarized as required by the avionics system, and have a VSWR less than 2.5 to 1.

Avionics equipment mounting location and installation shall not interfere with passenger safety, space, and comfort. Avionics equipment will not be mounted under seats designed for deformation during energy attenuation. In all instances, the designated areas for collapse shall be protected.

The aircraft's static pressure system, altimeter instrument system and automatic pressure altitude reporting system shall be maintained in accordance with 14 CFR Part 91.411.

Required avionics systems and Contractor offered avionics/communication equipment must meet the performance specifications as specified in Attachment 7, Avionics Operational Test Standards (FS/OAS A-24).

Labeling and marking of all avionics equipment shall be clear, understandable, legible, and permanent. Electronic label maker marking is acceptable.

Avionics equipment mounting location and installation shall not interfere with passenger safety, space, and comfort. Avionics equipment will not be mounted under seats designed for deformation during energy attenuation. In all instances, the designated areas for collapse shall be protected.

**SECTION D
PACKAGING AND MARKING**

Intentionally Left Blank

Intentionally Left Blank

SECTION E INSPECTION AND ACCEPTANCE

E-1 Inspection of Services – Fixed Price (FAR 52-246-4) (Feb 1992)

Definition: "Services," as used in this clause, includes services performed, workmanship, and material furnished or utilized in the performance of services.

The Contractor shall provide and maintain an inspection system acceptable to the Government covering the services under this contract. Complete records of all inspection work performed by the Contractor shall be maintained and made available to the Government during contract performance and for as long afterwards as the contract requires.

The Government has the right to inspect and test all services called for by the contract, to the extent practicable at all times and places during the term of the contract. The Government shall perform inspections and tests in a manner that will not unduly delay the work.

If the Government performs inspections or tests on the premises of the Contractor or a Subcontractor, the Contractor shall furnish, and shall require Subcontractors to furnish, without additional change, all reasonable facilities and assistance for the safe and convenient performance of these duties.

If any of the services do not conform with contract requirements, the Government may require the Contractor to perform the services again in conformity with contract requirements, at no increase in contract amount. When the defects in services cannot be corrected by reperformance, the Government may:

- Require the Contractor to take necessary action to ensure that future performance conforms to contract requirements; and;
- Reduce the contract price to reflect the reduced value of the services performed.

If the Contractor fails to promptly perform the services again or to take the necessary action to ensure future performance in conformity with contract requirements, the Government may:

- By contract or otherwise, perform the services and charge to the Contractor any cost incurred by the Government that is directly related to the performance of such service; or;
- Terminate the contract for default.

E-2 Pre-Use Inspection of Equipment and Personnel

After award of the contract and any renewal thereof, an inspection of the Contractor's equipment and personnel will be made. The inspection will take place at a location agreed to by the Contractor and Contracting Officer.

The aircraft, pilot, relief pilot, mechanic, fuel vehicle driver, and fuel servicing vehicle shall be made available for inspection as scheduled by the Contracting Officer.

The Contractor shall provide at inspection, a list of FAA Airworthiness Directives and Manufacturer's Mandatory Service Bulletins for the make, model, and series of Helicopter offered indicating whether applicable or not. If applicable, the date and airframe total time at compliance, method of compliance, next compliance due date if recurring, and authorized signature and number will be recorded. The list will be similar to that shown in Advisory Circular 43-9 as amended.

A list of all items installed on the Helicopter which are required to be overhauled or replaced on a specified time basis shall be provided. The list shall include the component names, serial numbers, service life (or inspection/overhaul time), total time since major overhaul or inspection, and hours remaining before replacement, overhaul, or inspection. The list will be similar to that shown in FAA Advisory Circular 43-9 as amended.

A mechanic data sheet shall be provided for each mechanic the Contractor intends to use.

The Contractor may be required to furnish a copy of the procedures manual and revisions as required by FAR 135.

SECTION E INSPECTION AND ACCEPTANCE

Each driver will be expected to demonstrate an acceptable knowledge of correct fueling procedures, and fueling and safety equipment installed on the fuel-servicing vehicle, and must meet all Department of Transportation requirements for fuel vehicle drivers. Contractor should have equipment and personnel to change the filter on the fuel service vehicle.

The documents described in the following clauses shall be made available at the initial yearly pre-use inspection:

- Section C - Certifications
- Section C - Personnel Specifications, Pilot Requirements

In addition to documents mentioned in the above clauses:

- Copy of awarded Contract
- Copy of FAA 135 Operations Specifications
- Copy of FAA 133 External Load Operations (aircraft listing)
- Copy of FAA 137 Agricultural Aircraft Operations

Pilots will be given an agency approved aviation operations briefing at time of carding. Pilot is required to acknowledge receipt of the briefing by signature. (See Attachment 4)

E-3 Pre-Use Inspection Expenses

All operating expenses incidental to the inspection shall be borne by the Contractor.

Pilot check rides may require up to 2-hours of flight time for each pilot as deemed necessary by the Contracting Officer. All check rides shall be performed in a helicopter of like make, model, and series as furnished for the contract.

The Contractor will not be charged for the costs incurred by the Government on the initial pre-use inspection.

E-4 Re-inspection Expenses

When re-inspection is necessary because Contractor's equipment and/or personnel did not satisfy the initial inspection, re-inspection costs incurred by the Government may be charged to the Contractor.

Such costs may include actual costs of transportation, per diem, and overtime of the Government Inspectors. The Contractor shall give advance notice to the Contracting Officer as to the time reinspection is desired.

E-5 Inspections During Use

At any time during the contract period, the Contracting Officer may make tests or inspections 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.

If the inspections or tests reveal deficiencies that require correction and subsequent reinspection, the costs incurred by the Government may be charged to the Contractor in accordance with Section E-4, Re-inspection Expenses.

SECTION E
INSPECTION AND ACCEPTANCE

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 it for return to service. For items covered under FAR 135.415, the Contractor shall furnish the Contracting Officer with a completed FAA Form 8010-4, Malfunction or Defect Report or Helicopter Association International Maintenance Malfunction/Information Reporting Form.

E-6 Inspection of Substitute Equipment and Personnel

Inspection costs incurred by the Government when inspecting substitute personnel and/or equipment subsequent to the initial pre-use inspection may be charged to the Contractor in accordance with Section E-4, Re-inspection Expenses.

Intentionally Left Blank

**SECTION F
DELIVERIES OR PERFORMANCE**

F-1 Contract Performance Periods

Base Year – FY 2003			
Designated Bases	Location	Mandatory Availability Period	Net Days
National Forest in Florida	Apalachicola Helibase	12/01/2002 – 02/28/2003	90-days
National Forest in Florida	Ocala Helibase	03/01/2003 – 08/31/2003	184-days

Option Year 1 – FY 2004			
Designated Bases	Location	Mandatory Availability Period	Net Days
National Forest in Florida	Apalachicola Helibase	12/01/2003 – 02/29/2004	91-days
National Forest in Florida	Ocala Helibase	03/01/2004 – 08/31/2004	184-days

Option Year 2 – FY 2005			
Designated Bases	Location	Mandatory Availability Period	Net Days
National Forest in Florida	Apalachicola Helibase	12/01/2004 – 02/28/2005	90-days
National Forest in Florida	Ocala Helibase	03/01/2005 – 08/31/2005	184-days

F-2 Contract Period and Renewal Option

The contract period shall extend for one (1) calendar year from date of award. However, at the option of the Government, the contract may be renewed for additional 1-year periods, not to exceed two renewal periods, provided the Contracting Officer 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 Part II, Section I, Economic Price Adjustment.

F-3 Designated Base(s) and Mandatory Availability Period (Including Extended Use)

Designated Base(s) are shown in the Schedule of Items.

Mandatory Availability Period. The Mandatory Availability Period will begin on the date stipulated in the Schedule of Items unless:

- The Government fails to award the contract at least 10-days prior to the established start date, or
- 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.

Extended Use Period. 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 shall apply.

During the Mandatory Availability Period and any extensions thereof, availability is required 14-hours each day beginning at start of morning civil twilight unless otherwise specified by the Contracting Officer.

F-4 Daily Availability Requirements

Equipment. Continental United States - Helicopters and associated equipment will be available 14-hours each day beginning at start of morning civil twilight, unless otherwise specified by the Contracting Officer. Helicopters and associated equipment will not be removed from the Base of Operation without the approval of the Contracting Officer.

SECTION F DELIVERIES OR PERFORMANCE

Personnel. Personnel will be in one of the following conditions of availability:

- Standby:
 - ✓ Fire Support. Personnel will be on standby status each day. The length of the standby period will be set by the Contracting Officer and may be adjusted from day to day. During this time, flying is required on short notice so that no longer than 10-minutes elapse from the time dispatch orders are given to the pilot and the time the aircraft is airborne.
 - ✓ Project Use. Personnel will be on standby status each day. The length of the standby period will be set by the Contracting Officer and may be adjusted from day-to-day. During this time, flight is required within the times established by the Contracting Officer.
- Extended Standby. Hours of standby in excess of the first 9-hours may be ordered by the Contracting Officer. (See Section J, Definitions of Contract Terms)
- Return-to-Standby (Alert). The Contractor will inform the Contracting Officer as to how appropriate personnel may be contacted. Subject to Flight and Duty Limitations, these persons will be allowed one (1) hour to return to standby status after the contact attempt is made. Failure to return-to-standby status within one hour will result in loss of availability.

If not requested to be on return-to-standby status, Contractor's personnel will be considered to be off duty and cannot be required to return to duty status that day.
- Authorized Breaks. During the standby period, requirements may be modified by the Contracting Officer to allow Contractor's personnel time off away from the Base of Operation or to conduct routine maintenance. No deduction will be made for such authorized breaks.

F-5 Unavailability

The Contractor will be considered to be unavailable whenever the equipment or personnel are not in condition to perform or fail to perform within 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 the pilot has reached duty limitations when the conditions in Section C (Flight and Duty Limitations) occur.

The Government may exercise its right to terminate for default if there is unavailability in excess of 3-full, consecutive calendar days or occurrence of unavailability during 10 percent of the total days in the Mandatory Availability Period.

Unavailability status will continue until the cause of the failure is corrected. It is the Contractor's responsibility to inform the Contracting Officer whenever the aircraft and crew are again 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 failure has been corrected. When inspection reveals that the failure has been corrected, the Contractor will be deemed in "available" status from the time the Contractor gave notice to the Government of the correction of the failure. If consistent failure to respond to dispatch occurs, the Contracting Officer retains the right to require test flights at Contractor's expense.

F-6 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 Bid/Quote rate plus specified flight rate (applies to daily availability contracts only) or at the optional-use hourly Bid/Quote flight rate. If accepted, all terms and conditions of the contract will apply.

**SECTION F
DELIVERIES OR PERFORMANCE**

F-7 Suspension of Work FAR 52.212-12 (April 1984)

The Contracting Officer may order the Contractor, in writing, to suspend, delay, or interrupt all or any part of the work of this contract for the period of time that the Contracting Officer determines appropriate for the convenience of the Government.

If the performance of all or any part of the work is, for an unreasonable period of time, suspended, delayed, or interrupted by an act of the Contracting Officer in the administration of this contract, or by the Contracting Officer's failure to act within the time specified in this contract (or within a reasonable time if not specified), an adjustment shall be made for any increase in the cost of performance of this contract (excluding profit) necessarily caused by the unreasonable suspension, delay, or interruption, and the contract modified in writing accordingly. However, no adjustment shall be made under this clause for any suspension, delay, or interruption to the extent that performance would have been so suspended, delayed, or interrupted by any other cause, including the fault or negligence of the Contractor, or for which an equitable adjustment is provided for or excluded under any other term or condition of this contract.

A claim under this clause shall not be allowed for any costs incurred more than 20-days before the Contractor shall have notified the Contracting Officer in writing of the act or failure to act involved (but this requirement shall not apply as to a claim resulting from a suspension order), and unless the claim, in an amount stated, is asserted in writing as soon as practicable after the termination of the suspension, delay, or interruption, but not later than the date of final payment under the contract.

F-8 Stop-Work Order FAR 52.212-13 (Aug 1989)

The Contracting Officer may, at any time, by written order to the Contractor, require the Contractor to stop all, or any part, of the work called for by this contract for a period of 90-days after the order is delivered to the Contractor, and for any further period to which the parties may agree. The order shall be specifically identified as a stop-work order issued under this clause.

Upon receipt of the order, the Contractor shall immediately comply with its terms and take all reasonable steps to minimize the incurrence of costs allocable to the work covered by the order during the period of work stoppage. Within a period of 90-days after a stop-work is delivered to the Contractor, or within any extension of that period to which the parties shall have agreed, the Contracting Officer shall either -

Cancel the stop-work order; or

Terminate the work covered by the order as provided in the Default, or the Termination for Convenience of the Government, clause of this contract.

If a stop-work order issued under this clause is canceled or the period of the order or any extension thereof expires, the Contractor shall resume work. The Contracting Officer shall make an equitable adjustment in the delivery schedule or contract price, or both, and the contract shall be modified, in writing, accordingly, if -

The stop-work order results in an increase in the time required for, or in the Contractor's cost properly allocable to, the performance of any part of this contract; and

The Contractor asserts its right to the adjustment within 30-days after the end of the period of work stoppage; provided, that, if the Contracting Officer decides the facts justify the action, the Contracting Officer may receive and act upon the claim submitted at any time before final payment under this contract.

If a stop-work order is not canceled and the work covered by the order is terminated for the convenience of the Government, the Contracting Officer shall allow reasonable costs resulting from the stop-work order in arriving at the termination settlement.

If a stop-work order is not canceled and the work covered by the order is terminated for default, the Contracting Officer shall allow, by equitable adjustment or otherwise, reasonable costs resulting from the stop-work order.

Intentionally Left Blank

**SECTION G
CONTRACT ADMINISTRATION**

G-1 Payment for Flight

Payments for flight time will be made only when properly ordered by persons designated to authorize such flights.

The Government does not guarantee a maximum or minimum number of flying hours.

G-2 Payment for Availability

The Government will pay daily availability for each quarter hour the Contractor meets availability requirements as specified in Section F, Designated Base(s) and Mandatory Availability Period. The maximum amount of availability to be earned per day is the daily availability Bid/Quote amount.

Daily Availability will be computed as follows:

- 14-Hour Availability Contracts - Multiply the total number of quarter (1/4) hours of availability each day by 1/56 of the daily availability Bid/Quote rate.

G-3 Payment for Extended Standby

Extended standby for the crew (that period over 9-hours per day, per crewmember) will be measured in hours (rounded to the next full hour) and paid at rate specified in the Schedule of Items for all extended standby ordered by the Government and performed by the Contractor beyond the hours stipulated in the Schedule of Items when the crew meets the standby requirement in accordance with Section F, Daily Availability Requirements. 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. The Government must expressly order extended standby; and only in unusual circumstances that should be documented on the FS 6500-122 will the Contractor be compensated for extended standby when the aircraft is not also available for immediate dispatch by the Government.

G-4 Payment for Additional Helicopter Equipment and Personnel

When additional helicopters and/or personnel are ordered by the Government, the Contractor may furnish them, if available. All terms and conditions of this contract will apply to their use except as set forth below:

- Ferry or transportation from the point of dispatch and return will be paid at the applicable flight rate and proportionate availability, if applicable.
- Such aircraft will be released when the Government's need ceases to exist.
- Use of additional helicopters will not affect the number of days in the Mandatory Availability Period or any guaranteed number of flight hours.
- The Government may order an additional pilot or crewmember on an intermittent basis to maximize usage of the helicopter. The pilot or crewmember may be furnished at the option of the Contractor.
- A lump sum payment of \$400 per day for travel days and workdays as compensation for each additional crewmember will be paid. This does not apply to relief crews brought in by the Contractor on primary pilot or crews mandatory days off. This compensation is only for double crews ordered by the Government.
- In addition to \$400 per day, an overnight allowance will be paid when authorized. Extended standby does not apply to additional crewmembers ordered under this clause.
- Payment of necessary and reasonable transportation costs to and from the location of the aircraft will be authorized. Claims for reimbursement must be supported by itemized invoices.

SECTION G
CONTRACT ADMINISTRATION

G-5 Payment for Substitute/Replacement Aircraft

When substitute or replacement aircraft are approved for use by the Contracting Officer, the following payment terms will apply:

- Availability - The same rate applicable to the aircraft that is being substituted or replaced.
- **Flight - The same rate applicable to the make, model, and series of the aircraft being substituted or replaced.**

G-6 Payment for Costs Away From 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 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 and the like. Salary costs for the Contractor's employee(s) while in travel status is not a cost for which the Government will reimburse the Contractor.

Note: The Contractor will be reimbursed for the difference between the normal cost of transportation to the designated base and the alternate base. The Contractor shall provide the Contracting Officer with a written statement that itemizes the normal cost of transportation to and from the designated base.

If the Government does not authorize such payment, no deduction will be made for unavailability incurred because of personnel duty limitations.

Claims for reimbursement will be supported by itemized invoice.

G-7 Reimbursement for Airport Use Costs

The Government will reimburse the Contractor for any airport use costs the Contractor is required to pay when ordered to operate from an airport other than the designated base such as airport landing fees, tie-down charges, or other similar type costs supported by paid itemized invoices. (Invoice not required for charges under \$75.00)

G-8 Reimbursement for Mobilization and Demobilization Cost

The Contractor is responsible for all mobilization and demobilization costs to and from the designated base(s). When initially dispatched 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.

If more than one designated base is specified in the Schedule of Items, flights between the designated bases will be at the Contractor's expense.

Payment will be made for all ordered ferry flights.

G-9 Payment for Overnight Allowances

Overnight allowance will be paid equal to the current standard maximum rate that is allowed (or high rate, if applicable) as established by the Federal Travel Regulation (FTR) for each authorized crew member for every night assigned to an alternate base or at its option may provide meals/and or lodging. Rates are available at: www.gsa.gov

Crewmembers who elect to return to the designated base by alternate means rather than remain overnight with the helicopter will not be paid an overnight allowance.

Overnight allowance will not be paid when the aircraft is assigned to its Designated Base during the Mandatory Availability Period and any extension thereof where no break in service occurs.

SECTION G CONTRACT ADMINISTRATION

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.

Note: The appropriate rate for meals and incidental expenses will be paid unless the Government makes three meals available to the Contractor. The Contractor's lodging will be paid only when lodging is not furnished by the Government.

If the Contractor elects to not utilize Government provided lodging, there is no reimbursement for lodging or transportation costs incurred by the Contractor.

If the FTR rate changes, the change in overnight allowance to the Contractor will become effective on the effective date of the FTR change.

Overnight allowance may also be applicable to primary crewmembers that are unable to return from the field.

The Contractor may claim overnight expenses using either of the two following methods:

- Payment of the Standard or High Rate, (if applicable) lodging and M & IE rate excluding lodging tax (does not require lodging receipts to be submitted with the FS 6500-122).
- Payment of actual lodging amount and M & IE rate not to exceed the maximum FTR rate plus lodging tax. An itemized lodging invoice detailing lodging cost and tax IS required to be submitted with the FS 6500-122.

The FS 6500-122 invoice 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.

G-10 Payment for Fuel Servicing Vehicle

Mileage for the fuel-servicing vehicle will be paid when it is dispatched by the Government to give service support to helicopters away from the designated base as follows:

- \$2.40 per mile - where the carrying capacity of aircraft fuel is 1,500 gallons or more.
- \$1.90 per mile - where the carrying capacity of aircraft fuel is at least 750 gallons but less than 1,500 gallons.
- \$1.35 per mile - where the carrying capacity of aircraft fuel is at least 350 gallons but less than 750 gallons.
- \$0.90 per mile - where the carrying capacity of aircraft fuel is less than 350 gallons.

Note: Tanks must be compatible with the vehicle on which they are mounted. Tanks that will exceed the gross vehicle weight when full will not be allowed. Vehicle must haul tank capacity except when inappropriate for the conditions.

G-11 Payment for Transportation of Helicopter Fuel for Government Operations

The Government will reimburse the Contractor for costs incurred in transportation of helicopter fuel to sustain Government operations under the following conditions:

- When Contractor's fuel servicing vehicle cannot travel to an assigned alternate base of operations due to lack of road access.
- When Contractor has to arrange for fuel support at an assigned alternate base of operation to provide a supply for helicopter flights until his fuel-servicing vehicle arrives on site.
- The Contracting Officer will designate the method of transportation and the gallons to be transported.

SECTION G CONTRACT ADMINISTRATION

- When transportation by commercial carrier is ordered, reimbursement will be made on an actual cost basis upon submission of copies of commercial carrier freight bills.

In the event the Government elects to furnish fuel to the Contractor, the cost of fuel (based upon commercial rates at the nearest accessible point), plus any transportation costs, will be charged. Such costs are not to exceed the cost of the nearest commercially available fuel. Such costs will be deducted from any sums otherwise due the Contractor.

G-12 Miscellaneous Costs to the Contractor

Housing, subsistence, ground transportation, and other expenses will be the responsibility of the Contractor or its employees at the designated base. However, should the Contractor or any of his employees receive meals or lodging from the Government, the cost of the same shall be deducted from payments at the prevailing Government rates except those meals furnished at field locations on going fires for which no charge will be made.

Miscellaneous unforeseeable costs not recovered through the contract payment rates and are the direct result of ordered service may be reimbursed at actual cost if approved by the Contracting Officer. Examples of this are truck permits at ports-of-entry when the fuel servicing vehicle must cross state lines in fulfillment of ordered services or State use taxes imposed on equipment brought into the state.

G-13 Payment Procedures

All flight time, daily availability, and other authorized expenses shall be recorded on Flight Use Report, Form FS 6500-122. At the end of each day, this form shall be completed and signed by the Government and the Contractor's pilot. The FS 6500-122 will serve as the Contractor's invoice required by the Payments and Discounts for Prompt Payment Clauses in Section I. The Government will be responsible for forwarding invoices to the designated paying office.

Upon completion of the Mandatory Availability Period or any extension thereof, final payment will not be made until all Government-furnished equipment has been returned and a Contract Release has been furnished. The final Flight Use Report payment will be accompanied by the Contract Release and Transfer of Property Form.

Payment will be made semi-monthly for services as shown on the approved FS 6500-122. Forms accumulated during the first half of the month will be processed for payment about the 16th day and those accumulated during the last half of the month will be processed about the 1st day of the following month.

G-14 Helicopter Manager Authorities

A Manager will be assigned to each Helicopter furnished. In addition to directing the work of the helicopter, the Manager has the following contract administration duties and authority:

- Order aircraft services as provided in the contract.
- Secure compliance with all contract provisions and specifications, and issue Work Orders/Notices of Non-Compliance as needed.
- Conduct investigations and prepare Statements of Findings when requested by the Contracting Officer.
- Suspend operations pending the removal or reinstatement of unsatisfactory equipment or personnel by the Contracting Officer.
- Approve temporary helicopter and pilot substitutions.
- Initiate and sign correspondence and other contract administration documents over the title "Helicopter Manager."
- Maintain daily diary of contract activities.

**SECTION G
CONTRACT ADMINISTRATION**

- Record and agree to availability and flight times.
- Approve authorized breaks. (See Section F, Daily Availability Requirements)
- Review aircraft data card for passenger/Manager transport authorization, rapid refueling, and left-seat operations.

G-15 Helicopter Manager Post-Use Tasks

The helicopter manager will complete and submit Attachment 20, Helicopter Manager Assignment Close-out Evaluation.

Intentionally Left Blank

**SECTION H
SPECIAL CONTRACT REQUIREMENTS**

H-1 Post Award Conference AGAR 452.215-73 (Nov 1996)

A post-award conference with the successful Offeror is required. It will be scheduled within 60-days after contract award. The conference will be held at a location designated by the Government.

Intentionally Left Blank

**SECTION I
CONTRACT CLAUSES**

I-1 Instructions to Offerors-Commercial Items (FAR 52.212-1) (Oct 2000) (Tailored)

This section describes what information must be submitted to constitute an acceptable Bid/Quote and to describe your capabilities. You are cautioned to follow the detailed instructions fully and carefully as the agency's comprehensive evaluation depends upon receiving the requested information. Failure to include the information may adversely effect the evaluation of your Bid/Quote.

North American Industry Classification System (NAICS) Code and Small Business Size Standard

The NAICS code and small business size standard for this acquisition appear in block 10 of the solicitation cover sheet (SF1449).

Submission of Offers

If you want to compete for the contract described in this solicitation, Request for Quotes (RFQ), you must submit a Bid/Quote to include a signed and dated offer at or before the exact time shown on the SF1449.

Bids/Quotes being mailed should be submitted to the following address:

USDA Forest Service
Southern Regional Office, (Attn: Angelina Waring)
1720 Peachtree Street N.W., Room, 876S
Atlanta, Georgia 30309

Bids/Quotes being hand carried or sent by express delivery service should be submitted to the following address:

USDA Forest Service
Southern Regional Office, (Attn: Angelina Waring)
1720 Peachtree Street N.W., Room, 876S
Atlanta, Georgia 30309
Tel. 404-347-2624

Facsimile (FAX) Bid/Quotes will not be accepted.

All Bids/Quotes should be labeled as follows:

Mailroom: DO NOT OPEN (RFQ-R8-02-20), Deliver to Acquisition Management

Solicitation Response Requirements

The solicitation response will consist of two separate sections. Section I will be your legal Bid/Quote. Section II will be your written capability information. Failure to provide this information may result in your Bid/Quote being non-responsive.

A. Section I: Legal Bid/Quote.

The Bid/Quote consists of and must include the following:

1. SF 1449, Solicitation/Contract/Order for Commercial Items, with blocks 17 and 30 completed by you.
2. RFQ Section B - Schedule of Items, Requirements and Prices with your Bid/Quote prices inserted in the appropriate spaces with rates offered in U.S. whole dollars for the solicitation requirement. The Government will round pricing submitted with cents up to the next whole dollar. Completion of pricing should be as follows:
 - a. Daily availability that is guaranteed to be paid (See Section F for exceptions). A daily rate should be entered under the unit price and the extended amount computed by multiplying the quantity times the offered unit price.

**SECTION I
CONTRACT CLAUSES**

- b. Hourly flight rate as shown in Attachment 14, based upon the aircraft make/model you offered and that you will be paid for actual flight ordered and performed. The estimated quantity shown is not a guarantee and will be used for evaluation purposes only. The Government will enter specified flight rate in your Bid/Quote. The extended amount is computed by multiplying the quantity times the appropriate specified flight rate.
3. A completed copy of the Offerors Representations and Certifications - Commercial Items (FAR 52.212-3) (May 2002) which are contained in Section K of the solicitation; and
4. Acknowledgment of Solicitation Amendments (if any).

The completion and submission to the Government of the above items will constitute a Bid/Quote and will indicate the Offeror's unconditional assent to the terms and conditions in this RFQ and in any attachments thereto.

B. Section II: Capabilities Information.

1. Organizational Experience and Past Performance Questionnaire. Complete and submit Attachment 22 to include recent and relevant contracts for the same or similar items required by the solicitation. The information requested in the questionnaire must accompany your Bid/Quote and be in a similar format and include all of the information listed.

The Government prefers experience and references within the past 36-months. You should verify that points of contact, telephone and facsimile numbers are valid. The references listed should be able to verify the services performed and be able to provide information about the quality of your past performance. Submit as many relevant references as you wish, but we may not contact all of them.

2. Technical Information. Include a copy of the items listed below.

- Complete and submit Attachments 19 and 21.
- Offeror's Federal Aviation Agency (FAA) Accident, Incident, and Enforcement Action History during the past 36-months or a signed statement that the Offeror has had no accidents, incidents, and enforcement actions during the past 36-months. (See Attachment 21)
- Current weight and balance data for all offered aircraft.
 - ✓ The aircraft's required weight and balance data shall be 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.
 - ✓ All weighing of aircraft shall be performed on scales that have been certified as accurate within the proceeding 24-months.
 - ✓ The certifying agency may be any accredited weights and measures laboratory.
- Completed interagency load calculation using aircraft performance specifications contained in Section B-6. Fuel consumption shall be calculated using the chart provided in Attachment 14.
- FAA 135 Operating Certificate and current FAA 135 Operations Specifications (Sections A, B, C, D, and E as applicable). Each aircraft offered should be listed in Part D of the Operations Specification.
- A current FAA 133 Operating Certificate and current FAA letter of authority for aircraft designated to operate under the FAA 133 Operating Certificate.

SECTION I CONTRACT CLAUSES

- FAA 137 Operating Certificate and current FAA Form 8710-3 that lists all the pilots authorized to operate under the certificate.
- Current Equipment List for each aircraft offered.
- Current list of company key management personnel (i.e. President, Directors of Operations and Maintenance, Chief Pilot).
- Offered pilot(s) experience, FAA Accident, Incident, and Enforcement Action History during the past 36-months or a signed statement that the pilot(s) has had no accidents, incidents, and enforcement actions during the past 36-months, and previous employers' telephone numbers. (See Attachment 21)

The information furnished will be used to determine the capability of the Offeror to successfully perform the services required by this solicitation. Operational safety is critical. The Offeror's past safety performance is an important factor in making a determination of the Offeror's ability to perform.

Offeror's who have had an aircraft accident during the past 36-months prior to the date of Bid/Quote opening/receipt of Bids/Quotes, or if the Contracting Officer determines there are incidents indicating unsafe activity, may be required to furnish a written safety program acceptable to the Contracting Officer before award that outlines action taken, and to be taken, to assure a safe operation. The accepted written safety program will be incorporated into the contract.

Note: Failure to submit an acceptable safety program within the time specified by the Contracting Officer may render the Offeror ineligible for contract award. Failure to comply with the safety program will be material to non-performance of the contract and grounds for termination.

Period for Acceptance of Bids/Quotes

The Offeror agrees to hold the prices in its Bid/Quote firm for 60-calendar days from the date specified for receipt of Bids/Quotes, unless another time period is specified in an addendum to the solicitation.

Late Submissions, Modifications, Revisions, and Withdrawals of Bids/Quotes

Offerors are responsible for submitting Bids/Quotes, and any modifications, revisions, or withdrawals, so as to reach the Government office designated in the solicitation by the time specified in the solicitation.

Any Bid/Quote, modification, revision or withdrawal of a Bid/Quote received at the Government office designated in the solicitation after the exact time specified for receipt of Bids/Quotes is "late" and will not be considered unless it is received before award is made, the Contracting Officer determines that accepting the late Bid/Quote would not unduly delay the acquisition; and -

If it was transmitted through an electronic method authorized by the solicitation, it was received at the initial point of entry to the Government infrastructure not later than 5:00 p.m. one working day prior to the date specified for receipt of Bids/Quotes; or

There is acceptable evidence to establish that it was received at the Government installation designated for receipt of Bids/Quotes and was under the Government's control prior to the time set for receipt of Bids/Quotes, or

If this solicitation was a request for Bids/Quotes, it was the only Bid/Quote received.

However, a late modification of an otherwise successful Bid/Quote, that makes its terms more favorable to the Government, will be considered at any time it is received and may be accepted.

Acceptable evidence to establish the time of receipt at the Government installation includes the time/date stamp of that installation on the Bid/Quote wrapper, other documentary evidence of receipt maintained by the installation, or oral testimony or statements of Government personnel.

SECTION I CONTRACT CLAUSES

If an emergency or unanticipated event interrupts normal Government processes so that Bids/Quotes cannot be received at the Government office designated for receipt of Bids/Quotes by the exact time specified in the solicitation, and urgent Government requirements preclude amendment of the solicitation or other notice of an extension of the closing date, the time specified for receipt of Bids/Quotes will be deemed to be extended to the same time of day specified in the solicitation on the first work day on which normal Government processes resume.

Bids/Quotes may be withdrawn by written notice received at any time before award. Oral Bids/Quotes in response to oral solicitations may be withdrawn orally. A Bid/Quote may be withdrawn in person by an Offeror or its authorized representative if the identity of the person requesting withdrawal is established and the person signs a receipt for the offer before award.

Contract Award

The Government intends to evaluate Bids/Quotes and award a contract without discussions with Offerors. Therefore, the Offeror's initial Bid/Quote should contain the Offeror's best terms from a price and technical standpoint. However, the Government reserves the right to conduct discussions if later determined by the Contracting Officer to be necessary. The Government may reject any or all offers if such action is in the public interest; accept other than the lowest Bid/Quote; and waive informalities and minor irregularities in Bids/Quotes received.

Data Universal Numbering System (DUNS)

The Offeror shall enter, in block 17a of the SF1449 (signature page) the DUNS number that identifies the Offeror's name and address. If the Offeror does not have a DUNS number, it should contact Dun and Bradstreet to obtain one at no charge. An Offeror within the United States may call 1-800-333-0505. The Offeror may obtain more information regarding the DUNS number, including locations of local Dun and Bradstreet Information Services offices for Offerors located outside the United States, from the Internet home page at <http://www.customerservice@dnb.com>. If an offeror is unable to locate a local service center, it may send an e-mail to Dun and Bradstreet at globalinfo@mail.dnb.com.

A prework meeting is typically held at or near the starting designated base usually in conjunction with the start of the exclusive use period. Attendance by the Contractor and/or their primary crewmembers is requested. Contents of the prework meeting may include, but is not limited to: (1) review of the contract in detail; (2) operational procedures (dispatch, flight following, hazard/risk assessment and reduction, airspace coordination, incident/accident reporting, etc.); (3) review of the local base procedures.

I-2 Evaluation-Commercial Items (FAR 52.212-2) (Jan 1999)

The services of this Request for Quotes (RFQ) are being acquired under the authority of Federal Acquisition Regulations, subpart 12, Commercial Items and 13.5, a test program for acquiring commercial items.

- A. Single Award. The Government intends to award a single contract to the Offeror whose offer represents the best value to the Government on the basis of (1) the merits of the offer, (2) aircraft capability and (3) the Offeror's relative capability.
- B. Merits of the Offer. The Government will determine the merits of each offer on the basis of (1) its acceptability and (2) its evaluated price as described below.
 1. Acceptability. The Government will determine the acceptability of each offer on a pass or fail basis. An offer is acceptable when it manifests the Offeror's assent, without exception, to the terms and conditions of the RFQ, including attachments. If the Offeror takes exception to any of the terms and conditions of the RFQ, then the Government may consider that offer to be unacceptable. The government reserves the right to change the terms and conditions of the RFQ by amendment at any time prior to the source selection decision.

SECTION I CONTRACT CLAUSES

2. Evaluated Price. The Government will evaluate the reasonableness of the price of each acceptable offer in relation to the Offeror's relative capability. The evaluation will be based on an analysis of the competitiveness and reasonableness of the rates for daily availability, the total estimated cost for all years to include availability and estimated flight hours, and other probable costs to the Government. Offerors are cautioned that the degree to which proposed prices appear unrealistic or unbalanced, the Government may infer either a lack of understanding of requirements, increased risk of performance, or lack of integrity on the part of the Offeror.

- C. Aircraft Capability. The Government will evaluate the identified aircraft on each acceptable offer to determine to what extent the aircraft will meet the minimum aircraft specifications of the solicitation. Aircraft that meet minimum aircraft requirements will be evaluated on performance compared to price basis. Those Offerors proposing an aircraft that is to be acquired must include a written plan explaining how the aircraft will be acquired. Identify the aircraft by N number if possible and any agreement you have to purchase or lease the aircraft. A plan that is merely a restatement to provide an aircraft meeting the solicitation requirements is not an adequate substitute for a detailed and complete plan to demonstrate how you will obtain an aircraft. Inadequate plans or failure to include your plans for acquiring the aircraft may affect your rating under the evaluation of the aircraft.

- D. Offeror's Relative Capability. For this evaluation factor, the Government will determine the relative capability of each Offeror on the basis of the following: (1) organizational experience and (2) organizational past performance. The submitted information will be used to make this assessment. We reserve the right to consider information obtained from references or other sources. Failure to include the questionnaire information may affect your rating under the evaluation of your capabilities.
 1. Organizational Experience. Experience is the opportunity to learn by doing. The Government will evaluate each Offeror's organizational experience on the basis of its breadth, its depth, and its relevance to the work that will be required under the prospective contract. The Government prefers experience supporting wildland helicopter fire suppression and prescribed fire operations.
 2. Organizational Past Performance. Past performance is a measure of the degree to which an Offeror satisfied its customers in the past and complied with Federal, state, and local laws and regulations. The Government will contact some of each Offeror's customers to ask whether or not they believe: (1) that the Offeror was capable, efficient, and effective; (2) that the Offeror's performance conformed to the terms and conditions of its contract; (3) that the Offeror was reasonable and cooperative during performance; (4) that the offeror was committed to customer satisfaction; and (5) if given a chance would they select the same or a different contractor. In evaluating past performance the Government will contact some of the references provided by the Offeror and other sources of information, including, but not limited to: Federal, state, and local government agencies, better business bureaus, published media, and electronic data bases.

Relative Importance of the Evaluation Factors

An offer must be acceptable in order for the Offeror to be eligible for award. The Government will not award a contract on the basis of an unacceptable offer. All evaluation factors other than price, when combined, are significantly more important than price. However, the Government will not select an Offeror for award on the basis of a relatively superior capability without concern for the amount of its evaluated price. The relative impacts that capability and evaluated price will have on the source selection decision will depend, in part, on the differences among the competing Offerors.

Options

The Government will evaluate offers for award purposes by adding the total price for all options to the total price for the basic requirement. The Government may determine that an offer is unacceptable if the option prices are significantly unbalanced. Evaluation of options shall not obligate the Government to exercise the option(s).

SECTION I CONTRACT CLAUSES

Notice of Award

A written notice of award or acceptance of an offer, mailed or otherwise furnished to the successful Offeror within the time for acceptance specified in the offer, shall result in a binding contract without further action by either party. Before the offer's specified expiration time, the Government may accept an offer (or part of an offer), whether or not there are negotiations after its receipt, unless a written notice of withdrawal is received before award.

I-3 Contract Terms and Conditions - Commercial Items (FAR 52.212-4) (Feb 2002)

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. The Government must exercise its post-acceptance rights -

- Within a reasonable time after the defect was discovered or should have been discovered; and
- Before any substantial change occurs in the condition of the item, unless the change is due to the defect in the item.

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.

Changes. Changes in the terms and conditions of this contract may be made only by written agreement of the parties.

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.

Definitions. The clause at FAR 52.202-1, Definitions, is incorporated herein by reference.

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.

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 –
 - Name and address of the Contractor;
 - Invoice date and number;
 - Contract number, contract line item number and, if applicable, the order number;
 - Description, quantity, unit of measure, unit price and extended price of the items delivered;

SECTION I CONTRACT CLAUSES

- Shipping number and date of shipment, including the bill of lading number and weight of shipment if shipped on Government bill of lading;
 - Terms of any discount for prompt payment offered;
 - Name and address of official to whom payment is to be sent;
 - Name, title, and phone number of person to notify in event of defective invoice; and
 - Taxpayer Identification Number (TIN). The Contractor shall include its TIN on the invoice only if required elsewhere in this contract.
 - 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.

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.

Payment. Payment shall be made for items accepted by the Government that have been delivered to the delivery destinations set forth in this contract. The Government will make payment in accordance with the Prompt Payment Act (31 U.S.C. 3903) and OMB prompt payment regulations at 5 CFR part 1315. 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.

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:

- Delivery of the supplies to a carrier, if transportation is f.o.b. origin; or
- Delivery of the supplies to the Government at the destination specified in the contract, if transportation is f.o.b. destination.

Taxes. The contract price includes all applicable Federal, State, and local taxes and duties.

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.

SECTION I CONTRACT CLAUSES

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.

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.

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.

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.

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.

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.

Compliance with Laws Unique to Government Contracts. The Contractor agrees to comply with 31 U.S.C. 1352 relating to limitations on the use of appropriated funds to influence certain Federal contracts; 18 U.S.C. 431 relating to officials not to benefit; 40 U.S.C. 327, et seq., Contract Work Hours and Safety Standards Act; 41 U.S.C. 51-58, Anti-Kickback Act of 1986; 41 U.S.C. 265 and 10 U.S.C. 2409 relating to whistleblower protections; 49 U.S.C. 40118, Fly American; and 41 U.S.C. 423 relating to procurement integrity.

Order of Precedence. Any inconsistencies in this solicitation or contract shall be resolved by giving precedence in the following order:

- The schedule of supplies/services.
- The Assignments, Disputes, Payments, Invoice, Other Compliances, and Compliance with Laws Unique to Government Contracts paragraphs of this clause.
- The clause at 52.212-5.
- Addenda to this solicitation or contract, including any license agreements for computer software.
- Solicitation provisions if this is a solicitation.
- Other paragraphs of this clause.
- The Standard Form 1449.
- Other documents, exhibits, and attachments.
- The specification.

I-4 Contract Terms and Conditions Required to Implement Statutes or Executive Orders Commercial Items (FAR 52.212-5) (May 2002)

- A. The Contractor shall comply with the following FAR clauses, which are incorporated in this contract by reference, to implement provisions of law or executive orders applicable to acquisitions of commercial items:

**SECTION I
CONTRACT CLAUSES**

- 52.222-3 Convict Labor (E.O. 11755)
- 52.233-3 Protest after Award (31 U.S.C. 3553)
- 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 or components:
- [x] 52.203-6 Restrictions on Subcontractor Sales to the Government, with Alternate I (41 U.S.C.253g and 10 U.S.C. 2402)
- 52.219-3 Notice of Total HUBZone Small Business Set-Aside (Jan 1999)
- 52.219-4 Notice of Price Evaluation Preference for HUBZone Small Business Concerns (Jan 1999) (if the offeror elects to waive the preference, it shall so indicate in its offer)
- 52.219-5 Very Small Business Set-Aside (Pub. L. 103-403, section 304, Small Business Reauthorization and Amendments Act of 1994)
- Alternate I to 52.219-5
- Alternate II to 52.219-5
- 52.219-8 Utilization of Small Business Concerns [15 U.S.C. 637 (d)(2) and (3)]
- 52.219-9 Small Business Subcontracting Plan [15 U.S.C. 637(d)(4)]
- [x] 52.219-14 Limitations on Subcontracting [15 U.S.C. 637(a)(14)]
- 52.219-23 Notice of Price Evaluation Adjustment for Small Disadvantaged Business Concerns (Pub. L. 103-355, section 7102, and 10 U.S.C. 2323) (if the offeror elects to waive the adjustment, it shall so indicate in its offer)
- Alternate I of 52.219-23
- 52.219-25 Small Disadvantaged Business Participation Program-Disadvantaged Status and Reporting (Pub. L. 103-355, section 7102, and 10 U.S.C. 2323)
- 52.219-26 Small Disadvantaged Business Participation Program-Incentive Subcontracting (Pub. L. 103-355, section 7102, and 10 U.S.C. 2323)
- [x] 52.222-21 Prohibition of Segregated Facilities (Feb 1999)
- [x] 52.222-26 Equal Opportunity (E.O. 11246)
- [x] 52.222-35 Equal Opportunity for Special Disabled Veterans, Veterans of the Vietnam Era, and Other Eligible Veterans (38 U.S.C. 4212)
- [x] 52.222-36 Affirmative Action for Workers with Disabilities (29 U.S.C. 793)
- [x] 52.222-37 Employment Reports on Special Disabled Veterans, Veterans of the Vietnam Era, and Other Eligible Veterans (38 U.S.C. 4212)
- [x] 52.222-19 Child Labor-Cooperation with Authorities and Remedies (E.O. 13126)
- 52.223-9 Estimate of Percentage of Recovered Material Content for EPA-Designated Products [42 U.S.C. 6962(c)(3)(A)(ii)]
- Alternate I of 52.223-9 [42 U.S.C. 6962(i)(2)(C)]

**SECTION I
CONTRACT CLAUSES**

- 52.225 Buy American Act-Supplies (41 U.S.C. 10a - 10d)
- 52.225 Buy American Act-North American Free Trade Agreement-Israeli Trade Act (41 U.S.C. 10a - 10d, 19 U.S.C. 3301 note, 19 U.S.C. 2112 note)
- Alternate I of 52.225-3
- Alternate II of 52.225-3
- 52.225-5 Trade Agreements (19 U.S.C. 2501, et seq., 19 U.S.C. 3301 note)
- [x] 52.225-13 Restriction on Certain Foreign Purchases (E.O. 12722, 12724, 13059, 13067, 13121, and 13129)
- 52.225-15 Sanctioned European Union Country End Products (E.O. 12849)
- 52.225-16 Sanctioned European Union Country Services (E.O. 12849)
- 52.232-33 Payment by Electronic Funds Transfer-Central Contractor Registration (31 U.S.C. 3332)
- [x] 52.232-34 Payment by Electronic Funds Transfer-Other than Central Contractor Registration (31 U.S.C. 3332)
- 52.232-36 Payment by Third Party (31 U.S.C. 3332)
- 52.239-1 Privacy or Security Safeguards (5 U.S.C. 552a)
- 52.247-64 Preference for Privately Owned U.S.-Flag Commercial Vessels (46 U.S.C. 1241)
- Alternate I of 52.247-64
- C. The Contractor shall comply with the FAR clauses in this paragraph (C), applicable to commercial services, which 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 or components:
- [x] 52.222-41 Service Contract Act of 1965, As Amended (41 U.S.C. 351, et seq.)
- [x] 52.222-42 Statement of Equivalent Rates for Federal Hires (29 U.S.C. 206 and 41 U.S.C. 351, et seq.)
- [x] 52.222-43 Fair Labor Standards Act and Service Contract Act-Price Adjustment (Multiple Year and Option Contracts) (29 U.S.C. 206 and 41 U.S.C. 351, et seq.).
- 52.222-44 Fair Labor Standards Act and Service Contract Act-Price Adjustment (29 U.S.C. 206 and 41 U.S.C. 351, et seq.).
- 52.222-47 SCA Minimum Wages and Fringe Benefits Applicable to Successor Contract Pursuant to Predecessor Contractor Collective Bargaining Agreement (CBA) (41 U.S.C. 351, et seq.).
- 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.

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.

SECTION I CONTRACT CLAUSES

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.

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. Notwithstanding the requirements of the clauses in paragraphs (A), (B), (C) or (D) of this clause, the Contractor is not required to include any FAR clause, other than those listed below (and as may be required by an addenda to this paragraph to establish the reasonableness of prices under Part 15), in a subcontract for commercial items or commercial components -

- 52.222-26 Equal Opportunity (E.O. 11246);
- 52.222-35 Equal Opportunity for Special Disabled Veterans, Veterans of the Vietnam Era, and Other Eligible Veterans (38 U.S.C. 4212);
- 52.222-36 Affirmative Action for Workers with Disabilities (29 U.S.C. 793);
- 52.247-64 Preference for Privately-Owned U.S. Flag Commercial Vessels (46 U.S.C. 1241) (flow down not required for subcontracts awarded beginning May 1, 1996); and
- 52.222-41 Service Contract Act of 1965, As Amended (41 U.S.C. 351, et seq.).

I-5 Economic Price Adjustment Daily Availability/Extended Standby/Specified Flight Rate Contracts

Daily availability Rate

No Economic Price Adjustment is applicable to the Daily Availability Rates Bid/Quote by the contractor in the Schedule of Items.

Extended Standby Rate 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. In the event a substantial revision to the method of calculating an Index is used by the Bureau of Labor Statistics, US Department of Labor, 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 on **February 16** of each year. 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.

SECTION I CONTRACT CLAUSES

Specified "Flight" & "Optional Rates Portion"

During the contract periods, including renewals, flight rates will be adjusted to reflect increases and decreases in the prices of aviation fuel.

The price of Jet fuel is established at \$2.57 a gallon. The price of 100 Octane fuel is established at \$2.49 a gallon. The unit prices are an average of the lowest unit price for aviation fuel Nationwide. Variations in unit prices used in determining flight rate adjustment amounts will be established by using the average of the lowest unit price for aviation fuel or 100 Octane, whichever is applicable, at the following locations:

- Mercury Aviation, (Reno Air Service) Fresno, CA.
- Cutter Flying Service, Albuquerque, NM
- Cutter Aviation, Phoenix, AZ
- Flight Craft, Portland, OR
- Millionaire, Salt Lake City, UT (Interwest Jet)
- Western Aircraft Maintenance, Boise, ID
- Minuteman Aviation, Missoula, MT
- West Star Aviation, Grand Junction, CO
- Mercury Aviation, Reno, NV
- Wings of Wenatchee, Wenatchee, WA
- Epps Aviation, Atlanta, GA
- Knox Air, Alcoa, TN
- Tac-Air Aviation, FT. Smith, AR

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 J, List of Attachments, for the applicable aircraft type.

An initial adjustment to the fixed flight rate will be made on **February 16** of each contract period. Subsequent adjustments will be made on **April 16, July 16** and **October 16** of each contract period provided variations in the average unit price, determined as stated above, is \$.10 a gallon or more from the unit price established in the last previous adjustment made.

I-6 Property and Personal Damage

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 his or his agent's or employee's fault or negligence. The term "third parties" is construed to include employees of the Government.

The Contractor shall procure and maintain during the term of this contract, and any extension thereof, aircraft general public liability insurance in accordance with 14 CFR 298. The parties named insured under the policy or policies shall be the Contractor and The United States of America.

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 I
CONTRACT CLAUSES**

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.

The Contractor, prior to the 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.

I-7 Option to Extend the Term of the Contract (FAR 52.217-9) (March 2000)

The Government may extend the term of this contract by written notice to the Contractor within 60 days; provided, that the Government shall give 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.

If the Government exercises this option, the extended contract shall 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 two (2) renewal option periods.

I-8 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.

Employee	Class	Wage
Aircraft Pilot	GS-12	\$24.88
Aircraft Co-Pilot	GS-11	\$20.76
Aircraft Mechanic-Journeyman	GS-11	\$20.76
Aircraft Mechanic – Junior	GS-9	\$15.93
Aircraft Mechanic – Helper	GS-6	\$11.72
Service Truck Driver	GS-5	\$10.52

I-9 Availability of Funds (FAR 52.232-18) (Apr 1984)

Funds are not presently available for this contract. The Government's obligation under this contract is contingent upon the availability of appropriated funds from which payment for contract 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 contract and until the Contractor receives notice of such availability, to be confirmed in writing by the Contracting Officer.

I-10 Subcontracting

By submission of a Bid/Quote and execution of a contract, the Offeror agrees to the following in performance of the contract:

- At least 50 percent of the cost of contract performance incurred for personnel shall be expended for employees of the concern.

**SECTION I
CONTRACT CLAUSES**

- The contract work will be performed using Contractor-owned or leased equipment, unless continuing performance is jeopardized due to circumstances beyond the control and without the fault or negligence of the Contractor.
- Approval to subcontract must be requested from the Contracting Officer who must give expressed written consent to do so. Requests for approval of subcontracts are to be submitted to the Contracting Officer as soon as the need for a subcontract becomes apparent. Lease agreements that are in fact subcontract agreements will not be approved.
- Approval to subcontract does not relieve the Contractor of responsibility for the performance of the contract work and compliance with contract terms and conditions.

SECTION J
LIST OF DOCUMENTS, EXHIBITS, AND OTHER ATTACHMENTS

J-1 Definitions

As used throughout this contract, the following terms shall have the meaning set forth below:

Additional Crewmember. An additional crewmember is a crewmember specifically ordered by the Government where it is to the Government's advantage to have additional availability of the aircraft (not to be confused with a relief crew furnished by Contractor to replace primary crew).

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.

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 Bell 206 "A" is the same model as the Bell 206 "B."

Aircraft Make, Model, and Series. A specific make, model, and series of aircraft including modification (e.g., a Bell 206A is not the same make, model, and series as a Bell 206B).

Airspace Conflict. A near mid-air collision, intrusion, or violation of airspace rules.

Alternate Base. A base, other than the designated base, established to permit operation from vicinity of a project area.

Alert Status. A non-paid status (after standby) subject to flight and duty limitations, in which the Contractor has 1 hour to return to standby if ordered by the Government to do so.

Anchor. Means of attaching the rope to an object. For heli-rappelling, the anchor would be the rappel plate or bracket. This would be the "fail-safe" attachment point for the rappel ropes.

Authorized Crewmember. Those individuals specified in the "Schedule of Items" unless designated otherwise by the Contracting Officer.

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 a trip order when such time is recorded by the pilot and approved by a designated forest officer 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 Contracting Officer.

Base of Operations. The location designated by the Contracting Officer from which ordered flight will originate.

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.

Card Weight. The difference between the maximum certificated normal (internal) gross weight and the equipped weight of the aircraft (sea level, standard day).

Cargo. Any material thing carried in the aircraft.

Chief-of-Party. Designated Government representative for all passengers on a flight.

SECTION J
LIST OF DOCUMENTS, EXHIBITS, AND OTHER ATTACHMENTS

Civil Twilight. Begins in the morning, and ends in the evening when the center of the sun is geometrically 6 degrees 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 (Exclusive Use). The initial location at which the aircraft will be made available for the purpose of providing the contemplated aircraft service.

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.

Equipped Weight. Empty weight of the aircraft plus the weight of accessories required for the mission plus weight of oil.

Extended Standby. Hours of standby ordered by the Government beyond the 9 hours required for which the Contractor is compensated at the specified rate found in the Schedule of Items. 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. Extended standby must be specifically ordered by the Government and should be documented on the USDA-FS 6500-122.

External Load. A load that is carried or extends outside of the aircraft fuselage.

Fatal Injury. Any injury, which results in death within 30-days of the accident.

Federal Aviation Regulations. Rules and regulations contained in Title 14 or 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 contract to the Government.

Flight Rate. The contract unit price per hour of flight time as found in the Table of Flight Rates 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 taxied to parking or unloading spot 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.

Fuel Endurance. Fuel required including a 30-minute reserve.

Fully Operational. Helicopter, pilot(s), other personnel, repairs, operating supplies, service facilities, and incidentals necessary to the 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.

SECTION J
LIST OF DOCUMENTS, EXHIBITS, AND OTHER ATTACHMENTS

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, Aviation. Any condition, act or set of circumstances that exposes an individual to unnecessary risk or harm during aviation operations.

Helitanker. An aerial delivery system that is a helicopter configured for the dispensing of fire retardant or fire suppressant material. Airtanker Board criteria shall apply to helicopters with a minimum capacity of 700 gallons or more.

Home Base. The primary operating location of a FAA 121,133, 135 or 137 certificate holder as established by the certificate holder and appearing in the certificate holder's operations specifications and certificate as their "Principal Base of Operations."

Hover-in-ground-effect (HIGE). Maximum density altitude at which a helicopter can hover (at maximum gross weight) using the effects of ground cushion.

Hover-out-of-ground Effect (HOGE). Maximum density altitude at which a helicopter can hover (at maximum gross weight) without the effects of ground cushion.

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 Forest Service, National Aviation Safety Manager.

Instrument Flight Rules. As defined in Chapter 91 of the Federal Air Regulations of the FAA.

Internal Cargo Compartments. An area specifically designed to carry cargo and normally excludes tail boom, electrical compartments, etc.

Law Enforcement. Those duties carried out by USDA Forest Service 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 USDA-National Forest 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 helicopter certificated in the restricted category or a helicopter certificated in transport or normal category utilizing a reciprocating engine and any other helicopter not operated and maintained in accordance with 14 CFR 135. These helicopters may be used for limited operations such as tank and bucket operations and cargo.

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.

SECTION J
LIST OF DOCUMENTS, EXHIBITS, AND OTHER ATTACHMENTS

Mission Use. The use of an aircraft that in itself constitutes discharge of official Forest Service responsibilities. Mission flights may be either routine or emergency, and may include such activities as leadplane, smokejumper/paracargo, aerial photography, mobilization or demobilization of emergency support resources, reconnaissance, survey, and project support. Mission flights do not include 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.

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.

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 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.

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 121,133, 135 or 137 certificate holder as established by the certificate holder and appearing in the certificate holder's operations specifications and certificate.

Rappeller. A person who has been trained and certified to rappel from a helicopter, in accordance with Agency specified policy and direction contained in the Interagency Helicopter Rappelling Guide.

Rappel Spotter. A person who has been trained and certified, in accordance with Agency-specified policy and direction contained in the Interagency Helicopter Rappel guide, to direct and manage a rappel operation

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.

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 J
LIST OF DOCUMENTS, EXHIBITS, AND OTHER ATTACHMENTS

Standard Use Helicopter. A turbine powered helicopter which is certificated in the normal or transport category, operated and maintained in accordance with 14 CFR 135 by an operator holding an Air Carrier Certificate. These Helicopters may be used for all types of operations such as passengers, reconnaissance, tank or bucket operations, and cargo.

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.

Trip. The elapsed time between the time that an aircraft leaves its designated base point and time of return to that point.

Type I Helicopter. No less than 16 seats (including pilot) or 5,000 lbs card weight capacity, and 700 gallons retardant capacity.

Type II Helicopter. Between 9 to 15 seats or 2,500 to 4,999 lbs card weight capacity and 300 to 699 gallons retardant capacity.

Type III Helicopter. Between 5 to 8 seats or 1,200 to 2,499 lbs card weight capacity and 100 to 299 gallons retardant capacity.

Type IV Helicopter. Between 3 to 4 seats or 600 to 1,199 lbs card weight capacity and 75 to 99 gallons retardant capacity.

Visual Flight Rules. As defined in Chapter 91 of the Federal Air Regulations of the FAA.

J-2 Abbreviations

A&P	Airframe & Powerplant (Mechanic)
AD	Airworthiness Directive
ASP	Aviation Safety Plan
ATC	Air Traffic Control
ATCO	Air Taxi/Commercial Operators
CAB	Civil Aeronautics Board
CG	Center of Gravity
CO	Contracting Officer
CFR	Code of Federal Regulations
COR	Contracting Officer's Representative
CWN	Call when Needed (Contract)
DOI	Department of the Interior
DOT	Department of Transportation
ELT	Emergency Locator Transmitter
ETA	Estimated Time of Arrival
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FPMR	Federal Property Management Regulations
FS	Forest Service
FSS	Flight Service Station
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
IMC	Instrument Meteorological Conditions
M&IE	Meals and Incidental Expenses
MSL	Mean Sea Level
NTSB	National Transportation Safety Board
NOTAM	Notice to Airmen
NVG	Night Vision Goggles
PASP	Project Aviation Safety Plan

SECTION J
LIST OF DOCUMENTS, EXHIBITS, AND OTHER ATTACHMENTS

PIC	Pilot-in-Command
RAO	Regional Aviation Officer
RASM	Regional Aviation Safety Manager
RON	Remain over Night
STC	Supplemental Type Certificate
TBO	Time Between Overhaul
VFR	Visual Flight Rules
VNE	Velocity Never Exceed

J-3 List of Attachments

Attachment 1	Restraint Systems Condition Inspection Guidelines
Attachment 2	First Aid Kit (Aeronautical)
Attachment 3	Survival Kit
Attachment 4	Aviation Operations Briefing Certificate
Attachment 5	AUX-FM Radio Interface (FS/OAS-A-17)
Attachment 6	Aeronautical VHF-FM Radio Transceiver Specifications (FS/OAS-A-19)
Attachment 7	Avionics Operational Test Standards (FS/OAS A-24)
Attachment 8	Fuel Servicing Vehicle Specifications
Attachment 9	Suppression/Prescribed Fire Equipment
Attachment 10	Rappel Requirements
Attachment 11	High Visibility Markings on Main Rotor Blades
Attachment 12	Accessory Connector Pin Assignments
Attachment 13	Conspicuity Lighting Requirements
Attachment 14	Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart
Attachment 15	Agency Guidelines for Vertical Reference Training Standards
Attachment 16	Wire Cutters
Attachment 17	Helicopter Synthetic Long Line Guidelines
Attachment 18	Helicopters Make/Model/Series Lists
Attachment 19	Interagency Helicopters Load Calculation
Attachment 20	Helicopter Manager Assignment Close-Out Evaluation
Attachment 21	Offeror Questionnaire
Attachment 22	Organizational Experience and Past Performance Questionnaire
Attachment 23	Department of Labor, Wage Determinations

SECTION K
OFFEROR REPRESENTATIONS AND CERTIFICATIONS

K-1 Offeror Representations and Certifications - Commercial Items (FAR 52.212-3) (May 2002)

A. Definitions. As used in this provision:

“Emerging small business,” means a small business concern whose size is no greater than 50 percent of the numerical size standard for the standard industrial classification code designated.

“Small business concern” means a concern, including its affiliates, that is independently owned and operated, not dominant in the field of operation in which it is bidding on Government contracts, and qualified as a small business under the criteria in 13 CFR Part 121 and size standards in this solicitation.

“Women-owned business concern” means a concern which is at least 51 percent owned by one or more women; or in the case of any publicly owned business, at least 51 percent of the stock of which is owned by one or more women; and whose management and daily business operations are controlled by one or more women.

B. Taxpayer identification number (TIN) (26 U.S.C. 6109, 31 U.S.C. 7701). (Not applicable if the Offeror is required to provide this information to a central Contractor registration database to be eligible for award.)

1. All Offerors must submit the information required in paragraphs (B) (3) through (B) (5) of this provision to comply with debt collection requirements of 31 U.S.C. 7701(c) and 3325(d), reporting requirements of 26 U.S.C. 6041, 6041A, and 6050M, and implementing regulations issued by the Internal Revenue Service (IRS).

2. The TIN may be used by the government to collect and report on any delinquent amounts arising out of the Offeror's relationship with the Government (31 U.S.C. 7701©(3)). If the resulting contract is subject to the payment reporting requirements described in FAR 4.904, the TIN provided hereunder may be matched with IRS records to verify the accuracy of the Offerors TIN.

3. Taxpayer Identification Number (TIN).

TIN: _____

TIN has been applied for.

TIN is not required because:

Offeror is a nonresident alien, foreign corporation, or foreign partnership that does not have income effectively connected with the conduct of a trade or business in the United States and does not have an office or place of business or a fiscal paying agent in the United States;

Offeror is an agency or instrumentality of a foreign government;

Offeror is an agency or instrumentality of the Federal Government;

4. Type of organization.

Sole proprietorship;

Partnership;

Corporate entity (not tax-exempt);

Corporate entity (tax-exempt);

Government entity (Federal, State, or local);

Foreign government;

**SECTION K
OFFEROR REPRESENTATIONS AND CERTIFICATIONS**

International organization per 26 CFR 1.6049-4;

Other: _____

5. Common parent.

Offeror is not owned or controlled by a common parent:

Name and TIN of common parent: Name _____

TIN _____

C. Offerors must complete the following representations when the resulting contract is to be performed inside the United States, its territories or possessions, Puerto Rico, the Trust if Territory of the Pacific Islands, or the District of Columbia. Check all that apply.

1. Small business concern. As part of its offer that it is, is not a small business concern a small disadvantaged business concern as defined in 13 CFR 124.1002.
2. Women-owned small business concern. The Offeror represents that it is, is not a women-owned small business concern.
3. Women-owned business concern. The Offeror represents that it is, is not, a women-owned business concern.
4. Tie Bid priority for labor surplus area concerns.
5. Small Business Size for the Small Business Competitiveness Demonstration Program and for the Targeted Industry Categories under the Small Business Competitiveness Demonstration Program.

D. Certifications and representations required to implement provisions of Executive Order 11246 -

1. Certification of non-segregated facilities. (Applies only if the contract amount is expected to exceed \$10,000). By submission of this offer, the Offeror certifies that it does not and will not maintain or provide for its employees, any facilities that are segregated on the basis of race, color, religion, or national origin because of habit, local custom, or otherwise and that it does not and will not permit its employees to perform their services at any location where segregated facilities are maintained. The Offeror agrees that a breach of this certification is a violation of the Equal Opportunity clause in the contract.

2. Previous contracts and compliance. The Offeror represents that -

It has, has not, participated in a previous contract or subcontract subject either to the Equal Opportunity clause of this solicitation, the clause originally contained in Section 310 of Executive Order 10925 , or the clause contained in Section 201 of Executive Order 11114; and

It has, has not, filed all required compliance reports.

3. Affirmative Action Compliance. The Offeror represents that?

It has developed and has on file, has not developed and does not have on file, at each establishment, affirmative action programs required by rules and regulations of the Secretary of Labor (41 CFR Subparts 60-1 and 60-2), or

It has not previously had contracts subject to the written affirmative action programs requirement of the rules and regulations of the Secretary of Labor.

SECTION K
OFFEROR REPRESENTATIONS AND CERTIFICATIONS

- E. Certification Regarding Payments to Influence Federal Transactions (31 U.S.C. 1352). (Applies only if the contract is expected to exceed \$100,000.) By submission of its offer, the Offeror certifies to the best of its knowledge and belief that no Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress on his or her behalf in connection with the award of any resultant contract.
- F. Certification Regarding Debarment, Suspension or Ineligibility for Award (Executive Order 12549). The Offeror certifies, to the best of its knowledge and belief, that -
1. The Offeror and/or any of its principals [] are, [] are not presently debarred, suspended, proposed for debarment, or declared ineligible for the award of contracts by any Federal agency, and
 2. [] Have, [] have not, within a 3-year period preceding this offer, been convicted of or had a civil judgment rendered against them for: commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a Federal, state or local government contract or subcontract; violation of Federal or state antitrust statutes relating to the submission of offers; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, or receiving stolen property; and [] are, [] are not presently indicted for, or otherwise criminally or civilly charged by a Government entity with, commission of any of these offenses.

Intentionally Left Blank

**ATTACHMENT 1
RESTRAINT SYSTEMS CONDITION INSPECTION GUIDELINES**

Federal Aviation Regulations (FARs) require that occupant restraints systems are to be replaced in aircraft manufactured after July 1, 1951, such systems must 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 on the webbing or by a military designation number since military systems comply with the strength requirements of the TSO. Each system must be equipped with an approved metal-to-metal latching device. (Also see TSO C114 for restraint systems)

The FARs provides 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

Webbing	Hardware	Stitching	TSO Tags
Frayed (5%) Torn Crushed Swollen Creased Deteriorated	Inoperable Damaged Corroded Excessive Wear	Broken Excessive Wear Missing	Missing Illegible

References:

- FAR 91.205
- FAR 21.607
- AC 21-34
- TSO-C22
- TSO-C114

Intentionally Left Blank

**ATTACHMENT 2
FIRST AID KIT 9 (AERONAUTICAL)**

The contents will include the following minimum items:

Item Description	Passenger Seats (0 – 9)	Passenger Seats (10 – 50)
Adhesive bandage compresses (3 inches long)	8	16
Antiseptic or alcohol wipes (packets)	10	20
Bandage compresses, (4 inches)	2	4
Triangular bandage compresses, 40 inch (sling)	2	4
Roller bandage, 4 inch x 5 yards (gauze)	2	4
Adhesive tape, 1 inch x 5 yards (standard roll)	1	2
Bandage scissors	1	1
Body Fluids Barrier Kit:	1	1
▪ 2-pair of latex gloves		
▪ 1-face shield		
▪ 1-mouth-to-mouth barrier		
▪ 1-protective gown		
▪ 2-antiseptic towelettes		
▪ 1-biohazard disposal bag		

Notes:

1. Splints are recommended if space permits.
2. Kits must be in a dust-proof and moisture-proof metal or heavy plastic container.
3. Kits must be readily accessible to the pilot(s) and passengers.
4. Kits may be commercially available types, which are FAA approved for the appropriate number of crew and passengers carried.

Intentionally Left Blank

ATTACHMENT 3 SURVIVAL KIT

The contents will include the following minimum items:

Item	Item
Knife	Signal Mirror
Signal Flares (6-each)	Matches (2-small boxes in waterproof containers)
Food (2-days emergency rations per occupant)	Water (1-quart per occupant) (not required when operating over areas with adequate drinking water)
Space Blanket (1-per occupant)	Candles
Collapsible Water Bag	Whistle
Magnesium Fire Starter	Nylon Rope or Parachute Cord (50-feet)
Water Purification Tablets	

Note: Location of survival gear on the aircraft must be addressed in the passenger briefing prior to takeoff.

Suggested Survival Kit Items Dependent Upon Terrain and Climate:

Item	Item
Container w/carrying Handle or Straps	Individual First Aid Kit
Large Plastic Bags	Signal Panels
Flashlight with Spare Batteries	Hand Saw or Wire Saw
Collapsible Shovel	Sleeping Bag (1-per two occupants)
Survival Manual (Arctic/Desert)	Snowshoes
Insect Repellant	Axe or Hatchet
Insect Head net (1-per occupant)	Gill Net/Assorted Fishing Tackle
Personal ELT	Sunscreen

Note: The hand-held 720 or 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.

Intentionally Left Blank

**ATTACHMENT 4
AVIATION OPERATIONS BRIEFING CERTIFICATE**

It is important for contract pilots be familiar with the contract specifications and applicable federal regulations. Pilot operation briefings will emphasize the following areas:

- Mission Approval
- Flight Below 500 feet AGL
- Aircraft Maintenance
- Personal Protection Equipment
- Flight and Duty Limitations
- Incident Communications
- Flight Plans
- Pilot Responsibilities
- Mishap Reporting
- Incident Communications
- Geographic Area
- Flight Following
- Passengers
- SafeComs
- Weight and Balance
- Payment Reports

***** CERTIFICATION STATEMENT *****

I certify that I have reviewed the contract and will comply with the pilot, aircraft, and operational specifications contained wherein.

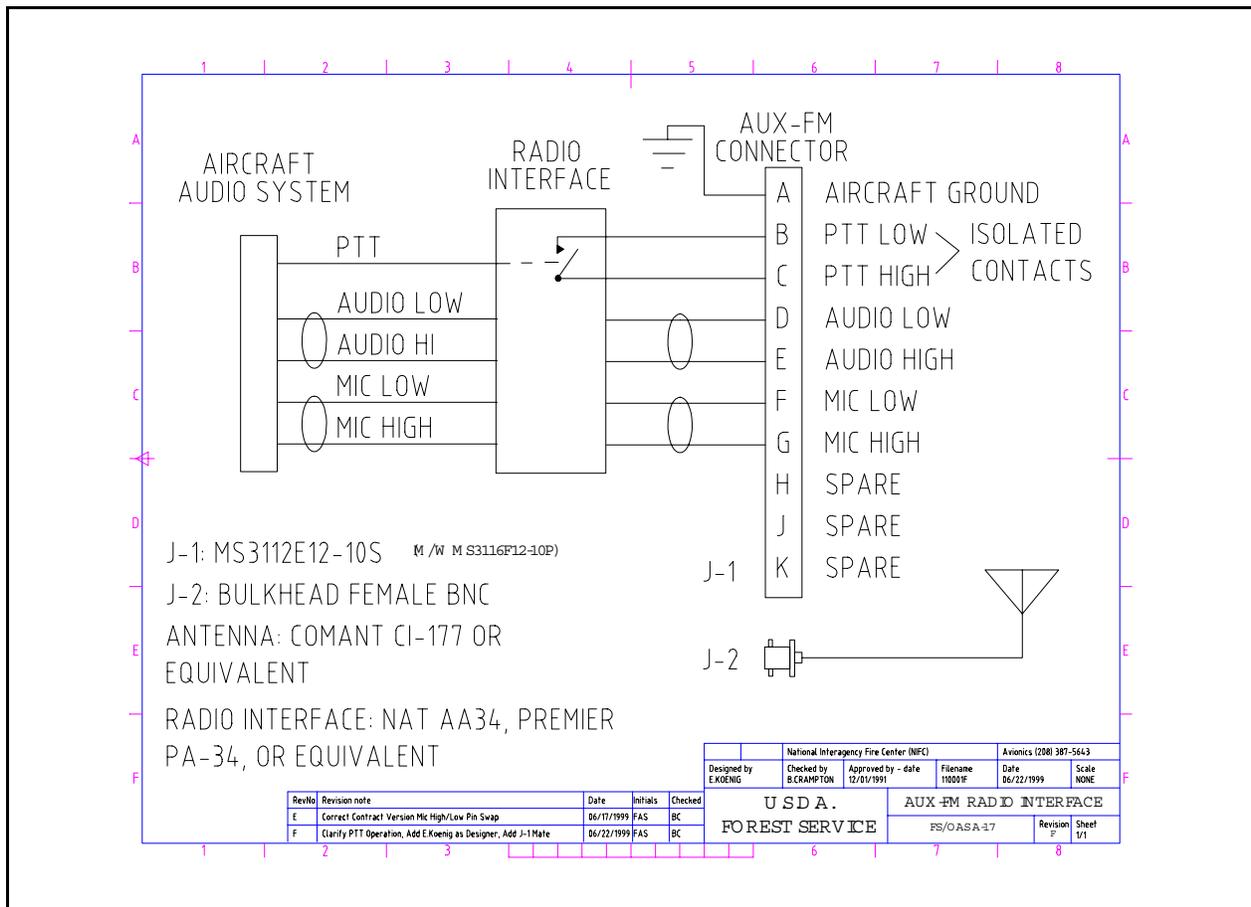
Pilot's Signature

Date

Name of Company

Intentionally Left Blank

ATTACHMENT 5 AUX-FM RADIO INTERFACE (FS/OAS A-17)



Intentionally Left Blank

ATTACHMENT 6
AERONAUTICAL VHF-FM RADIO TRANSCEIVER SPECIFICATIONS (FS/OAS A-19)
Revision B, February 9, 2000

General

This document specifies the minimum performance specifications for all aeronautical mobile VHF-FM radio transceiver's used in conjunction with United States Forest Service (USFS)/United States Department of the Interior (DOI) contracts.

The USFS/DOI requires a 150 to 174 MHz VHF-FM aeronautical radio for normal interagency communications. No Federal Aviation Administration (FAA) Technical Standard Order (TSO) exists for this type radio; therefore, the USDA Forest Service and Department of the Interior must create minimal specifications.

Specifications

Radio Characteristics: The main radio shall be frequency synthesized. The guard receiver shall be either synthesized or crystal controlled. The main receiver and transmitter shall be able to operate on any channel and meet the operational characteristics in the National Telecommunications and Information Administration (NTIA) and Federal Communications Commission (FCC) basic channeling plans for the 150-174 MHz frequency band. The guard receiver and transmitter shall meet the same requirements as the main receiver and transmitter but operate on 168.6250 MHz. Analog wide-band (25 kHz bandwidth/5 kHz modulation), analog narrow-band (12.5 kHz bandwidth/2.5 kHz modulation), and narrowband Telecommunications Industry Association/Electronics Industries Alliance (TIA/EIA) TSB102 digital (if applicable) frequencies shall be operator selectable by channel.

Channel/Frequency Selection: Channel and frequency selection shall be provided to permit the operator to select any preset channel, frequency, frequency pair, Continuous-Tone-Controlled-Squelch-System (CTCSS) frequencies (analog), Continuous-Digital-Controlled-Squelch-System (CDCSS - commonly called DPL) data patterns (analog) (if applicable), TIA/EIA TSB102 digital network access code (if applicable), and TIA/EIA TSB102 digital talk group ID's (if applicable) while in flight. The sole exception is the guard receiver and transmitter whose frequency shall be preset.

Channel Presets: The minimum number of operator selectable preset channels for the main radio shall be fifteen. Preset channels shall contain receive and transmit frequencies.

Guard Receiver: The frequency of 168.6250 MHz shall be simultaneously monitored with the main frequency for guard reception. TIA/EIA TSB102 digital radios shall receive guard analog and guard digital transparent to the operator.

Guard Transmit: A means of quickly selecting the guard transmitter frequency shall be provided (i.e. a main/guard toggle switch). A maximum of two (2) guard transmitter selections shall be available (i.e. guard 1/guard 2).

Transmitter: The transmitter shall have a ten (10) watt nominal (high) and one (1) watt nominal (low) output power selection. The transmitter shall not be capable of operation of more than 10 watts nominal.

Encryption: If applicable, voice and data encryption shall be Project 25 TIA/EIA TSB102 "APCO Project 25" compliant.

CTCSS Operation: CTCSS frequencies shall meet the standards of TIA/EIA-603 for all 32 standard CTCSS frequencies from 67.0 Hz to 203.5 Hz except 69.3 Hz, which is not required.

CDCSS (DPL) Operation: CDCSS data patterns shall meet the standards of TIA/EIA-603 for all 79 standard CDCSS data patterns except 723, which is not required.

Digital Operation: Any radio capable of digital operation shall be Project 25 TIA/EIA TSB102 "APCO Project 25" compliant.

ATTACHMENT 6
AERONAUTICAL VHF-FM RADIO TRANSCEIVER SPECIFICATIONS (FS/OAS A-19)
Revision B, February 9, 2000

Operating Standards: The radio shall conform to applicable sections of 14 CFR Part 23.1309. All non-TIA/EIA TSB102 radios shall meet appropriate sections of Radio Technical Commission for Aeronautics (RTCA) DO-160. All Project 25 TIA/EIA TSB102 radio systems shall meet or exceed the following DO-160D specifications.

- Control Heads and Panel Mounted Transceivers: DO-160D Env. Cat. [A1Z]BAA[SU]XXXXXXABBBBAUMXXXA
- Remote Mounted Transceivers: DO-160D Env. Cat. [B2Z]BAA[SU]XXXXXXBBBBBAUMXXXA

Programming

Presets: All preset channels shall be operator programmable, while in flight, utilizing front panel controls. The main and guard receivers shall not be disabled during programming. Programming shall not require that the radio be turned off to enable.

Guard Frequency: Guard frequency programming and edit functions shall be disabled during normal programming operations to ensure that the guard preset frequency assignment remains undisturbed during main frequency programming operations.

Audio Input Sensitivity: The audio required to fully modulate the transmitter shall not exceed that normally produced by the aircraft's audio system and/or microphone.

Transmit Sidetone Audio: Sidetone audio shall be provided to permit the operator to monitor audio input to the transmitter and to assist the operator with word annunciation during high ambient noise conditions.

Display: The radio shall simultaneously display the channel number in use, and either the frequency in use or an operator programmable alphanumeric channel designator. Controls and the display shall meet human factors and have a minimum acceptable viewing angle of +/- 80 degrees.

Volume Controls: Separate volume controls shall be provided for the main and guard receive audio outputs. The audio outputs shall be combined as a single output.

Primary Power: A primary power on/off switch shall be provided.

Indicators: Indicators shall be provided to indicate transmitter activation and signal reception for the main receiver and signal reception for the guard receiver.

Squelch Override: A squelch override switch shall be provided to the operator for audio testing and volume setting.

Scanning/Priority (Air Tactical): All main preset channels shall be capable of being scanned in aircraft used for Air Tactical operations (single aeronautical VHF-FM radio installations only) or where otherwise required. Scanning shall be enabled/disabled by the operator on a per channel basis. A priority channel shall be operator selectable. The priority channel shall be a receiver channel that, during sequential monitoring, will be sampled for activity more frequently than any other frequency being scanned.

Leading Particulars

Finish: The front panel shall be standard avionics non-reflective flat black or gray in color.

Front Panel: The front panel shall be a backlit panel operable from the avionics dimming bus.

Identification Tag: An identification tag containing all required markings will be permanently affixed to the exterior of each unit for quick identification.

Labeling: All controls shall be clearly and permanently labeled and shall be easily discernible whenever the backlit panel is illuminated.

ATTACHMENT 6
AERONAUTICAL VHF-FM RADIO TRANSCEIVER SPECIFICATIONS (FS/OAS A-19)
Revision B, February 9, 2000

Aeronautical Mobile VHF-FM Radio Transceivers Known to Meet these Requirements

Northern Airborne Technology (NAT): NTX-138-050

 NPX-138N-050

Technisonic Industries:

TFM-138B

TFM-138C

TFM-138D

TFM-138 (serial number 1540 & up)

TFM-500

Wulfsburg Electronics:

Flexcom II

RT-9600 with narrow-band capability modification (Notes 1, 2)

Eureka Radio Systems (ERS):

ERS-96000NB having an external CTCSS tone encoder (Notes 1, 2)

Notes:

1. Will not scan.
2. Requires 168.6250 MHz frequency crystal in guard 1 and guard 2. Guard 1 shall be programmed to transmit wide-band (25 kHz bandwidth/5 kHz modulation) and guard 2 shall be programmed to transmit narrow-band (12.5 kHz bandwidth/2.5 kHz modulation).

Intentionally Left Blank

ATTACHMENT 7
AVIONICS OPERATIONAL TEST STANDARDS (FS/OAS A-24)
September 28, 2000

The following operational test standards apply to all contractually required/offered avionics equipment under Forest Service contract and OAS Interagency Fire contracts.

Installations, Maintenance and Other Items

Item	Standard
<u>Visual Inspection</u>	Inspect for obvious damage, inoperative displays, missing or incorrect parts, and proper labeling documentation.
<u>Antennas, Mounting & Installation</u>	Forward/Reverse ratio of 2.5:1 or better, broadband, aircraft type, rigidity, doubling plates, proper bonding, proper RF cable, security, proper wire size
<u>Schematics/wiring Diagrams</u>	Presence, coverage or all contractually required systems
<u>Accessory Power Source</u>	
▪ Connector	MS3112E12-3S installed, proper location, polarity, voltage at correct pins
▪ Circuit Breaker	Amperage value, operation (10-Amp)
<u>Remote Cargo Hook Connector</u>	
▪ Connector	MS3101A24-11S installed, polarity, switched voltage, within 6" from cargo hook, securing lanyard
▪ Circuit Breaker	50 Amp, operation
<u>Primary Radio Power Switch</u>	Proper operation, labeling
<u>Cargo Bell and Light System (Smokejumper)</u>	
▪ Cargo Bell	Location, activation, sound level
▪ Light System	Activation, location, indicators
Communications Systems	
<u>Emergency Locator Transponder</u>	
▪ Type	TSO-C91, TSO-C91a or TSO-126C
▪ Mounting	Per TSO (i.e. if TSO-C91a/C126C to structure, per Manufacturer instructions)
▪ Antenna	External, proper mounting, correct location, portable antenna available (AP type)
▪ G-Switch	Subject ELT to a quick jerking motion (if easily removable)
▪ Battery Date	ELT date not expired, matching dates on ELT and in logbook
▪ Operation	Manually operates, PRF acceptable, remote function and indication
▪ Remote Location	Visible & accessible to pilot
▪ Logbook	Annual FAR 91.207(d) test completed, battery date
<u>VHF-AM Transceiver</u>	
▪ Type	Selectable frequencies in 25 kHz increments, 720 channel minimum
▪ Operation	To and from service monitor
▪ Receiver	Squelch or breaks at an acceptable level
▪ Transmitter	Modulation from 15% to 85%, frequency within 30 PPM (\pm 3.69 kHz using 122.9250 MHz)

ATTACHMENT 7
AVIONICS OPERATIONAL TEST STANDARDS (FS/OAS A-24)
September 28, 2000

Item	Standard
<u>VHF-FM Transceiver</u>	
▪ Type	Meets: Aeronautical VHF-FM Radio Transceiver Specifications (FS/OAS A-19)
▪ Power Output	10 watts nominal value
▪ VSWR	Forward:reverse ratio of 2.5:1 or better @ 150, 160 & 170 MHz
▪ Antenna	Comant CI-177 or equivalent, installation & mounting
▪ CTCSS Tone Encoder	32 TIA/EIA-603 standard tones, 600 to 700 Hz level, frequency within 1.5 Hz
▪ Guard Receiver	Squelch breaks @ 1 to 2 uV with direct connection at 168.625 MHz, audio output of at least 100 mV with wideband (3 to 5 kHz modulation) and narrowband (1.5 to 2.5 kHz modulation) inputs, less than 10% distortion
▪ Guard Transmitter	Quickly selectable, operates @ 168.625 MHz, wideband deviation 3 to 5 kHz, narrowband deviation 1.5 to 2.5 kHz
▪ Main Receiver	Squelch breaks @ 1 to 2 uV with direct connection at 150, 160 and 170 MHz, audio output of at least 100 mV with wideband (3 to 5 kHz modulation) and narrowband (1.5 to 2.5 kHz modulation) inputs, less than 10% distortion
▪ Main Transmitter	Wideband deviation 3 to 5 kHz, narrowband deviation 1.5 to 2.5 kHz, wideband frequency within 5 PPM (\pm 842 Hz using 168.3500 MHz), narrowband frequency within 2.5 PPM (\pm 421 Hz using 168.3500 MHz)
▪ Mounting	Meeting AC 43.13-2A, controls equally convenient to pilot and observer/co-pilot
<u>AUX-FM Provisions</u>	
▪ Operation	Check RX & TX functions through audio system(s), sidetone available, transmitter deviation output matches hand-held's stand alone output
▪ VSWR	Forward: reverse ratio of 2.5:1 or better @ 150, 160 & 170 MHz
▪ Antenna	Comant CI-177 or equivalent, installation & mounting
▪ Mounting Facilities	Available meeting AC 43.13-2A, within 18" of AUX-FM connectors, controls convenient to observer/co-pilot
▪ Connectors	MS3112E12-10S and female BNC bulkhead mounted
<u>Public Address System</u>	Acceptable operation
<u>Fuel Service Vehicle VHF-FM Mobile Radio</u>	
▪ Operational Check	Proper RX & TX operation
▪ Power Output	30 watts minimum
▪ VSWR	Forward: reverse ratio of 2.5:1 or better @ 150, 160 & 170 MHz
▪ Antenna	Antenna Specialists ASP-1495; Maxrad MWB-5803, or equivalent, installation & mounting
▪ CTCSS Tone Encoder	32 TIA/EIA-603 standard tones, 600 to 700 Hz level, frequency within 1.5 Hz
▪ Receiver	Squelch breaks @ .25 to .5 uV with direct connection at 150, 160 and 170 MHz, audio output of at least 100 mV, less than 10% distortion
▪ Transmitter	Frequency within 750 Hz, wideband deviation 3 to 5 kHz, narrowband deviation 1.5 to 2.5 kHz

ATTACHMENT 7
AVIONICS OPERATIONAL TEST STANDARDS (FS/OAS A-24)
September 28, 2000

Item	Standard
▪ Field Programmability	Contractor demonstration
<u>Ground Proximity Warning System</u>	Installed
<u>Cockpit Voice Recorder</u>	Installed, proper mic & audio system operation
<u>Flight Data Recorder</u>	Installed
Navigation Systems	
<u>Panel Mounted GPS</u>	
▪ Type	Panel mounted, aviation type
▪ Installation	Convenient to both pilot and observer/co-pilot
▪ Operation	Correct present position or lock-on. Database age does not exceed contract limit
<u>Handheld GPS (Airplane)</u>	
▪ Type	Handheld type
▪ Installation	Convenient to pilot. Install meets AC 43.13-2A. Uses aircraft power
▪ Antenna	External antenna with clear path to satellite signals
▪ Operation	Correct present position or lock-on
<u>LORAN (Airtanker)</u>	
▪ Type	Panel mounted, aviation type
▪ Installation	Convenient to both pilot and observer/co-pilot
▪ Operation	Correct present position or lock-on. Database age does not exceed contract limit
<u>VOR</u>	Maximum bearing error of plus or minus 4 degrees, maximum variation between dual systems of 4 degrees. Flag pull. Logbook entry for IFR 30 day check (IFR aircraft)
<u>LOC</u>	Maximum error of plus or minus 4 degrees. Flag pull
<u>Glideslope</u>	Maximum error of plus or minus 2 degrees. Flag pull
<u>Marker Beacon</u>	Indicator operation, acceptable sensitivity
<u>DME</u>	Proper heading to station, proper distance to station
<u>TACAN (Airtanker)</u>	Proper heading to station, proper distance to station
<u>ADF</u>	Points to station, 360 degree operation, acceptable audio
<u>Weather Radar</u>	Acceptable operation
<u>Radar Altimeter</u>	Acceptable operation
<u>Transponder, Altitude Encoder, and Pitot-Static Systems</u>	14 CFR 91.411 & 91.413 logbook entries not expired
<u>GPS Data Connector</u>	Proper installation of 9 pin "D" connector
<u>GPS Additional Antenna</u>	Proper installation. Contractually required connector

ATTACHMENT 7
AVIONICS OPERATIONAL TEST STANDARDS (FS/OAS A-24)
September 28, 2000

Item	Standard
Audio Systems	
<u>Audio Control System</u>	
General Requirements	
▪ Location	Convenient to specified operator(s)
▪ Labeling:	Legible, understandable, permanent
Specifications	
▪ Hum, Noise and Crosstalk	40 db below specified audio output
▪ Specified Audio Output	100 mW with an input of 250 mV, both @ 600 ohms
▪ Distortion	Less than 10%
<u>Audio Control System (Helicopter)</u>	
General Requirements	See above
Required controls	TX selectors, individual RX select switches, separate RX & ICS audio level controls
Operation	
▪ TX Select	Selects proper radio & companion receiver
▪ RX Select	Selects proper radio
▪ ICS and RX Volume	Proper operation
▪ Sidetone	Present for each transmitter
<u>Rappel/Shorthaul (when required)</u>	Additional Audio Control System at Spotter station/long cord, Hot Mic capability
<u>Audio Control System (Airplane)</u>	
General Requirements	See above
Required controls	TX selectors, individual RX select switches
TX Select	Selects proper radio & companion receiver. ATGS trainee operates TX from observer/co-pilot's audio control (when required)
Operation	
▪ RX Select	Selects proper radio
▪ RX Volume	Proper operation
▪ Sidetone	Present for each transmitter
<u>Audio Control System (Airtanker)</u>	
General Requirements	See above
Required controls	TX selectors, individual RX select switches

ATTACHMENT 7
AVIONICS OPERATIONAL TEST STANDARDS (FS/OAS A-24)
September 28, 2000

Item	Standard
Operation	
▪ TX Select	Selects proper radio & companion receiver
▪ RX Select	Selects proper radio
▪ RX Volume	Proper operation
▪ Sidetone	Present for each transmitter
<u>Audio Control System (Smokejumper)</u>	
General Requirements	See above
Required controls (Pilot/Co-pilot)	TX selectors, individual RX select switches
Required controls (Spotter)	TX selector, individual RX audio level controls, TX indication, separate RX master and ICS audio level controls
Operation	
▪ TX Select	Selects proper radio & companion receiver
▪ RX Select	Selects proper radio
▪ RX Volume	Proper operation
▪ Sidetone	Present for each transmitter
Intercommunications System (ICS)	
Available at required positions	Per contractually required locations
Operation	Proper audio & mic operation at each required position
Hot Mic/Vox	Presence per contract requirements, and proper operation
PTT and Volume controls	Presence per contract requirements, and proper operation
Specifications	
▪ Hum, Noise and Cross-talk	40 db below specified audio output
▪ Specified Audio Output	100 mW with an input of 250 mV, both @ 600 ohms
▪ Distortion	Less than 10%
Turbine Airtankers	ICS capability to exterior of aircraft

Intentionally Left Blank

ATTACHMENT 8 FUEL SERVICING SPECIFICATIONS

General

An approved fuel-servicing vehicle (truck, pump-house, or trailer) shall be provided with each helicopter. The fuel-servicing vehicle shall be inspected annually and shall be stationed at the designated base unless dispatched by the Contracting Officer. Vehicle shall display a current USDA-FS or USDI-OAS inspection sticker.

The fuel-servicing vehicle shall be capable of transporting fuel over rough mountainous terrain to include grades of up to 15% or more.

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.

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

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. The fuel servicing vehicle manufacturers' gross vehicle weight (GVW), with a full fuel tank, shall not be exceeded.

All tanks will be securely fastened to the vehicle bed and shall have a sump or sediment settling area of adequate capacity to provide uncontaminated fuel to the filter.

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.

The filter manufacturer's Operating, Installation and Service Manual shall be with the fuel-servicing vehicle. Filters shall be changed in accordance with the manual's instructions.

Gasoline engine driven pumps shall have shielded ignition system and Forest Service approved spark arrestor. Other exposed terminal connections shall be insulated to prevent sparking in the event of contact with conductive material.

Equipment

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

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

Only hoses designed for dispensing of aviation fuel will be used. Hoses shall be kept in good repair. The hose shall be at least 50 feet in length.

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

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.

Fuel servicing vehicle shall have adequate bonding cables.

Fuel servicing vehicle shall comply with Department of Transportation and Environmental protection Agency 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 Environment Protection Agency, CFR 40 Part 261 and 262.

ATTACHMENT 8 FUEL SERVICING SPECIFICATIONS

Avionics

One VHF-FM two-way mobile radio, with a matched, broadband, externally-mounted antenna (Antenna Specialists ASP-1495, Maxrad MWB-5803, or equivalent), shall be installed in the fuel/service vehicle. The radio's operational frequency range shall include the band of 150 to 174 MHz, with user-programmable (in the field) channels in increments of no greater than 2.5 kHz. The radio shall be frequency synthesized, CTCSS 39 sub-audible tone capable, and shall develop a minimum of 30 watts carrier output power (boosting of hand-held units is permissible).

Either wide-band (25.0 kHz) or narrow-band (12.5 kHz) channel spacing, selectable on each channel, is required effective January 1, 2000.

Markings

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

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.

All fuel servicing vehicles must be placarded in accordance with 49 CFR 172.

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

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. 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.

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.

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

- Fueling systems shall utilize a three-stage system such as a Facet Part Number 050970-M2 for 20 gallon-per-minute (gpm) pump, or equal. A Facet Part Number 050971-M2 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.

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.

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

Fueling

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 and ASTM D-910 (Avgas Grade 80, 100 or 100LL) for reciprocating engine powered aircraft are authorized for use. Copies of purchase documents will be kept until the completion of the contract period or 30 days after the delivery date of the fuel, whichever comes first.

ATTACHMENT 8 FUEL SERVICING SPECIFICATIONS

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. Additionally, if storage facilities contain more than 1,320 gallons in total or any one single container contains more than 660 gallons, then the regulations of the Environmental Protection Agency (EPA) shall apply; see Title 40, Code of Federal Regulations, Part 112 (40 CFR 112).

Fuel shall pass through a filtering system in accordance with the filter manufacturer's recommendations.

Rapid Refueling

There are two approved methods (Closed Circuit Refueling and Open Port) for fueling helicopters with engine(s) running.

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. This method of refueling allows flammable fuel vapors to escape.

Rapid refueling of helicopters is permitted if requested by the Government, and the Contractor meets the following requirements:

Rapid refueling procedures in accordance with NFPA 407 3-21 are contained in the Contractor's FAA approved Operations Specifications and "rapid refueling" is authorized on the aircraft approval card.

- Notwithstanding NFPA 407 3-21.2(b), a pilot is seated at the controls of the aircraft during refueling operations.
- The aircraft is shut down every 2½ hours of continuous operation.
- Personnel providing onsite fire protection are briefed on the Contractor's rapid refueling procedures.
- 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.
- Wiggins fuel nozzle, compatible with the Hydraulic Research receiver. An adapter shall be provided to allow fueling of aircraft with standard fueling port. Tube-Alloy fuel nozzle and Carter 64018 Commercial Closed Circuit nozzles also approved. The specified equipment is available from:

Tube-Alloy Corporation
PO Drawer 3016
Houma, LA 70361-3016
Tel. 504-876-2886

HR Textron
25200 W Rye Canyon Rd
Valencia, CA 91355
Tel. 805-259-4030

Wiggins Corporation
5000 Triggs Street
Los Angeles, CA 90022
Tel. 213-269-9181

Aeronautical Accessories Inc
P.O. Box 3689
Bristol, TN 37625-3689
Tel. 615-538-5151

Carter Ground Fueling Co
671 W. 17th St.
Costa Mesa, CA 92627

Fuel quality Control Procedures

Fueling operations shall conform to NFPA 407, Standard for Aircraft Fuel Servicing.

Daily

- ✓ Check for and remove any water from fuel tanks. A water 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.
- ✓ Drain all filter/separator drain valves and check for water and other contaminants. Draw off any accumulation of water.

**ATTACHMENT 8
FUEL SERVICING SPECIFICATIONS**

- ✓ Draw off a sample from the fuel nozzle. Sample shall be collected in a clean, clear glass jar and examined visually. Any visual water, dirt, or filter fibers are not acceptable.

During Helicopter Fueling Process

- ✓ Check sight gauge for water, if equipped
- ✓ Visually inspect fueler for leaks. Repair as necessary

Weekly

- ✓ With pump operating, pressure flush filter assembly. Continue flush operation until sample is clear, clean, and bright.
- ✓ Time flow rate with full open flow from nozzle. Record gallons-per-minute to nearest 1/10 gallon.
- ✓ Check condition of covers, gaskets, and vents.
- ✓ Inspect all fire extinguishers for broken seals, proper pressure, and recharge date. Recharge as necessary.
- ✓ Inspect hoses for abrasions, separations, or soft spots. Weak hoses will be replaced

Record Keeping

The fuel handler will keep a record containing the following information:

- Condition of: (clean, clear, bright, etc.)
 - ✓ Nozzle Sample
 - ✓ Filter Sump Sample
 - ✓ Tank Sump Sample
- Flow rate in gallons per minute to the nearest 1/10 gallon
- Filter change (reason & date)
- Record of source, location, when and quantity of fuel loaded into servicing vehicle

Notes: The procedural tasks stated are not intended to be all-inclusive, although they may be. Ensuring that uncontaminated fuel is used is the sole responsibility of the Contractor.

**ATTACHMENT 9
SUPPRESSION/PRESCRIBED FIRE EQUIPMENT**

Helicopters for suppression/prescribed fire shall be equipped with the following, in addition to the requirements specified in Section C:

- One variable capacity bucket commensurate with the maximum lifting capabilities of the aircraft. Environmental operation conditions may dictate the need for more than one size bucket. Use of a water bucket at a quantity less than the manufacturer's minimum adjustment level is not authorized. Capacity at each position or adjustment level will be marked on the bucket. Collapsible buckets with cinch straps will only be adjusted to the marked graduations. Attempts to establish intermediate graduations or capacities below manufacturer recommendation. Tying knots, etc is prohibited as the results in estimated capacities and may interfere with the release mechanism. No partial dips are authorized.
- An Operations Manual for the type bucket(s) offered will be carried aboard the aircraft.
- The bucket gate open/close switch (es) shall be spring-loaded to the "OFF" position and shall be mounted on the collective pitch lever. The switch shall be of a different design and shall be mounted in such a way as to not easily be confused with the RPM Control (Beep) switch.

Either the weight of the bucket and 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.

The jettison-arming switch shall be in the armed position during dropping operations.

NOTE: 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.

- One FAA-approved self-cocking, automatic locking cargo hook employing both electric and manual release systems and rated at the maximum lifting capacity of the aircraft, complying with the FAR applicable to the model aircraft furnished.

One remote cargo hook with release system complying with the following requirements:

- ✓ Remote hook with brush guard or cage and rated at no less than the maximum external load capacity at Sea Level.
- ✓ The cargo hook, remote cargo hook and associated systems shall be completely disassembled, inspected, lubricated, if required, and subjected to a full-load operational check in all operating modes within six months prior to the first year of contract performance and again at a two year interval from the date of initial inspection. The inspection and maintenance shall be accomplished in accordance with the hook manufacturers operating and maintenance instructions as supplemented by this requirement
- ✓ The inspection and maintenance shall be accomplished in accordance with the hook manufacturers operating and maintenance instructions as supplemented by this requirement.
- ✓ The bucket gate open/close switch shall activate the hook release electrically.

Contractor-furnished long-line must meet the following requirements:

- ✓ Rotation resistant wire rope with swagged fittings rated in accordance with ANSI Standards
- ✓ Fabrication and installation methods shall be in accordance with aircraft and ANSI Standards.
- FAA-approved locking cap(s) on all fuel filler ports.
- FAA approved extended height landing gear. (Helicopters for which this landing gear is not available are exempt from this requirement.)
- One convex mirror for observation of sling loads and landing gear.

**ATTACHMENT 9
SUPPRESSION/PRESCRIBED FIRE EQUIPMENT**

- High visibility markings on main rotor blades (See Attachment 11).
- One or more independently switched white or white and red strobe light(s) mounted on top of the helicopter or otherwise visible from above.

Note: In accordance with 14 CFR 24.1401, Anticollision Light System (d) Color. Each anticollision light must be aviation red and must meet the applicable requirements of 14 CFR 27.1397. In order to meet contract specifications, Contractors must obtain FAA approval (FAA Form 337) to alter the aircraft.

Internal baggage compartment/external cargo racks. 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 racks with tie-down nets, straps, or bungees may be provided in lieu of baggage compartments which cannot be modified to accept fire tools. Cargo racks shall be at least 4 inches deep.

- Helicopter shall be equipped with an accessory power source accessible to the passenger compartment. An MS3112E-12-3S, 3 pin connector shall be provided. Pin B shall be airframe ground. Pin A shall be +28VDC (for 28 volt aircraft). Pin C shall be +14VDC (for 14 volt aircraft). The circuit shall be protected by a 5 amp circuit breaker.
- Power source for a Helitorch or remote cargo hook.

An MS 3101A-24-11S, 9 pin connector shall be provided. Pin D shall be airframe ground. Pin E shall be switched 28VDC, protected by a 50 amp Type B circuit breaker. The water bucket open switch shall also activate this circuit.

The connector shall be mounted adjacent to the cargo hook (within 6 inches). A wire rope lanyard or other similar device shall be provided for support of the connector so that tension loads will not be placed on the electrical wiring.

This connector has multiple circuit capacity sufficient to provide power and control for Contractor-furnished equipment such as the required water bucket. Water buckets shall be wired through this connector.

Notes:

1. A list of water buckets with required pin wiring (See Attachment 12)
2. Wiring diagrams for various equipment configurations are available from:

USDA, Forest Service
3833 S. Development Avenue
Boise, Idaho 83705

USDI, Office of Aircraft Services
P.O. Box 15428
Boise, Idaho 83715

ATTACHMENT 10 RAPPEL REQUIREMENTS

General

The agency considers the aircraft to be Public Use when performing rappel and cargo letdown missions.

Aircraft Equipment

- FAA-approved extended height landing gear.
- Single passenger steps at cabin exits. (Cross-tube mounted passenger steps are not acceptable except for BH 407).
- Rear seat cushions must be firmly attached to mountings (Velcro type attachment is not acceptable).

A USDA Forest Service approved rappelling anchor will be furnished by the Contractor at no cost to the Government and installed in accordance with design/manufacture instructions. Documents required to be furnished by the Contractor:

- Advisory Circular 43.13 1a and 2a
- Installation Instructions

Note: The Forest Service anchor approval process is currently in transition. Previously approved designs will have to come up to new standards. Information can be obtained by contacting:

Missoula Technology and Development Center
Attn: Keith Windell
Fort Missoula, Bldg #1
Missoula, MT 59804-7294
406 -329-3965

Avionics Equipment

Audio control system

Three separate audio control systems shall be provided for the pilot, observer/co-pilot, and spotter. Each system shall provide separate controls for selection of multiple receiver audio outputs and transmitter microphone/PTT audio inputs. Each system shall also provide separate controls for adjustment of both ICS and receiver audio output levels.

In lieu of the above, two separate audio control systems (as required for aircraft not equipped for rappelling), together with a spotter's audio cord equipped with volume and ICS and radio PTT controls, and of sufficient length to reach all areas of the aft passenger cabin, may be substituted. If so substituted, said cord shall be connected to the observer/co-pilot's audio system, and the pilot shall operate the observer/co-pilot's transmit select controls for use by the spotter.

Transmitter selection and operation

Separate transmitter selection controls shall be provided for the microphone/PTT inputs of the pilot, observer/co-pilot, and (if so equipped) spotter. The system shall be configured so that pilot, observer/co-pilot, and (if so equipped) spotter may each simultaneously select and utilize a different transmitter (or PA system when installed) via their respective microphone/PTT. Whenever a transmitter is selected, the companion receiver audio shall automatically be selected for the corresponding earphone. Transmitter sidetone audio shall be provided for the user as well as for cross-monitoring via the corresponding receiver selection switch on the other audio control system.

Receiver selection and operation

Separate controls shall be provided for pilot, observer/co-pilot, and (if so equipped) spotter selection of audio from one or any combination of available receivers. The aft exit passenger positions shall monitor the receiver(s) as selected by the observer/co-pilot.

ATTACHMENT 10 RAPPEL REQUIREMENTS

Push-to-talk operation

Push-to-talk (PTT) operation. Separate PTT switches shall be provided for radio transmitter and ICS microphone operation at the pilot, observer/co-pilot, and spotter positions. The pilot's PTT switches shall be mounted on the cyclic control. The observer/co-pilot and spotter's PTT switches shall be mounted on the cord to the earphone/microphone connector. In lieu of the observer/co-pilot's (only) cord-mounted PTT switches, a footswitch-operated PTT system may be utilized. The spotter's cord shall be sufficiently long to allow the spotter to reach all aft cabin doors. The other aft cabin exit passenger position(s) shall be equipped with an ICS PTT switch mounted on the cord to the earphone/microphone connector.

Inter-Communications System (ICS)

An ICS system shall be provided for the pilot, observer/co-pilot, spotter, and the aft exit passenger positions. ICS audio shall mix with, but not mute, selected receiver audio. An ICS audio level control shall be provided for each position above. Adjustment of the ICS audio level at any position shall not affect the level at any other position. A "hot mic" capability, controlled via an activation switch or voice activation (VOX), shall be provided for the pilot, observer/check pilot, and spotter. ICS sidetone audio shall be provided for the earphones corresponding with the microphone in use.

Note: Avionics performance specifications are specified in Attachment 7.

Approval for Rappelling Anchors

There are two options for approval:

- FAA Approval (STC) - Design must be comparable with standardization efforts in the Forest Service rappel program.
- USDA-Forest Service Approval.

Before installing commercially available designs or initiating a new design USDA Forest Service rappel program contact either:

National Interagency Fire Center
Attn: Jon Rollens
3833 S Development Avenue
Boise, ID 83705
Tel 208-387-5634

Missoula Technology and Development Center
Attn: Keith Windell
Fort Missoula, Bldg #1
Missoula, MT 59804-7294
Tel 406 -329-3900

The USDA-Forest Service currently owns FAA STC'D rappelling anchor designs for the following aircraft:

- Bell 206 L-1, L-3, L-4 / 407*
- Bell 212

These anchors are manufactured through PMA licensing agreements and may be purchased from:

Heli-Tech 4681 Isabelle Street
Eugene, OR 97402
Tel. 541-344-2304

The USDA-Forest Service has approved three non-STC'd anchors for use in Forest Service operations. (The Forest Service has no control over the availability of these designs):

- Lama (Heli-Support design)
- AS 350 (Heli-Support design)
- Sikorsky S58T (Aris Helicopters)

**ATTACHMENT 10
RAPPEL REQUIREMENTS**

- Bell 205 (Heli-Jet)
- Bell 407 (Aeronautical Accessories, Inc.)

Rappel Anchor Inspection

The owner shall assure that the rappel anchor is in condition to perform. STC'd rappel anchor kits will have Instructions for Continued Airworthiness.

The rappel anchors will be visually inspected before and after each rappel operation. An annual inspection will also be conducted. The manufacturer of the anchor is responsible for developing a maintenance inspection, which ensures the continued airworthiness of the anchor. The owner of the anchor is responsible for ensuring that the inspection(s) are conducted. Contact Missoula Technology & Development Center (MTDC) for report No. ICA 106/407 if you have a Bell 206B/L1/L-4 or Bell 407 helicopter rappel kit assembly (STC #SH4547NM) or report No. ICA 212 if you have a Bell 212 rappel kit assembly (STC #SH261WE). Critical inspection of metal components can be achieved using magnaflux, x-ray, sonics or dye penetrate. No welding or major repairs will be accomplished without prior approval of USFS or OAS Contracting Officer. Major repairs shall only be performed by certified technicians skilled in making the repair.

All non-STC'd rappel anchors shall be fabricated in accordance with the materials specified in the engineering drawings supplied to and approved by the Forest Service (FS). These anchors shall be installed with an FAA field approval. The 337 will include installation instructions and type of hardware. Development of an inspection routine for a non-STC'd rappel anchor is up to the anchor's designer (a copy of the inspections) and interval shall be sent to the Missoula Technology & Development Center. If there are any special inspections that are needed to assure continued airworthiness they will have to be complied with at time of rappel anchor installation and any subsequent inspection periods. The anchor will be inspected as part of the helicopter equipment.

Intentionally Left Blank

**ATTACHMENT 11
HIGH VISIBILITY MARKINGS ON MAIN ROTOR BLADES**

Acceptable Paint Schemes

1. 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.

Hub

White	Orange	White		Orange		White	White		Orange		White	Orange	White
1/6	1/6	1/6		1/3		1/6	1/6		1/3		1/6	1/6	1/6

2. One black and one white blade.
3. Paint schemes previously approved under a Forest Service contract.
4. Paint schemes and color variations specified by manufacturer in a service bulletin, instructions, or other manufacturer published document or text

Intentionally Left Blank

**ATTACHMENT 12
ACCESSORY CONNECTOR PIN ASSIGNMENTS**

Griffith Bucket (7 wire)			
Pin	MS 3101E-24-11S (Helicopter)	MS 3107B-24-11P (Bucket)	
A	Up limit relay coil	Up limit switch	Green
B	Up switch	Up limit switch	White #16
F	28VDC/ground (up)	28VDC/Ground (up)	White #12
G	Down limit relay coil	Down limit switch	Red #16
H	Ground/28VDC (down)	Ground/28VDC (down)	Black #12
I	Down switch	Down limit switch	Black #16

Sims Bucket (3-wire)			
Pin	MS 3101E-24-11S (Helicopter)	MS 3107B-24-11P (Bucket)	
B	28VDC/Ground	28VDC/Ground	Green
G	Ground (close)	Ground (close)	White
I	28VDC (open)	28VDC (open)	Black

Sims Bucket (8-wire)			
Pin	MS 3101E-24-11S (Helicopter)	MS 3107B-24-11P (Bucket)	
A	28VDC Open	28VDC Open	White/Black
D	Ground	System Ground	Blue/Green
F	28VDC	System power	White, Red, Black
H	Indicator light	Indicator light return	Red/Black
I	28VDC Close	28VDC Close	Orange

Chadwick Bucket (2-wire)			
Pin	MS 3101E-24-11S (Helicopter)	MS 3107B-24-11P (Bucket)	
B	28VDC/Ground Open	28VDC/Ground Open	
H	Ground/28VDC Close	Ground/28VDC Close	

Bracket Carousel/Chadwick Bucket (3-wire)			
Pin	MS 3101E-24-11S (Helicopter)	MS 3107B-24-11P (Carousel)	
C	28VDC Reset/bucket close	28VDC Reset/bucket close	
D	Airframe Ground	System Ground	
E	28VDC Hook/bucket open	28VDC Hook/bucket open	

Simplex Helitorch, Bambi Bucket, Remote Hook, and Seeders (2-wire)			
Pin	MS 3101E-24-11S (Helicopter)	MS 3107B-24-11P (Helitorch)	
D	Airframe Ground	System Ground	
E	28VDC (bucket open)	28VDC Bucket/Hook Open-Torch/Seeder on	

Intentionally Left Blank

ATTACHMENT 13
CONSPICUITY LIGHTING REQUIREMENTS

This attachment provides guidelines for meeting the requirement of "Conspicuity Lighting" and shall be adhered to by Contractors supplying this equipment whether required or offered as optional equipment.

- Forward facing as viewed from the aircraft cockpit.
- At least one 250 watt (minimum) sealed beam bulb, the filament of the bulb should be visible 60 degrees left, right, and down, as well as 20 degrees above the projected aircraft centerline.
- Multiple bulbs are acceptable however one filament shall always be visible in the above-defined area.
- A pulse rate for each bulb(s) of 30 to 60 cycles per minute with a 50 percent off pulse cycle.

Note: A faster rate than 60 cps does not allow the filament to dim down enough for sharp on/off contrast.

Intentionally Left Blank

ATTACHMENT 14
HELICOPTER SERVICES
HOURLY FLIGHT RATES, FUEL CONSUMPTION, AND WEIGHT REDUCTION CHART
JANUARY 15, 2002 FUEL SURVEY
EFFECTIVE FEBRUARY 16, 2002
(Applicable for Initial Contracts Awarded in 2002 – CWN/Exclusive Use)

Version 04: April 23, 2002

Aircraft	Type	Fuel Consumption Gallons Per Hour	Hourly flight Rates	Load Calculation Weight Reduction (lbs)
Aerospatiale	SA-315B	58	\$ 1,052	180
	SA-316B	58	\$ 1,052	170
	SA-318C	56	\$ 995	80
	SA-319B	55	\$ 1,009	Not Established
	AS-330J	179	\$ 2,540	N/A
	SA-332L-1	160	\$ 2,770	N/A
	SA-341G	56	\$ 978	170
	AS-350B	45	\$ 647	130
	AS-350B-1	46	\$ 647	160
	AS-350B-2	48	\$ 653	160
	AS-350B-3	50	\$ 687	175
	AS-350D	38	\$ 651	130
	AS-355F-1	56	\$ 807	140
	AS-355F-2	58	\$ 807	140
	AS-365N-1	87	\$ 1,338	275
	EC-135	64	\$ 841	220
	Bell	47 Soloy	23	\$ 390
204B (UH1 Series)		88	\$ 951	200
205A-1		89	\$ 992	260
UH 1B		88	\$ 951	N/A
UH 1F		85	\$ 965	N/A
TH 1L		88	\$ 972	N/A
UH 1H		89	\$ 975	N/A
206B II		25	\$ 482	100
206B III		27	\$ 489	130
206L-1		32	\$ 590	150
206L-3		38	\$ 608	180
206L-4		38	\$ 605	180
212		100	\$ 1,127	390
214B		160	\$ 1,540	380
214ST		133	\$ 1,993	Not Established
222A		70	\$ 1,201	Not Established
222B		83	\$ 1,242	Not Established
222UT		83	\$ 1,218	Not Established
407		45	\$ 670	155
412	110	\$ 1,290	OGE 390	
412HP	110	\$ 1,290	OGE 390	
Boeing	BV-107	180	\$ 2,539	N/A
	BV-234	405	\$ 4,507	N/A
*Hiller	SL-3/4	21	\$ 395	90
	H-1100B	22	\$ 516	130
	UH-12 Soloy	23	\$ 447	100
Kamen	H43-F	85	\$ 1,045	N/A
	K-Max	85	\$ 1,023	N/A
MBB	BO-105SCBS	55	\$ 784	180
	BK-117	77	\$ 1,109	160

Average Gallon Price: Jet Fuel \$2.57

**ATTACHMENT 14
HELICOPTER SERVICES
HOURLY FLIGHT RATES, FUEL CONSUMPTION, AND WEIGHT REDUCTION CHART
JANUARY 15, 2002 FUEL SURVEY
EFFECTIVE FEBRUARY 16, 2002
(Applicable for Initial Contracts Awarded in 2002 – CWN/Exclusive Use)**

Version 04: April 23, 2002

Aircraft	Type	Fuel Consumption Gallons Per Hour	Hourly flight Rates	Load Calculation Weight Reduction (lbs)
McDonnell Douglas	500C	23	\$ 514	110
	500D/E	28	\$ 516	120
	520N	32	\$ 540	100
	530F	34	\$ 585	120
	600N	41	\$ 640	155
	900/902	69	\$ 858	210
Sikorsky	S-55T	47	\$ 727	170
	S-58D/E	83	\$ 1,107	N/A
	S-58T/PT6T-3	115	\$ 1,383	OGE 000
	S-58T/PT6T-6	115	\$ 1,383	OGE 000
	CH 54/S 64	525	\$ 4,634	N/A
	S-61N	170	\$ 2,415	N/A
	S-62A	70	\$ 831	300
S-70	160	\$ 2,186	N/A	

Average Gallon Price: Jet Fuel \$2.57

**ATTACHMENT 15
AGENCY GUIDELINES FOR VERTICAL REFERENCE TRAINING STANDARDS**

The National Interagency Helicopter standards require that Contractors develop a Vertical Reference/External Load training syllabus and that contract pilots receive this training before applying for agency Special Use approval. The applicant must have a minimum of 10-hours Vertical Reference flight training during initial qualification, and a minimum of 2-hours annual recurrent training prior to use under the contract. The contract 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 must be able to:

- Exhibit knowledge by explaining the elements of external load operations.
- Perform a thorough preflight briefing of ground personnel to include hookup procedures, signals, pilot and ground personnel actions in the event of an emergency or hook malfunction.
- Visually determine that the cargo hook(s) and cables are installed properly and that electrical and manual releases are functioning properly.
- Ascend 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 (+ or - 5 feet) above the ground for 30-seconds.
- Control the hook movement and stop load oscillations while in a hover.
- Maintain positive control of the load throughout the flight while maintaining specified altitude within 50 feet, airspeed within 10 knots and heading within 10 degrees.
- Maintains the proper approach angle and rate of closure to establish an out-of-ground effect hover with the load 10 feet above the ground (+ or -5 feet) for 30 seconds. The load will then be placed within a 10- foot radius of the specified release/touchdown point.
- Maintains 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 (+ or - 5 feet) for 30-seconds. The load will then be placed within a 10- foot radius of the specified release/touchdown point.

I certify that _____ meets the currency and performance requirements of our Company's Vertical Reference/External Load Training Manual and recommend this pilot for a flight evaluation.

Signature of Chief Pilot

Date

Company Name

Intentionally Left Blank

**ATTACHMENT 16
WIRE CUTTERS**

Wire cutting devices to provide catastrophic failure protection from striking horizontal wires and cables. At least 85 percent of the frontal area of the helicopter shall be protected.

One source of supply is:

Aeronautical Accessories, Inc.
P:O box 3689
Bristol, TN 37625
615-538-5151

Intentionally Left Blank

ATTACHMENT 17 HELICOPTER SYNTHETIC LONG LINE GUIDELINES

Rope Requirements

Material Type

Helicopter synthetic long-lines shall be constructed from the HMWPE or HMPE (High Molecular Weight Polyethylene) family of rope fibers including brand names such as Spectra® by Allied Signal or fibers with similar properties. Spectra® has very high strength, high flex fatigue life, very low stretch (less than 1% elongation at 30% of break strength), excellent chemical resistance, and less than 1% water absorption. Another high strength, high performance rope fiber is Vectran® produced by Hoechst-Celanese. Rope brand names made from these types of fibers include Plasma 12, Spectron II, and Spectron 12 or AmSteel. Ropes from these fibers are usually twelve-strand or double braid construction.

Rope Diameter

Minimum rope diameter shall be ½-inch.

Working or Rated Load

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.

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

Type 1 8000 to 30000 lbs. or greater
Type 2 1600 lbs. to 4500 lbs
Type 3 750 to 1600 lbs

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 helicopter line will have a working load of 4,500 pounds, the rope must have a strength when new of at least 31,500 pounds. Rope diameters will vary depending on strength and type of rope.

Knots and Splices

No knots are 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.

Protective Coatings and Covers

Rope manufacturers offer protective coatings such as aromatic urethane coatings, which help with abrasion resistance and provide some UV protection. The coating appears as a dye on the rope and does not change the rope dimension. Heavy plastic coatings are not recommended because the inside of the rope cannot be inspected. Some companies also sell "sleeve" covers that attach with Velcro. These are easily removable for rope inspection and provide the greatest UV and debris protection. It is recommended but not required that synthetic long-lines have the UV coating and/or the removable covers to help protect the lines.

Rope Care and Usage

Heat

Rope strength can be seriously decreased by heat exposure. The critical temperature of rope is the temperature at which 50% strength loss can occur. The critical temperature of HMWPE type ropes is only 150° F, and melting temperature is 297° F. Critical temperatures for other types of rope are: Polypropylene 250°, Kevlar 400° F, Nylon 350° F, Polyester 350° F.

ATTACHMENT 17 HELICOPTER SYNTHETIC LONG LINE GUIDELINES

Chemicals and Dirt

Chemicals can cause damage to rope. Keep ropes away from acids, bleach and solvents.

Laundry detergents can also weaken rope, and ropes should only be rinsed if cleaning is needed.

Grit from mud, dirt and sand can work into the rope fibers and cause deterioration. It is difficult to inspect for any debris that has worked its way inside the rope fibers. It is important to keep ropes clean.

Ultraviolet

Ultraviolet (UV) exposure causes degradation in rope strength. According to the American Group, a rope manufacturer, the AmSteel® fibers lose approximately 30% of their strength after five or six months of sun exposure.

Storage

In addition to keeping the rope away from heat, ropes should be stored clean, dry, and out of direct sunlight. Helicopter synthetic long-lines should be stored in a rope bag away from batteries and chemicals. If ropes are wet, ideal storage is off the floor on racks to provide ventilation. Never store rope on concrete or dirt floors. Grit from dirt can abrade and weaken rope fibers. Acid is often used in concrete work and can remain on the surface. Abrasive surfaces should also be avoided.

Never step on rope, drive over rope or allow the helicopter to land on the rope. If any of these occur, inspect the line for damage and enter the event in the rope log.

Shock Loads

A line is shock or impact loaded when it suddenly changes from no load or low load to high load. The further the load falls, the greater the impact. Since synthetic fibers have a memory, the effects of shock loading remain with time and can result in failure even when loaded within the normal range. Any shock loading noticed by the pilot or crew should be recorded in the log.

Rope Documentation

All synthetic long-lines will be assigned a unique identification number that will be retired with the long-line. Synthetic long-lines shall be permanently and legibly marked with a unique identification number, the rated load of the line, name of rope supplier, rope lot number, and line manufacture date.

A documented history of each synthetic long-line must be maintained from the date of purchase until its retirement from service. A rope log will be assigned to each synthetic long-line to record the rope history.

The following minimum items shall be recorded in the rope log:

- Manufacture Date
- Date Put Into Service
- Rope ID Number
- Date of External Load and/or Inspection
- Approximate Weight of Load Lifted
- Number of Lifts per day at each weight
- Remarks/Problems
- Inspector Signature/Initial

Examples of items to note in the remarks/problems section could include any unusual shock loading noticed by the pilot or crew, exposure to chemicals or excessive dirt, problems such as the rope landed on by the helicopter skid, or any irregularities found during inspection.

ATTACHMENT 17 HELICOPTER SYNTHETIC LONG LINE GUIDELINES

Rope Retirement and Inspection

No visual inspection can accurately determine residual strength. Avoid using rope that shows sign of aging and wear. If in doubt, destroy the used rope. Rope should be inspected after each day of use.

Abrasion

All rope fibers contribute to rope strength. When either the outer or inner fibers are worn, rope strength is reduced. Check the line regularly for frayed and broken strands. Rethread pulled strands into the rope if possible. Open the rope strands to look for powdered fiber that is a sign of internal wear.

Compacted Rope

Ropes can become hard or compacted when heavily used. Any rope that has become hard or compacted indicates reduced strength and should be discarded.

Heat Damage

Glazed or glossy areas indicate heat damage and decreased strength. Even normal looking fibers adjacent to the visibly heat damaged areas have been damaged.

Inconsistent Diameter

Flat areas, lumps or bumps can indicate internal damage from overloading and usually indicates reason to replace the rope.

Discoloration

All ropes will get dirty. Check for unusual discolorations that could indicate chemical contamination. Determine source of contamination, and replace the rope if it is brittle or stiff.

Splice Movement

For a buried eye splice (typical splice for lines ¾-inch in diameter), unacceptable splice slippage would be approximately 2-inches maximum. Tuck splices typically found on larger diameter ropes are also limited to 2-inch maximum slippage.

Rope Inspection Check List

The following inspection checklist is taken from the American Group rope catalog. If any of these conditions are met, discard the rope.

Condition

- Original rope bulk reduced by abrasion:
 - ✓ Double braid cover by 50%
 - ✓ Twelve-strand braid by 25%
 - ✓ Eight-strand plait by 25%
- Fiber strands cut:
 - ✓ Double braid by three or more adjacent strands cut
 - ✓ Twelve-strand braid by two or more adjacent strands cut
 - ✓ Eight-strand plait by one or more adjacent strands cut
- Diameter inconsistency
 - ✓ Localized diameter reduction
 - ✓ Flat areas
 - ✓ Lumps and bumps in rope

ATTACHMENT 17
HELICOPTER SYNTHETIC LONG LINE GUIDELINES

- Glossy or glazed fiber:
 - ✓ Localized or extended areas
- Inconsistency of texture:
 - ✓ Localized or extended areas or stiffness
- Discoloration:
 - ✓ Localized or extended areas caused by chemical contamination
- Splice slippage
 - ✓ Maximum slippage of 2-inches
 - Retirement
 - ✓ No rope shall be used more than five years after its manufacture date and no more than three years after its put in service date.

Note: Proposed test program

To better evaluate the performance and appropriate service life of synthetic long-lines, a test lot of at least ten lines could be purchased and distributed for use in the field. A sample of rope from each rope lot purchased would be pulled to failure to determine a rope strength baseline. During the initial evaluation period, at least two ropes would be removed from service after one year of service and pulled to failure to test residual strength. After two years of service, at least two ropes would be pulled to failure to test residual strength.

**ATTACHMENT 18
HELICOPTER MAKE/MODEL/SERIES LIST**

This list does not specifically follow the FAA guidelines as it relates to 14 CFR 135.293 competency.

Similar military aircraft are not acceptable for grouping.

Grouping of like makes and models of aircraft allows determination of pilot authority. Differences training must 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.

Make	Model
Bell	206A, 206B Series
Bell	206L Series
Bell	212, 412
MD	369 (500) Series
MD	520N, 600
MD	MD-900, 902
Eurocopter	SA 315, 316, 319
Eurocopter	SA 350/355 Series

Intentionally Left Blank

**ATTACHMENT 19
INTERAGENCY HELICOPTER LOAD CALCULATION**

GENERAL INSTRUCTIONS

Complete a load calculation for all flights. For repetitive flights, one calculation is valid between like points of similar evaluations as long as loads do not exceed that authorized for the initial flight, and weather conditions do not change.

SPECIFIC INSTRUCTIONS

Pilot completes Items 1 through 13. Helicopter Foreman or Officer completes the balance of the form.

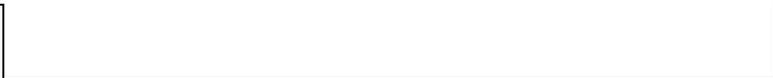
1. DEPARTURE BASE – Read altimeter when set to 29.92.
2. DESTINATION BASE – Use MSL / Elevation.
3. HELICOPTER EQUIPPED WEIGHT – Empty weight of A/C + weight of accessories required for mission + weight of oil.
4. FLIGHT CREW WEIGHT – Weight of pilot (and any additional crew members) + their personal gear.
5. FUEL – AvGas = 6.0 lbs./gal. Jet Fuel (JP) = 7.0 lbs./gal.
6. OPERATING WEIGHT – Add lines 3, 4 and 5.
7. COMPUTED GROSS WEIGHT – Obtain weight from A/C Hover-In-Ground-Effect (HIGE) Chart using pressure altitude and temperature. Sling load missions and adverse terrain or adverse weather, etc. flights will be computed from A/C Hover Out-of-Ground-Effect (HOGE) Charts. (Use external load charts and/or external load limits)
8. WEIGHT REDUCTION – Enter applicable weight reduction for helicopter model as shown on Weight Reduction Chart.
9. ADJUSTED WEIGHT – Line 7 minus line 8
10. TAKEOFF AND LANDING LIMITS – Enter applicable Takeoff and Landing Weight Limit as found in LIMITATIONS section of Handbook.
11. SELECTED WEIGHT – If line 9 is greater than line 10, line 9 may be used for JETTISONABLE loads. However, the lowest weight, line 9 or 10, will be used for NON-JETTISONABLE loads.
12. OPERATING WEIGHT – Line 6.
13. ALLOWABLE LOAD – The maximum allowable weight (passenger and/or cargo) that can be carried for the mission.
14. PASSENGERS AND/OR CARGO – Enter passenger weights and/or type and weight of cargo. Manifest all passengers by name for each flight.
15. ACTUAL PAYLOAD – Total of all weight listed in line 14.
16. ACTUAL GROSS WEIGHT – The total weights listed in lines 12 and 15.

WEIGHT REDUCTION CHART

USDA Forest Service HELICOPTER LOAD CALCULATION <i>(Ref. FSH 5709.12)</i>		HELICOPTER NO. & MODEL	
PILOT		DATE	
PROJECT		TIME	
1a. DEPARTURE BASE	1b. PRESSURE ALT	1c. TEMPERATURE	
2a. DESTINATION	2b. PRESSURE ALT	2c. TEMPERATURE	
3. HELICOPTER EQUIPPED WEIGHT			
4. FLIGHT CREW WEIGHT			
5. FUEL (Gals. X lbs.)			
6. OPERATING WEIGHT (3 + 4 + 5)			
7. COMPUTED GROSS WEIGHT		HIGE	HOGE
8. FIXED WEIGHT REDUCTION			
9. ADJUSTED WEIGHT (7 Minus 8)			
10. TAKEOFF AND LANDING LIMITS <i>(Handbook, Limitation Section)</i>			
NOTE: USE LOWEST WEIGHT (9 or 10) FOR NONJETTISONABLE LOADS			
11. SELECTED WEIGHT (9 from 10)			
12. OPERATING WEIGHT (Line 6)			
13. ADJUSTED WEIGHT (11 Minus 12)			
14. ADJUSTED WEIGHT (11 Minus 12)			
15. ACTUAL PAYLOAD			
16. ACTUAL GROSS WEIGHT (12 Plus 15) <i>(Must Not Exceed Line 11)</i>			
HELICOPTER FOREMAN <i>(Signature)</i>			
PILOT <i>(Signature)</i>			

**ATTACHMENT 19
INTERAGENCY HELICOPTER LOAD CALCULATION**

See current Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart for applicable aircraft weight reduction.



Intentionally Left Blank

**ATTACHMENT 20
HELICOPTER MANAGER ASSIGNMENT CLOSE-OUT EVALUATOIN**

Contractor's Name: _____ **Contract Number:** _____
Aircraft Type: _____ **N-Number:** _____
Your Name: _____ **Agency:** _____ **Telephone:** _____
Assignment Date: _____ **Release Date:** _____ **Email:** _____

Your remarks will improve the helicopter Contractor quality level of service and Interagency contract specifications.

- Please complete at the end of your assignment -

- [] Yes [] No 1. Was the Helicopter kept clean and neat?
- [] Yes [] No 2. Did the fuel truck provide reliable service?
- [] Yes [] No 3. Did the company keep you fully informed on the condition of the crew, helicopter, and fuel truck?
- [] Yes [] No 4. Did the Contractor abide by all provisions of he contract?
- [] Yes [] No 5. Would you take your next assignment with this Contractor?
- [] Yes [] No 6. Was the crew and helicopter supported by the company in a timely manner?
- [] Yes [] No 7. During any mechanical problems, were you informed of the problem and the progress of the work being done to fix the aircraft?
- [] Yes [] No 8. Did the flight crew, fuel truck, and mechanic arrive on time each day?
- [] Yes [] No 9. Were crew changes handled with little or no confusion, and was there a briefing between crewmembers being exchanged?
- [] Yes [] No 10. Were you treated like a preferred customer?

If you answered 'No' to a question, please reference the item number and explain below or attach documentation.

Intentionally Left Blank

**ATTACHMENT 21
OFFEROR QUESTIONNAIRE**

Failure to provide the following information may render the Bid/Quote being non-responsive.

Yes No Have any of your company's helicopters flown in the past 36-months? If "Yes" provide the total number of helicopter flight hours flown by your company in the past 36-months.

Total Flight Hours (past 36-months): _____

Yes No Has your company experienced any NTSB reportable aircraft accidents/incidents in the past 36-months?

If "Yes" provide the NTSB accident/incident report number(s) in the spaces below.

NTSB# _____ NTSB# _____ NTSB# _____

NTSB# _____ NTSB# _____ NTSB# _____

Yes No Has your company experienced any FAA enforcement actions(s) in the past 36-months? If "Yes" enclose a narrative explaining each event with your offer.

Yes No Has your pilots experienced any accidents, incident, and enforcement action(s) in the past 36-months? If "Yes" enclose a narrative explaining each event with your offer.

Yes No Does your aircraft meet all the required specifications of the solicitation?

Yes No Have you enclosed a current weight and balance for each aircraft offered?

Yes No Have you enclosed a load calculation for each aircraft offered using the required specifications of the solicitation?

Yes No Have you completed all the required information in Section B "Schedule of Items?"

Yes No Have you enclosed copies of:

- FAA 135 Operating Certificate and current FAA 135 Operations Specifications (Sections A, B, C, D, and E as applicable). Each aircraft offered should be listed in Part D of the Operations Specification.
- FAA 133 Operating Certificate and current FAA letter of authority for aircraft designated to operate under the FAA 133 Operating Certificate.
- FAA 137 Operating Certificate and current FAA Form 8710-3 that lists all the pilots authorized to operate under the certificate.
- Current equipment list for each aircraft offered.
- Current list of company key management personnel (i.e. President, Directors of Operations and Maintenance, Chief Pilot).

Yes No Have you enclosed a list of all government and commercial contracts your company has performed in the past 36-months?

Yes No Does your offer set forth full, accurate, and complete information as required by this solicitation including attachments and acknowledgement of any amendments that were issued?

Yes No Have you rechecked your figures, including calculations?

Yes No Have you completed Section K of this solicitation?

Yes No Have you completed Attachments 19, 21, and 22 of this solicitation?

Yes No Have you completed and signed all required documents?

Offeror Signature: _____

Date: _____

Offeror Name: _____

Telephone: _____

Address: _____

**ATTACHMENT 21
OFFEROR QUESTIONNAIRE**

Intentionally Left Blank

ATTACHMENT 22
ORGANIZATIONAL EXPERIENCE AND PAST PERFORMANCE QUESTIONNAIRE

Provide information on Government and Commercial contracts during the past 36-months. Provide frank, concise comments regarding your performance on the contracts you identify. Provide a separate completed form for each contract submitted. Limit the number of past efforts submitted and the length of each submission to the limitations set forth at Section I of this solicitation.

A. Offeror's Name (Company/Division): _____

▪ DUNS Number: _____

Note: If the company or division performing this effort is different than the Offeror or the relevance of this effort to the instant acquisition is impacted by any company/corporate organizational change, note those changes.

B. Company Title _____

C. Contract Specifics (Government and Commercial Contracts):

1. Contracting Agency or Company _____

2. Contract Number _____

3. Type of Work: _____

4. Period of Performance _____

5. Contract \$ Value _____

D. Brief description of role and responsibility as [] Prime or [] Subcontractor

Have you failed to complete the contract work on time accordance performance period? If so, explain why.

E. Primary points of contact: (For Government contracts provide current information on all three individuals. For commercial contracts, provide points of contract fulfilling these same roles.)

1. Contracting Officer's Representative (COR) or Program Manager

▪ Name _____

▪ Office _____

▪ Address _____

▪ Telephone _____

▪ Fax Number _____

2. Contracting Officer or Program Manager:

ATTACHMENT 22
ORGANIZATIONAL EXPERIENCE AND PAST PERFORMANCE QUESTIONNAIRE

- Name _____
- Office _____
- Address _____
- Telephone _____
- Fax Number _____

3. Administrative Contracting Officer:

- Name _____
- Office _____
- Address _____
- Telephone _____
- Fax Number _____

ATTACHMENT 23

REGISTER OF WAGE DETERMINATIONS UNDER THE SERVICE CONTRACT ACT By direction of the Secretary of Labor <i>/s/William W. Gross</i>		U.S. DEPARTMENT OF LABOR EMPLOYMENT STANDARDS ADMINISTRATION WAGE AND HOUR DIVISION WASHINGTON, D.C. 20210
WILLIAM W. GROSS Director	Division of Wage Determinations	Wage Determination No: 1995-0222 Revision No: 12 Date of Last Revision: 09/04/2001

Nationwide: Applicable in the continental U.S. Alaska and Hawaii.

**** 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.

OCCUPATION TITLE	MINIMUM WAGE RATE
Aerial Photographer	10.70
Airplane Pilot	21.45
First Pilot (Co-Pilot)	19.52

EXCEPT SCHEDULED AIRLINE TRANSPORTATION AND LARGE MULTI-ENGINE AIRCRAFT SUCH AS THE B-727, DC-8, AND THE DC-9.

ALL OCCUPATIONS LISTED ABOVE RECEIVE THE FOLLOWING BENEFITS.

HEALTH & WELFARE \$2.02 an hour or \$80.80 a week or \$350.13 a 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 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, Veteran's 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): \$0.93 an 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 \$2.02. For information regarding the Hawaii prepaid Health Care Act, please contact the Hawaii Employers Council.

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 ordinance, explosives, and incendiary materials. This includes work such as screening, blending, drying, mixing, and pressing of sensitive ordinance, 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

ATTACHMENT 23

operations on sensitive ordnance, explosives and incendiary materials. All operations involving regarding 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 lacerations 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 laundering 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 Subcontractor is required to furnish all employees with an adequate number of uniforms without cost or to reimburse employees for the 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 the nature of the work, there is no requirement that employees be reimbursed for uniform maintenance costs.

**** NOTES APPLYING TO THIS WAGE DETERMINATION ****

Source of Occupational Title and Descriptions:

The duties of employees under job titles listed are those described in the "Service Contract Act Directory of Occupations," Fourth Edition, January 1993, as amended by the Third Supplement, dated March 1997, unless otherwise indicated. This publication may be obtained from the Superintendent of Documents, at 202-783-3239, or by writing to the Superintendent of Documents, U.S. Government Printing Office, Washington D.C 20402. Copies of specific job descriptions may also be obtained from the appropriated contracting officer.

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., appropriated 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. Such conforming process shall be initiated by the Contractor prior to the performance of contract work by such unlisted class(es) of employees. The conformed classification, wage rate, and/or fringe benefits shall be retroactive to the commencement date of the contract. (See Section 4.6 (C)(vi). 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/Quote, the Contractor identifies the need for a conformed occupation(s) and computes a proposed rate(s).

ATTACHMENT 23

2) After contract award, the Contractor prepares a written report listing in order proposed classification title(s), a Federal grade equivalency (FGE) for each proposed classification(s), job descriptions(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, Employment Standards Administration, U.S. Department of Labor, for review. (See section 4.6(b)(2) of Regulations 29 CFR Part 4).

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 insure 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 and 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.

ATTACHMENT 23

Intentionally Left Blank

ATTACHMENT 23

REGISTER OF WAGE DETERMINATIONS UNDER
THE SERVICE CONTRACT ACT
By direction of the Secretary of Labor

/s/William W. Gross

WILLIAM W. GROSS Division of
Director Wage Determinations

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION
WASHINGTON, D.C. 20210

Wage Determination No: 1994-2133
Revision No: 22
Date of Last Revision: 06/28/2002

State: Georgia

Area: Georgia Counties of Banks, Barrow, Bartow, Butts, Carroll, Chattooga, Cherokee, Clarke, Clayton, Cobb, Coweta, Dawson, De Kalb, Douglas, Fannin, Fayette, Floyd, Forsyth, Franklin, Fulton, Gilmer, Gordon, Greene, Gwinnett, Habersham, Hall, Haralson, Henry, Jackson, Lumpkin, Madison, Morgan, Murray, Newton, Oconee, Oglethorpe, Paulding, Pickens, Polk, Rabun, Rockdale, Spalding, Stephens, Towns, Union, Walton, White, Whitfield.

**** Fringe Benefits Required Follow the Occupational Listing ****

OCCUPATION TITLE	MINIMUM WAGE RATE
Aircraft Mechanic	20.66
Aircraft Mechanic, Helper	15.11
Truckdriver, Light Truck	11.90

ALL OCCUPATIONS LISTED ABOVE RECEIVE THE FOLLOWING BENEFITS.

HEALTH & WELFARE: \$2.15 an hour or \$86.00 a week or \$372.67 a month.

VACATION: 2 weeks paid vacation after 1 year of service with a contractor or successor; 3 weeks after 8 years and 4 weeks after 8 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)

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, Veteran's 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)

**** 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 laundering 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 subcontractor is required to furnish all employees with an adequate number of uniforms without cost or to reimburse employees for the 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,

ATTACHMENT 23

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 the nature of the work, there is no requirement that employees be reimbursed for uniform maintenance costs.

**** NOTES APPLYING TO THIS WAGE DETERMINATION ****

Source of Occupational Title and Descriptions:

The duties of employees under job titles listed are those described in the "Service Contract Act Directory of Occupations," Fourth Edition, January 1993, as amended by the Third Supplement, dated March 1997, unless otherwise indicated. This publication may be obtained from the Superintendent of Documents, at 202-783-3239, or by writing to the Superintendent of Documents, U.S. Government Printing Office, Washington D.C 20402. Copies of specific job descriptions may also be obtained from the appropriated contracting officer.

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., appropriated 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. Such conforming process shall be initiated by the contractor prior to the performance of contract work by such unlisted class(es) of employees. The conformed classification, wage rate, and/or fringe benefits shall be retroactive to the commencement date of the contract. (See Section 4.6 (C)(vi). 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/Quote, the contractor identifies the need for a conformed occupation and computes a proposed rate(s).
- 2) After contract award, the contractor prepares a written report listing in order proposed classification title(s), a Federal grade equivalency (FGE) for each proposed classification(s), job descriptions(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, Employment Standards Administration, U.S. Department of Labor, for review. (See section 4.6(b)(2) of Regulations 29 CFR Part 4).
- 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 insure 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 and established wage determination. Conformances may not be used to artificially split, combine, or subdivide classifications listed in the wage determination.