United States Department of the Interior

U.S. WILDLAND FIRE SERVICE
Aviation Operations and Management

Tech Bulletin

Subject: Flight Data Monitoring System (FDMS) Installation Air Tractor AT-802/802A

Distribution: All Department of Interior (DOI) Inspectors and Applicable Contractors

Background: Many questions have come up during installation and carding inspections on what view is acceptable to the government for the FDMS to meet contract requirements.

Application: This bulletin provides guidance and answers regarding what is acceptable for FDMS installation and the Government's expectations, as written in the contract. This contract requirement is currently included in Single Engine Scooper (SES) contracts. This bulletin is being provided to Single Engine Air Tanker (SEAT) operators for awareness only.

Who can perform task: An A&P license is not required to perform these tasks. The person performing these tasks must be familiar with all contract requirements, Tech Bulletin TB 27-01 guidance, and be familiar with the operation of the installed camera.

What's to Come: An SES contract modification is under development to add the following two paragraphs, which will further clarify the Government's expectations regarding this topic.

1. Any Flight Data Monitoring System (FDMS) installed, whether voluntarily, as a contractual requirement, or to meet the obligations of other government agencies, shall remain fully operational throughout all contract operations, including cooperator agreements. When the Department of the Interior (DOI) serves as the approving authority for aircraft operating under another agency's mission, such approval is contingent upon full compliance with these contractual obligations. For the purposes of this requirement, "operational" means the FDMS is always functioning in accordance with the manufacturer's installation and operating instructions. The Contractor is solely responsible for ensuring continuous FDMS operability, under all circumstances, for the entire duration of the contract. Adherence to this requirement is mandatory and constitutes a condition of contract fulfillment.

2. Contractors shall maintain a formal Flight Data Monitoring System (FDMS) inspection record verifying compliance with all FDMS contract-required parameters. Inspections shall be performed at intervals not to exceed 14 calendar days or 25 flight hours, whichever occurs first. Each record must contain the inspection date, the name of the individual conducting the inspection, the aircraft's accumulated flight hours at the time of inspection, and confirmation that all required imaging, sensor, and data-acquisition components are functioning and capable of capturing legible parameters. These records shall be retained by the Contractor and made available to the Government upon request as evidence of continued FDMS operability.



Figure 1. Acceptable and recommended view of all required instrumentation. Notice flight data in upper right corner correlates with actual flight attitude.



Figure 2. (Example Only): Camera Mounting location used to capture the previous photo. The DOI does not mandate the camera mounting location; it only requires the data specified in the contract be recorded.

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