

**Memorandum of Understanding (MOU)**  
**between the**  
**United States Department of the Interior**  
**Office of Aviation Services**  
**and**  
**Teton County, Wyoming**

**TITLE: Interagency Short-haul Helicopter Standards**

**I. Introduction**

Teton County, Wyoming (the County) and the Department of Interior (the Department) Grand Teton National Park (GRTE) share concurrent responsibilities to provide law enforcement, search and rescue, and emergency response on lands within GRTE. The County and GRTE have a common goal of providing emergency rescue and cooperative law enforcement assistance on and near GRTE. A law enforcement mutual aid agreement currently exists between Teton County Sheriff's Office (TCSO) and GRTE that guides how each agency will assist one another, including sharing of aviation resources.

Additionally, a Cooperator agreement is in place between Yellowstone National Park (YELL) and TCSO which specifically addresses support operations in Yellowstone.

Within the Department, the Office of Aviation Services (OAS) is the single source for commercial aviation services and enters into this agreement on behalf of the Department and the National Park Service (NPS). The signatory agencies to this agreement recognize that each agency shares an interest in aviation resources for search and rescue and emergency response, including short-haul, and that each agency's mission can be better accomplished through cooperative efforts and sharing of talents, information, and resources. Therefore, they agree to work together and support each other in the development and maintenance of short-haul helicopter standards.

**II. Authority**

- A. DOI Manual 351 DM4, Cooperator Operations
- B. Wyoming Statute §18-3-609(a)(iii) – County SAR responsibility

**III. Purpose**

The purpose of this MOU (agreement) is to provide a general framework for cooperation and coordination among the agencies to establish and document interagency short-haul helicopter standards covering the present and future determination of:

- A. Equipment that constitutes an aircraft eligible for approval as an interagency short-haul helicopter; and

- B. Eligibility of pilots for approval as interagency short-haul helicopter pilots; and
- C. Eligibility of aircraft maintenance personnel for use on this agreement.
- D. This MOU does not include optionally piloted helicopters.

#### **IV. Responsibilities**

- A. The signatory agencies, within the scope of this agreement and the above-referenced authority (paragraph II), will coordinate their respective efforts in managing the interagency short-haul helicopter standards, which are attached as the Exhibit and are hereby incorporated by reference and made a part of this MOU. Additional responsibilities may be identified in subsequent modifications to this MOU as necessary.
- B. The signatory agencies agree that:
  - (1) The scope of the aviation support provided by the County shall be limited to law enforcement, search and rescue, medical evacuation (to include short-haul), or training to support those activities.
  - (2) Qualified TCSO personnel may perform short-haul missions on National Park land with or without the direct participation by GRTE personnel. However, all short-haul operations conducted within National Park boundaries without direct NPS participation requires notification and NPS approval.
  - (3) YELL personnel will not perform short-haul operations but may be transported for SAR support. Missions may include point-to-point personnel transport, mountainous terrain flights, snow operations, low-level reconnaissance, and visual scouting for ground access routes.
  - (4) Aircraft, pilots, and services provided by the County under the terms of this MOU will meet the standards of the attached exhibit.
  - (5) Request for mutual support will be coordinated at the field office level (i.e., NPS Ranger, Teton Interagency Dispatch).
  - (6) Copies of approval letters issued by OAS will be carried aboard each aircraft and made available upon request.
  - (7) All Department employees participating in aviation operations shall meet specific Department and respective Bureau aviation requirements and policies.
  - (8) If Department personnel are being transported, a risk assessment shall be completed. Only Department personnel essential to the mission will be transported on the County aircraft.

- (9) Interagency Aviation Life Support Equipment (ALSE) requirements shall apply to all Department passengers.
- (10) Inspection of aircraft and pilots for short-haul operations will be to the standards within this MOU and in accordance with OAS Instruction 5400-205.
- (11) Standard OAS inspection forms will be used for aircraft and pilot inspections used under this agreement. Annually, at a minimum, a letter of approval (LOA) will be issued by OAS with a current listing of the aircraft and pilots approved for the stated missions. Interagency approval cards will not be issued; the LOA will serve as the formal documentation of approval.
- (12) Aircraft and pilot inspectors will be from OAS.
- (13) Proposals for new or revised standards, or for the deletion of agreed-upon current standards, will be discussed formally with representatives of both agencies party to this agreement prior to implementation. The purpose of such discussions shall be to review proposals, evaluate the impacts on each organization, develop alternatives, resolve conflicts, and recommend follow-up action.

**V. General Provisions**

- A. The signatory agencies are not obligated to make expenditures of funds or provide services through their participation under the terms of this MOU unless such funds are made available through appropriations by the Congress of the United States or other means.
- B. This instrument is neither a fiscal nor a funds obligation document. Any endeavor involving reimbursement or contribution of funds among the parties to this instrument will be handled in accordance with applicable laws, regulations, and procedures including those for Government procurement and printing. Such endeavors will be outlined in separate agreements or other appropriate arrangements that shall be made in writing by representatives of the parties and shall be independently authorized by appropriate statutory authority. This instrument does not provide such authority. Specifically, this instrument does not authorize or commit to noncompetitive awards to the signatory agencies or cooperators of any contract or other agreement.
- C. Signatory agencies and their respective offices are responsible to manage their own activities and costs and will utilize their own resources, including the expenditure of their own funds, in pursuing the objectives of this MOU. Each signatory agency will carry out its respective separate activities in a coordinated and mutually beneficial manner.

- D. Recommended modifications to this MOU may be initiated through mutual notification to each respective signatory. The modifications shall not take effect until documented and signed by properly authorized signatory officials from each of the signatory agencies.
- E. The signatory agencies agree to comply with all Federal information laws, regulations, and requirements and shall be responsible for properly protecting all information used, gathered, or developed as a result of work under this agreement. Each signatory agency will share data and information to the extent appropriate, practical, and consistent with the requirements of Federal law regarding short-haul occurrence reporting. Any information furnished to or shared among the signatory agencies under this instrument is subject to the Freedom of Information Act (5 U.S.C. § 552).
- F. This MOU in no way restricts the signatory agencies from implementing their respective programs in accordance with the applicable statutes, regulations, or policies.
- G. Signatory agencies acknowledge that this MOU is not intended to and does not create any right, benefit, or trust responsibility, substantive or procedural, enforceable at law or equity, by a party against the United States, its agencies, its officers, or any person, or the parties to this MOU.
- H. Signatory agencies shall each be responsible for its own loss or damage of its property and/or personal injury or death of its employees or agents arising out of the performance of this agreement, provided this provision shall not relieve any party from responsibility for claims from third parties for losses for which the party is otherwise legally liable.
- I. No member of or delegate to Congress may benefit from this Agreement either directly or indirectly.

## **VI. Term of Agreement**

The term of this MOU shall become effective with and upon execution of the final signature by the participating signatory agencies and shall remain in effect until such time as the MOU is terminated. The MOU shall be reviewed annually by the signatory agencies to determine its suitability for renewal, revision, or termination. Either signatory agency may terminate their participation in this MOU by providing written notice to the other party by providing 30 days written notice in advance of the projected termination date.

## **VII. Resolution of Disagreement**

Should disagreement arise on the interpretation of the provisions of this MOU or amendments and/or revisions thereto that cannot be resolved informally, each party shall state the area(s) of disagreement in writing and present them to the other parties for consideration. If agreement on interpretation is not reached within 30 days, the parties shall forward the written presentation of the disagreement to respective higher officials for resolution.

### VIII. Principal Contacts



Unless otherwise designated (and identified) in this section, the signatory officials are the Points of Contact to this agreement. They are responsible for coordinating an annual review of the currency and adequacy of this agreement. Changes to the designated contact can be made by written notification to the signatory agencies.

OAS Program Contact	OAS Administrative Contact
Walker Craig Chief, Technical Services Office of Aviation Services walker_craig@ios.doi.gov 208-433-5077	Joanne Woods Administrative Officer Office of Aviation Services joanne_woods@ios.doi.gov 208-433-5000

Teton County Program Contact	Teton County Administrative Contact
Steve Wilson P.O. Box 1885 180 S. King St. Jackson, WY 83001 307-733-4052 swilson@tetonsheriff.org	Sheriff Matt Carr P.O. Box 1885 180 S. King St. Jackson, WY 83001 307-733-4052 mcarr@tetonsheriff.org

### IX. Signatory Approval

This MOU, upon last date of signature is executed and supersedes all prior agreements.

	
MATT CARR	Date
Sheriff	
Teton County, Wyoming	

SUSAN BATES	Date
Director, Office of Aviation Services	
U.S. Department of the Interior	

## **EXHIBIT**

### **I. Minimum Helicopter Equipment**

- A. Hobbs/flight hour meter observable from the cockpit.
- B. Free air temperature gauge.
- C. FAA-approved double-strap shoulder harness with automatic or manual locking inertia reels for each front seat occupant. Shoulder straps and lap belts shall fasten with one single-point, metal-to-metal and quick-release mechanism. Standard factory shoulder harnesses are acceptable for all standard category helicopters. Military style harnesses are acceptable.
- D. Either single or double-strap shoulder harnesses for each aft cabin occupant. (All shoulder harness straps, and lap belts shall fasten with a single-point, metal-to-metal, and quick-release mechanism.).
- E. Fire extinguisher(s) as required by 14 CFR (must be a handheld bottle, minimum 2-B:C rating, mounted and accessible to the flight crew while seated).
- F. Dual controls (for flight checks only).
- G. Aircraft lighting for night operation in accordance with 14 CFR Part 91.205(c), including instrument lights.
- H. A strobe light (with either a white, or half-white/half-red lens) or a flashing LED (red or white), mounted on top of the aircraft or otherwise visible from above, with an independent activating switch. A red strobe or rotating beacon does not satisfy this requirement.
- I. High visibility, pulsating, forward facing, conspicuity lighting.
- J. High visibility marked rotor blades.
- K. High-skid-type landing gear, if manufactured for make and model.
- L. Locking cap(s) on all fuel inlet ports. (Closed-system, single-point refueling port dust caps need not have an FAA-approved locking device.).
- M. Environmental Control Systems
- N. Window defogger.
- O. Cargo restraint system for aircraft manufactured with a parcel/storage area behind the rear passenger seats.

- P. Convex mirror (not required for aircraft equipped for vertical reference operations).
- Q. One keeperless cargo hook that is capable of being loaded and locked in a single motion with one hand and is rated at the maximum lifting capacity of the aircraft.
- R. Personnel access step for aircraft with a floor height greater than 18 inches.
- S. First aid kit; minimum contents in accordance with current Interagency Aviation Life Support Equipment (ALSE).
- T. Survival kit; minimum contents in accordance with current Interagency Aviation Life Support Equipment (ALSE).
- U. Part number MS 3101E24-11S, nine-pin connector, for use as the power source for a helitorch or remote cargo hook.
- V. A wire strike protection system (mechanical).
- W. One electrically activated remote cargo hook protected by a metal ring or cage that may be loaded and locked in a single motion with one hand and that is rated at the maximum lifting capacity of the aircraft.
- X. Longline wire or synthetic rope readily adjustable from 50 to 150 feet in 50-foot increments.

Short-Haul rope attachment Anchor. A short-haul anchor system is defined as the points of attachment of the short-haul rope system to the helicopter. This system will include dual attachments designed to be controlled by spotter and/or pilot release in an emergency. The load must be fully jettisonable, using two separate and independent actions.

The Federal Aviation Administration (FAA) or OAS shall approve attachments, their installation, and any proposed changes to attachments.

Inspections and replacement will be done in accordance with manufacturers' specifications. Records will be maintained by the respective short-haul program.

- Y. Aircraft must be equipped with FAA approved Human External Cargo (HEC) dual hook system.

## **II. Avionics Equipment**

- A. One panel-mounted VHF-AM (VHF-I) aeronautical transceiver with a minimum of 760 channels covering 118.000 to 136.975 MHz.
- B. One panel-mounted P25 digital VHF-FM aeronautical transceiver covering 138.0000 to 174.0000 MHz (analog narrowband + P25 digital narrowband, at

least 6 but no more than 10 watts, 32 CTCSS TIA/EIA-603 standard tones, 168.625 MHz Guard).

- C. Auxiliary FM (AUX-FM) provisions (10-pin connection to the audio system, antenna w/BNC connector, and mounting facilities).
- D. Separate audio systems for pilot and observer ICS for the pilot, observer/copilot, and two aft cabin exits.
- E. Hot mic for the pilot and observer/copilot.
- F. Push-to-talk (PTT) for radio + ICS for the pilot (on cyclic) and observer/copilot (footswitch or cord-mounted), and ICS PTT (cord-mounted) for two aft exits.
- G. One global positioning system (GPS). The GPS shall be located where the pilot and the copilot/observer can clearly view the display, shall utilize WGS-84 datum and reference latitude and longitude coordinates in the DM (degrees/minutes/decimal minutes) mode, and shall be powered by the aircraft electrical system. Antennas must have a clear view of the sky. The GPS unit must have the ability for manual entry of waypoints in flight. The GPS shall have a database updated annually and covering the continental United States. Contractors accepting dispatches to Alaska shall also include an Alaska database in the GPS. Aviation portable GPS units (Garmin GPSMAP 296/396/496 or equivalent) are acceptable provided they use remote antennas, are securely mounted, present information from an overhead orientation (not a drive-along-the-road type), and meet all the previously stated GPS requirements.
- H. One automatic-fixed Emergency Locator Transmitter (ELT), which must: be certified under TSO-C126 (or newer); be approved for use in helicopters; be installed in accordance with the ELT manufacturer's instructions (including rigid attachment providing less than one-tenth inch movement with 100 lbs. force applied in the weakest direction); be mounted in a conspicuous or marked location, and; meet the same requirements as those detailed for airplanes in 14 CFR 91.207 (excluding section f).

The ELT's antenna(s) must be mounted externally to the aircraft, unless installed in a location approved by the aircraft manufacturer. TSO-C126 and newer ELTs require documentation of current registration with the National Oceanic and Atmospheric Administration (NOAA), or the national civil aviation authority with which the aircraft is registered. ELTs certified to TSO-C91a are acceptable prior to January 1, 2024. ELT's utilizing hook-and-loop (e.g. Velcro) mounting straps will not be acceptable after January 1, 2024. U-92A/U audio connector jacks at all required positions.

- I. One air traffic control (ATC) transponder and altitude reporting system meeting the requirements of 14 CFR Part 91.215(a) and (b).



- J. Pitot/static/altimeter and transponder/encoder maintained to 14 CFR 91.411 and 91.413 specifications.
- K. One Automated Flight Following (AFF) system compatible with the Government's AFF tracking network.
- L. One ADS-B Out system meeting the requirements of 14 CFR Parts 91.225 and 91.227.

### III. Pilot Certification Standards

- A. Commercial or airline transport pilot certificate with rotorcraft/helicopter rating.
- B. Class I or II FAA medical certificate.

### IV. Pilot Experience Standards

Experience	Hours
Pilot-in-command, helicopters	1,500
Mountain flying**	200
Helicopter, preceding 12 months	100***
Weight class (12,500 lbs. or less, more than 12,500 lbs.)	100
Turbine helicopter operations	100
Make and model previous 12 months	50
Longline vertical (VTR) reference experience	25
Mountain flying experience, make and model	10
Make, model, and series preceding 12 months	10
Annual longline VTR recurrency training	2

\*\* Operating helicopters in mountainous terrain as identified in 14 CFR 95 Subpart B, Designated Mountainous Area. Operating includes maneuvering and numerous takeoffs and landings to ridgelines, pinnacles, and confined areas.

\*\*\* The operator may request that this pilot flight-hour requirement is waived for a pilot under special circumstances; however, the waiver may or may not be granted. No other pilot qualification exceptions will be considered by the Government.

**Note:** Experience operating outside the United States may be considered "Mountain Flying" providing it is conducted in mountainous regions defined as 2,000 feet above surroundings containing long slopes, deep valleys, and high ridges. Operating includes maneuvering and numerous takeoffs and landings to pinnacles, ridgelines, and confined areas.

**V. Pilot Qualification Standards**

- A. Approved for vertical reference longline operations in accordance with current Interagency Helicopter Pilot Practical Test Standards (IHPPTS).
- B. Approved for low level reconnaissance in accordance with current IHPPTS.
- C. Approved for mountainous terrain flight in accordance with the current IHPPTS.
- D. Approved for deep snow landings in accordance with the current IHPPTS.
- E. Pass the Emergency Short-haul (SAR) Pilot Test described in the current IHPPTS.
- F. Attend annual short-haul training (NPS).
- G. Understand short-haul techniques, Short-hauler/Spotter signals, and operational concerns.
- H. Demonstrate ability to work with the short-haul Spotter(s).
- I. Complete a HEC mission every 90 days.
- J. Complete IAT A-110–Hazardous Materials, within the last 36 months.

**VI. Pilot Personal Protective Equipment**

Comply with the most current revision of the Interagency Aviation Life Support Equipment (ALSE) for further guidance.

**VII. Pilot Duty Limitations**

- A. Maximum 14-hour duty day.
- B. Minimum 10 hours of rest between duty days.
- C. Maximum 8 hours of flight in a duty day.
- D. Flight time not to exceed 42 hours in any 6 consecutive days.
- E. If flight time exceeds 36 hours in 6 days, the next day is a required day off.

### **VIII. Pilot Evaluation Standards**

- A. All special use evaluations shall be conducted in accordance with the Interagency Helicopter Pilot Practical Test Standards.
- B. All longline evaluations shall be conducted using a minimum of a 150-foot line.

### **IX. Mechanic Standards**

- A. The mechanic must have a valid FAA mechanic certificate with airframe and powerplant (A&P) ratings.
- B. The mechanic must meet one of the following qualifications:
  - (1) The mechanic must have held a valid FAA mechanic certificate, with A&P ratings, for 24 months and been actively engaged in aircraft maintenance as a certificated mechanic for at least 18 months out of the last 24 months.
  - (2) The mechanic must have held a valid FAA mechanic certificate, with A&P ratings, for 12 months and show evidence of four years military experience of aircraft maintenance training and qualification as a Technical Inspector, or service equivalent, for Airframe or Powerplant.
  - (3) The mechanic must have held a valid FAA mechanic certificate, with A&P ratings, for 12 months and have held a foreign equivalent mechanic certificate for 24 months.
- C. The mechanic must have 12 months experience as an A&P mechanic, or foreign equivalent, in maintaining helicopters (3 of those 12 months must have been within the preceding 24 months).
- D. The mechanic must have 12 months maintenance experience on the same make and model offered or satisfactory completion of a manufacturer, or equivalent, maintenance course for the same make and model offered.

### **X. Operational Standards**

- A. Minimum aircraft performance standards.
  - (1) Aircraft shall be capable of a jettisonable payload of 550 pounds HOGE at 30 degrees Centigrade at 5,000 feet pressure altitude with a 200-pound pilot and 1½ hours total fuel.
  - (2) Powered by a turbine engine.
- B. Aircraft Maintenance

- (1) The aircraft's required weight and balance data must be determined by actual weighing of the aircraft, in exhibit configuration. The weight and balance data must be current, within the preceding 24 calendar months. The aircraft must be weighed following any major repair or major alteration or change to the equipment list that significantly affects the center of gravity of the aircraft. The operator must compile a list of equipment installed in the aircraft at the time of weighing. If the Government requires additional equipment, the jettisonable payload requirement in paragraph X.A.1 will be decremented accordingly.
- (2) Helicopters shall conform to the approved type design (normal or restricted) and be maintained and operated in accordance with type certificate requirements. If an operator has a 14 CFR Part 135 certificate, the aircraft will be maintained in accordance with their FAA-approved maintenance program. 14 CFR Part 133 and 137 aircraft will be maintained in accordance with the type certificate and applicable supplemental type certificates (STC).
- (3) Power assurance checks will be conducted and recorded, and trends monitored at least once every 10 flight hours.
- (4) Operators will provide a consolidated listing of component TBO and retirement items and their status.

C. Short-haul

- (1) Short-haul operations will be conducted in accordance with the current NPS Helicopter Short-haul Operations Plan.
- (2) Prior to conducting any short-haul operation, pilots must successfully complete a flight evaluation. Flight evaluations will be conducted in accordance with the Interagency Helicopter Practical Test Standards.
- (3) Pilots must attend a short-haul operational training session. This training will be conducted at a mutually agreed upon location, will be documented by qualified Government spotters, and will include the items outlined in subsections (a) through (f) below.
  - (a) Briefing and familiarization on short-haul bracket and hard points for the specific model.
  - (b) Perform a minimum of six ground mockups in the aircraft model to be used, including rigging the aircraft for a short-haul mission and deploying the short-haulers.
  - (c) Briefing on any peculiarities of the specific model.

- (d) Demonstrate ability to operate the helicopter during three short-haul sequences.
  - (e) Demonstrate ability to work with short-haul spotter.
  - (f) Familiarization with the local Grand Teton National Park short-haul operations plan. (This plan will be provided by the short-haul program manager.)
- (4) Pilot(s) may be subject to a proficiency check IAW the NPS Short-haul Operations Plan. Demonstration of skills to the satisfaction of a short-haul spotter during an operational short-haul or a short-haul training flight will meet this requirement. Demonstrated precision placement of a longline load may also be sufficient to meet this requirement.

## **XI. Aircraft Mishaps**

Teton County shall maintain the primary responsibility for National Transportation Safety Board (NTSB) notification of aircraft mishaps in accordance with 49 CFR 830.5 and applicable Teton County policy. DOI shall be notified of all aviation mishaps involving DOI personnel and afforded the opportunity to represent their agency by participating in any agency or NTSB mishap investigation. The primary means for notifying DOI is by calling 888-464-7427 (888-4MISHAP).