

## SECTION A - REQUIREMENTS AND PRICES

### TABLE OF CONTENTS

<p><b>SECTION A – REQUIREMENTS AND PRICES .....5</b></p> <p><b>CONTRACT ACRONYMS .....5</b></p> <p><b>SCHEDULE OF SERVICES .....6</b></p> <p style="padding-left: 20px;"><b>A1. GENERAL .....6</b></p> <p style="padding-left: 40px;"><b>A1 ITEM REQUIREMENT.....6</b></p> <p><b>SECTION B – TECHNICAL SPECIFICATIONS .....18</b></p> <p><b>GENERAL REQUIREMENTS .....18</b></p> <p style="padding-left: 20px;"><b>B1 SCOPE OF CONTRACT.....18</b></p> <p style="padding-left: 20px;"><b>B2 CERTIFICATIONS .....18</b></p> <p style="padding-left: 20px;"><b>B3 ORDER OF PRECEDENCE (SPECIFICATIONS) .....18</b></p> <p style="padding-left: 20px;"><b>B4 CONTRACTS.....18</b></p> <p><b>EQUIPMENT REQUIREMENTS .....18</b></p> <p style="padding-left: 20px;"><b>B5 CONDITION OF EQUIPMENT.....18</b></p> <p style="padding-left: 20px;"><b>B6 AIRCRAFT EQUIPMENT REQUIREMENTS.....19</b></p> <p style="padding-left: 20px;"><b>B7 AVIONICS REQUIREMENTS .....20</b></p> <p style="padding-left: 20px;"><b>B8 FUEL SERVICING VEHICLE EQUIPMENT REQUIREMENTS.....23</b></p> <p><b>PERSONNEL REQUIREMENTS .....25</b></p> <p style="padding-left: 20px;"><b>B9 PILOT REQUIREMENTS AND AUTHORITY .....25</b></p> <p style="padding-left: 20px;"><b>B10 PILOT QUALIFICATIONS.....25</b></p> <p style="padding-left: 20px;"><b>B11 PERSONNEL DUTY LIMITATIONS .....26</b></p> <p style="padding-left: 20px;"><b>B12 FLIGHT CREWMEMBERS’ DUTY AND FLIGHT LIMITATIONS .....26</b></p> <p style="padding-left: 20px;"><b>B13 MECHANIC REQUIREMENT.....27</b></p> <p style="padding-left: 20px;"><b>B14 MECHANIC QUALIFICATIONS.....27</b></p> <p style="padding-left: 20px;"><b>B15 MECHANIC DUTY LIMITATIONS.....27</b></p> <p style="padding-left: 20px;"><b>B16 RESERVED .....27</b></p> <p style="padding-left: 20px;"><b>B17 RESERVED .....27</b></p> <p style="padding-left: 20px;"><b>B18 RESERVED.....27</b></p> <p><b>OPERATIONS .....27</b></p> <p style="padding-left: 20px;"><b>B19 PILOT AUTHORITY AND RESPONSIBILITY.....27</b></p> <p style="padding-left: 20px;"><b>B20 FLIGHT OPERATIONS .....28</b></p> <p style="padding-left: 20px;"><b>B21 SECURITY OF AIRCRAFT AND EQUIPMENT.....29</b></p> <p style="padding-left: 20px;"><b>B22 PERSONAL PROTECTIVE EQUIPMENT (PPE) FOR FLIGHT OPERATIONS .....29</b></p> <p style="padding-left: 20px;"><b>B23 PPE FOR GROUND OPERATIONS .....30</b></p> <p style="padding-left: 20px;"><b>B24 EXEMPTION FOR TRANSPORTATION OF HAZARDOUS MATERIALS.....30</b></p> <p style="padding-left: 20px;"><b>B25 FUEL AND SERVICING REQUIREMENTS.....30</b></p> <p><b>AIRCRAFT MAINTENANCE REQUIREMENTS .....31</b></p> <p style="padding-left: 20px;"><b>B26 GENERAL - MAINTENANCE .....31</b></p> <p style="padding-left: 20px;"><b>B27 AIRWORTHINESS DIRECTIVES (ADs) AND MANUFACTURER’S MANDATORY SERVICE BULLETINS (MMSBs).....31</b></p> <p style="padding-left: 20px;"><b>B28 MANUALS/RECORDS .....31</b></p> <p style="padding-left: 20px;"><b>B29 MAINTENANCE .....31</b></p> <p style="padding-left: 20px;"><b>B30 MAINTENANCE TEST FLIGHT .....31</b></p> <p style="padding-left: 20px;"><b>B31 TIME BETWEEN OVERHAUL (TBO) AND LIFE- LIMITED PARTS.....32</b></p> <p><b>SOLICITATION NO. D12PS00651</b></p>	<p style="padding-left: 20px;"><b>B32 WEIGHT AND BALANCE ..... 32</b></p> <p style="padding-left: 20px;"><b>B33 TURBINE ENGINE POWER ASSURANCE CHECKS .. 32</b></p> <p><b>SECTION C – CONTRACT TERMS AND CONDITIONS ..... 33</b></p> <p><b>CONTRACT CLAUSES..... 33</b></p> <p style="padding-left: 20px;"><b>C1 CONTRACT TERMS AND CONDITIONS – COMMERCIAL ITEMS (52.212-4 FEB 2012) [TAILORED SEPT 2005]..... 33</b></p> <p style="padding-left: 20px;"><b>C2 52.212-5 CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS-COMMERCIAL ITEMS (AUG 2012)..... 35</b></p> <p style="padding-left: 20px;"><b>ADDENDA TO CONTRACT TERMS AND CONDITIONS ..... 38</b></p> <p style="padding-left: 20px;"><b>C3. INSPECTION/ACCEPTANCE (52.212-4(A)), THE FOLLOWING IS ADDED..... 38</b></p> <p style="padding-left: 20px;"><b>C4 TAXES (52.212-4(K)), THE FOLLOWING IS ADDED .... 40</b></p> <p style="padding-left: 20px;"><b>C5 AIRCRAFT USE REPORT ..... 41</b></p> <p style="padding-left: 20px;"><b>C5.A ELECTRONIC INVOICING AND PAYMENT REQUIREMENTS – INVOICE PROCESSING PLATFORM (IPP) (JULY 2012)..... 41</b></p> <p style="padding-left: 20px;"><b>GENERAL CONTRACT TERMS AND CONDITIONS ..... 41</b></p> <p style="padding-left: 20px;"><b>C6.1 INDEFINITE QUANTITY (52.216-22 (OCT 1995) .... 41</b></p> <p style="padding-left: 20px;"><b>C6.2 ORDERING. (52.216-18 OCT 1995) ..... 42</b></p> <p style="padding-left: 20px;"><b>C6.3 ORDER LIMITATIONS. (52.216-19 OCT 1995)..... 42</b></p> <p style="padding-left: 20px;"><b>C8 AVAILABILITY OF FUNDS (52.232-18 APR 1984)..... 43</b></p> <p style="padding-left: 20px;"><b>C9 AIRCRAFT INSURANCE..... 43</b></p> <p style="padding-left: 20px;"><b>C10 RESERVED ..... 43</b></p> <p style="padding-left: 20px;"><b>C11. NOTICE OF CONTRACTOR PERFORMANCE ASSESSMENT REPORTING SYSTEM (JULY 2010) ..... 43</b></p> <p style="padding-left: 20px;"><b>C12 PREWORK MEETING..... 44</b></p> <p style="padding-left: 20px;"><b>C13 DIAR 1452.201-70 AUTHORITIES AND DELEGATIONS (SEP 2011) ..... 44</b></p> <p style="padding-left: 20px;"><b>C14 AQD SERVICES GREENING CLAUSE..... 45</b></p> <p style="padding-left: 20px;"><b>C15 LIMITATION ON SUBCONTRACTING REPORT (JAN 2012) ..... 45</b></p> <p><b>ADMINISTRATIVE MATTERS..... 45</b></p> <p style="padding-left: 20px;"><b>C16 PERSONNEL CONDUCT..... 45</b></p> <p style="padding-left: 20px;"><b>C17 SAFETY AND ACCIDENT PREVENTION ..... 46</b></p> <p style="padding-left: 20px;"><b>C18 MISHAPS ..... 46</b></p> <p style="padding-left: 20px;"><b>C19 ECONOMIC PRICE ADJUSTMENT - FUEL ..... 47</b></p> <p><b>CONTRACT PERIOD AND RENEWAL..... 47</b></p> <p style="padding-left: 20px;"><b>C20 CONTRACT PERIOD ..... 47</b></p> <p style="padding-left: 20px;"><b>C21 OPTION TO EXTEND THE TERM OF THE CONTRACT (48 CFR 52.217-9, MAR 2000) ..... 48</b></p> <p style="padding-left: 20px;"><b>C21.A OPTION TO EXTEND SERVICES (48 CFR 52.217-8, NOV 1999)..... 48</b></p> <p style="padding-left: 20px;"><b>C22 RESERVED ..... 48</b></p> <p style="padding-left: 20px;"><b>C23 RESERVED ..... 48</b></p> <p><b>AVAILABILITY REQUIREMENTS..... 48</b></p> <p style="padding-left: 20px;"><b>C24 RESERVED ..... 48</b></p> <p style="padding-left: 20px;"><b>C26 MAINTENANCE DURING AVAILABILITY PERIOD ... 48</b></p> <p style="padding-left: 20px;"><b>C27 UNAVAILABILITY AND DAMAGES ..... 48</b></p> <p><b>GUARANTEE, MEASUREMENT AND PAYMENT .. 48</b></p> <p style="text-align: center;"><b>LIGHT HELICOPTER - HAWAII</b></p>
--	---

**SECTION A - REQUIREMENTS AND PRICES**

**C28 GUARANTEE .....48**  
**C29 FLIGHT TIME .....48**  
**C30 MOBILIZATION/DEMOBILIZATION.....49**  
**C31 ADDITIONAL PAY ITEMS (FROM SCHEDULE OF  
ITEMS).....49**  
**C32 GOVERNMENT MISCELLANEOUS CHARGES.....50**  
**EXHIBITS .....50**  
**LOAD CALCULATION .....51**

## SECTION A - REQUIREMENTS AND PRICES

### SECTION A – REQUIREMENTS AND PRICES

#### CONTRACT ACRONYMS

AC Advisory Circular  
ACETA Aerial Capture Eradication and Tagging of Animals  
AD Airworthiness Directive  
OAS Aviation Management Directorate  
AMS Aviation Management System  
A&P airframe and power plant  
APCO Association of Public-Safety Communications Officials  
ASM Aviation Safety Manager  
ASO Aviation Safety Office  
ASTM American Society for Testing and Material  
ATC air traffic control  
CFR Code of Federal Regulations  
CO Contracting Officer  
COR Contracting Officer's Representative  
COTR Contracting Officer's Technical Representative  
CFR Code of Federal Regulations  
CTCSS continuous tone coded squelch system  
DM degrees/minutes/decimal minutes  
DOI Department of Interior  
DOT Department of Transportation  
ELT emergency locator transmitter  
EPA Environmental Protection Agency  
ERG Emergency Response Guidebook  
FAA Federal Aviation Administration  
FAR Federal Acquisition Regulations  
FS Forest Service  
FTR Federal Travel Regulations  
GVW gross vehicle weight  
GPM gallons per minute  
GPS global positioning system  
HIGE hover-in-ground effect  
HOGE hover-out-of-ground effect  
IAT interagency aviation training  
ICAO International Civil Aviation Organization  
ICS intercom system  
IFR instrument flight rules  
IP Institute of Petroleum  
IPP Internet Payment Platform  
MMSB Manufacturer's Mandatory Service Bulletins  
NBC National Business Center  
NFPA National Fire Protection Association  
NTSB National Transportation Safety Board  
NWCG National Wildfire Coordinating Group  
PA public address system  
PFD personal flotation device  
PIC pilot-in-command  
PPE personal protective equipment  
PSD plastic sphere dispenser  
PSI pounds per square inch  
PTT push to talk  
RFP Request for Proposals  
RPM revolutions per minute

SFI Safety Foundation Incorporated  
STEP Single-skid, Toe-In and Hover Exit/Entry Procedures  
TBO time between overhaul  
TSO technical service order  
UL Underwriter's Laboratory  
USDA United States Department of Agriculture  
VFR visual flight rules  
VNE velocity never exceed  
VOX voice activation  
VSWR voltage standing wave ratio

SECTION A - REQUIREMENTS AND PRICES

SCHEDULE OF SERVICES

A1. GENERAL

On-call helicopter services on an as-needed basis for transportation of U.S. Department of the Interior personnel, cargo, or both using aircraft operated and maintained by the Contractor. Services under this agreement are limited to those operators who list a Hawaii or Commonwealth Area of the Pacific as their base of operations. Actual quantities to be required are unknown. The quantities will vary according to the weather and unscheduled needs of the Government.

Multiple awards are anticipated as a result of this solicitation.

REQUIREMENTS:

A1 Item Requirement

ITEM DESCRIPTION

All equipment, facilities, and personnel required under this contract shall be delivered to and removed from various location(s) as ordered and needed.

Aircraft Requirement: Small or medium helicopters (less than 12,500-pound certified maximum gross weight) equipped as specified in Section B or specific exhibits.

Crew Requirements: Pilot-in-Command (PIC). Relief PICs are NOT required, but may be provided when requested by the Government.

Minimum Aircraft Requirements and Performance

Seating: 3 insured passenger seats. (Not applicable to restricted category helicopters.)

Landing gear: Skid type.

Powerplant: Turbine engine(s).

Payload: HOGE-J Payload calculations for the item descriptions below shall be computed using a pilot weight(s) of 200 pounds, a survival kit weight of 25 pounds and a total fuel load for 1.5 hours of flight at 5,000 feet PA with a temperature of 30 degrees Celsius.

**NOTE: For the Commonwealth Areas of the Pacific Only, a BH206BII or equivalent is acceptable although it may not meet the above payload requirement.**

Payload amounts shall be computed by using the Government’s Standard Interagency Load Calculation Method and Form and the Helicopter Fuel Consumption and Weight Reduction Chart included under the Exhibits (see Section C) along with the offered aircraft’s applicable Hover Ceiling Charts, weight and balance report, and equipment list that you provide.

Small or medium helicopters such as the AS 350 Series, BH 206 series, MD500 series, EC 130, BH 407, BH205, BH212, UH-1, or similar other models may fulfill the above minimum requirements. However, offerors should ensure their specific helicopter is capable of meeting the following minimum requirements. MD500D, E, F; BH206B3 or equivalent: a payload of 600 lbs. Robinson R-66 a payload of 600 lbs. BH206L-1, L-3; AS350BA, B1; BO-105; a payload of 375 lbs. AS350B2, B3; BH407 a payload of 950 lbs. BH212; BH412; BH205 series; UH-1 series (restricted) payload of 1,800 lbs.

Contractor may be required to operate from an alternate base(s) when dispatched by the government.

NOTE: All Exhibits applicable to this solicitation are included at the end of Section C.

**SECTION A - REQUIREMENTS AND PRICES**

**BASE PERIOD**

**Date of Award through February 28, 2014**

1a. Bid Price for Hourly Wet Flight Rate (FT), Dry Flight Rate (FD) and Standby (SB)

Base	Make/Model Tail Number	Pay Item Code	Quantity	Unit	Unit Price	Extended Total Amount
		FT	INDEF	HOUR		INDEF
Comment (i.e. – Over Water Rate)		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>Base</b>	<b>Make/Model Tail Number</b>					
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>Base</b>	<b>Make/Model Tail Number</b>					
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>Base</b>	<b>Make/Model Tail Number</b>					
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>Base</b>	<b>Make/Model Tail Number</b>					
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>1b. Additional Pay Items</b>						
Service Truck and Driver		SD	INDEF	DAY		INDEF
Service Truck Mileage (truck's fuel tank capacity)						
(1) 0 – 349 gals fuel		SM	INDEF	MILE	\$ 1.35	INDEF
(2) 350 – 749 gals fuel			INDEF	MILE	\$1.83	INDEF
(3) 750 – 1499			INDEF	MILE	\$2.45	INDEF
(4) 1500 + gals fuel			INDEF	MILE	\$3.51	INDEF
Additional Personnel (Flight Crew)		AC	INDEF	DAY		INDEF
Additional Personnel (Mechanic)		MC	INDEF	DAY		INDEF
Overnight Allowance		PD	Rates as established by the "Federal Travel Regulations"			
Contractor-furnished fuel		FC	Actual Allowable Cost			
Miscellaneous Costs		SC	Actual Allowable Cost			
Flight Hour Guarantee (Averaged Over Length of Hire)		GT	<b>Guarantee is set at four (4) hours</b> Applies when aircraft is hired to be away from his designated base for greater then 24 hours			

**SECTION A - REQUIREMENTS AND PRICES**

**1c. Additional Pay Items (Continued)**

Deployment and Redeployment to Hawaii	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____
Deployment and Redeployment to Kauai	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____
Deployment and Redeployment to Lanai	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____
Deployment and Redeployment to Maui	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____
Deployment and Redeployment to Molokai	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____
Deployment and Redeployment to Oahu	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____

**Offerors shall insert one of the following in the last column of the above chart:**

- a. Insert a price for deployment/redeployment to another island if they wish to be considered for that island,**
- b. Insert “no charge” if there would be no deployment/redeployment charge for an individual island, or**
- c. Insert “not available” if they do not wish to be considered for operations on a particular island.**

**SECTION A - REQUIREMENTS AND PRICES**

**1st OPTION YEAR**

**March 1, 2014 through February 28, 2015**

2a. Bid Price for Hourly Wet Flight Rate (FT), Dry Flight Rate (FD) and Standby (SB)

Base	Make/Model Tail Number	Pay Item Code	Quantity	Unit	Unit Price	Extended Total Amount
		FT	INDEF	HOUR		INDEF
Comment (i.e. – Over Water Rate)		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>Base</b>	<b>Make/Model Tail Number</b>					
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>Base</b>	<b>Make/Model Tail Number</b>					
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>Base</b>	<b>Make/Model Tail Number</b>					
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>Base</b>	<b>Make/Model Tail Number</b>					
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>2b. Additional Pay Items</b>						
Service Truck and Driver		SD	INDEF	DAY		INDEF
Service Truck Mileage (truck's fuel tank capacity)						
(1) 0 – 349 gals fuel		SM	INDEF	MILE	\$ 1.35	INDEF
(2) 350 – 749 gals fuel			INDEF	MILE	\$1.83	INDEF
(3) 750 – 1499			INDEF	MILE	\$2.45	INDEF
(4) 1500 + gals fuel			INDEF	MILE	\$3.51	INDEF
Additional Personnel (Flight Crew)		AC	INDEF	DAY		INDEF
Additional Personnel (Mechanic)		MC	INDEF	DAY		INDEF
Overnight Allowance		PD	Rates as established by the "Federal Travel Regulations"			
Contractor-furnished fuel		FC	Actual Allowable Cost			
Miscellaneous Costs		SC	Actual Allowable Cost			
Flight Hour Guarantee (Averaged Over Length of Hire)		GT	<b>Guarantee is set at four (4) hours</b> Applies when aircraft is hired to be away from his designated base for greater then 24 hours			

**SECTION A - REQUIREMENTS AND PRICES**

**2c. Additional Pay Items (Continued)**

Deployment and Redeployment to Hawaii	n/a	n/a	Per Order	Lump Sum	n/a	\$_____
Deployment and Redeployment to Kauai	n/a	n/a	Per Order	Lump Sum	n/a	\$_____
Deployment and Redeployment to Lanai	n/a	n/a	Per Order	Lump Sum	n/a	\$_____
Deployment and Redeployment to Maui	n/a	n/a	Per Order	Lump Sum	n/a	\$_____
Deployment and Redeployment to Molokai	n/a	n/a	Per Order	Lump Sum	n/a	\$_____
Deployment and Redeployment to Oahu	n/a	n/a	Per Order	Lump Sum	n/a	\$_____

**Offerors shall insert one of the following in the last column of the above chart:**

- d. Insert a price for deployment/redeployment to another island if they wish to be considered for that island,**
- e. Insert “no charge” if there would be no deployment/redeployment charge for an individual island, or**
- f. Insert “not available” if they do not wish to be considered for operations on a particular island.**

**SECTION A - REQUIREMENTS AND PRICES**

**2nd OPTION YEAR**

**March 1, 2015 through February 29, 2016**

3a. Bid Price for Hourly Wet Flight Rate (FT), Dry Flight Rate (FD) and Standby (SB)

Base	Make/Model Tail Number	Pay Item Code	Quantity	Unit	Unit Price	Extended Total Amount
		FT	INDEF	HOUR		INDEF
Comment (i.e. – Over Water Rate)		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>Base</b>	<b>Make/Model Tail Number</b>					
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>Base</b>	<b>Make/Model Tail Number</b>					
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>Base</b>	<b>Make/Model Tail Number</b>					
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>Base</b>	<b>Make/Model Tail Number</b>					
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>3b. Additional Pay Items</b>						
Service Truck and Driver		SD	INDEF	DAY		INDEF
Service Truck Mileage (truck's fuel tank capacity)						
(1) 0 – 349 gals fuel		SM	INDEF	MILE	\$ 1.35	INDEF
(2) 350 – 749 gals fuel			INDEF	MILE	\$1.83	INDEF
(3) 750 – 1499			INDEF	MILE	\$2.45	INDEF
(4) 1500 + gals fuel			INDEF	MILE	\$3.51	INDEF
Additional Personnel (Flight Crew)		AC	INDEF	DAY		INDEF
Additional Personnel (Mechanic)		MC	INDEF	DAY		INDEF
Overnight Allowance		PD	Rates as established by the "Federal Travel Regulations"			
Contractor-furnished fuel		FC	Actual Allowable Cost			
Miscellaneous Costs		SC	Actual Allowable Cost			
Flight Hour Guarantee (Averaged Over Length of Hire)		GT	<p align="center"><b>Guarantee is set at four (4) hours</b>                      Applies when aircraft is hired to be away from his designated base for greater then 24 hours</p>			

**SECTION A - REQUIREMENTS AND PRICES**

**3c. Additional Pay Items (Continued)**

Deployment and Redeployment to Hawaii	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____
Deployment and Redeployment to Kauai	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____
Deployment and Redeployment to Lanai	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____
Deployment and Redeployment to Maui	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____
Deployment and Redeployment to Molokai	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____
Deployment and Redeployment to Oahu	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____

**Offerors shall insert one of the following in the last column of the above chart:**

- g. Insert a price for deployment/redeployment to another island if they wish to be considered for that island,**
- h. Insert “no charge” if there would be no deployment/redeployment charge for an individual island, or**
- i. Insert “not available” if they do not wish to be considered for operations on a particular island.**

**SECTION A - REQUIREMENTS AND PRICES**

**3rd OPTION YEAR**

**March 1, 2016 through February 28, 2017**

4a. Bid Price for Hourly Wet Flight Rate (FT), Dry Flight Rate (FD) and Standby (SB)

Base	Make/Model Tail Number	Pay Item Code	Quantity	Unit	Unit Price	Extended Total Amount
		FT	INDEF	HOUR		INDEF
Comment (i.e. – Over Water Rate)		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>Base</b>	<b>Make/Model Tail Number</b>					
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>Base</b>	<b>Make/Model Tail Number</b>					
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>Base</b>	<b>Make/Model Tail Number</b>					
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>Base</b>	<b>Make/Model Tail Number</b>					
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>4b. Additional Pay Items</b>						
Service Truck and Driver		SD	INDEF	DAY		INDEF
Service Truck Mileage (truck’s fuel tank capacity)						
(1) 0 – 349 gals fuel		SM	INDEF	MILE	\$ 1.35	INDEF
(2) 350 – 749 gals fuel			INDEF	MILE	\$1.83	INDEF
(3) 750 – 1499			INDEF	MILE	\$2.45	INDEF
(4) 1500 + gals fuel			INDEF	MILE	\$3.51	INDEF
Additional Personnel (Flight Crew)		AC	INDEF	DAY		INDEF
Additional Personnel (Mechanic)		MC	INDEF	DAY		INDEF
Overnight Allowance		PD	Rates as established by the “Federal Travel Regulations”			
Contractor-furnished fuel		FC	Actual Allowable Cost			
Miscellaneous Costs		SC	Actual Allowable Cost			
Flight Hour Guarantee (Averaged Over Length of Hire)		GT	<p align="center"><b>Guarantee is set at four (4) hours</b>                      Applies when aircraft is hired to be away from his designated base for greater then 24 hours</p>			

**SECTION A - REQUIREMENTS AND PRICES**

**4c. Additional Pay Items (Continued)**

Deployment and Redeployment to Hawaii	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____
Deployment and Redeployment to Kauai	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____
Deployment and Redeployment to Lanai	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____
Deployment and Redeployment to Maui	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____
Deployment and Redeployment to Molokai	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____
Deployment and Redeployment to Oahu	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____

**Offerors shall insert one of the following in the last column of the above chart:**

- a. Insert a price for deployment/redeployment to another island if they wish to be considered for that island,**
- b. Insert “no charge” if there would be no deployment/redeployment charge for an individual island, or**
- c. Insert “not available” if they do not wish to be considered for operations on a particular island.**

**SECTION A - REQUIREMENTS AND PRICES**

**4th OPTION YEAR**

**March 1, 2017 through February 28, 2018**

5a. Bid Price for Hourly Wet Flight Rate (FT), Dry Flight Rate (FD) and Standby (SB)

Base	Make/Model Tail Number	Pay Item Code	Quantity	Unit	Unit Price	Extended Total Amount
		FT	INDEF	HOUR		INDEF
Comment (i.e. – Over Water Rate)		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>Base</b>	<b>Make/Model Tail Number</b>					
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>Base</b>	<b>Make/Model Tail Number</b>					
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>Base</b>	<b>Make/Model Tail Number</b>					
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>Base</b>	<b>Make/Model Tail Number</b>					
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>5b. Additional Pay Items</b>						
Service Truck and Driver		SD	INDEF	DAY		INDEF
Service Truck Mileage (truck's fuel tank capacity)						
(1) 0 – 349 gals fuel		SM	INDEF	MILE	\$ 1.35	INDEF
(2) 350 – 749 gals fuel			INDEF	MILE	\$1.83	INDEF
(3) 750 – 1499			INDEF	MILE	\$2.45	INDEF
(4) 1500 + gals fuel			INDEF	MILE	\$3.51	INDEF
Additional Personnel (Flight Crew)		AC	INDEF	DAY		INDEF
Additional Personnel (Mechanic)		MC	INDEF	DAY		INDEF
Overnight Allowance		PD	Rates as established by the "Federal Travel Regulations"			
Contractor-furnished fuel		FC	Actual Allowable Cost			
Miscellaneous Costs		SC	Actual Allowable Cost			
Flight Hour Guarantee (Averaged Over Length of Hire)		GT	<p align="center"><b>Guarantee is set at four (4) hours</b></p> <p>Applies when aircraft is hired to be away from his designated base for greater then 24 hours</p>			

**SECTION A - REQUIREMENTS AND PRICES**

**5c. Additional Pay Items (Continued)**

Deployment and Redeployment to Hawaii	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____
Deployment and Redeployment to Kauai	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____
Deployment and Redeployment to Lanai	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____
Deployment and Redeployment to Maui	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____
Deployment and Redeployment to Molokai	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____
Deployment and Redeployment to Oahu	n/a	n/a	Per Order	Lump Sum	n/a	\$ _____

**Offerors shall insert one of the following in the last column of the above chart:**

- a. Insert a price for deployment/redeployment to another island if they wish to be considered for that island,**
- b. Insert “no charge” if there would be no deployment/redeployment charge for an individual island, or**
- c. Insert “not available” if they do not wish to be considered for operations on a particular island.**

**SECTION A - REQUIREMENTS AND PRICES**

**FOR GOVERNMENT USE ONLY – DO NOT WRITE IN THIS AREA**

Contracting Officer will complete at time of award and again when fuel adjustments are made

Requested and Effective Date This Adjustment		Type Aircraft	<input type="checkbox"/> Jet Fuel <input type="checkbox"/> Av Gas
Fuel Source Location		<b>XXX-XXX-XXXX</b>	
Base Price	\$	Reference Price	
Effective Date	<b>(D12PS00651) Insert (award) date</b>	Effective Date	
Source Document	<b>ORIGINAL CONTRACT</b>	Source Document	
Difference	\$	X consumption rate of	Increase Due
Old Flight Rate		New Flight Rate	
Re-established Base Price		Effective Date	

The below information will be completed and included in any contract awarded.

**BELOW INFORMATION SHALL BE COMPLETED BY THE CONTRACTING AGENCY AT AWARD**

Aircraft payload is an element of your offer. The hover-out-of ground effect (HOGE) payload that was confirmed for the aircraft identified on the following page is made a part of the contract. Payload is computed using the Section A payload requirement and will be verified at the time of aircraft inspection. Water/retardant bucket sizes appropriate for this contract are identified below.

**GOVERNMENT USE ONLY**

CONFIRMED HOGE PAYLOAD AMOUNT		
PERFORMANCE REFERENCE (FLIGHT MANUAL PAGE/CHART)		
WATER/RETARDANT BUCKET CAPACITY REQUIRED	1ST	2ND

## SECTION B – TECHNICAL SPECIFICATIONS

### SECTION B – TECHNICAL SPECIFICATIONS

#### GENERAL REQUIREMENTS

##### B1 Scope of Contract

B1.1 The intent of this contract is to obtain fully Contractor operated and maintained on-call helicopter flight services to transport personnel and/or cargo in support of Government natural resource missions in Hawaii or the Commonwealth Area of the Pacific. Contractor services include provisions of a helicopter, personnel, and all other associated equipment, as prescribed in this solicitation. Missions will include, but are not limited to, interagency fire management program support such as fire suppression, fire monitoring, initial attack, prescribed fire and aerial ignition, rehabilitation seeding, search and rescue, short-haul, aerial capture, eradication and tagging of animals (ACETA), law enforcement limited to nonthreatening surveillance, and other administrative and related natural resource activities. The Government will direct aircraft to support its missions and objectives.

B1.2 The Government and Contractor must establish an effective working relationship to successfully complete this contract. The Contractor's employees' cooperation, professionalism, and positive attitude toward aviation safety and accomplishment of the mission are an integral element of this relationship.

B1.3 The Government has interagency and cooperative agreements with other Federal and State agencies and private landholders and may dispatch aircraft under this contract for such cooperative use.

B1.4 ACETA operations are permitted if that capability is offered and awarded in the Contractor's contract. Award of the item will be discretionary by the Government. (See the exhibits in Section C.)

B1.5 Interagency fire operations are permitted if those capabilities are offered and awarded in the Contractor's contract. Award of this item will be discretionary by the Government. (See the exhibits in Section C.)

B1.6 Short-haul operations are permitted if those capabilities are offered and awarded in the Contractor's contract. Award of this item will be discretionary by the Government. (See the exhibits in Section C.)

##### B2 Certifications

The Contractor must obtain and keep current all of the following required certificates and must ensure that contract aircraft are operated and maintained in compliance with those certificates at all times:

B2.1 A Federal Aviation Administration (FAA) air carrier or operating certificate which authorizes the Contractor to operate in the category and class of aircraft and under flight conditions required by this contract (e.g., rotorcraft, visual flight rules (VFR) day/night, passengers, and cargo).

B2.2 A Title 14 of the Code of Federal Regulations (CFR) Part 135 air carrier certificate. These aircraft must be carried on the list required by 14 CFR Part 135.63, or "Operations Specifications" Part D085, "Aircraft Listing," as appropriate. (Note: Not applicable for aircraft issued a restricted airworthiness certificate only.)

B2.3 A 14 CFR Part 133 "Rotorcraft External Load Operations" certificate which authorizes Class B loads, as a minimum.

B2.4 A 14 CFR Part 137 "Agricultural Aircraft Operations" certificate. (Mandatory requirement for interagency fire approval--otherwise only when required by operations.)

B2.5 The contract aircraft must have a standard airworthiness certificate or a restricted airworthiness certificate. Installation of any equipment required by this contract must be FAA approved.

##### B3 Order of Precedence (Specifications)

In the event of inconsistencies within the technical specifications, the following order will be used in such resolution: (1) typed provisions of these specifications; (2) OAS supplements and/or exhibits incorporated by reference; (3) 14 CFR incorporated by reference; (4) aircraft manufacturer's specifications; (5) other documents incorporated by reference.

##### B4 Contracts

The Contractor must maintain a copy of the current contract and all modifications in each contract aircraft throughout the performance period.

#### EQUIPMENT REQUIREMENTS

##### B5 Condition of Equipment

B5.1 The Contractor-furnished helicopter(s), fuel servicing vehicle, and all other required equipment must be operable, free of damage, and in good repair. Aircraft systems and components must be free of leaks, except where specified by the manufacturer.

B5.2 Prior to inspection and acceptance, the Contractor must permanently repair or replace all windows and windshields that have been temporarily repaired. All windows and windshields must be maintained at all times and must be clean and free of scratches, cracks, crazing, distortion, repairs, or tinting which hinder visibility.

## SECTION B – TECHNICAL SPECIFICATIONS

B5.3 The aircraft interior must be clean and neat with no unrepaired tears, rips, or other damage. The exterior finish, including the paint, must be clean, neat, and in good condition. Any corrosion must be within manufacturer or FAA acceptable limits.

B5.4 See the Unacceptable Lap Belt and Shoulder Harness Conditions Exhibit (Section C) for lap belt and shoulder harness conditions that are not acceptable.

### B6 Aircraft Equipment Requirements

The Contractor must provide at least one small or medium (not more than 12,500 pounds approved gross weight) fully compliant helicopter that meets the minimum aircraft requirements specified in Section A and is equipped as identified herein.

B6.1 A complete set of current aeronautical charts covering the area of operations.

B6.2 One digital hour meter installed in a location visible by the pilot and front seat observer while seated. The meter must be wired in series with a switch on the collective control, and a switch activated by engine or transmission oil pressure or by equivalent means, to record flight time only. Note: OEM meter installation location on side of console acceptable for MD500 models.

B6.3 Free air temperature gauge.

B6.4 One set of individual lap belts for each installed seat.

B6.5 Double-strap shoulder harness with automatic or manual locking inertia reel for each front seat occupant. Shoulder straps and lap belts must fasten with one single-point metal-to-metal, quick-release mechanism. Heavy-duty (military-style) harnesses with fabric loop connecting the shoulder harness to the male portion of the lap belt buckle are acceptable.

B6.6 Shoulder harnesses (inertia reel, if manufactured for the make and model of aircraft offered) either single-strap or double-strap for each aft cabin occupant. Shoulder harness straps and lap belts must fasten with a single-point metal-to-metal, quick-release mechanism.

B6.7 Fire extinguisher(s), as required by 14 CFR Part 135, must be a handheld bottle, minimum 2-B:C rating, mounted and accessible to the flight crew while seated. (See the fire extinguisher maintenance instructions in Section B29.)

B6.8 Dual controls for initial pilot performance evaluation. (May also be required for interim or recurrent pilot performance evaluations at the option of the Government.)

B6.9 Aircraft lighting for night operation in accordance with 14 CFR Part 91.205(c), including instrument lights.

B6.10 Flight instruments for low visibility flight conditions, including gyroscopic bank and pitch indicator (ADI), directional gyro, vertical speed indicator, and rate of turn indicator or skid/slip indicator or inclinometer.

B6.11 A strobe light or flashing LED with either a white, or half white and half red lens, mounted on top of the aircraft, or otherwise visible from above. If the aircraft certification requires the anti-collision light to be aviation red, then a white strobe light or flashing LED with an independent activating switch must be provided in addition to the red strobe.

B6.12 High visibility, pulsating, forward-facing, conspicuity lighting.

B6.13 High visibility markings on main rotor blades as specified by the Acceptable Paint Schemes Exhibit. (See the exhibits in Section C.)

B6.14 High-skid-type landing gear, if manufactured for make and model.

B6.15 Personnel access steps for aircraft with a floor height greater than 18 inches to ensure safe entrance and exit from each door.

B6.16 Locking cap(s) (if manufactured for the make and model of aircraft offered) on all fuel inlet ports. Closed system single-point refueling port dust caps need not have an FAA-approved locking device.

B6.17 Reserved.

B6.18 Cargo compartment, internal or external.

Note: Not required for MD500.

If Internal:

15-cubic-foot baggage compartment within the aircraft fuselage specifically designed to carry cargo separate from the cabin. This compartment must be capable of accommodating 58-inch long shovels, rakes, and other tools (requiring rear bulkhead modification of baggage compartment of some models).

If External:

Cargo rack. A side-mounted external rack attached to the aircraft. The racks must have, at a minimum, a horizontal surface of approximately 48 by 15 inches with a depth of 2.5 inches. Cargo carried in the rack must be secured with a tiedown net, straps, or bungees. Examples: Alaskan Skycraft-style transporters and Garlick cargo racks.

## SECTION B – TECHNICAL SPECIFICATIONS

### OR

Cargo pod. An externally side-mounted or belly mounted pod either fiberglass or Kevlar construction that secures the cargo with a locking door or lid and is weatherproof. Examples: Heli-Composites Canada Star pod and DART Heli-Utility-Pod, Viking Cargo Pod and Dart Belly-Spacepod or the equivalent.

### OR

Cargo basket. An externally side-mounted basket constructed with tubular frame and expanded metal and incorporating a locking lid or tiedown net, straps, or bungees to secure cargo. Examples: DART Heli-Utility-Basket and Aeronautical Accessories utility cargo basket.

All construction methods must be as prescribed by Advisory Circulars (AC) 43.13-1B and 43.13-2B or other FAA approval.

B6.19 Cargo restraint system for aircraft manufactured with a parcel/storage area behind the rear passenger seats.

B6.20 Reserved.

B6.21 A first aid kit containing items specified in the First Aid and Survival Kits Exhibit must be carried aboard the aircraft on all flights. (See the exhibits in Section C.)

B6.22 A survival kit containing items specified in First Aid and Survival Kits Exhibit must be carried aboard the aircraft on all flights and must be included in weight and balance/load calculations. (See the exhibits in Section C.)

B6.23 A convex mirror for the pilot to observe the sling load. The convex mirror is not required for aircraft equipped and modified for vertical reference external load operation (i.e., door gauges, modified seat, alternate cargo hook release positions, bubble window) or for aircraft where direct vertical reference is possible.

B6.24 One cargo hook that may be loaded and locked in a single motion with one hand and is rated at the maximum lifting capacity of the aircraft. (See the cargo hook maintenance requirements in Section B29.)

Note: Cargo hook not required for helicopters used only for VIP passenger transportation..

B6.25 Reserved.

B6.26 Reserved.

B6.27 Reserved.

B6.28 Reserved.

B6.29 Aircraft security equipment. See B21 for required locking devices.

B6.30 Optional equipment. Examples: water bucket, remote hook, longline, auxiliary fuel capacity, 55-gallon drum barrel slings, popout or fixed floats, aerial ignition capabilities to support plastic sphere dispenser (PSD) or helitorch, short-haul support capabilities, etc. As offered and specified in the Schedule of Items and accepted by the Government.

B6.30.1 If short-haul flight capabilities are offered, the Contractor must comply with all of the requirements identified in Short-Haul Exhibits A and B for short-haul flights. (Short-Haul Exhibit A: Short-Haul Pilot Practical Test Course Requirements; Short-Haul Exhibit B: Additional Equipment and/or Pilot Requirements.) (See the exhibits in Section C.)

B6.30.2 If longline/remote cargo hook equipment is offered as an equipment option in Section A, see the Longline Exhibits A and B for requirements. (Longline Exhibit A: Helicopter Remote Cargo Hook Equipment and Synthetic Longline Requirements; Longline Exhibit B: Additional Equipment and/or Pilot Requirements.) (See the exhibits in Section C.)

B6.30.2.1 If longline is offered as an equipment option, the water/retardant bucket must be capable of being operated with all increments of the longline; i.e., 50, 100, 150 feet.

B6.30.3 If support for basic fire and/or interagency fire is offered, see the Basic and Interagency Fire Equipment Requirements Exhibit for additional equipment requirements. (See the exhibit in Section C.)

B6.30.4 If plastic sphere dispenser (PSD) capabilities are offered, the helicopter must be equipped with an accessory power source consisting of an MS 3112E-12-3S three-pin connector accessible in the cabin. Pin B must be airframe ground; pin A must be +28VDC (for 28-volt aircraft); and pin C must be +14VDC (for 14-volt aircraft). The circuit must be protected by a 5-amp circuit protection.

B6.30.5 If support for ACETA operations is offered, additional requirements are specified in the ACETA Exhibit. (See the exhibits in Section C.)

### B7 Avionics Requirements

B7.1 General.

B7.1.1 The Contractor must provide, install, and maintain the following systems in accordance with the manufacturer's specifications and the installation and maintenance standards of Section B7. Detailed avionics systems performance requirements are listed in *Avionics Operational Test*

## SECTION B – TECHNICAL SPECIFICATIONS

*Standards* (copies available upon request from OAS Avionics or the most recent list may be found online at [http://www.nifc.gov/NIICD/docs/avionics/FSOAS\\_A24E.pdf](http://www.nifc.gov/NIICD/docs/avionics/FSOAS_A24E.pdf).)

### B7.2 Avionics Installation and Maintenance Standards.

B7.2.1 Strict adherence to the recommendations in the following FAA Advisory Circulars is required: AC 43.13-1B Chapter 11, "Aircraft Electrical Systems," and Chapter 12, "Aircraft Avionics Systems"; AC 43.13-2B Chapter 1, "Structural Data," Chapter 2, "Communication, Navigation, and Emergency Locator Transmitter System Installations," and Chapter 3, "Antenna Installation."

B7.2.2 All avionics systems requiring an antenna must be installed with a properly matched, aircraft-certified antenna, unless otherwise specified. Antennas must be polarized as required by the avionics system and must have a voltage standing wave ratio (VSWR) of 3.0 to 1 or better.

B7.2.3 Although the contract aircraft may not be certified for flight under instrument flight rules (IFR), the aircraft's static pressure system, altimeter instrument system, and automatic pressure altitude reporting system must be maintained in accordance with the IFR requirements of 14 CFR Part 91.411 and inspected and tested every 24 calendar months, as specified by 14 CFR Part 43, appendices E and F.

### B7.3 Communications Systems.

B7.3.1 One automatic-portable/automatic-fixed or automatic-fixed Emergency Locator Transmitter (ELT) certified to either Technical Standard Order (TSO)-C91a or TSO-C126, meeting the same requirements as those detailed for airplanes in 14 CFR Part 91.207 (excluding section f). TSO-C126 (406 MHz) ELTs must also include a 121.5 MHz homing beacon. The ELT and remote antenna system must be installed in accordance with the ELT and/or aircraft manufacturers (OEM) instructions in a conspicuous or marked location.

B7.3.2 One panel-mounted VHF-AM (VHF-1) aeronautical transceiver with a minimum of 760 channels covering 118.000 to 136.975 MHz. It must have channels selectable in no greater than 25 kHz increments and a minimum of 5 watts carrier output power. The transceiver's operational controls must be mounted so they are readily visible and accessible to the pilot.

B7.3.3 One APCO Project 25-compliant (P25) VHF-FM aeronautical transceiver (FM-1), which provides selection of narrowband (12.5 kHz) analog, wideband (25.0 kHz) analog, or narrowband (12.5 kHz) digital bandwidth operation on each of a minimum of 100 MAIN field-programmable channels. The transceiver's operational controls must be located and arranged so that the pilot and observer/copilot, when seated, have full and unrestricted movement of each

control without interference from their clothing, the cockpit structure, or the flight controls.

Note: VHF FM radio is not required for helicopters used only for VIP passenger transportation.

B7.3.3.1 The transceiver's operational frequency range must include the MAIN band of 136.0000 MHz to 173.9975 MHz. The operator(s) must be able to program any usable channels within that band, along with any required CTCSS tones, National Access Codes (NAC's), or Talk Group ID's (TGID's), while in flight. The transceiver must also incorporate a separate, programmable GUARD receiver, with accompanying GUARD transmit capability. Unless instructed by the Government for use on a specific project, all frequencies programmed for use under this contract must be in the narrowband analog mode.

B7.3.3.2 Carrier output power for the transceiver must be 10 watts nominal value (original design specification). The transceiver must be capable of displaying receiver and transmitter operating frequency, alpha-numeric channel labels, and must provide both receiver and transmitter activation indicators for MAIN and GUARD. Simultaneous monitoring of both MAIN and GUARD receivers is required. Scanning of the GUARD frequency is not acceptable.

B7.3.3.3 Prior to acceptance under this contract, the transceiver must be programmed with the narrowband analog GUARD receive and transmit frequencies of 168.625 MHz, with a 110.9 Hz CTCSS tone on transmit only.

B7.3.3.4 The following VHF-FM aeronautical transceivers are known to meet the above requirements:

Technionics TDFM-136, TDFM-136A, TDFM-136A/NV  
Cobham (formerly NAT) NPX-136D-070

B7.3.4 Provisions for auxiliary VHF-FM (AUX-FM) portable radio:

Note: AUX-FM is not required for helicopters used only for VIP passenger transportation.

B7.3.4.1 Interface for installing and properly operating an auxiliary VHF-FM portable radio through the aircraft's audio control system(s). The interface must consist of the appropriate wiring from the audio control system, terminated in an ITT/Cannon type MS3112E12-10S 10-pin connector conveniently located for use by the observer/copilot, and utilizing the contact assignments as specified by drawing FS/OAS-17 in the exhibits.

B7.3.4.2 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 (type UG-290A), conveniently located for use by the observer/copilot adjacent

## SECTION B – TECHNICAL SPECIFICATIONS

to the above 10-pin connector (Comant model CI-177 or equal).

B7.3.4.3 Mounting facilities for securely installing the auxiliary VHF-FM portable radio in the cockpit in accordance with the FAA AC 43.13-2B specifications. Locate and arrange the mounting facilities so that a seated observer/copilot has full and unrestricted movement of the radio's controls, without interference from the 18-inch adapter cable, clothing, cockpit structure, or flight controls.

B7.3.4.4 Positive-polarity microphone excitation voltage provided to the AUX-FM system from the aircraft DC power system through a suitable resistor network. A blocking capacitor must be provided to prevent the portable radio microphone excitation voltage from entering the system. Sidetone for the AUX-FM must also be provided (NAT model AA34-300, Premier model PA-34, or equivalent).

B7.3.4.5 In lieu of the above AUX-FM requirements, the Contractor may substitute an additional VHF-FM aeronautical transceiver (FM-2) which meets the requirements for the VHF-FM aeronautical transceiver(s) as detailed above.

B7.3.5 One Automated Flight Following (AFF) system compatible with the Government's AFF tracking network (Webtracker) is required. Not all available AFF systems are compatible with Webtracker nor meet Webtracker's requirements. The Contractor must ensure that the AFF system offered is compatible with Webtracker. To view Webtracker's current compatibility requirements, refer to <https://www.aff.gov>.

B7.3.5.1 The AFF system must be powered by the aircraft's electrical system, installed per the manufacturer's installation manual, and operational in all phases of flight. AFF equipment must utilize as a minimum: Satellite communications, provide data to the Government's Webtracker software, use aircraft power via a dedicated circuit breaker for power protection, and be mounted so as to not endanger any occupant from AFF equipment during periods of turbulence. Any AFF manufacturer-required pilot display(s) or control(s) must be visible/selectable by the pilot(s). Remote equipment having visual indicators should be mounted in such a manner as to allow visual indicators to be easily visible.

B7.3.5.2 AFF communications must be fully operational in all areas of operation, including the State of Hawaii. Contractors accepting dispatches to the Continental United States, the State of Alaska, Southern Canada, or Western Canada must have an AFF system capable of being tracked in these locations at all times. Not all manufacturers' AFF equipment communication links will operate effectively in all geographic areas

B7.3.5.3 The Contractor must maintain a subscription service through the AFF equipment provider allowing AFF position reporting for satellite tracking via Webtracker. The position-reporting interval must be every two minutes while the aircraft is in flight. The Contractor must register their AFF equipment with the Fire Applications Support Desk (FASD) providing: Complete tail number, manufacturer and serial number of the AFF transceiver; aircraft make and model; and Contractor contact information. If the Contractor relocates previously registered AFF equipment into another aircraft, then the Contractor must contact the FASD making the appropriate changes prior to aircraft use. In all cases, the Contractor must ensure that the correct aircraft information is indicated within Webtracker. The Contractor must contact the FASD of system changes, scheduled maintenance, and planned service outages.

B7.3.5.4 Registration contact information, a Web-accessible feedback form, and additional information are available at <https://www.aff.gov>. The FASD can be reached at (800) 253-5559 or (208) 387-5290.

B7.3.5.5 Prior to the aircraft's annual contract inspection, the Contractor must ensure compliance with all AFF system requirements. The Contractor must additionally perform an operational check of the system. As a minimum, the operational check must consist of confirming the aircraft being tested is displayed in Webtracker (indicating it is currently transmitting data to Webtracker) and that all information displayed in Webtracker is current. A username and password are required to access Webtracker. Log on to the AFF website at <https://www.aff.gov> to request a username and password or contact the FASD.

B7.3.5.6 This clause incorporates Specification Section Supplement available at <https://www.aff.gov/contractspecs> with the same force and effect as if they were presented as full text herein.

### B7.4 Navigational Systems.

B7.4.1 One permanently installed, panel-mounted global positioning system (GPS) utilizing an approved, fixed external aircraft antenna and powered by the aircraft electrical system **or** an aviation portable GPS unit (Garmin GPSMap 296/396/496 or equivalent) provided the portable unit is securely mounted, is equipped with a remote (i.e., not part of the GPS unit) antenna, and presents information from an overhead orientation (not a drive-along-the-road type), and is powered by the aircraft electrical system. The GPS (permanently installed or portable) must utilize the WGS-84 datum and reference latitude and longitude coordinates in the degrees/minutes/decimal minutes (DM) mode for aircraft positioning.

## SECTION B – TECHNICAL SPECIFICATIONS

### B7.5 Audio Systems

B7.5.1 Two separate audio control systems (which may be combined in a single unit) for the pilot and observer/copilot to select receiver audio outputs and transmitter microphone/push to talk (PTT) audio inputs for all installed radios and public address (PA) systems. Each system must also allow the pilot and observer/copilot to independently adjust both the intercommunications system (ICS) and the receiver audio output levels.

Note: Two separate audio control systems are not required for helicopters used only for VIP passenger transportation. A single audio control system will suffice.

B7.5.1.1 Transmitter selection and operation. A transmitter selection control must be provided for the pilot's and observer/copilot's microphone/PTT inputs. Whenever a transmitter is selected, the companion receiver audio must automatically be selected for the corresponding earphone. Transmitter sidetone audio must be provided for the user(s).

B7.5.1.2 Receiver selection and operation. Controls must be provided for selection of audio from one or any combination of available receivers. Any additional ICS-equipped passenger positions must monitor the receiver(s) as selected. The receiver audio output must be free of excessive distortion, hum, noise, and crosstalk, and must be amplified sufficiently to facilitate ease of use in a noisy cockpit/cabin environment.

B7.5.1.3 The audio system(s) controls must be located and arranged so that both the pilot and observer/copilot, when seated, have full movement of their respective controls without interference from their clothing, the cockpit structure, or the flight controls. Labeling and marking of controls must be clear, understandable, legible, and permanent. Electronic label maker marking is acceptable.

B7.5.2 An ICS must be provided for the pilot, observer/copilot, and any/all other crewmember positions. ICS audio must mix with, but not mute, selected receiver audio. An ICS audio level control must be provided for each position above. Adjustment of the ICS audio level at any position must not affect the level at any other position. A "hot mic" capability, controlled via an activation switch or voice activation (VOX), must be provided for the pilot and observer/copilot positions. ICS sidetone audio must be provided for the earphones corresponding with the microphone in use. The ICS audio output must be free of excessive distortion, hum, noise, and crosstalk and must be amplified sufficiently to facilitate ease of use in a noisy cockpit/cabin environment.

B7.5.3 Earphones, microphones, PTT's, and jacks 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 type CE-100 TR preamplifier, or equivalent) with U-174/U (single/male) type connector plug. The pilot position only may be configured for low impedance (dynamic) operation.

B7.5.3.1 All earphone/microphone jacks in the aircraft (except the pilot's) must be U-92A/U (single/female) type, which will accept U-174/U type plugs.

B7.5.3.2 Separate PTT switches for radio transmitter and ICS microphone operation must be provided at the pilot, observer/copilot, and any other positions required above to be furnished with both radio transmitter and ICS operation. The pilot's PTT switches must be mounted on the cyclic control. The observer/copilot's and any other required position's PTT switches must be mounted on the cord to the earphone/microphone connector. In lieu of the observer/copilot's cord-mounted PTT switches, a footswitch-operated PTT system may be utilized at the position only. ICS PTT switches for any additional positions required to be furnished only with ICS must be mounted on the cord to the earphone/microphone connector.

### B7.6 Other Avionics

B7.6.1 One air traffic control (ATC) transponder and altitude reporting system meeting the requirements of 14 CFR Part 91.215 (a) and (b).

B7.6.2 If offered one external public address/siren system (PA) capable of developing 75 watts RMS voice power with less than 10 percent distortion. The speaker shall be mounted pointing to the side and 45 degrees down from the horizontal plane of the aircraft. The system shall be connected through the aircraft audio control system in such a manner as to utilize the same microphones and PTT switches as those employed in radio transmit operation.

Note: The external PA/Siren is not required for helicopters use only for VIP passenger transportation.

B7.6.3 The Contractor must furnish a cellular telephone for use by the PIC. The cellular telephone must be provided with service to the area of the Hawaiian Islands or the Commonwealth Area of the Pacific. Each cellular telephone must be equipped with both 110VAC and 12VDC adapter cord assemblies for charging use. The Contractor must provide the number of the cellular telephone to Government personnel when requested.

### **B8 Fuel Servicing Vehicle Equipment Requirements (When Requested)**

#### B8.1 General.

B8.1.1 Fuel servicing vehicles must meet 49 CFR requirements.

## SECTION B – TECHNICAL SPECIFICATIONS

B8.1.2 The Contractor must provide one fuel servicing vehicle (fuel truck and trailer combination is acceptable). The vehicle shall be stationed at the designated base unless dispatched by the Government to other locations. Vehicle specifications follow.

B8.1.2.1 The vehicle must be a truck capable of transporting fuel over rough mountain roads and being operated at posted highway/freeway speeds.

B8.1.2.2 The vehicle's tank(s) must have a capacity of a minimum of 8 hours of useable fuel for the make and model helicopter operating on the contract based on the Helicopter Fuel Consumption and Weight Reduction Chart Exhibit. The vehicle must be capable of carrying all equipment and accessories (i.e., water buckets, water/retardant fixed tank, longlines, remote hook, cargo nets, Contractor crew's overnight gear, and other items) necessary to support a lengthy assignment. The vehicle manufacturer's gross vehicle weight (GVW) with full fuel tanks and accessories must not be exceeded.

B8.1.2.3 The vehicle must be properly maintained, clean, and reliable. Tanks, plumbing, filters, and other required equipment must be free of rust, scale, dirt, and other contaminants. All leaks must be repaired immediately.

B8.1.2.4 All tanks must be securely fastened to the vehicle bed and must have a sump or sediment settling area.

B8.1.2.5 A 10-gallon-per-minute (gpm) flow rate delivered by the filter and pumped at the nozzle is the minimum size acceptable. Filter and pump sizes must be compatible with the helicopter being serviced.

B8.1.2.6 Gasoline-engine-driven pumps must be designed to pump fuel, have a shielded ignition system with a flame and spark arresting exhaust system, and a metal shield between the engine and pump. Terminal connections must be insulated to prevent sparking in the event of contact with conductive material. All refueling pumps regardless of power source must be listed for use with petroleum products (Underwriter's Laboratory (UL), etc.).

### B8.2 Equipment

The Contractor must equip and maintain the vehicle as shown below:

B8.2.1 Two fire extinguishers, each having a rating of at least 20-B:C and with one extinguisher mounted on each side of the vehicle. Extinguishers must comply with *National Fire Protection Association (NFPA) 10: Standards for Portable Fire Extinguishers*.

B8.2.2 Tanks erected for aboveground storage and tanks mounted on vehicles must be designed to allow removal of contaminants from the sediment settling area.

B8.2.3 Hoses must be compatible with the aviation fuel being serviced, free of cracks that show the underlying cord and kept in good repair.

B8.2.4 Fuel nozzle must include a 100-mesh or finer screen, a dust protective device, and a bonding cable with clip or plug. Except for closed circuit systems, no nozzle hold-open devices are permitted.

B8.2.5 One accurate fuel-metering device for registering quantities in U.S. gallons of fuel pumped. The meter must be positioned so it is in full view of the person fueling the aircraft.

B8.2.6 Fuel servicing vehicles shall have adequate bonding cables which must be utilized in accordance with *NFPA 407: Aircraft Fuel Servicing*.

B8.2.7 Sufficient petroleum product absorbent pads or materials to absorb or contain a 5-gallon petroleum spill. The Contractor must properly dispose of all products used in a spill cleanup in accordance with the Environmental Protection Agency (EPA) (40 CFR Parts 261 and 262).

### B8.3 Filtering system.

The Contractor must provide and maintain a fuel filtration system as shown below:

B8.3.1 The fuel filtration system must be designed to withstand fuel system pressures and flow rates.

B8.3.2 The filter manufacturer's operating, installation, and service manual must be carried in the fuel servicing vehicle and followed.

B8.3.3 Filtration must meet one of the following qualifications: Institute of Petroleum (IP), API 1581, or Mil-F-8901E. Some examples of IP qualified elements are Velcon CDF 210K, CDF 220K, ACO 51201K, ACO 21201K, ACO 40501SPK, and ACO 40901SPK.

B8.3.4 The filter vessel must be placarded indicating the filter change date.

B8.3.5 Fuel transfer systems must have a serviceable pressure gauge installed upstream of the filter vessel.

B8.3.6 Differential pressure gauges must be installed on refueling systems if required by the filter manufacturer or in systems with operating pressures of 25 pounds per square inch (psi) and above.

B8.3.7 The filter assembly must be mounted to allow room for draining and pressure flushing of the unit. If installed, water sight gauge balls must be visible.

## SECTION B – TECHNICAL SPECIFICATIONS

B8.3.8 Three-stage (filter, water separator, monitor) systems (API 1581 or Mil-F-8901E qualified). Fueling systems must utilize a three-stage system such as a Facet part number 050970 M2 for a 20-gpm pump or equal. A Facet part number 050971-M2 for a 10-gpm pump or equal. An acceptable third stage (monitor) unit is Velcon CDF 220K for 20-gpm flow or Velcon CDF 210K for 10-gpm systems.

B8.3.9 Single-stage system or three-in-one filter canister systems (IP qualified) must utilize a single element system such as a Velcon filter canister with Aquacon cartridge of a size compatible with the pump's flow rate.

Examples: Velcon VF-61 canister with an ACO-51201K cartridge for 50- to 60-gpm flow rate or ACO-40501SPK for 10- to 15-gpm flow rate.

B8.3.10 At least one available spare filter(s), seals, and other spare components of the fuel servicing vehicle filtering system must be stored in a clean, dry area in the fuel servicing vehicle.

B8.4 Markings.

B8.4.1 Each vehicle must have NO SMOKING signs with letters that are a minimum of 3 inches high and that are visible from both sides and rear of the vehicle.

B8.4.2 Each vehicle must be conspicuously and legibly marked to indicate the nature of the fuel. The markings must be on each side and the rear in letters at least 3 inches high on a background of a sharply contrasting color such as Avgas by grade or jet fuel by type. Examples are: Jet-A white on black background or Avgas 100 white on green background.

### PERSONNEL REQUIREMENTS

#### B9 Pilot Requirements and Authority

B9.1 The Contractor must furnish a pilot for each day an aircraft is required to be available. The pilot must have the authority to represent the Contractor in all matters except changes in price and time, unless the Contracting Officer (CO) is notified otherwise, in writing, prior to performance.

B9.1.1 For a pilot that has not been previously inspected and approved by the NBC-OAS or USDA Forest Service, the Contractor will be required to provide a signed statement that they have verified the pilot's flight time qualifications and experience. The Contracting Officer's Technical Representative (COTR) will provide the Contractor a form to document this verification. This will be required prior to pilot inspection by NBC-OAS.

#### B10 Pilot Qualifications

B10.1 General.

Pilot flight hours will be verified from a certified pilot log. Further verification of flight hours may be required at the COTR's discretion.

B10.2 Minimum qualifications.

The Contractor must provide a pilot(s) who meets the following minimum qualifications and who possesses the required certificates or evidence of having satisfactorily passed the evaluations for the required tasks:

B10.2.1 An FAA commercial pilot certificate or higher with a rotorcraft-helicopter rating.

B10.2.2 A minimum of a current second-class medical certificate issued in accordance with 14 CFR Part 67.

B10.2.3 An FAA competency check completed in accordance with 14 CFR Part 135.293 in the same make and model as the contract aircraft.

B10.2.4 An agency flight evaluation to be flown at the COTR's discretion in the same make and model as the contract aircraft. The Contractor must supply the aircraft for the flight evaluation at no expense to the Government.

B10.2.5 Proficient operation of all equipment identified in Section B (e.g., water retardant bucket, GPS, radios). The agency(s) may require pilots to demonstrate this proficiency during an evaluation flight.

B10.2.6 Precise placement of externally carried cargo where requested, regardless of the cable length (as specified through paragraph B10.2.7), while operating within the helicopter's capability. Pilots must provide written evidence of their qualifications for transporting external loads appropriate to the Contractor's 14 CFR Part 133 certification.

B10.2.7 If a longline/cargo hook is offered as an equipment option, it is the Contractor's responsibility to verify a pilot's vertical reference external load experience and proficiency. The COTR will provide the Contractor a form to document this experience and proficiency at the time of inspection. This will be required annually prior to pilot inspection by NBC-OAS.

**Note: Commonwealth Areas of the Pacific Only.** Vertical reference longline operations are permitted with a 75-foot length line.

B10.2.8 Aerial ignition with a plastic sphere dispenser (PSD) and/or helitorch operations. Pilots must be approved in advance of accomplishing these operations. Such approval is identified on the pilot's approval card. If not approved, a pilot may be required to demonstrate this proficiency during an evaluation flight in an aircraft supplied

**SECTION B – TECHNICAL SPECIFICATIONS**

by the Contractor and at no expense to the Government. Note: Only required for basic fire and interagency fire operations. See the Basic and Interagency Fire Equipment Requirements Exhibit (Section C).

B10.2.9 The Contractor must ensure that each pilot proposed for use has completed the Government’s on-line training modules for helicopter fire operations. The training is located on the Government’s Interagency Aviation Training (IAT) website at <https://www.iat.gov> under Helicopter Pilot Training-Fire Fighting, modules H1, Basic Fire Behavior & Tactics, H2, Organization, Communication & Airspace and H3, Helicopter Operations. The training of these modules is required at least every 36 months. Pilots must sign up, create a profile, and, after completion of the modules, print a copy of the certificates. A copy of the certificate must be presented to the Helicopter Inspector Pilot before an Interagency Helicopter Pilot Qualification card will be issued. Note: Only required for basic fire and interagency fire operations. See the Basic and Interagency Fire Equipment Requirements Exhibit (Section C).

B10.2.9.1 As provided under B24.2, pilots involved in the transportation of hazardous materials must have completed the Interagency Aviation Training (IAT) module A-110, Aviation Transportation of Hazardous Materials.

B10.2.10 Minimum pilot-in-command (PIC) time accumulated as follows:

(a) 1,500 hours . . . in helicopters.
(b) 100 hours . . . in helicopters in the last 12 months.
(c) 100 hours . . . in the weight class of the helicopter offered. Defined as aircraft having a gross weight of “less than 12,500 pounds” and “12,500 pounds or greater”
(d) 100 hours . . . in turbine engine helicopters.
(e) 50 hours . . . in the same make and model as the contract helicopter. Pilot flight hour requirements in make and model may be reduced by 50 percent, if the pilot shows evidence of having satisfactorily completed the manufacturer's approved ground school and flight check in the same make, model, and series as the contract helicopter. (See the Helicopter Like Makes and Models Exhibit in Section C.)
(f) 10 hours . . . in the same make, model, and series as the contract helicopter in the last 12 months.
(g) Last 90 days . . . compliance with 14 CFR 61.57 or 135.247 as appropriate.
(h) 10 hours . . . in designated mountainous areas in the same make and model as the contract helicopter. (See the Helicopter Like Makes and Models Exhibit in Section C.)

SOLICITATION NO. D12PS00651

(i) 200 hours . . . Total mountain flight hours. Defined as experience in 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.
--

**Note:** Re: B10.2.10(b). Contractors may request that this pilot flight hour requirement be waived for a pilot under special circumstances; however, the waiver may or may not be granted. The Contractor should contact the Contracting Officer (CO) in advance of this need for additional information on this process. No other pilot qualification exceptions will be considered by the Government.

**Note:** Additional **special pilot requirements** are required for ACETA, shorthaul, and longline flight operations if these operations are offered. See the exhibits in Section C for specific requirements.

**B11 Personnel Duty Limitations**

The Contractor must monitor and remove from duty any personnel for fatigue or other causes before they reach their daily duty or flight limitations.

**B12 Flight Crewmembers’ Duty and Flight Limitations**

B12.1 Assigned duty of any kind must not exceed 14 hours in any 24-hour period. “Duty” includes flight time, ground duty of any kind, and standby. Local travel up to a maximum of 30 minutes each way between the worksite and place of lodging will not be considered duty time. Flight crewmembers must be subject to the following duty hour limitations:

B12.1.1 A maximum of 14 consecutive duty hours during any assigned duty period.

B12.1.1.1 The pilot must be given 2 calendar days of rest (off duty) within any 14 consecutive calendar days.

B12.1.1.2 The pilot must be given a minimum of 10 consecutive hours of rest (off duty), prior to any assigned duty period.

B12.2 Flight limitations.

B12.2.1 Each crewmember must report all flight time, regardless of how or where performed, except personal pleasure flying. Crewmembers and relief crewmembers reporting for duty may be required to furnish a record of all duty and/or flight time during the previous 14 days. This record will be used to administer flight and duty time limitations.

**LIGHT HELICOPTER - HAWAII**

## SECTION B – TECHNICAL SPECIFICATIONS

B12.2.2 Flight time to and from a duty station as a flight crewmember (commuting) must be reported and counted toward limitations if it is flown on a duty day. "Flight time" includes but is not limited to military flight time, charter, flight instruction, 14 CFR Part 61.56 flight review, flight examinations by FAA designees, any flight time for which a flight crewmember is compensated, or any other flight time of a commercial nature whether compensated or not.

B12.2.3 Pilot flight time computations will begin at liftoff and end at touchdown and will be computed from the flight hour meter installed in the aircraft.

B12.2.4 Flight crewmembers must be limited to the following restrictions which fall within their duty hour limitations:

B12.2.4.1 A maximum of 8 hours flight time during any assigned duty period.

B12.2.4.2 A maximum of 42 hours of flight time during any consecutive 6-day period. When a pilot acquires 36 or more flight hours in a consecutive 6-day period, the pilot must be given the following one calendar day off duty for rest, after which a new 6-day cycle will begin.

B12.3 Exceptions. Federal agencies may issue a notice reducing one or more of the following: the assigned duty period, maximum flight hours, length of personnel duty days. The notice issued may also increase number of days off and may be issued either for a specific geographic area or on an agency-wide basis.

### B13 Mechanic Requirement

A mechanic is not required to remain at the designated base. The Contractor shall determine the need for a mechanic to service and/or inspect the aircraft.

### B14 Mechanic Qualifications

The Contractor may enter into an agreement with a qualified mechanic or maintenance facility whose personnel meet the requirements set forth below. Details of the agreement must be clarified with the Contracting Officer's Technical Representative (COTR). The mechanic provided to support this contract must possess the required certificates and minimum qualifications shown below:

B14.1 A valid FAA mechanic certificate with airframe and power plant (A&P) ratings. The mechanic must have held the certificate or foreign equivalent certificate with both ratings for a period of 24 months.

B14.2 Been actively engaged in aircraft maintenance as a certificated mechanic for at least 18 months out of the 24 months immediately preceding the contract start date.

B14.3 Twelve months' experience as an A&P mechanic or foreign equivalent certificate in maintaining helicopters (3 of those 12 months must have been in the 2 years immediately preceding the contract start date).

B14.4 Maintained a helicopter of the same make and model as the contract helicopter under "field" conditions for at least one full season. (A mechanic who has maintained the helicopter away from the Contractor's base of operations with minimal supervision for 3 months will meet this requirement.)

B14.5 Satisfactorily completed a manufacturer's maintenance course or an equivalent USDA Forest Service- or DOI NBC Aviation Management-approved Contractor's training program for the same make and model of contract helicopter or show evidence that he or she has 12 months' maintenance experience on a helicopter of the same make and model as the contract aircraft.

### B15 Mechanic Duty Limitations

Mechanics must not exceed the following duty time limitations:

B15.1 Within any 24-hour period, mechanics must 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 worksite and place of lodging will not be considered duty time.

B15.2 Mechanics must have 2 full days off duty during any 14-day period during the performance of this contract. Off duty days need not be consecutive.

B15.3 "Duty time" includes availability and work or alert status at any job site for which a mechanic is compensated; or any other time of a commercial nature whether compensated or not.

B15.4 The mechanic is responsible for keeping the Government apprised of his or her duty limitation status.

B15.5 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.

### B16 Reserved

### B17 Reserved

### B18 Reserved

## OPERATIONS

### B19 Pilot Authority and Responsibility

## SECTION B – TECHNICAL SPECIFICATIONS

The Contractor must ensure that the pilot is responsible for (1) operating the aircraft within its operating limits, (2) the safety of the aircraft, (3) its occupants, and (4) the cargo. The contract pilot:

B19.1 Must comply with Government directions, except, when in the pilot's judgment, such compliance would violate Federal or State regulations or contract terms and conditions. The pilot has final authority to determine whether the flight can be accomplished safely and must refuse any flight or landing which is considered hazardous or unsafe.

B19.2 Must not permit any passenger to ride in the aircraft or any cargo to be loaded therein unless authorized by the Contracting Officer (CO) or his or her authorized representative.

B19.3 Must be responsible for computing the aircraft's weight and balance for all flights and for ensuring that the gross weight and center of gravity do not exceed the aircraft's limitations. The pilot must also ensure all cargo has been properly secured.

B19.3.1 When required by the Government, the pilot must utilize the Standard Interagency Load Calculation Method and its form. (See the exhibits in Section C.)

B19.4 May perform preventative maintenance in accordance with 14 CFR Part 43.3(h) or with the Contractor's operational specifications, as appropriate.

B19.5 May function as a mechanic when the aircraft is not available due to required maintenance, provided that:

B19.5.1 The pilot has met all of the mechanic qualifications and experience requirements specified herein.

B19.5.2 Any time that the pilot is engaged in mechanic duties will apply against the pilot's duty limitations. All time in excess of 2 hours (not necessarily consecutive) will apply against the pilot's flight limitations.

B19.5.3 The pilot does not accomplish scheduled maintenance such as 50- and 100-hour inspections.

### **B20 Flight Operations**

Regardless of any status as a public aircraft operation, the Contractor must operate in accordance with their approved FAA Operations Specifications and all portions of 14 CFR Part 91 (including those portions applicable to civil aircraft) and each certification required under Section B2 unless otherwise authorized by the Contracting Officer (CO). The Contractor must ensure that all personnel operate in compliance with the following requirements:

B20.1 Manifesting. The PIC must ensure that a manifest of all crewmembers and passengers on board has been

completed and that a copy of this manifest remains at the point of initial departure. Manifest changes must be left at subsequent points of departure when practicable. A single manifest of all passengers involved may be left with an appropriate person in those instances when multiple short flights will be made within a specific geographical area and will involve frequent changes of passengers.

B20.2 Passenger briefings. Before each takeoff, the PIC must ensure that all passengers have been briefed in accordance with 14 CFR Part 135. Briefings for short multiple leg flights do not need to be repeated unless new passengers come aboard. The briefing must also describe the location/use of the following:

- a. Emergency locator transmitter
- b. First aid/survival kits
- c. Personal protective equipment
- d. Battery and fuel cutoff switch location

B20.3 Medium helicopter dual controls may be installed during routine Government use. The pilot must occupy the manufacturer's designated pilot station during all flight operations unless otherwise authorized by the FAA. When dual controls are installed, the pilot must restrict access to the copilot seat. Only the helicopter foreman, manager, or similar crewmember may be allowed to occupy the copilot seat. The pilot must brief to remain clear of the flight controls at all times.

B20.4 Single-skid, toe-in, hover exit procedure (STEP landings are prohibited) unless the following applies:

B20.4.1 The using unit has a bureau approved STEP authorization and STEP landings are requested by the bureau. STEP landings are authorized only during actual operations which dictate the need for this type of landing. These techniques shall not be used as standard protocol during other operations.

B20.4.2 The Contractor shall have an established training program relative to STEP landings. The training program shall include a procedure that identifies and tracks those individuals who have been trained, and if requested, this information will be made available to the Government.

B20.4.3 Pilots must have trained in the STEP procedures with the Government personnel to be involved in the operation and must be approved by the OAS prior to performing STEP landings.

B20.5 Day/night use. Helicopters must be limited to flight during daylight hours and under VFR conditions only. Daylight hours are defined as from 30 minutes before official sunrise to 30 minutes after official sunset.

B20.6 Flight plans. Pilots must file and operate on an FAA, International Civil Aviation Organization (ICAO), or a DOI

## SECTION B – TECHNICAL SPECIFICATIONS

bureau flight plan. Contractor flight plans are not acceptable. Flight plans must be filed prior to takeoff when possible.

**B20.7 Flight following.** Pilots are responsible for flight following with the FAA, ICAO, and/or in accordance with the DOI bureau's approved procedures. Check-in intervals must not exceed one-hour intervals under normal circumstances.

**B20.8 Flights with doors open or removed.** The Government may ask the pilot to fly aircraft with any door(s) removed or opened (sliding doors). The aircraft external registration number must be displayed in a way that it is not compromised by this requirement. The pilot must be responsible for removing and securing the doors.

**B20.9 Smoking** will not be allowed in the aircraft.

**B20.10** The pilot must remain at the flight controls while rotors are turning with the following exception. For postflight procedures and/or preventative maintenance purposes only and after engine(s) have been shut down, the pilot may exit the aircraft while the rotor(s) are turning, if the rotorcraft flight manual allows and if the pilot remains within the arc of the rotor(s). The pilot must coordinate this action with the helicopter manager prior to exiting the aircraft. Passengers must not be on board or inside the arc of the rotor(s) when the pilot exits the aircraft.

**B20.11** Water bucket use. The procedures shown in the Water Bucket Use Procedures Exhibit must be used for all bucket operations. (See the exhibits in Section C.)

**B20.12 Government pilot flight operations.**

**B20.12.1** Applicable to contractors awarded the item for operations with a Government pilot. Award of this item to a contractor(s) is discretionary by the Government.

**B20.12.2** The Government will make arrangements in advance of when Government pilot services will be provided. Government pilot(s) qualifications will be in compliance with the Department of the Interior's policy applicable to Government pilot(s).

**B20.12.3** Prior to any flight being accomplished, Government pilot(s) will have the appropriate checkout in the make and model helicopter to be flown. OAS will approve all Government pilot(s) that will provide service under this contract.

**B20.12.4** Prior to any flight being accomplished, any required Contractor checkout flight time shall be paid by the Government at the applicable contract availability or project flight rate for operations with a Government pilot.

**B20.12.5** The Government pilot will be identified on an Inspection Report as a pilot approved to fly the Contractor's helicopter(s).

### **B21 Security of Aircraft and Equipment**

The Contractor will be responsible at all times for the security of their contract aircraft, vehicles, and associated equipment.

**B21.1 Physical security.** Any aircraft used under this contract must be physically secured and disabled via a dual-lock method whenever the aircraft is unattended. Any combination of two different antitheft devices designed to lock aircraft flight control surfaces when not in use, or designed to secure an aircraft to the ground, is acceptable provided they are appropriate for the aircraft. Operational environments and personnel safety must be considered when selecting the locking devices and methods to be used.

**B21.1.1** Removal and/or disabling of locking devices and methods must be incorporated into preflight checklists to prevent accidental damage to the aircraft. The devices must be installed in a manner which precludes their inadvertent interference with in-flight operations.

**B21.1.2** Using other means of securing or disabling an aircraft is acceptable, provided it achieves a level of security equal to or greater than the following example locking devices and methods:

- Keyed magneto
- Keyed starter switch
- Keyed master power switch
- Hidden battery cutoff switches
- Hidden start relay switches
- Throttle/power lever lock
- Mixture/fuel lever lock
- Locking fuel cutoff
- Locking tiedown cable

Unacceptable locking devices and methods are:

- Locking aircraft doors
- Fenced or gated parking area

### **B22 Personal Protective Equipment (PPE) for Flight Operations**

The Contractor must provide and require personnel to wear PPE for flight operations. The following PPE must be operable and maintained in accordance with the manufacturer's instructions throughout contract performance.

**B22.1** A one-piece hard-shell flight helmet made of polycarbonate, Kevlar, carbon fiber, or fiberglass that must cover the top, sides (including the temple area and to below

## SECTION B – TECHNICAL SPECIFICATIONS

the ears), and the rear of the head. Flight helmets must be clean, properly adjusted, maintained in accordance with the manufacturer's specifications, and compatible with the required avionics. Chinstraps are required on all flight helmets and must be properly adjusted and fastened.

B22.1.1 Flight helmets currently approved for helicopter applications are: the SPH-5, HGU-84P, SPH-4B and the HGU-56P manufactured by Gentex; the Alpha 200, Alpha 400 and Alpha Eagle (900) manufactured by Interactive Safety Products; and the MSA Gallet LH050 (single inner visor), LH150 (single outer visor) and the LH250 (dual visor--one inner and one outer).

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

B22.2 Fire-resistant clothing consisting of:

B22.2.1 Long-sleeved shirt and trousers (or long-sleeved flight suit) made of fire-resistant polyamide or aramid material or equal.

B22.2.2 Boots with tops which must extend above the ankle and must be constructed so that metal parts, such as shoestrings eyes or zippers, do not contact the wearer's skin. Nonleather boots must be flight approved in accordance with U.S. military standards for aviation use.

B22.2.3 Leather or polyamide or aramid gloves.

Note: The shirt, trousers, boots, and gloves must overlap to prevent exposure to flash burns. Clothing must contain labels identifying the material either by brand name or mil spec.

B22.3 A personal flotation device (PFD) must be worn when conducting flight operations (water bucket dipping, snorkeling) over water sources such as ponds, streams, lakes, rivers, and coastal waters. This equipment may, but is not required to, meet the standards of 14 CFR Part 135.167(a)(1). Automatic inflation (water-activated) PFDs are not authorized.

### B23 PPE for Ground Operations

B23.1 While within the safety circle of an operating helicopter, all personnel must wear the following PPE:

B23.1.1 Shirt with sleeves overlapping gloves and pants with legs overlapping boots, hardhat, or flight helmet with chinstrap fastened, hearing and eye protection. Note: Maintenance personnel working on a running aircraft are exempt from glove and hardhat requirements.

B23.1.2 Fuel service vehicle operators must wear nonstatic (example: cotton/natural fiber) clothing and gloves.

SOLICITATION NO. D12PS00651

### B24 Exemption for Transportation of Hazardous Materials

The Contractor may be required to transport hazardous materials. Such transportation must be in accordance with 49 CFR, DOT Special Permit DOT-SP-9198, and the *DOI/USFS Interagency Aviation Transport of Hazardous Materials Handbook/Guide*.

B24.1 A copy of the current special permit, DOI handbook, and *DOT Emergency Response Guidebook* (ERG) must be carried aboard each aircraft transporting hazardous materials.

B24.2 The Contractor must ensure that each employee who may perform a function subject to this DOT exemption receives required training which can only be satisfied by completing Interagency Aviation Training (IAT) module A-110, Aviation Transportation of Hazardous Materials. The training can be completed online at <http://www.iat.gov>. The Contractor must document this training in the employee's records and make it available to the Government when requested.

Note: The DOT Special Permit and the DOI handbook are available online at <http://OAS.nbc.gov>. The Contractor is responsible for obtaining the *DOT Emergency Response Guidebook*.

### B25 Fuel and Servicing Requirements

B25.1 General.

B25.1.2 The Contractor must supply all fuel and lubricating oils required to operate all equipment during the contract period. All fuel must be commercial (or military) grade aviation fuel approved for use by the airframe and engine manufacturer. Only fuels meeting American Society for Testing and Material (ASTM) or military specifications are authorized for use. ASTM D-1655 (Jet A, A-1, or B), Mil T-5624 (JP-4, JP-8, JP-5). Contractors must ensure that bulk fuel obtained directly from distributors meets these same specifications. The Contractor must keep all fuel delivery records through the entire contract period.

B25.1.3 The Contractor must have a fuel quality assurance program and ensure that they are in compliance with 40 CFR Part 112: Oil Pollution Prevention; Spill Prevention, Control, and Countermeasure Plan Requirements (SPCC).

B25.1.4 In addition to all minimum requirements found under 40 CFR Part 112, a SPCC plan is also required for each mobile fueler (as defined in 40 CFR Part 112) (fuel servicing vehicle) used on this contract regardless of the bulk storage container (tank) size.

B25.2 Fueling operations. The Contractor must ensure that:

LIGHT HELICOPTER - HAWAII

## SECTION B – TECHNICAL SPECIFICATIONS

B25.2.1 Rapid refueling is not required on this contract and considered optional. However, if requested by the Government and the Contractor agrees, rapid refueling is permitted providing the Contractor has a program for rapid refueling of helicopters. When requested by the Government and the pilot agrees, rapid refueling of helicopters is permitted by this contract when done in accordance with *NFPA 407: Aircraft Fuel Servicing*, chapter 5, section 21. NFPA 407 5-21.2(b), Government personnel are not to be on board the aircraft during refueling operations.

B25.2.2 The NFPA fuel-handling handbook be used as a guide. Copies of *NFPA 407: Aircraft Fuel Servicing* can be obtained from the National Fire Protection Association, Batterymarch Park, Quincy, MA 02269.

B25.2.3 Government personnel are not involved with refueling of contract aircraft, unless the pilot has determined that it is an absolute necessity due to an emergency situation.

B25.2.4 Smoking is prohibited within 50 feet of the aircraft and fuel servicing vehicles.

### AIRCRAFT MAINTENANCE REQUIREMENTS

#### B26 General - Maintenance

The Contractor must ensure that the aircraft and all required equipment are operated and maintained in accordance with the manufacturer's specifications.

#### B27 Airworthiness Directives (ADs) and Manufacturer's Mandatory Service Bulletins (MMSBs)

B27.1 The Contractor must comply with all applicable MMSBs and FAA ADs before and during contract performance.

B27.2 The Contractor must provide and make available a list of complied with MMSBs and FAA ADs applicable to the contract aircraft in the format shown in AC 43-9C, Appendix 1, complete with authorized signature, certificate, type and number.

#### B28 Manuals/Records

B28.1 The Contractor must ensure that all contract aircraft maintenance is recorded in accordance with 14 CFR Parts 43, 91, and 135 (reference 14 CFR Parts 43.9, 43.11, 91.417, and 135.439) and that a copy of the aircraft's record is kept with the aircraft.

B28.2 If requested by the Government, the Contractor must furnish to the Contracting Officer's Technical Representative (COTR) a copy of the Contractor's procedures manuals, as outlined in 14 CFR Part 135.21, along with any revisions made during the contract period.

B28.3 Before the start date of the contract, the Contractor must ensure that all maintenance deficiencies have been corrected or deferred in accordance with the operator's accepted/approved maintenance program. Deferred discrepancies will be evaluated and the aircraft approved for contract use on a case-by-case basis. In accordance with the appropriate Federal Aviation Regulations or the approved maintenance program, the Contractor must correct deficiencies that occur during contract performance.

#### B29 Maintenance

B29.1 All maintenance, including inspection, rebuilding, alteration, and installation must be accomplished by a person authorized to perform maintenance in accordance with 14 CFR Part 43.

B29.2 The Contractor must ensure that a mechanic who meets the contract qualification requirements inspects the contract helicopter in accordance with the procedures outlined in the operator's FAA-approved/accepted maintenance program. Aircraft time-in-service must be recorded.

B29.3 Routine/preventative maintenance must be performed before or after the Government's scheduled daily use period or as approved by the Contracting Officer's Representative (COR).

B29.4 The cargo hook must be maintained in accordance with the manufacturer's operating and maintenance instructions. If there is no hook manufacturer's recommended maintenance and overhaul program, completely disassemble, inspect, repair as required, lubricate, and perform a full-load operational check every 24 calendar months.

B29.5 The fire extinguisher must be maintained in accordance with *NFPA 10: Standards for Portable Fire Extinguishers* or the Contractor's 135 operations manual.

#### B30 Maintenance Test Flight

B30.1 The Contractor must, at their own expense, perform a functional maintenance check flight following installation, overhaul, major repair, or replacement of any engine, power train, rotor system, flight control system, or when requested by the Contracting Officer (CO). This must be accomplished before the aircraft resumes service under the contract.

B30.2 The Contractor must immediately notify the COR and COTR of any change to any engine, power train, flight control or major airframe component or of any major repair following an incident or accident and must describe the circumstances involved.

## SECTION B – TECHNICAL SPECIFICATIONS

### **B31 Time Between Overhaul (TBO) and Life-Limited Parts**

B31.1 All components, including engines, must be replaced upon reaching the factory-recommended TBO or FAA-approved extension. Life-limited parts must be replaced at the specified time-in-service hours or cycles.

B31.2 Aircraft operated with components or accessories on approved TBO extension programs are acceptable provided (1) the Contractor is the holder of the approved extension authorization (not the owner if the aircraft is leased) and (2) the Contractor operates in accordance with the extension authorization.

B31.3 The Contractor must supply, at the time of the initial agency inspection, a list of all items installed on the aircraft that are required to be overhauled or replaced on a specified time basis. This list must include the component's name, part number, serial number, total time, service life (or inspection/overhaul time interval), and time and date when the component was overhauled, replaced, or inspected.

### **B32 Weight and Balance**

B32.1 The aircraft's required weight and balance data must be determined by actual weighing of the aircraft documenting the scale readings on the weight and balance forms they provide. This actual weighing shall be completed preceding 24 calendar months before the starting date of the contract.

B32.2 Additional actual weighing shall be accomplished following any major repair or major alteration or change to the equipment list which significantly affects the center of gravity of the aircraft. If documents provided are in question, the Government may require an addition weighing of the aircraft at the Contractor's expense.

B32.3 All aircraft must be weighed on scales that have been certified as accurate within the preceding 24 calendar months. Any accredited weights and measures laboratory may serve as the certifying agency.

B32.4 The Contractor must compile a list of equipment installed in the aircraft at the time of weighing. Each page of the equipment list must identify the specific aircraft by its serial and registration numbers and must be dated to indicate the last date of weighing or computation. Items which may be easily removed or installed for aircraft configuration changes (seats, doors, radios, cargo hook, baskets, special mission equipment, etc.) must also be listed including the name, the weight and arm of each item. 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 23.29 and 23.1589 are acceptable.

### **B33 Turbine Engine Power Assurance Checks**

On the first day of operation and no more than each 10 hours of operation thereafter, the Contractor must perform a power assurance check in accordance with the helicopter flight manual (pilot's operating handbook) or approved company performance monitoring program. The results must be recorded and kept with the aircraft. Engines with power output below minimum approved limits must be removed from contract use until the condition is corrected.

## SECTION C – CONTRACT TERMS AND CONDITIONS

### SECTION C – CONTRACT TERMS AND CONDITIONS

#### CONTRACT CLAUSES

##### **C1 Contract Terms and Conditions – Commercial Items (52.212-4 FEB 2012) [Tailored SEPT 2005]**

##### **(SEE ADDENDA WHICH FOLLOWS IMMEDIATELY AFTER CLAUSE 52.212-5)**

(a) *Inspection/Acceptance.* The Contractor shall only tender for acceptance those items that conform to the requirements of this contract. The Government reserves the right to inspect or test any supplies or services that have been tendered for acceptance. The Government may require repair or replacement of nonconforming supplies or reperformance of nonconforming services at no increase in contract price. If repair/replacement or reperformance will not correct the defects or is not possible, the Government may seek an equitable price reduction or adequate consideration for acceptance of nonconforming supplies or services. The Government must exercise its post-acceptance rights (1) within a reasonable time after the defect was discovered or should have been discovered; and (2) before any substantial change occurs in the condition of the item, unless the change is due to the defect in the item.

(b) *Assignment.* The Contractor or its assignee's may assign its rights to receive payment due as a result of performance of this contract to a bank, trust company, or other financing institution, including any Federal lending agency in accordance with the Assignment of Claims Act (31 U.S.C. 3727). However, when a third party makes payment (e.g., use of the Governmentwide commercial purchase card), the Contractor may not assign its rights to receive payment under this contract.

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

(d) *Disputes.* This contract is subject to the Contract Disputes Act of 1978, as amended (41 U.S.C. 601-613). Failure of the parties to this contract to reach agreement on any request for equitable adjustment, claim, appeal or action arising under or relating to this contract shall be a dispute to be resolved in accordance with the clause at FAR 52.233-1, Disputes, which is incorporated herein by reference. The Contractor shall proceed diligently with performance of this contract, pending final resolution of any dispute arising under the contract.

(e) *Definitions.* The clause at FAR 52.202-1, Definitions, is incorporated herein by reference.

(f) *Excusable delays.* The Contractor shall be liable for default unless nonperformance is caused by an occurrence beyond the reasonable control of the Contractor and without its fault or negligence such as, acts of God or the public enemy, acts of the Government in either its sovereign or contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, unusually severe weather, and delays of

common carriers. The Contractor shall notify the CO 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 CO of the cessation of such occurrence.

##### (g) *Invoice.*

(1) The Contractor shall submit an original invoice and three copies (or electronic invoice, if authorized,) to the address designated in the contract to receive invoices. An invoice must include--

(i) Name and address of the Contractor;

(ii) Invoice date and number;

(iii) Contract number, contract line item number and, if applicable, the order number;

(iv) Description, quantity, unit of measure, unit price and extended price of the items delivered;

(v) Shipping number and date of shipment, including the bill of lading number and weight of shipment if shipped on Government bill of lading;

(vi) Terms of any discount for prompt payment offered;

(vii) Name and address of official to whom payment is to be sent;

(viii) Name, title, and phone number of person to notify in event of defective invoice; and

(ix) Taxpayer Identification Number (TIN). The Contractor shall include its TIN on the invoice only if required elsewhere in this contract.

(x) Electronic funds transfer (EFT) banking information.

(A) The Contractor shall include EFT banking information on the invoice only if required elsewhere in this contract

(B) If EFT banking information is not required to be on the invoice, in order for the invoice to be a proper invoice, the Contractor shall have submitted correct EFT banking information in accordance with the applicable solicitation provision, contract clause (e.g., 52.232-33, Payment by Electronic Funds Transfer -Central Contractor Registration, or 52.232-34, Payment by Electronic Funds Transfer-Other Than Central Contractor Registration), or applicable agency procedures

(C) EFT banking information is not required if the Government waived the requirement to pay by EFT.

(2) Invoices will be handled in accordance with the Prompt Payment Act (31 U.S.C. 3903) and Office of Management and Budget (OMB) prompt payment regulations at 5 CFR part 1315.

(h) *Patent indemnity.* The Contractor shall indemnify the Government and its officers, employees and agents against liability, including costs, for actual or alleged direct or contributory infringement of, or inducement to infringe, any United States or foreign patent, trademark or copyright, arising out of the performance of this contract, provided the Contractor is reasonably notified of such claims and proceedings.

(i) *Payment.* –

## SECTION C – CONTRACT TERMS AND CONDITIONS

- (1) *Items accepted.* Payment shall be made for items accepted by the Government that have been delivered to the delivery destinations set forth in this contract.
- (2) *Prompt Payment.* The Government will make payment in accordance with the Prompt Payment Act (31 U.S.C. 3903) and prompt payment regulations at 5 CFR part 1315.
- (3) *Electronic funds transfer (EFT).* If the Government makes payment by EFT, see 52.212-5(b) for the appropriate EFT clause.
- (4) *Discount.* In connection with any discount offered for early payment, time shall be computed from the date of the invoice. For the purpose of computing the discount earned, payment shall be considered to have been made on the date which appears on the payment check or the specified payment date if an electronic funds transfer payment is made.
- (5) *Overpayments.* If the Contractor becomes aware of a duplicate contract financing or invoice payment or that the Government has otherwise overpaid on a contract financing or invoice payment, the Contractor shall --
  - (i) Remit the overpayment amount to the payment office cited in the contract along with a description of the overpayment including the-
    - (A) Circumstances of the overpayment (e.g., duplicate payment, erroneous payment, liquidation errors, date(s) of overpayment);
    - (B) Affected contract number and delivery order number, if applicable;
    - (C) Affected contract line item or subline item, if applicable; and
    - (D) Contractor point of contact.
  - (ii) Provide a copy of the remittance and supporting documentation to the Contracting Officer.
- (6) *Interest.* (i) All amounts that become payable by the Contractor to the Government under this contract shall bear simple interest from the date due until paid unless paid within 30 days of becoming due. The interest rate shall be the interest rate established by the Secretary of the Treasury as provided in Section 611 of the Contract Disputes Act of 1978 (Public Law 95-563), which is applicable to the period in which the amount becomes due, as provided in (i)(6)(V) of this clause, and then at the rate applicable for each six-month period as fixed by the Secretary until the amount is paid.
  - (ii) The Government may issue a demand for payment to the Contractor upon finding a debt is due under the contract.
  - (iii) *Final decisions.* The Contracting Officer will issue a final decision as required by 33.211 if --
    - (A) The Contracting Officer and the Contractor are unable to reach agreement on the existence or amount of a debt within 30 days;
    - (B) The Contractor fails to liquidate a debt previously specified in the demand for payment unless the amounts were not repaid because the Contractor has requested an installment payment agreement; or
    - (C) The Contractor requests a deferment of collection on a debt previously demanded by the Contracting Officer (see 32.607-2).
  - (iv) If a demand for payment was previously issued for the debt, the demand for payment included in the final decision shall identify the same due date as the original demand for payment.
  - (v) Amounts shall be due at the earliest of the following dates:
    - (A) The date fixed under this contract.
    - (B) The date of the first written demand for payment, including any demand for payment resulting from a default termination.
  - (vi) The interest charge shall be computed for the actual number of calendar days involved beginning on the due date and ending on--
    - (A) The date on which the designated office receives payment from the Contractor;
    - (B) The date of issuance of a Government check to the Contractor from which an amount otherwise payable has been withheld as a credit against the contract debt; or
    - (C) The date on which an amount withheld and applied to the contract debt would otherwise have become payable to the Contractor.
  - (vii) The interest charge made under this clause may be reduced under the procedures prescribed in 32.608-2 of the Federal Acquisition Regulation in effect on the date of this contract.
    - (j) *Risk of loss.* Unless the contract specifically provides otherwise, risk of loss or damage to the supplies provided under this contract shall remain with the Contractor until, and shall pass to the Government upon:
      - (1) Delivery of the supplies to a carrier, if transportation is f.o.b. origin; or
      - (2) Delivery of the supplies to the Government at the destination specified in the contract, if transportation is f.o.b. destination.
    - (k) *Taxes.* The contract price includes all applicable Federal, State, and local taxes and duties.
      - (l) *Termination for the Government's convenience.* The Government reserves the right to terminate this contract, or any part hereof, for its sole convenience. In the event of such termination, the Contractor shall immediately stop all work hereunder and shall immediately cause any and all of its suppliers and subcontractors to cease work. Subject to the terms of this contract, the Contractor shall be paid a percentage of the contract price reflecting the percentage of the work performed prior to the notice of termination, plus reasonable charges the Contractor can demonstrate to the satisfaction of the Government using its standard record keeping system, have resulted from the termination. The Contractor shall not be required to comply with the cost accounting standards or contract cost principles for this purpose. This paragraph does not give the Government any right to audit the Contractor's records. The Contractor shall not be paid for any work performed or costs incurred which reasonably could have been avoided.
        - (m) *Termination for cause.* The Government may terminate this contract, or any part hereof, for cause in the

## SECTION C – CONTRACT TERMS AND CONDITIONS

event of any default by the Contractor, or if the Contractor fails to comply with any contract terms and conditions, or fails to provide the Government, upon request, with adequate assurances of future performance. In the event of termination for cause, the Government shall not be liable to the Contractor for any amount for supplies or services not accepted, and the Contractor shall be liable to the Government for any and all rights and remedies provided by law. If it is determined that the Government improperly terminated this contract for default, such termination shall be deemed a termination for convenience.

(n) *Title*. Unless specified elsewhere in this contract, title to items furnished under this contract shall pass to the Government upon acceptance, regardless of when or where the Government takes physical possession.

(o) *Warranty*. The Contractor warrants and implies that the items delivered hereunder are merchantable and fit for use for the particular purpose described in this contract.

(p) *Limitation of liability*. Except as otherwise provided by an express warranty, the Contractor will not be liable to the Government for consequential damages resulting from any defect or deficiencies in accepted items.

(q) *Other compliances*. The Contractor shall comply with all applicable Federal, State and local laws, executive orders, rules and regulations applicable to its performance under this contract.

(r) *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 3701, *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.

(s) *Order of precedence*. Any inconsistencies in this solicitation or contract shall be resolved by giving precedence in the following order: (1) the schedule of supplies/services; (2) the Assignments, Disputes, Payments, Invoice, Other Compliances, and Compliance with Laws Unique to Government Contracts paragraphs of this clause; (3) the clause at 52.212-5; (4) addenda to this solicitation or contract, including any license agreements for computer software; (5) solicitation provisions if this is a solicitation; (6) other paragraphs of this clause; (7) the Standard Form 1449; (8) other documents, exhibits, and attachments; and (9) the specification.

(t) *Central Contractor Registration (CCR)*.

(1) Unless exempted by an addendum to this contract, the Contractor is responsible during performance and through final payment of any contract for the accuracy and completeness of the data within the CCR database, and for any liability resulting from the Government's reliance on inaccurate or incomplete data. To remain registered in the CCR database after the initial registration, the Contractor is required to review and update on an annual basis from the date of initial registration or subsequent updates its

information in the CCR database to ensure it is current, accurate and complete. Updating information in the CCR does not alter the terms and conditions of this contract and is not a substitute for a properly executed contractual document.

(2)(i) If a Contractor has legally changed its business name, "doing business as" name, or division name (whichever is shown on the contract), or has transferred the assets used in performing the contract, but has not completed the necessary requirements regarding novation and change-of-name agreements in FAR Subpart 42.12, the Contractor shall provide the responsible Contracting Officer a minimum of one business day's written notification of its intention to (A) change the name in the CCR database; (B) comply with the requirements of Subpart 42.12; and (C) agree in writing to the timeline and procedures specified by the responsible Contracting Officer. The Contractor must provide with the notification sufficient documentation to support the legally changed name.

(ii) If the Contractor fails to comply with the requirements of paragraph (q)(2)(i) of this clause, or fails to perform the agreement at paragraph (q)(2)(i)(C) of this clause, and, in the absence of a properly executed novation or change-of-name agreement, the CCR information that shows the Contractor to be other than the Contractor indicated in the contract will be considered to be incorrect information within the meaning of the "Suspension of Payment" paragraph of the electronic funds transfer (EFT) clause of this contract.

(3) The Contractor shall not change the name or address for EFT payments or manual payments, as appropriate, in the CCR record to reflect an assignee for the purpose of assignment of claims (see Subpart 32.8, Assignment of Claims). Assignees shall be separately registered in the CCR database. Information provided to the Contractor's CCR record that indicates payments, including those made by EFT, to an ultimate recipient other than that Contractor will be considered to be incorrect information within the meaning of the "Suspension of payment" paragraph of the EFT clause of this contract.

(4) Offerors and Contractors may obtain information on registration and annual confirmation requirements via the internet at <https://www.acquisition.gov> or by calling 1-888-227-2423 or 269-961-5757.

### **C2 52.212-5 Contract Terms and Conditions Required to Implement Statutes or Executive Orders-Commercial Items (AUG 2012)**

(a) The Contractor shall comply with the following Federal Acquisition Regulations (FAR) clauses, which are incorporated in this contract by reference, to implement provisions of law or Executive orders applicable to acquisitions of commercial items:

(1) 52.222-50, Combating Trafficking in Persons (FEB 2009) (22 U.S.C. 7104(g)).

(2) 52.233-3, Protest after Award (AUG 1996) (31 U.S.C. 3553).

## SECTION C – CONTRACT TERMS AND CONDITIONS

(3) 52.233-4, Applicable Law for Breach of Contract Claim (OCT 2004) Public L. 108-77, 108-78)

(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:

(1) 52.203-6, Restrictions on Subcontractor Sales to the Government (SEPT 2006), with Alternate I (SEPT 2006) (41 U.S.C. 253g and 10 U.S.C. 2402).

(2) 52.203-13, Contractor Code of Business Ethics and Conduct (APR 2010) (Pub. L. 110-252, Title VI, Chapter 1 (41 U.S.C. 251 note)).

(3) 52.203-15, Whistleblower Protections Under the American Recovery and Reinvestment Act of 2009 (JUN 2010) (Section 1553 of Pub. L. 111-5). (Applies to contracts funded by the American Recovery and Reinvestment Act of 2009.)

(4) 52.204-10, Reporting Executive Compensation and First-Tier Subcontract Awards (AUG 2012) (Pub. L. 109-282) (31 U.S.C. 6101 Note).

(5) 52.204-11, American Recovery and Reinvestment Act-Reporting Requirements (JUL 2010) (Pub.L. 111-5).

(6) 52.209-6, Protecting the Government's Interest When Subcontracting with Contractors Debarred, Suspended, or Proposed for Debarment (DEC 2010) (31 U.S.C. 6101 note).

(7) 52.209-9, Updates of Publicly Available Information Regarding Responsibility Matters (FEB 2012) (41 U.S.C.2313)

(8) 52.209-10, Prohibition on Contracting with Inverted Domestic Corporations (section 740 of Division C of Pub. L. 111-117, section 743 of Division D of Pub. L. 111-8, and section 745 of Division D of Pub. L 110-161.

(9) 52.219-3, Notice of HUBZone Set-Aside or Sole-Source Award (NOV 2011) (15 U.S.C 657a).

(10) 52.219-4, Notice of Price Evaluation Preference for HUBZone Small Business Concerns (JAN 2011) (if the offeror elects to waive the preference, it shall so indicate in its offer) (15 U.S.C. 657a).

(11) [Reserved]

(12) (i) 52.219-6, Notice of Total Small Business Set-Aside (NOV 2011)(15 U.S.C. 644).

(ii) Alternate I (NOV 2011).

(iii) Alternate II (NOV 2011).

(13) (i) 52.219-7, Notice of Partial Small Business Set-Aside (JUNE 2003)(15 U.S.C. 644).

(ii) Alternate I (OCT 1995) of 52.219-7.

(iii) Alternate II (MAR 2004 of 52.219-7.

(14) 52.219-8, Utilization of Small Business Concerns (JAN 2011)(15 U.S.C. 637 (d)(2) and (3)).

(15)(i) 52.219-9, Small Business Subcontracting Plan (JAN 2011)(15 U.S.C. 637(d)(4).

(ii) Alternate I (OCT 2001) of 52.219-9.

(iii) Alternate II (OCT 2001) of 52.219-9.

(iv) Alternate III (JUL 2010) of 52.219-9.

(16) 52.219-3, Notice of Set-Aside of Orders (NOV 2011) (15 U.S.C 644(r).

(17) 52.219-14, Limitations on Subcontracting (NOV 2011) (15 U.S.C. 637(a)(14).

(18)(i) 52.219-16, Liquidated Damages – Subcontracting Plan (JAN 1999) (15U.S.C. 637(d)(4)(F)(i).

(19)(i) 52.219-23, Notice of Price Evaluation Adjustment for Small Disadvantaged Business Concerns (OCT 2008)(10 U.S.C. 2323) (if the offeror elects to waive the adjustment, it shall so indicate in its offer).

(ii) Alternate I (JUNE 2003)of 52.219-23.

(20) 52.219-25, Small Disadvantaged Business Participation Program-Disadvantaged Status and Reporting (DEC 2010)(Pub. L. 103-355, section 7102, and 10 U.S.C. 2323).

(21) 52.219-26, Small Disadvantaged Business Participation Program-Incentive Subcontracting (OCT 2000) (Pub. L. 103-355, section 7102, and 10 U.S.C. 2323).

(22) 52.219-27, Notice of Service-Disabled Veteran-Owned Small Business Set-Aside (NOV 2011) (15 U.S.C. 657f).

(23) 52.219-28, Post Award Small Business Program Representation (APR 2012) (15 U.S.C. 632(a)(2).

(24) 52.219-29 Notice of Set-Aside for Economically Disadvantaged Women-Owned Small Business (EDWOSB) Concerns (APR 2012) 15 U.S.C 639(m)).

(25) 52.219-30 Notice of Set-Aside for Women-Owned Small Business (WOSB) Concerns Eligible Under the WOSB Program (APR 2012). 15 U.S.C 639(m)).

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

(27) 52.222-19, Child Labor-Cooperation with Authorities and Remedies (MAR 2012) (E.O. 13126).

(28) 52.222-21, Prohibition of Segregated Facilities (Feb 1999).

(29) 52.222-26, Equal Opportunity (MAR 2007)(E.O. 11246).

(30) 52.222-35, Equal Opportunity for Special Disabled Veterans, Veterans of the Vietnam Era, and Other Eligible Veterans (SEPT 2010)(38 U.S.C. 4212).

(31) 52.222-36, Affirmative Action for Workers with Disabilities (OCT 2010) (29 U.S.C. 793).

(32) 52.222-37, Employment Reports on Veterans (SEPT 2010)(38 U.S.C. 4212).

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

(34) 52.222-54, Employment Eligibility Verification (JUL 2012). (Not applicable to the acquisition of commercially available off-the-shelf items or certain other types of commercial items as prescribed in 22.1803.)

## SECTION C – CONTRACT TERMS AND CONDITIONS

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

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

(36) 52.223-15, Energy Efficiency in Energy-Consuming Products (DEC 2007)(42 U.S.C. 8259b).

(37)(i) 52.223-16, IEEE 1680 Standard for the Environmental Assessment of Personal Computer Products (DEC 2007)(E.O. 13423).

(ii) Alternate I (DEC 2007) of 52.223-16.

(38) 52.223-18, Encouraging Contractor Policies to Ban Text Messaging While Driving (Aug 2011) (E.O. 13513)

(39) 52.225-1, Buy American Act-Supplies (FEB 2009)(41 U.S.C. 10a - 10d).

(40)(i) 52.225-3, Buy American Act - Free Trade Agreements-Israeli Trade Act (MAY 2012) (41U.S.C. chapter 82, 19U.S.C. 3301 note, 19U.S.C. 2112 note, 19U.S.C. 3805 note, 19U.S.C. 4001 note, Pub. L. 103-182, Pub. L. 108-77, 108-78, 108-286, 108-302, 109-53, 109-169, 109-283, 110-138, 112-41, and 112-42).

(ii) Alternate I (Mar 2012) of 52.225-3.

(iii) Alternate II (Mar 2012) of 52.225-3.

(iv) Alternate III (Mar 2012) of 52.225-3

(41) 52.225-5, Trade Agreements (MAY2012)(19 U.S.C. 2501, *et seq.*, 19 U.S.C. 3301 note).

(42) 52.225-13, Restriction on Certain Foreign Purchases (JUNE 2008) (E.O.'s, proclamations and statutes administered by the Office of Foreign Assets Control of the Department of the Treasury).

(43) 52.226-4, Notice of Disaster or Emergency Area Set-Aside (NOV 2007) (42 U.S.C. 5150).

(44) 52.226-5, Restrictions on Subcontracting Outside Disaster or Emergency Area (NOV 2007) (42.U.S.C. 5150)

(45) 52.232-29, Terms for Financing of Purchases of Commercial Items (FEB 2002)(41 U.S.C. 255(f), 10 U.S.C. 2307(f)).

(46) 52.232-30, Installment Payments for Commercial Items (OCT 1995)(41 U.S.C. 255(f), 10 U.S.C. 2307(f)).

(47) 52.232-33, Payment by Electronic Funds Transfer-Central Contractor Registration (OCT 2003)(31 U.S.C. 3332).

(48) 52.232-34, Payment by Electronic Funds Transfer-Other than Central Contractor Registration (MAY 1999)(31 U.S.C. 3332).

(49) 52.232-36, Payment by Third Party (FEB 2010)(31 U.S.C. 3332).

(50) 52.239-1, Privacy or Security Safeguards (AUG 1996)(5 U.S.C. 552a).

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

(ii) Alternate I (APR 2003) of 52.247-64.

(c) The Contractor shall comply with the FAR clauses in this paragraph (c), applicable to commercial services, 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:

(1) 52.222-41, Service Contract Act of 1965 (NOV 2007)(41 U.S.C. 351, *et seq.*).

(2) 52.222-42, Statement of Equivalent Rates for Federal Hires (MAY 1989)(29 U.S.C. 206 and 41 U.S.C. 351, *et seq.*). (See Exhibits)

(3) 52.222-43, Fair Labor Standards Act and Service Contract Act-Price Adjustment (Multiple Year and Option Contracts) (SEP 2009) (29 U.S.C. 206 and 41 U.S.C. 351, *et seq.*).

(4) 52.222-44, Fair Labor Standards Act and Service Contract Act-Price Adjustment (SEP 2009) (29 U.S.C. 206 and 41 U.S.C. 351, *et seq.*).

(5) 52.222-51, Exemption from Application of the Service Contract Act to Contracts for Maintenance, Calibration, or Repair of Certain Equipment – Requirements (NOV 2007) (41 U.S.C. 351, *et seq.*).

(6) 52.222-53, Exemption from Application of the Service Contract Act to Contracts for Certain Services – Requirements (FEB 2009) (41U.S.C. 351, *et seq.*).

(7) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations (MAR 2009) (Pub. L. 110-247).

(8) 52.237-11, Accepting and Dispensing of \$1 Coin (SEPT 2008) (31U.S.C. 5112(p)(1)).

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

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

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

## SECTION C – CONTRACT TERMS AND CONDITIONS

of claims arising under or relating to this contract shall be made available until such appeals, litigation, or claims are finally resolved.

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

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

(i) 52.203-13, Contractor Code of Business Ethics and Conduct (APR 2010) (Pub. L. 110-252, Title VI, Chapter 1 (41 U.S.C. 251 note)).

(ii) 52.219-8, Utilization of Small Business Concerns (DEC 2010)(15 U.S.C. 637 (d)(2) and (3)), in all subcontracts that offer further subcontracting opportunities. If the subcontract (except subcontracts to small business concerns) exceeds \$650,000 (\$1.5 million for construction of any public facility), the subcontractor must include 52.219-8 in lower tier subcontracts that offer subcontracting opportunities.

(iii) [Reserved.]

(iv) 52.222-26, Equal Opportunity (MAR 2007)(E.O. 11246);

(v) 52.222-35, Equal Opportunity for Veterans (SEPT 2010)(38 U.S.C. 4212);

(vi) 52.222-36, Affirmative Action for Workers with Disabilities (OCT 2010)(29 U.S.C. 793);

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

(viii) 52.222-41, Service Contract Act of 1965 (NOV 2007) (41 U.S.C. 351, *et seq.*).

(ix) 52.222-50, Combating Trafficking in Persons (FEB 2009) (22 U.S.C. 7104(g)). Flow down required in accordance with paragraph (f) of FAR clause 52.222-50.

(x) 52.222-51, Exemption from Application of the Service Contract Act to Contracts for Maintenance, Calibration, or Repair of Certain Equipment – Requirements (NOV 2007) (41U.S.C. 351, *et seq.*).

(xi) 52.222-53, Exemption from Application of the Service Contract Act to Contracts for Certain Services – Requirements (FEB 2009) (41U.S.C. 351, *et seq.*).

(xii) 52.222-54, Employment Eligibility Verification (JUL 2012).

(xiii) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations (MAR 2009) (Pub. L. 110-247). Flow down required in accordance with paragraph (e) of FAR clauses 52.226-6.

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

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

### ADDENDA TO CONTRACT TERMS AND CONDITIONS

#### C3. Inspection/Acceptance (52.212-4(a)), the following is added

C3.1 Inspection Scheduling and Process. After either contract award or renewal, the COTR will schedule a date to inspect the Contractor's proposed aircraft, equipment and personnel to ensure contract compliance. The inspection will be conducted at the designated base, Contractor's facility or other location acceptable to the Government. The inspection will be scheduled to commence as early as 60 days and not later than three days (excluding weekends and holidays) prior to the established reporting date, unless otherwise mutually agreed upon by the COTR and the Contractor. The inspection time and date will be scheduled for between 0730 and 1630 local time, Monday through Friday, unless otherwise agreed upon by the COTR. The COTR will confirm the inspection details in writing. Contractor written requests for inspection rescheduling that are received by the COTR at least 10 days prior to the originally scheduled inspection date may be accommodated by the COTR, depending upon their work schedule.

C3.2 The Contractor must provide information specific to the aircraft, equipment, and personnel being proposed for use during each year of the contract when requested by the COTR.

C3.3 Approved aircraft, fuel servicing vehicles and pilots will be issued an Interagency Aircraft Data Card, an Interagency Data Card - Fuel Service Vehicle, or Interagency Pilot Qualification card, as applicable. The aircraft and pilot cards detail the activities for which they are authorized. The fuel servicing vehicle card only indicates that the vehicle meets the additional equipment specified in Section B, and in no way indicates that the vehicle meets any requirement of 49 CFR.

C3.3.1 The aircraft data card is kept in the aircraft and available for inspection at all times.

C3.3.2 The pilot qualification card is kept in the possession of the pilot and available for inspection at all times.

C3.3.3 The fuel service vehicle data card is kept in the fuel servicing vehicle and available for inspection at all times.

## SECTION C – CONTRACT TERMS AND CONDITIONS

C3.4 If the COTR determines any aircraft / equipment personnel and records/documents presented for inspection are not completely ready for the inspection or are determined to be nonconforming as required by the contract, the COTR may suspend the inspection(s) and schedule a reinspection for another time/date/site. The Contractor may be charged for the cost of reinspection, in accordance with Section C3.10.

### C3.5 Equipment

C3.5.1 The aircraft will be inspected to ensure compliance with all contract requirements. The Government may require in-flight dynamic testing of aircraft systems. This testing may be conducted in conjunction with pilot evaluation flight(s), and will be performed at no cost to the Government.

C3.5.2 (**As applicable**) Fuel servicing vehicle(s), fuel cache(s) and other equipment will be inspected to ensure contract compliance.

### C3.6 Personnel

C3.6.1 Pilots. Only those individuals whose past flight time and experience can be verified from log books, employment records, etc., will be approved for contract use. The Contractor cannot substitute any pilot flight evaluation time for any of the total pilot flight hour requirements listed in this contract

C3.6.1.2 The COTR's representative may conduct a pilot flight evaluation to further verify pilot(s)' ability to perform under this contract, when determined necessary. The evaluation may include but is not limited to: weight and balance performance, center of gravity limitations, aircraft performance charts, density altitude considerations, load calculation preparation and actual flying of the aircraft. Portions of the evaluation may be evaluated orally. The flight evaluation will be conducted in accordance with the FAA Commercial Practical Test Standards (PTS). A pilot must also be capable of demonstrating proficient operation of all aircraft equipment identified in Section B during an evaluation flight.

C3.6.1.3 The aircraft used for the flight evaluation(s) must be the same make, model and series awarded for this contract and be equipped with dual controls. At COTR discretion, the flight evaluation may be conducted in only one aircraft make, model, and series equipped with dual controls if multiple make, model and series of aircraft are awarded. Flight evaluation(s) will usually be performed in areas that provide access to terrain similar to that to be flown during the contract period. Flight evaluations are conducted at the Contractor's expense.

C3.6.1.4 During the flight evaluation, pilot inspectors retain discretionary authority in determining the competency of the

pilot. The Government will make the final determination as to the pilot's ability to successfully meet contract requirements.

C3.6.1.6 Services provided under this contract require DOI special use flight activities as identified herein. Pilots must have satisfactorily completed an agency initial and/or periodic flight evaluation(s) for these activities before being approved for use under the contract, unless otherwise indicated in the contract. The COTR will provide detailed information concerning the types and frequency of special use pilot flight evaluations when requested.

Low-level flight (within 500' of the surface)  
Mountain flying (helicopter)  
Resource reconnaissance  
Fire reconnaissance  
Single-skid, toe-In and hover exit/entry procedures (helicopter)  
Cargo letdown  
External load - short line ≤50' (helicopter)  
External load - longline >50' (helicopter) with remote hook  
Rappel  
Short-haul  
Offshore platform landings (helicopter)  
Vessel landings  
Water landings - floats or hull (helicopter)  
Wheel operations on unprepared landing areas (airplane)  
Animal darting, paint ball  
Animal eradication  
Animal gathering and capture  
Animal herding  
Handheld net gun  
Aerial ignition  
Water/retardant application

C3.6.1.7 For Animal Capture Eradication and Tagging of Animals (ACETA) activities, the COTR will normally schedule pilot evaluation flight(s) a minimum of three days prior to the start of the project or as agreed upon by the COTR. Flight evaluations will be conducted using live animals. Pilot(s) who have not completed a satisfactory DOI – Aviation Management flight evaluation for an ACETA activity within the preceding three-year period from the date of award of this contract or as determined by the COTR will be required to do so at the Contractor's expense.

C3.7 (**If applicable**) Each fuel servicing vehicle driver may be requested to demonstrate an acceptable knowledge of correct fueling procedures and of all fueling and safety equipment on the fuel servicing vehicle.

C3.8 Reserved

C3.9 Substitute Personnel, Aircraft, or Equipment

C3.9.1 The Contractor may request the use of substitute personnel, aircraft, or equipment that was not initially approved for use. All proposed substitutes must meet

## SECTION C – CONTRACT TERMS AND CONDITIONS

pertinent contract specifications and be subject to inspections and approvals identified herein prior to use. The Contractor must submit a written request for inspections of substitutes to the COTR seven days prior to the scheduled arrival at the site. Requests received with fewer than seven days' notice will be accomplished as permitted by the COTR's schedule. The Government may charge the Contractor for the cost of any substitute inspections in accordance with Section C3.10.

C3.9.2 The Contractor must transport substitute personnel, aircraft, or equipment to the point of use at their expense.

C3.9.3 The bureau may require substitute pilots to obtain up to three hours each of training or orientation flight time at Contractor's expense. (This flight time is in addition to any necessary pilot evaluation flight(s)).

### C3.10 Reinspection Expenses

C3.10.1 The Contractor must be liable for all Government incurred reinspection costs. Inspection expenses may be deducted from payments due the Contractor.

C3.10.2 Costs may include, but are not limited to, inspector(s)' time to include travel time at \$75.00 per hour, and transportation and subsistence at actual cost.

C3.10.3 Government user time. Costs will be based upon actual employee time and hourly salary expense.

### C4 Taxes (52.212-4(k)), the following is added

C4.1 **Federal Airport and Airway Excise Taxes.** Chapters 31 and 33 of the Internal Revenue Code, (26 U.S.C. 4041, 4261 et seq) impose an excise tax on aviation in one of two ways (1) as a fuel tax or (2) as a transportation tax on transportation of passengers and cargo for aircraft having maximum certificated weights in excess of 6,000 pounds. In addition, the Domestic Segment Tax may also apply to flights conducted under this contract.

C4.2 In order to establish the basis for tax, the Contractor shall be responsible for ensuring that the electronic invoice for payment is completed showing each departure and arrival location using FAA airport identifier codes (or locally assigned codes), and that the total number of passengers and cargo for each segment is entered.

C4.3 The information contained herein was current at the time of contract award. Changes imposed by the Internal Revenue Service (IRS) and/or Revenue Rulings shall take precedence over this contract provision. Full text of IRS Revenue Rulings may be found at TaxLinks.com. For additional information on Federal Fuel Taxes and Federal Transport taxes see IRS Publication No. 510 available at: [www.irs.gov](http://www.irs.gov).

C4.4 Fuel Tax. Fuel tax (Section 4041 of the IRS Code) is applicable, and this contract requires Contractor-furnished fuel. The Contractor is responsible for paying the fuel tax and including such taxes in their bid price.

C4.5 Transportation Tax. When the transportation tax on passengers and/or cargo (Section 4261 and 4271 of the IRS Code) is applicable, it is the Contractor's responsibility to make claim for the applicable tax on the electronic invoice by annotating whether the tax applies to each line item by indicating one of four codes; "P" for Passenger Tax, "C" for Cargo Tax, "B" for Both taxes, or "N" for no tax. The current percentages (as taken from IRS Publication 510) have been programmed into the DOI, NBC, Aviation Management System (AMS) and are electronically computed based upon the code entered by the Contractor and are subsequently identified on each AMS line entry submitted for payment. Any exceptions to this procedure shall be coordinated with the Contracting Officer. If transportation taxes are paid, then the tax imposed by Section 4041 of the IRS Code (Fuel Tax) does not apply and shall be credited.

C4.6 Exemptions. The Internal Revenue Service and the U.S. Treasury Department have issued several rulings regarding the imposition of transportation taxes. The Department of the Interior is not exempt from the tax on aviation fuel.

A) Revenue Rule 72-156 Exempts aircraft from passenger and cargo tax under Section 4261 (Tax on Air Transport of Persons) and 4271 (Tax on Air Transport of Cargo) of the IRS Code when hauling and dropping fire retardant or water. This exempts airtanker operations from the tax.

This Revenue rule also clarifies that either the transportation taxes (passenger and/or cargo) apply to any one use of an aircraft. Where there is a possibility of either the transportation taxes or fuel taxes applying, it is necessary to determine on a flight-by flight basis whether the aircraft involved in being used in a business of transporting persons or property for compensation or hire, so as to be subject to the transportation tax rather than the fuel taxes. If transportation taxes are paid, then the tax on fuel does not apply.

B) Revenue Rule 76-477 Exempts aircraft from passenger and cargo taxes under Sections 4261 and 4271 of the IRS Code when if an aircraft is used with only the Contractor's employees aboard, such as flights to spot fire or drop fire retardant chemicals. This exemption would apply to helicopter bucket operations, when the flight is conducted with only the Contractor's employees aboard.

C4.7 Domestic Segment Tax - Domestic Segment Tax may apply to services provided under this contract (aircraft having a 6,000 lbs, or more certificated gross take off weight) if the services involve flight segments from airports

## SECTION C – CONTRACT TERMS AND CONDITIONS

that have more than 100,000 commercial passengers departing by air during the calendar year. A segment is a single takeoff and a single landing.

C4.8 Rural airports (under 100,000 commercial passenger departures) may be exempt from the segment tax providing they are not located within 75 miles of another airport where 100,000 or more commercial passengers departed during the second preceding calendar year or the airport was receiving essential air service subsidies as of August 5, 1997 or the airport is not connected by a paved road to another airport. A listing of rural airports can be found on the Department of Transportation website at: <http://ostpxweb.dot.gov/aviation/domav/ruralair.pdf>

### C5 Aircraft Use Report

C5.1 The Contractor, or Contractor's representative, and the Government must complete and sign an Aircraft Use Report, OAS-23/23E form. An electronic report will be initiated by the Contractor in a Department of the Interior electronic reporting system that documents the daily services recorded on the signed OAS-23/23E. Hard copies of the signed OAS-23/23E are to be uploaded/attached to the electronic report created in the electronic system. Additional information relative to the electronic system will be provided at time of award.

C5.2 Supporting documentation as required by the contract to support actual additional pay items (i.e. relief transportation costs, tie-downs, landing fees, etc.) shall be attached electronically to the applicable Aircraft Use Report. Failure to include such documentation would result in rejection of the report back to the Contractor for inclusion and resubmission.

C5.3 Aircraft Use Reports are to be submitted no sooner than every two weeks or upon conclusion of a project, if less than two weeks duration.

C5.4 Subsequent electronic invoicing through IPP (see below) will match the same period as the Aircraft Use Report submission.

### C5.A Electronic Invoicing and Payment Requirements – Invoice Processing Platform (IPP) (July 2012)

Payment requests must be submitted electronically through the U. S. Department of the Treasury's Invoice Processing Platform System (IPP).

"Payment request" means any request for contract financing payment or invoice payment by the Contractor. To constitute a proper invoice, the payment request must comply with the requirements identified in the applicable Prompt Payment clause included in the contract, or the clause 52.212-4 Contract Terms and Conditions – Commercial Items included in commercial item contracts. The IPP website address is: <https://www.ipp.gov>.

Under this contract, the following documents are required to be submitted as an attachment to the IPP invoice:

- Documents required are Aircraft Use Reports (OAS Form 23/23E) documenting daily services provided as set forth by their contract. This form must have the appropriate Government Representative signature approving the services.
- Supporting documentation as required by the contract to support actual additional pay items (i.e. relief transportation costs, tie-downs, landing fees, etc.).

The Contractor must use the IPP website to register, access and use IPP for submitting requests for payment. The Contractor Government Business Point of Contact (as listed in CCR) will receive enrollment instructions via email from the Federal Reserve Bank of Boston (FRBB) within 3 – 5 business days of the contract award date. Contractor assistance with enrollment can be obtained by contacting the IPP Production Helpdesk via email [ippgroup@bos.frb.org](mailto:ippgroup@bos.frb.org) or phone (866) 973-3131.

If the Contractor is unable to comply with the requirement to use IPP for submitting invoices for payment, the Contractor must submit a waiver request in writing to the contracting officer with its proposal or quotation.

## GENERAL CONTRACT TERMS AND CONDITIONS

**C6 Type of Contract (52.216-1 APR 1984).** The Government contemplates award of multiple firm-fixed indefinite delivery/indefinite quantity type contracts.

### C6.1 Indefinite Quantity (52.216-22 (OCT 1995))

(a) This is an indefinite-quantity contract for the supplies or services specified and effective for the period stated, in the Schedule. The quantities of supplies and services specified in the Schedule are estimates only and are not purchased by this contract.

(b) Delivery or performance shall be made only as authorized by orders issued in accordance with the Ordering clause. The Contractor shall furnish to the Government, when and if ordered, the supplies or services specified in the Schedule up to and including the quantity designated in the Schedule as the "maximum." The Government shall order at least the quantity of supplies or services designated in the Schedule as the "minimum."

(c) Except for any limitations on quantities in the Order Limitations clause or in the Schedule, there is no limit on the number of orders that may be issued. The Government may issue orders requiring delivery to multiple destinations or performance at multiple locations.

(d) Any order issued during the effective period of this contract and not completed within that period shall be completed by the Contractor within the time specified in the order. The contract shall govern the Contractor's and Government's rights and obligations with respect to that

## SECTION C – CONTRACT TERMS AND CONDITIONS

order to the same extent as if the order were completed during the contract's effective period; *provided*, that the Contractor shall not be required to make any deliveries under this contract after the end of the performance period of this contract.

### C6.2 Ordering. (52.216-18 OCT 1995)

C6.2.1 Orders for service will be placed with the Contractor offering the best value to the Government for aircraft services conforming to Government requirements. Most favorable price will be an initial factor in determining contractor selection. However the right is reserved to select other than the lowest priced offer, if determined to be in the best interests of the Government, consistent with the provisions contained herein.

C6.2.2 All orders for service will be placed by the individuals referenced below. Orders will be placed using a "DOI On-Call Helicopter Contract Ordering Record" (Exhibit C5) which will be sent to the contractor for acceptance. An oral order for services may be issued when a need arises and followed up in writing afterwards. The order will identify the base of operation. Orders will be offered as not to exceed orders and will **estimate** the number of days of exclusive use plus the estimated number of hours of flight, including specific aircraft requirements and pilot skills, additional personnel that may be required, and other estimated expenses

(a) Any supplies and services to be furnished under this contract shall be ordered by issuance of delivery orders or task orders by the individuals or activities designated in the Schedule.

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

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

C6.2.3 The Contractor will be advised at the time a project is offered of the time allowed for contractor acceptance. If the Contractor fails to accept (or reject) an offer within this time period, the Government reserves the right to offer that project to another Contractor. Late acceptance of an offer is at the discretion of the Contracting Officer.

### C6.3 Order Limitations. (52.216-19 OCT 1995)

(a) *Minimum order.* When the Government requires supplies or services covered by this contract in an amount less than the guaranteed daily availability or guaranteed flight hours as shown in Section A, the Government is not obligated to

purchase, nor is the Contractor obligated to furnish, those supplies or services under the contract.

(b) *Maximum order.* The Contractor is not obligated to honor—

(1) Any order for a single item in excess of \$500,000;

(2) Any order for a combination of items in excess of \$1,000,000 or

(3) A series of orders from the same ordering office within two calendar days that together call for quantities exceeding the limitation in paragraph (b)(1) or (2) of this section.

(c) Notwithstanding paragraph (b) of this section, the Contractor shall honor any order exceeding the maximum order limitations in paragraph (b), unless that order (or orders) is returned to the ordering office within two days after issuance, with written notice stating the Contractor's intent not to perform and the reasons. Upon receiving this notice, the Government may acquire the supplies or services from another source.

C6.2.4 The Government **does not guarantee** the placement of orders for service under this contract, and the contractor is not obligated to accept an order. However, once the contractor accepts an order, the contractor is obligated to perform in accordance with the terms and conditions stated herein.

C6.2.5 Aircraft furnished shall be subject to the exclusive use and control of the Government 24 hours per day, seven days per week throughout the ordered period of use. The date of hire and date of release shall be recorded on form OAS-23E, Aircraft Use Report. The Contractor is responsible for including or attaching the "DOI On-Call Helicopter Contract Ordering Record" to the invoice, and identifying the Item Number order was placed under when submitting for payment. Invoices received without this Form information may be returned to the Contractor for resubmission with the above information.

C6.2.6 The Government will not consider any contract aircraft to be under its operational control when the Contractor is not available or capable of providing Government scheduled services. The Contractor is not under the operational control of the Government upon release from an incident, during mobilization/demobilization and when the Contractor is not available or capable of providing service as scheduled by the Government.

### C6.3 Authorized Ordering Offices –

The following ordering offices are authorized to place orders under this contract depending on the estimated dollar amount. For orders over \$25,000 the CORs and the Contracting Officer are authorized to place orders. For orders under \$25,000, the agency ordering offices identified below are authorized to place orders. The Government reserves the right to add or delete ordering activities from this listing by a unilateral modification to this contract.

## SECTION C – CONTRACT TERMS AND CONDITIONS

### C6.3.1 Aviation Management Directorate

#### Maximum Single Order Limitation \$100,000

Flight Coordination Specialists/CORs  
Ms. Jan Bennett (907) 271-3935  
Ms. Lark Wuerth (907) 271-6032  
U.S. Department of the Interior  
Aviation Management  
4405 Lear Court  
Anchorage, Alaska 99502

### C6.3.2 Agency Ordering Offices -

#### Maximum Single Order Limitation \$25,000

a. Only those organizations that are listed in Exhibit C4 of this contract are authorized to place orders for service under this contract. Aviation Management is not responsible for making payment for orders for service on behalf of any other organization not otherwise listed in this attachment, or orders for service placed by individuals not included on this list. It is the contractor's obligation to ensure that orders are accepted only from authorized ordering activities and or individuals. The Government reserves the right to add or delete ordering activities/individuals from this listing by a unilateral modification to this contract.

b. If an organization is not included on this list they are not authorized to use this contract. Organizations not on this list and require services provided by this contract, must contact the Flight Coordination Specialist identified in C6.3.1 at the top of this section for information on how they may use this contract.

### C7 Contractor Personnel Security Requirements

C7.1 It has been determined that Contractor personnel utilized in the support of this contract will not be allowed routine and regular unsupervised access to a federally controlled facility for more than 180 days, nor will they need unsupervised access to a Federally controlled Level 3 or 4 information system.

C7.2 Contractor employees utilized in support of this contract, will be treated as visitors (uncredentialed Contractor) and not be required to receive background investigations and credentialing. However, uncredentialed Contractors may be subject to the screening processes utilized at each federally controlled facility where the Contractor services are required. As a minimum, Contractor employees will be issued a temporary/visitor badge and shall display it at all times during contract performance when accessing a federally controlled facility. The COR is responsible for ensuring that all Contractor employees are issued a temporary/visitor badge.

### C8 Availability of Funds (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.

### C9 Aircraft Insurance

The Contractor must maintain as a minimum, aircraft insurance coverage required by 14 CFR, Part 205, during contract performance.

### C10 Reserved

### C11. Notice of Contractor Performance Assessment Reporting System (July 2010)

(a) FAR 42.1502 directs all Federal agencies to collect past performance information on contracts. The Department of the Interior (DOI) has implemented the Contractor Performance Assessment Reporting System (CPARS) to comply with this regulation. One or more past performance evaluations will be conducted in order to record your contract performance as required by FAR 42.15.

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

(c) We request that you furnish the Contracting Officer with the name, position title, phone number, and email address for each person designated to have access to your firm's past performance evaluation(s) for the contract no later than **30 days after award**. Each person granted access will have the ability to provide comments in the Contractor portion of the report and state whether or not the Contractor agrees with the evaluation, before returning the report to the Assessing Official. The report information must be protected as source selection sensitive information not releasable to the public.

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

## SECTION C – CONTRACT TERMS AND CONDITIONS

(e) Within 60 days after the end of a performance period, the Contracting Officer will complete an interim or final past performance evaluation, and the report will be accessible at <http://www.cpars.csd.disa.mil/>. Contractor Representatives may then provide comments in response to the evaluation, or return the evaluation without comment. Comments are limited to the space provided in Block 22. Your comments should focus on objective facts in the Assessing Official's narrative and should provide your views on the causes and ramifications of the assessed performance. In addition to the ratings and supporting narratives, blocks 1 – 17 should be reviewed for accuracy, as these include key fields that will be used by the Government to identify your firm in future source selection actions. If you elect not to provide comments, please acknowledge receipt of the evaluation by indicating "No comment" in Block 22, and then signing and dating Block 23 of the form. Without a statement in Block 22, you will be unable to sign and submit the evaluation back to the Government. If you do not sign and submit the CPAR within 30 days, it will automatically be returned to the Government and will be annotated: "The report was delivered/received by the contractor on (date). The contractor neither signed nor offered comment in response to this assessment." Your response is due within 30 calendar days after receipt of the CPAR.

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

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

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

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

(g) If you wish to discuss a past performance evaluation, you should request a meeting in writing to the Contracting Officer no later than seven days following your receipt of the evaluation. The meeting will be held in person or via telephone or other means during your 30-day review period.

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

### C12 Prework Meeting

A prework meeting between the Government and the Contractor along with their primary crew members is typically held at or near the starting designated base and is usually in

conjunction with the start of the exclusive use period. The Contractor's primary crew members must attend any prework meeting that is scheduled. The 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.); and (3) review of the local base procedures.

### C13 DIAR 1452.201-70 Authorities and Delegations (SEP 2011)

(a) The Contracting Officer is the only individual authorized to enter into or terminate this contract, modify any term or condition of this contract, waive any requirement of this contract, or accept nonconforming work.

(b) The Contracting Officer will designate a Contracting Officer's Representative (COR) at time of award. The COR will be responsible for technical monitoring of the contractor's performance and deliveries. The COR will be appointed in writing, and a copy of the appointment will be furnished to the Contractor. Changes to this delegation will be made by written changes to the existing appointment or by issuance of a new appointment. The COR for this contract will be assigned via a designation letter at time of contract award.

(c) The COR is not authorized to perform, formally or informally, any of the following actions:

- 1) Promise, award, agree to award, or execute any contract, contract modification, or notice of intent that changes or may change this contract;
- 2) Waive or agree to modification of the delivery schedule;
- 3) Make any final decision on any contract matter subject to the Disputes Clause;
- 4) Terminate, for any reason, the Contractor's right to proceed;
- 5) Obligate in any way, the payment of money by the Government.

(d) The Contractor shall comply with the written or oral direction of the Contracting Officer or authorized representative(s) acting within the scope and authority of the appointment memorandum. The Contractor need not proceed with direction that it considers to have been issued without proper authority. The Contractor shall notify the Contracting Officer in writing, with as much detail as possible, when the COR has taken an action or has issued direction (written or oral) that the Contractor considers to exceed the COR's appointment, within 3 days of the occurrence. Unless otherwise provided in this contract, the Contractor assumes all costs, risks, liabilities, and consequences of performing any work it is directed to perform that falls within any of the categories defined in paragraph (c) prior to receipt of the Contracting Officer's response issued under paragraph (e) of this clause.

(e) The Contracting Officer shall respond in writing within 30 days to any notice made under paragraph (d) of

## SECTION C – CONTRACT TERMS AND CONDITIONS

this clause. A failure of the parties to agree upon the nature of a direction, or upon the contract action to be taken with respect thereto, shall be subject to the provisions of the Disputes clause of this contract.

(f) The Contractor shall provide copies of all correspondence to the Contracting Officer and the COR.

(g) Any action(s) taken by the Contractor, in response to any direction given by any person acting on behalf of the Government or any Government official other than the Contracting Officer or the COR acting within his or her appointment, shall be at the Contractor's risk.

### C14 AQD Services Greening Clause

(a) Almost every service requires the use of some sort of product. While providing services pursuant to the Requirements Document in this contract, if your services necessitate the acquisition of any products, the contractor shall use its best efforts to comply with Executive Order 13514, and to acquire the environmentally preferable products that meet the requirements of clauses at FAR 52.223-2, Affirmative Procurement of Biobased Products under Service and Construction Contracts, 52.223-15, Energy Efficiency in Energy Consuming Products, and 52.223-17 Affirmative Procurement of EPA-Designated Items in Service and Construction Contracts.

(b) Additionally, the contractor the contractor shall use its best efforts to reduce the generation of paper documents through the use of double-sided printing, double sided copying, and the use and purchase of 30% post consumer content white paper to meet the intent of FAR 52.204-4 Printing/Copying Double-Sided on Recycled Paper.

### C15 Limitation on Subcontracting Report (JAN 2012)

In order to ensure compliance with FAR 52.219-14, Limitations on Subcontracting, the contractor shall submit a semi-annual report to the Contracting Officer on 30 June and 30 December of each year of contract performance. The report shall be submitted for the period beginning on the date of contract through the first of the month (June or December), and shall be in the following format:

- Date of Report:
- Period Being Reported: Date of Contract Award through \_\_\_\_\_.
- Total Contract Costs\*:
- Total Contract Costs\* Performed/Provided by Prime:
- Total Contract Costs\* Subcontracted:
- Percentage Performed/Provided by Prime:
- Percentage Performed/Provided by Subcontractors:
- Certified By:
- Date Certified:

If the Contractor's costs\* are below the minimum performance measures stipulated at FAR 52.219-14, the Contractor shall provide a detailed mitigation plan on how it is going to cure its failure to comply with 52.219-14. This mitigation plan shall be provided to both the Small Business

SOLICITATION NO. D12PS00651

Administration and the Contracting Officer. The Contracting Officer will evaluate the plan to assess the adequacy. This clause does not limit the rights and remedies of the government under other contract clauses, including but not limited to the default or termination provisions of the contract.

\*As stipulated in FAR 52.219-14

## ADMINISTRATIVE MATTERS

### C16 Personnel Conduct

#### C16.1 Replacement of Contractor Personnel

C16.1.1 Contractor employees required to work or reside on Federal property (National Parks, Refuges, Indian Reservations, etc.) are expected to follow the facility manager's rules of conduct that apply to both Government or non-Government personnel working or residing at these facilities. The COR will make available a copy of such rules. The Contractor may be required to replace employees who do not comply with these rules of conduct.

C16.1.2 The Contractor must replace any employee who performs unsafely, ineffectively; refuses to cooperate; is unable or unwilling to adapt to field living conditions; or whose general performance is unsatisfactory, disruptive or detrimental to the purpose for which contracted.

C16.1.3 The CO will notify the Contractor of all known unsatisfactory personnel conduct or unsafe performance. The employee may be afforded an opportunity for corrective action when the conditions warrant. When directed by the CO, the Contractor must replace unacceptable personnel not later than 24 hours after such notification, or as otherwise mutually agreed. The decision as to unacceptability will be at the sole discretion of the CO.

#### C16.2 Suspension of Pilot

C16.2.1 Upon receipt of written correspondence which indicates a serious safety concern, the Government may suspend the pilot.

C16.2.2 Upon involvement in an Aircraft Accident or National Transportation Safety Board (NTSB) Reportable Incident (see 49 CFR Part 830), a pilot **will** be suspended from pilot duties and from any other activity authorized under the Interagency Pilot Qualification card(s), pending the investigation outcome.

C16.2.3 Upon involvement in an Incident with Potential as defined under Mishaps, a pilot **may** be suspended from pilot duties and from any other activity authorized under the Interagency Pilot Qualification card(s), pending the investigation outcome.

LIGHT HELICOPTER - HAWAII

## SECTION C – CONTRACT TERMS AND CONDITIONS

C16.2.4 When requested, a suspended pilot must surrender all Interagency Pilot Qualification card(s) to the COTR or other authorized agency representative. Pilot suspension will continue until the investigation findings and decision indicate no further suspension is required and the Interagency Pilot Qualification card(s) is returned to the pilot; or revoked by the issuing agency.

### C17 Safety and Accident Prevention

C17.1 The Contractor must submit a copy of all reports required by the Federal Aviation Regulations that relate to pilot and maintenance personnel performance, aircraft airworthiness or operations to the Aviation Safety Manager (ASM).

C17.1.1 Examples of these reports are shown in paragraphs 14 CFR Part 135.415 Mechanical Reliability Reports and Part 135.417 Mechanical Interruption Summary Reports required of the Federal Aviation Regulations, 49 CFR Part 830.5 and 49 CFR 830.15, and FAA Form 8010-4, Malfunction or Defect Report.

C17.2 Following a mishap, the CO will evaluate whether the Contractor was in compliance with contract provisions or with the Federal Aviation Regulations applicable to the Contractor's operations, company policy, procedures, practices, or programs, or whether there was negligence on the part of the company officers or employees that may have caused or contributed to the mishap. The Contractor must fully cooperate with the CO during this evaluation.

C17.3 The Contractor must provide a submittal of their company Safety Management System (SMS) Plan/safety program within 30 days after notice of award. The Contractor's submittal should consist of implemented practices and not simply a SMS Plan which has been purchased but never implemented. For purposes of this submittal, the SMS Plan/safety program must be organized under the following four components and as identified in the Safety Management System Plan/Safety Program Exhibit. (See Section C)

- Safety Policy
- Safety Risk Management
- Safety Assurance
- Safety Promotion

C17.3.1 The Contractor is required to provide updates to the CO that are made to their SMS Plan/safety program during the life of the contract.

C17.3.2 The Contractor's right to proceed may not be exercised if the Government does not receive the Contractor's submittal as specified above and in the Section C Exhibits.

### C18 Mishaps

SOLICITATION NO. D12PS00651

### C18.1 Mishap Definitions

As used throughout this contract, the following terms will have the meanings set forth below.

C18.1.1 The following terms are as defined in 49 CFR Part 830:

Aircraft Accident  
Fatal Injury  
Incident.  
Operator  
Serious Injury  
Substantial Damage

C18.1.2 Airspace Conflict. A near mid-air collision, intrusion, or violation of airspace rules.

C18.1.3 Aviation Hazard. Any condition, act, or set of circumstances that exposes an individual to unnecessary risk or harm during aviation operations.

C18.1.4 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. Classification of an incident as an "Incident with Potential" is determined by the agency ASM.

C18.1.5 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.

C18.1.6 SafeCom. An agency Aviation Safety Communique used to report any condition, observance, act, maintenance problem, or circumstance which has potential to cause an aviation related accident (Form OAS-34 or FS 5700-14).

### C18.2 Mishap Reporting

The Contractor must immediately, and by the most expeditious means available, notify the NTSB AND the agency ASM when an "Aircraft Accident" or NTSB reportable "Incident" occurs.

C18.2.1 The ASM must immediately be notified when an "Incident with Potential" occurs.

C18.2.2 The toll free 24-hour Interagency Aircraft Accident Reporting Hot Line number is:

1-888-4MISHAP (1-888-464-7427)

### C18.3 Forms Submission

C18.3.1 Following an "Aircraft Accident" or when requested by the NTSB following notification of a reportable

LIGHT HELICOPTER - HAWAII

## SECTION C – CONTRACT TERMS AND CONDITIONS

"Incident," the Contractor must provide the agency ASM with information necessary to complete a NTSB Form 6120.1/2 "Pilot/Operator Aircraft Accident Report".

C18.3.2 The Contractor must submit a "SafeCom" to the agency ASM within 5 days upon the occurrence of any condition, observance, act, maintenance problem, or circumstance which has potential to cause an aviation-related mishap. Submission via the internet at <http://www.safecom.gov/> is preferred. Blank SafeComs can be obtained from agency ASMs. The submission of an NTSB Form 6120.1/2 does not replace the Contractor's responsibility to submit a "Safecom".

### C18.4 Pilot Suspension

See Suspension of Pilot clause C16.2.

### C18.5 Preservation Requirements

C18.5.1 The Contractor must not permit removal or alteration of the aircraft, aircraft equipment, or records following an Aircraft Accident, Incident, or Incident with Potential until authorized to do so by the CO or other authorized agency representative. Permitted exceptions to this requirement may be when life or property are threatened, when the aircraft is blocking an airport runway, etc. The Contractor must immediately notify the CO when taking such actions.

C18.5.2 The NTSB's release of the wreckage does not constitute a release by the CO.

### C18.6 Mishap Investigations

C18.6.1 The Contractor must maintain an accurate record of all aircraft accidents, incidents, aviation hazards, and injuries to Contractor or Government personnel arising during this contract.

C18.6.2 Following a mishap, the Contractor must ensure that pilots, mechanics or other personnel associated with the aircraft remain in the vicinity of the mishap until released by the CO or their designated representative. The Contractor must cooperate with the agency during any investigation and make available personnel and aircraft records, and any equipment, damaged or undamaged, that the agency deems necessary.

### C17.8 Costs Related to Investigation

The NTSB or agency will determine their individual agency's investigation cost responsibility. The Contractor will be fully responsible for any cost associated with the reassembly, approval for return-to-service, and return transportation of any items disassembled by the Government.

### C17.8 Rescue and Salvage Responsibilities

The Contractor must be responsible for the cost of search, rescue, and salvage operations made necessary due to causes other than negligent acts of a Government employee.

### C19 Economic Price Adjustment - Fuel

C19.1 During the contract period, including any renewal, the hourly flight rate may be adjusted as set forth herein to reflect increases and decreases in the cost of aviation fuel.

C19.2 The Contractor warrants that the prices offered for this contract do not include any allowances for any contingency to cover increased costs for which adjustment is provided under this clause.

C19.3 **Base Price.** The base price will be the commercial price obtained by the Government for jet fuel or aviation gasoline (whichever is appropriate) at or near the designated base and at the time the solicitation is issued. **The base price for fuel is identified in Section A, Requirements and Prices.**

C19.4 **Reference Price.** The reference price will be the commercial fuel price in effect at the time of economic price adjustment. The reference price will be obtained from the same source as the base price. The reference price will become the base price for the subsequent adjustment.

C19.5 **Flight Rate Adjustment.** Adjustment to the hourly flight rate is the difference between the reference price and the base price multiplied by the hourly fuel consumption rate for the type aircraft involved as shown in the Helicopter Fuel Consumption and Weight Reduction Chart Exhibit.

C19.5.1 The hourly flight rate will be adjusted upward whenever the Contractor notifies the CO in writing that the reference price is more than 10 percent higher than the base price. The hourly flight rate will be adjusted downward whenever the CO notifies the Contractor in writing that the reference price is more than 10 percent lower than the base price. The adjusted price will apply to flight time occurring after receipt of said notice.

C19.6 Fuel price adjustments will be subject to review by the CO.

## CONTRACT PERIOD AND RENEWAL

### C20 Contract Period

## SECTION C – CONTRACT TERMS AND CONDITIONS

The contract period will be from date of award through February 28, 2014, unless otherwise extended as allowed herein.

### **C21 Option to Extend the Term of the Contract (48 CFR 52.217-9, Mar 2000)**

(a) The Government may extend the term of this contract by written notice to the Contractor at least 30 days prior to expiration of the contract.

(b) If the Government exercises this option, the extended contract shall be considered to include this option clause.

(c) Options exercised prior to the availability of funds for a new fiscal year are subject to FAR 52.232-18 Availability of Funds, which is incorporated by reference.

(d) The total duration of this contract, including the exercise of any options under this clause, shall not exceed **5 years 6 months**.

### **C21.A Option to Extend Services (48 CFR 52.217-8, Nov 1999)**

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

### **C22 Reserved**

### **C23 Reserved**

## **AVAILABILITY REQUIREMENTS**

### **C24 Reserved**

### **C25. Reserved.**

### **C26 Maintenance During Availability Period**

C26.1 The COR may approve Contractor requests to remove the aircraft from service to permit the Contractor to perform scheduled or unscheduled maintenance. The Government will continue to measure and pay for service availability throughout periods approved for maintenance. The COR may require the Contractor to resume service within 60 minutes or any other agreed upon time period. Failure to do so would result in unavailability status.

C26.2 If the aircraft is not scheduled for service or service is unavailable, the aircraft may be removed from the operating base for maintenance, provided the Contractor: (1) Obtains the schedule of operations from the COR, (2) returns the

aircraft to service before the beginning of the next availability period, AND (3) uses the aircraft for maintenance test flights, or flight to and from maintenance facilities, only.

### **C27 Unavailability and Damages**

C27.1 The Contractor will be considered to be unavailable when they are not in compliance with all contract requirements or are not capable of providing service as scheduled by the Government. Unavailability status will continue until the Contractor has notified the COR that they are available.

C27.2 During periods of Contractor unavailability, the Government may obtain replacement services elsewhere and charge the Contractor for any resulting excess costs. The Contractor may be liable for any additional actual damages to the Government resulting from such failure to perform.

## **GUARANTEE, MEASUREMENT AND PAYMENT**

### **C28 Guarantee**

C28. The Government does not guarantee any minimum or maximum number of flight hours during this contract except as defined in C29.5.2

### **C29 Flight Time**

C29.1 Measurement of Flight Time. Flight time will be measured from lift-off to touchdown in hours and tenths. Flight time will be measured by means of an approved electrical time recorder, as required in Section B.

C29.2 Payment for Flight Time. The Government will pay for all flights ordered by the CO and flown by the Contractor at the rates set forth in Section A.

C29.3 Flights Associated with Inspections. Flight time associated with the DOI, NBC, Aviation Management (agency) inspection unless otherwise specified in this contract will be at the expense of the Contractor and will not be measured for payment.

C29.4 Flights for Contractor's Benefit. The Government will not pay for flights benefiting the Contractor, such as flights for maintenance testing, for ferrying to and from maintenance facilities, flights required following an engine change, commercial charters, and flights solely for transporting Contractor's personnel.

C29.5 Standby (for periods of service of less than 24 hours).

The Government will pay standby time when properly invoiced and reported on Form OAS-23 at the rates stipulated in Section A subject to the following:

C29.5.1 Standby will not be earned for stops involving

## SECTION C – CONTRACT TERMS AND CONDITIONS

passenger exchange, cargo loading/unloading, fuel stops, lunch breaks, or acts of God, such as weather, which prevent continuation of the flight.

C29.5.2 Guarantee (for periods of service in excess of 24 hours). The Vendor will be compensated for standby time through a flight hour guarantee as follows:

C29.5.5 When properly invoiced and reported on Form OAS-23, payment will be made for the greater of (1) actual flight time including required ferry, or (2) the total guarantee determined by multiplying the number of days of ordered service by the daily guarantee set forth in Section A.

C29.5.6 Payment for un-flown guarantee will be computed at the dry rate.

C29.5.7 Services terminating before 1200 or beginning at 1200 hours or after will be measured as one-half the guarantee set forth in Section A.

C29.5.8 Whenever ordered service is unavailable, the minimum guarantee will be reduced by the length of time service is unavailable not to exceed the minimum guarantee per day set forth in Section A.

C29.5.10 Guarantee will not accrue after the aircraft is released, regardless of the location and the circumstances at the time of release (i.e., adverse weather conditions, etc.).

### C30 Mobilization/Demobilization

C30.1 The Contractor is responsible for all mobilization and demobilization costs to and from the designated base(s) stipulated in Section A. The Government may, at its discretion, release the Contractor from other than the base stipulated in Section A. The contract price will be adjusted as described below whenever the distance from the point of release to the Contractor's home base is greater than or less than the distance between the Contractor's home base and the designated base stipulated in Section A.

C30.2 Flight distance will be measured using the most direct route taken from low level en route aeronautical charts. The net distance will be converted into hours of flight using the most economical cruise speed of the aircraft. The adjustment will be determined by multiplying the difference in distance (hours of flight) by the flight rate stipulated in Section A.

C30.3 Fuel servicing vehicle mileage will be measured using the most direct route taken from the Household Goods Carriers' Bureau Mileage Guide developed by Rand McNally and Company.

C30.4 Distances that are greater than home base to the base stipulated in the Section A will result in a payment to the Contractor. Distances that are less than home base to the base

stipulated in Section A will result in a decrease to the Contractor.

### C31 Additional Pay Items (from Schedule of Items)

Claims for additional pay items addressed herein must be documented on the invoice for payment and supported by invoice(s) and/or document(s), as required below. The Government will not pay claims submitted with incomplete or missing supporting documentation.

C31.1 Subsistence Allowance. A claim for a subsistence allowance (lodging and/or meals) may be made for each authorized crewmember's overnight stay, including mandatory days off, when assigned to a base away from the designated base subject to the following:

C31.1.1 The Government, at its option, may provide meals and/or lodging (which may be remote field or fire camp accommodations). If not Government provided, the Contractor may claim an overnight allowance equal to the Federal Travel Regulation (FTR) standard rate (or high rate, if applicable, for the location of the overnight).

C31.1.1.1 No additional amount(s) shall be paid for lodging taxes, occupancy sales tax, city tax, or such taxes or other costs that may be imposed by lodging facilities at any location. No additional amount shall be paid for lodging amounts that exceed the FTR applicable standard or high rates.

NOTE: Any invoice submission that includes amounts in excess of the FTR specified locality rates will be rejected for payment. The Contractor will be required to resubmit at the FTR allowable rate for the overnight area.

C31.1.1.2 No lodging receipts are required to support the subsistence claim.

C31.1.2 If the Contractor does not use Government provided meals and/or lodging, the Government will not pay for Contractor costs incurred for travel to alternate meal or lodging locations.

C31.1.3 Unless the Government makes three meals available to the Contractor's employees, the applicable FTR total rate for meals and incidental expenses will be paid.

C31.1.4 If partial subsistence, either three meals or lodging, is provided by the Government, the Contractor will be paid at current FTR rates for the portion that is Contractor provided. Lodging will be handled as stated above. Current rates established by the FTR are:

#### STANDARD

Meals and Incidental Expense: \$46.00

Lodging: \$77.00

Total: \$123.00

## SECTION C – CONTRACT TERMS AND CONDITIONS

### HIGH RATE

For current FTR per diem rates see Internet site <http://www.gsa.gov/portal/category/21287>.

C31.1.5 The Government is not contractually obligated to provide miscellaneous food/drinks/refreshments for Contractor employees at fire locations. While some locations may provide food/drink/refreshments to fire crews, including Contractor personnel, this intermittent availability does not create an ongoing Government obligation to furnish at every site/location.

C31.2 Fuel Servicing Vehicle Mileage. The Contractor will be paid the rate per mile stipulated in Section A for a fuel servicing vehicle meeting the requirements of this contract when it is dispatched to provide support to the aircraft away from the designated base.

The Government will not pay for fuel servicing vehicle mileage between designated bases.

C31.3 Fuel Supply Expense. The Contractor is responsible for the cost of all fuel required for contract performance. When the Contractor is ordered to operate from an alternate base, the Government will, at its option:

C31.3.1 Direct the Contractor to transport required fuel with the fuel servicing vehicle, subject to payment for fuel servicing vehicle mileage, if so provided in the Section A.

C31.3.2 Furnish fuel and deduct from payment the fuel cost based upon commercial rates at the nearest point fuel is commercially available.

C31.5 Miscellaneous Contractor Costs. Miscellaneous unforeseeable costs that cannot be recovered through the contract payment rates and that are the direct result of ordered services away from the designated base may be paid at actual costs, when authorized in advance by the COR. Examples of such items are airport use costs (tie-downs) and truck permits at ports-of-entry, etc.. The Contractor must support any cost exceeding \$75.00 with an itemized, paid invoice.

C31.6 Landing Fees. The Government will pay the Contractor for all landing fees the Contractor is required to pay. The Contractor must support any cost exceeding \$75.00 with an itemized, paid invoice.

### **C32 Government Miscellaneous Charges**

The Government will deduct payment for miscellaneous charges for goods or services furnished to the Contractor.

### **EXHIBITS**

SOLICITATION NO. D12PS00651

C33 The following exhibits are enclosed and made part of this solicitation:

### Section B

- Standard Interagency Load Calculation Form
- Helicopter Fuel Consumption and Weight Reduction Chart
- Unacceptable Lap Belt and Shoulder Harness Conditions
- Acceptable Paint Schemes
- First Aid Kit and Survival Kit
- FS/OAS Drawing A-16
- FS/OAS Drawing A-17
- Helicopter Remote Cargo Hook Equipment and Synthetic Longline Requirements
- Longline B Additional Equipment and/or Pilot Requirements
- Short-Haul B Additional Equipment and/or Pilot Requirements
- Short-Haul Pilot Practical Test Requirements
- Aerial Capture, Eradication, or Tagging of Animals
- Basic Fire and Interagency Fire Additional Equipment and/or Pilot Requirements
- Bell Medium Helicopter Additional Equipment and/or Pilot Requirements
- Helicopter Like Makes and Models
- Procedures for Water Bucket Use

### Section C

- Statement of Equivalent Rates for Federal Hires
- Department of Labor Wage Determination Information
- Unavailability Conversion Chart
- Transportation Worksheet

LIGHT HELICOPTER - HAWAII

SECTION C – CONTRACT TERMS AND CONDITIONS

**EXHIBIT**

**STANDARD INTERAGENCY LOAD CALCULATION METHOD AND FORM**

<b>INTERAGENCY HELICOPTER LOAD CALCULATION</b> OAS-67/FS 5700 (10/06)		MODEL	
		N#	
PILOT(S)			DATE
MISSION			TIME
1 DEPARTURE	PA	OAT	<input type="checkbox"/>
2 DESTINATION	PA	OAT	<input type="checkbox"/>
3 HELICOPTER EQUIPPED WEIGHT			
4 FLIGHT CREW WEIGHT			
5 FUEL WT ( _____ gallons X _____ lb per gal)			
6 OPERATING WEIGHT (3 + 4 + 5)			
	Non-Jettisonable		Jettisonable
	HIGE	HOGE	HOGE-J
7a PERFORMANCE REF (List page/chart from FM)			
7b COMP GROSS WT (FM performance section)			
8 WT REDUCTION (Req for all non-jettisonable)			
9 ADJUSTED WEIGHT (7b minus 8)			
10 GROSS WT LIMIT (FM limitations section)			
11 SELECTED WEIGHT (Lowest of 9 or 10)			
12 OPERATING WEIGHT (From line 6)			
13 ALLOWABLE PAYLOAD (11 minus 12)			
14 PASSENGERS/CARGO MANIFEST			
15 ACTUAL PAYLOAD (Total of all weights listed in Item 14) Line 15 must not exceed line 13 for the intended mission.			
PILOT SIGNATURE			
MGR SIGNATURE	Hazmat Yes ___ No ___		

SECTION C – CONTRACT TERMS AND CONDITIONS

EXHIBIT

STANDARD INTERAGENCY LOAD CALCULATION METHOD AND FORM (CONT.)

Interagency Helicopter Load Calculation Instructions

A load calculation must be completed for all flights. A new calculation is required when operating conditions change ( $\pm 1,000'$  in elevation or  $\pm 5^\circ\text{C}$  in temperature) or when the helicopter operating weight changes (such as changes to the equipped weight, changes in flight crew weight, or a change in fuel load).

All blocks must be completed. Pilot must complete all header information and items 1-13. Helicopter manager completes items 14 and 15.

**1. Departure.** Name of departure location and current pressure altitude (PA, read altimeter when set to 29.92) and outside air temperature (OAT, in Celsius) at departure location.

**2. Destination.** Name of destination location and PA and OAT at destination. If destination conditions are unknown, use MSL elevation from a map and standard lapse rate of  $2^\circ\text{C}/1,000'$  to estimate OAT.

Check the box in line 1 (departure) or line 2 (destination) to indicate the most restrictive values used to obtain computed gross weight in line 7b.

**3. Helicopter equipped weight.** Equipped weight equals the empty weight (as listed in the weight and balance data) plus the weight of lubricants and onboard equipment required by contract (i.e., survival kit, rappel bracket).

**4. Flight crew weight.** Weight of the pilot and any other assigned flight crewmembers on board (i.e., copilot, flight engineer, navigator) plus the weight of their personal gear.

**5. Fuel weight.** Number of gallons on board **X** the weight per gallon (jet fuel = 7.0 lb/gal; AvGas = 6.0 lb/gal).

**6. Operating weight.** Add items 3, 4 and 5.

**7a. Performance references.** List the specific flight manual supplement and **hover performance** charts used to derive computed gross weight for line 7b. Separate charts may be required to derive HIGE, HOGE, and HOGE-J. **HIGE:** Use hover-in-ground-effect, external/cargo hook chart (if available). **HOGE and HOGE-J:** Use hover-out-ground-effect charts for all HOGE operations.

**7b. Computed gross weight** Compute gross weights for HIGE, HOGE, and HOGE-J from appropriate flight manual **hover performance** charts using the pressure altitude (PA) and temperature (OAT) from the most restrictive location, either departure or destination. Check the box in line 1 (departure) or line 2 (destination) to indicate which values were used to obtain computed gross weight.

**8. Weight reduction. The Government weight reduction is required for all “non-jettisonable” loads.** The weight reduction is optional (mutual agreement between pilot and helicopter manager) when carrying jettisonable loads (HOGE-J) where the pilot has total jettison control. The appropriate weight reduction value, for make and model, can be found in the current helicopter procurement document (contract).

**9. Adjusted weight.** Line 7b minus line 8.

**10. Gross weight limitation.** Enter applicable gross weight limit from **limitations section** of the basic flight manual or the appropriate flight manual supplement. This may be maximum gross weight limit for takeoff and landing, a weight/altitude/temperature (WAT) limitation or a maximum gross weight limit for external load (jettisonable). Limitations may vary for HIGE, HOGE, and HOGE-J.

**11. Selected weight. The lowest weight, either line 9 or 10, will be entered for all loads.** Applicable limitations in the flight manual must not be exceeded.

**12. Operating weight.** Use the value entered in line 6.

**13. Allowable payload.** Line 11 minus line 12. The maximum allowable weight (passengers and/or cargo) that can be carried for the mission. Allowable payload may differ for HIGE, HOGE, and HOGE-J.

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

**15. Actual payload.** Total of all weights listed in item 14. Actual payload must not exceed allowable payload for the intended mission profile; i.e., HIGE, HOGE, or HOGE-J.

**Both pilot and helicopter manager must review and sign the form.** Check if hazmat is being transported. Manager must inform the pilot of type, quantity, and location of hazmat on board.

**SECTION C – CONTRACT TERMS AND CONDITIONS**

**EXHIBIT**

**HELICOPTER FUEL CONSUMPTION AND WEIGHT REDUCTION CHART**

		Fuel Consumption	Load Calculation
		<u>Gallon/Hour</u>	<u>Weight Reduction-Lb</u>
<b>EUROCOPTER</b>	AS-330J	179	NOT ESTABLISHED
	AS-332L-1	160	NOT ESTABLISHED
	AS-350B/350BA	45	130
	AS-350B-1	46	160
	AS-350B-2	48	160
	AS-350B-3	50	175
	AS-350D	38	130
	AS-355F-1/355F-2	58	140
	AS-365N-1	87	275
	BK-117	77	160
	BO-105CBS	55	180
	SA-315B	58	180
	SA-316B	58	170
	SA-318C	56	80
	SA-319B	55	NOT ESTABLISHED
	SA-341G	56	170
	EC-120	31	NOT ESTABLISHED
	EC-130-B4	53	NOT ESTABLISHED
	EC-135	64	220
	EC-145	80	NOT ESTABLISHED
EC-155B1	95	NOT ESTABLISHED	
EC-225	183	NOT ESTABLISHED	
<b>BELL</b>	47	17A	90
	47/SOLOY	23	120
	204B (UH-1 SERIES)	86	200
	204 Super B	90	200
	205A-1	88	260
	205A-1++	90	260
	206B-II	25	100
	206B-III	27	130
	206L-1	32	150
	206L-3 (Incl L-1 C30P)	38	180
	206L-4	38	180
	210	90	260
	212	100	390
	214B	160	380
	214B1	145	380
	214ST	133	NOT ESTABLISHED
	222A	70	NOT ESTABLISHED
	222B	83	NOT ESTABLISHED
	222UT	83	NOT ESTABLISHED
	407	45	155
	412	110	390
	412HP	110	390
	UH-1B	86	N/A
UH-1B Super	88	N/A	
UH-1F	88	N/A	
UH-1H (-13 engine)	88	N/A	
UH-1H (-17 engine)	90	N/A	
TH-1L	88	N/A	
<b>MD</b>	500C	23	110
	500D/E	28	120
	520N	32	100
	530F	34	120
	600N	41	155
	900/902	69	210
<b>HILLER</b>	SL-3/4	21A	90
	UH-12	17A	90
	1100B	22	130
	UH-12/SOLOY	23	100
<b>SIKORSKY</b>	S-55T	47	170
	S-58D/E	83A	OGE 000 IGE 400
	S-58T/PT6T-3	115	OGE 000 IGE 400
	S-58T/PT6T-6	115	OGE 000 IGE 460
	S-62A	70	300
	S-70	160	N/A
	S-76C+	90	NOT ESTABLISHED
	S-92	178	NOT ESTABLISHED
<b>ROBINSON</b>	R-44	15	75

**SECTION C – CONTRACT TERMS AND CONDITIONS**

"A" after the gallons indicates Avgas; all others are turbine.

5/10

**EXHIBIT**

**UNACCEPTABLE AIRCRAFT LAP BELT AND SHOULDER HARNESS CONDITIONS**

<b>Item</b>	<b>Unacceptable Conditions</b>
Webbing	<ol style="list-style-type: none"> <li>1. Frayed: 5 percent or more</li> <li>2. Torn</li> <li>3. Crushed</li> <li>4. Swelling: twice the thickness of original web or if difficult to operate through hardware</li> <li>5. Creased: no structural damage allowed</li> <li>6. Sun deterioration: severe fading, brittleness, discoloration, and stiffness</li> </ol>
Hardware	<ol style="list-style-type: none"> <li>1. Inoperable buckle or other hardware</li> <li>2. Nylon bushing at shoulder-harness-to-lap-belt connection missing or damaged</li> <li>3. Fabricated bushings or tie wraps used as bushings</li> <li>4. Rust/corrosion: only minor surface rust/corrosion allowed</li> <li>5. Wear: wear beyond normal use</li> </ol>
Stitches	<ol style="list-style-type: none"> <li>1. Broken or missing</li> <li>2. Severe fading or discoloring</li> <li>3. Inconsistent pattern</li> </ol>
TSO Tags (see 14 CFR 21.607)	<ol style="list-style-type: none"> <li>1. Missing</li> <li>2. Illegible</li> </ol>
Age	<p>Belts/fabric over 10 years from date of manufacture will be closely inspected for possible damage from exposure to the elements, but do not have to be replaced if they can be determined to be in serviceable condition.</p>

**SECTION C – CONTRACT TERMS AND CONDITIONS**

**EXHIBIT**

**ACCEPTABLE PAINT SCHEMES**

1. Starting at the blade tip, paint the first 1/6 of the blade length with gloss white. Paint the second 1/6 of the blade length with yellow or orange. Paint the third 1/6 of the blade length with gloss white. Paint the next 1/3 of the blade length with yellow or orange. Paint the remaining 1/6 of the blade length with gloss white.

<b>W</b>	<b>Y</b>	<b>W</b>	<b>Y</b>	<b>W</b>	<b>HUB</b>	<b>W</b>	<b>Y</b>	<b>W</b>	<b>Y</b>	<b>W</b>
<b>1/6</b>	<b>1/6</b>	<b>1/6</b>	<b>1/3</b>	<b>1/6</b>		<b>1/6</b>	<b>1/3</b>	<b>1/6</b>	<b>1/6</b>	<b>1/6</b>

2. One black and one white blade (two-bladed rotor systems).
3. Paint schemes previously approved under a U.S. Forest Service or Department of the Interior, NBC, Aviation Management contract.
4. High visibility paint schemes and color variations specified by manufacturer in a service bulletin, instruction, or other manufacturer-published document or text.

**SECTION C – CONTRACT TERMS AND CONDITIONS**

**EXHIBIT**

**FIRST AID & SURVIVAL KITS**

Aircraft owned or operated by DOI are required to carry a first aid kit. The kit items must be stored in a dust-proof and moisture-proof container. It must be readily accessible to the aircraft occupants. Kits are available through commercial sources. The kit’s contents will include the items listed below plus additional equipment appropriate to the route and number of occupants aboard the aircraft.

<b>Minimum First Aid Kit Items</b>		
<u>Item</u>	Passenger Seats 0-9	Passenger Seats 10-50
Adhesive bandage strips (3 inches long)	8	16
Antiseptic or alcohol wipes (pkts)	10	20
Bandage compresses (4 inches)	2	4
Triangular bandage (40 inches) (sling)	2	4
Roller bandage, 4 inches by 5 yards (gauze)	2	4
Adhesive tape, 1 inches by 5 yards (standard roll)	1	2
Bandage scissors	1	1
Body fluids barrier kit:	1	1
2 pairs latex gloves		
1 face shield		
1 mouth-to-mouth barrier		
1 protective gown		
2 antiseptic towelettes		
1 biohazard disposable bag		

**Note:** Splints are recommended if space permits.

<b>Minimum Aircraft Survival Kit Items</b>
<p>These are the minimum required items for special use activities in the Hawaiian Islands and the Commonwealth Areas of the Pacific.</p>
<p>Fire starter (can be two boxes of matches in a waterproof container)</p> <p>One knife</p> <p>Signal flares (six each) Flares carried shall be capable of penetrating above a forest canopy of 60 feet.</p> <p>Candles</p> <p>Collapsible water bag</p> <p>Magnesium fire starter</p> <p>Signal mirror</p> <p>Food (2 days’ emergency rations per occupant)</p> <p>Water purification tablets</p> <p>Whistle</p> <p>Space blanket (one per occupant)</p> <p>Nylon rope or parachute cord (50 feet)</p> <p>Heavy plastic sheeting or waterproof tarps (2 each: 8 feet by 10 feet)</p> <p>Machete (2 each)</p> <p>Water (one quart per occupant required when operating over areas without adequate drinking water)</p>

**SECTION C – CONTRACT TERMS AND CONDITIONS**

**EXHIBIT  
DRAWING FS/OAS A-16**

**Accessory Connector Pin Assignments**

**Griffith Bucket (7 wire)**

	<b>MS 3101E-24-11S (Helicopter)</b>	<b>MS 3107B-24-11P (Bucket)</b>	
<b>Pin</b>	<b>Function</b>	<b>Function</b>	
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)**

	<b>MS 3101E-24-11S (Helicopter)</b>	<b>MS 3107B-24-11P (Bucket)</b>	
<b>Pin</b>	<b>Function</b>	<b>Function</b>	
B	28VDC/Ground	28VDC/Ground	(Green)
G	Ground (close)	Ground (close)	(White)
I	28VDC (open)	28VDC (open)	(Black)

**Sims Bucket (8 wire)**

	<b>MS 3101E-24-11S (Helicopter)</b>	<b>MS 3107B-24-11P (Bucket)</b>	
<b>Pin</b>	<b>Function</b>	<b>Function</b>	
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)**

	<b>MS 3101E-24-11S (Helicopter)</b>	<b>MS 3107B-24-11P (Bucket)</b>
<b>Pin</b>	<b>Function</b>	<b>Function</b>
B	28VDC/Ground (open)	28VDC/Ground (open)
H	Ground/28VDC (close)	Ground/28VDC (close)

**Brackett Carousel/Chadwick Bucket (3 wire)**

	<b>MS 3101E-24-11S (Helicopter)</b>	<b>MS 3107B-24-11P (Bucket)</b>
<b>Pin</b>	<b>Function</b>	<b>Function</b>
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)**

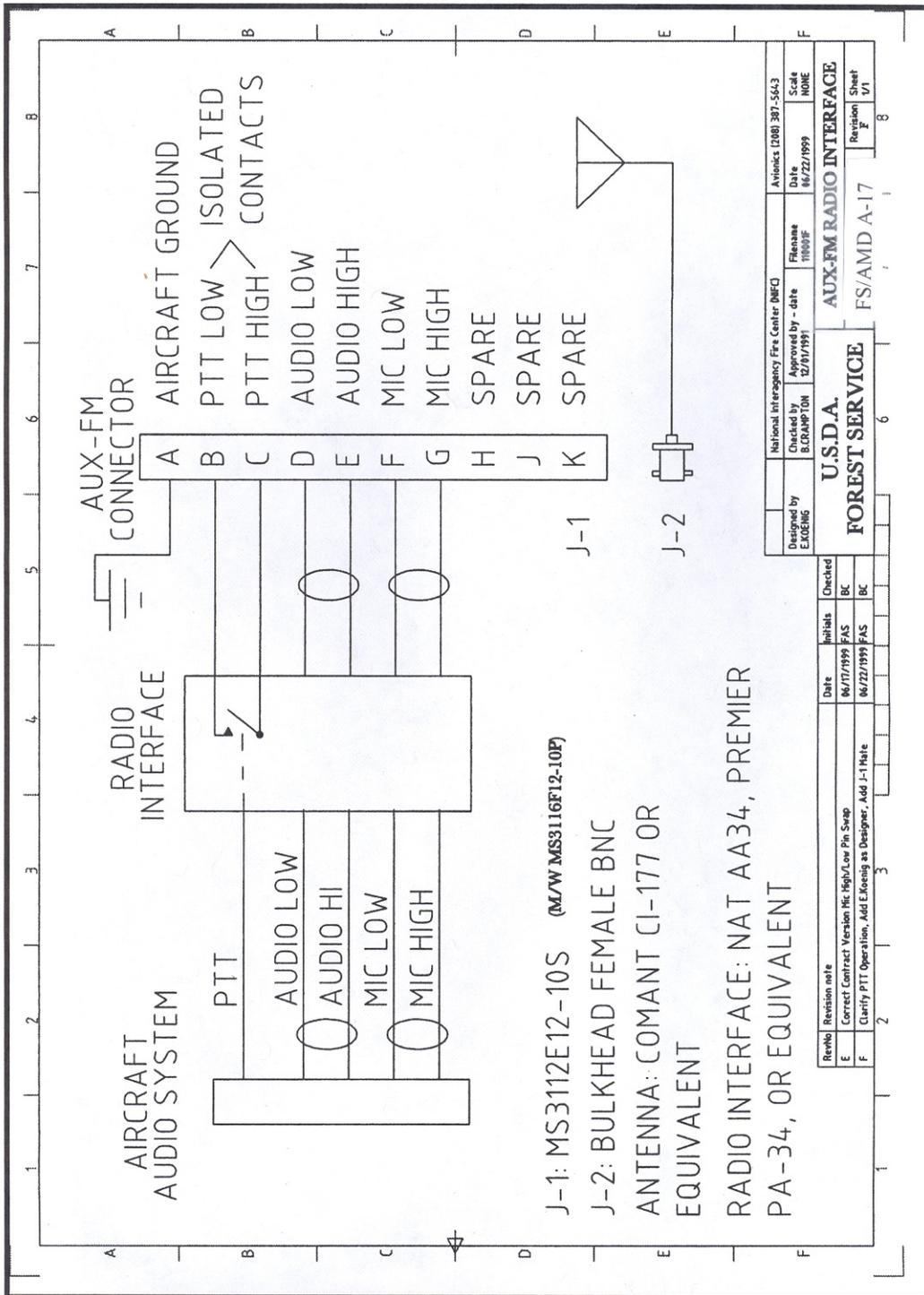
	<b>MS 3101E-24-11S (Helicopter)</b>	<b>MS 3107B-24-11P (Bucket)</b>
<b>Pin</b>	<b>Function</b>	<b>Function</b>
D	Airframe Ground	System Ground
E	28VDC (bucket open)	28VDC Bucket/Hook Open-Torch/Seeder on

SECTION C - CONTRACT TERMS AND CONDITIONS

EXHIBIT

DRAWING FS/OAS A-17

Auxiliary FM Radio Interface



SECTION C – CONTRACT TERMS AND CONDITIONS

EXHIBIT

HELICOPTER REMOTE CARGO HOOK EQUIPMENT AND SYNTHETIC LONGLINE REQUIREMENTS

Remote Cargo Hook Equipment

One remote cargo hook with related cabling and release system, complying with the following specifications:

1. Electrically activated remote cargo hook 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.
2. The remote hook must be protected by a metal ring or cage that does not interfere with the use or function of the hook.
3. Counterwound or rotation resistant wire rope with swaged fittings having a minimum breaking strength of 3.75 times the working load with appropriate placards and/or synthetic rope meeting the requirements.
4. The length of the rope must be readily adjustable from 50 to 150 feet in 50-foot increments.
5. Electrical cables must be protected from pinching by hooks or shackles and from damage caused by stretching of the line. The electrical wire must be long enough at the aircraft cargo hook end to prevent a swinging load from unplugging the electrical connector.
6. All fabrication and installation methods must comply with 14 CFR Part 133 and AC 43.13-1B.
7. The remote hook operating switch must be mounted on the collective control to avoid confusion with the helicopter cargo hook release.

Synthetic Longline Requirements

1. **Material Type.** Helicopter synthetic longlines 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 percent elongation at 30 percent of break strength), excellent chemical resistance, and less than 1 percent 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.
2. **Rope Diameter.** Minimum rope diameter shall be ½-inch.
3. **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: 8,000 lb to 30,000 lb or greater  
Type 2: 1,600 lb to 4,500 lb  
Type 3: 750 lb to 1,600 lb
4. **Factor of Safety.** A factor of safety of 7 shall be used for helicopter synthetic longlines. Therefore, all ropes shall have an ultimate strength (minimum breaking 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 minimum breaking strength when new of at least 31,500 pounds. Rope diameters will vary depending on strength and type of rope.
5. **Knots and Splices.** No knots are permitted in the synthetic longline. Knots can decrease rope strength by as much as 50 percent. Splices may be used in the assembly of the longline, but no mid-line splicing repairs may be done. Resplicing at the end of the line is permitted only if the rope is in good condition and the new splice is done per the manufacturer’s recommended splicing practices. Splices should always follow the manufacturer-recommended splicing practices.
6. **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 longlines have the UV coating and/or the removable covers to help protect the lines. Consult rope manufacturers for acceptable coating methods.

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

## SECTION C – CONTRACT TERMS AND CONDITIONS

### EXHIBIT

#### Longline B Additional Equipment and/or Pilot Requirements

##### Longline Operations (combined line and load length greater than 50 feet)

The following equipment is required on all helicopters offered and contracted for longline/remote hook missions:

Part number MS 3101E-24-11S, nine-pin connector, for use as the power source for a helitorch or remote cargo hook. Pin D must be airframe ground. Pin E must be switched 28VDC, protected by a manually operable, 50-amp circuit breaker. The water bucket/tank open switch must also activate this circuit.

A lanyard to support the connector and mounted within 12 inches of the cargo hook.

This connector must have multiple circuit capacity sufficient to provide power and control for Contractor-furnished equipment. The longline remote hook, fixed tank, or water bucket must be wired through this connector. A list of water buckets with required pin wiring can be found in the FS/OAS Drawing A-16 Exhibit (see Section C). Wiring diagrams for various equipment configurations are available from the U.S. Department of the Interior, Aviation Management, 300 E. Mallard Drive, Suite 200, Boise, ID 83706, or USDA Forest Service, 3833 S. Development Avenue, Boise, ID 83705-5354.

One remote cargo hook with related cabling and release system, complying with the following specifications:

Electrically activated remote cargo hook 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.

The remote hook must be protected by a metal ring or cage that does not interfere with the use or function of the hook.

Synthetic rope meeting the requirements of the Longline Exhibit A, Helicopter Remote Cargo Hook and Synthetic Longline Requirements (see Section C).

The length of the rope must be readily adjustable from 50 to 150 feet in 50-foot increments.

Electrical cables must be protected from pinching by hooks or shackles and from damage caused by stretching of the line. The electrical wire must be long enough at the aircraft cargo hook end to prevent a swinging load from unplugging the electrical connector.

All fabrication and installation methods must comply with 14 CFR Part 133 and AC 43.13-1B.

Remote hook operating switch must be mounted on the collective control to avoid confusion with the helicopter cargo hook release.

The following additional pilot requirements are required on all helicopters offered and contracted for longline/remote hook missions:

10 hours . . . Total longline vertical reference (VTR) flight hours to include a minimum of 2 hours of VTR training within the last 12 months.

**SECTION C – CONTRACT TERMS AND CONDITIONS**

**EXHIBIT**

**Short-Haul B**

**Additional Equipment and/or Pilot Requirements**

**Short-Haul Operations**

The following equipment is required on all helicopters offered and contracted for short-haul missions:

One keeperless cargo hook (On-Board Systems keeperless cargo hook or equal) that may be loaded and locked in a single motion with one hand and is rated at the maximum lifting capacity of the aircraft. This hook shall incorporate both an electrically activated release and a secondary mechanically activated release. The electric release shall be activated by a switch on the cyclic. The switch must be guarded/protected to minimize the possibility of inadvertent activation. The secondary mechanical release should incorporate a hydraulically activated release if available for the make and model of helicopter. (See the cargo hook maintenance requirements in Section B29.)

The following pilot requirements are required on all helicopters offered and contracted for short-haul missions:

Short-haul/rappel activities are a requirement of this contract. All pilots will have logged additional experience as pilot-in-command as follows:

50 hours . . . in make, model, and series of helicopter offered in the last 12 months.

25 hours . . . rappel/short-haul or vertical reference experience (longline requiring precision placement) in the last 12 months

Attend a short-haul/rappel recurrency/proficiency training session. This training shall be conducted at Volcanoes National Park and documented by a qualified spotter and will include the items listed below.

Briefing and familiarization on short-haul/rappel bracket and hard points for the specific model.

Seating arrangements for spotters.

Perform a minimum of six ground mockups in the aircraft model to be used, including rigging aircraft for a short-haul/rappel mission and deploying the short-haulers.

Briefing on any peculiarities of the specific model.

Demonstrate ability to operate the helicopter during three short-haul sequences.

Demonstrate ability to work with short-haul spotter.

After successful completion of the short-haul flight evaluation as described in the Short-Haul Exhibit A, Pilot Practical Test Requirements, and DOI NBC-Aviation Management approval, recurrency will be conducted at the expense of the Government.

The pilot will be subject to a performance check every 14 days.

Short-haul/rappel operations will be conducted in accordance with the *DOI Short-Haul Handbook* and the *Interagency Helicopter Rappel Guide*. These will be provided to the Contractor by the National Park Service.

SECTION C – CONTRACT TERMS AND CONDITIONS

EXHIBIT

Short-Haul Pilot Practical Test Requirements

Page 1 of 4

(From the DOI HELICOPTER SHORT-HAUL HANDBOOK, February 2010)  
(<http://OAS.nbc.gov/library/handbooks.htm>)

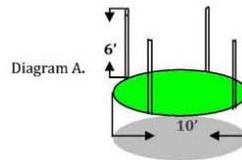
APPENDIX A: SHORT-HAUL PILOT PRACTICAL TEST COURSE  
REQUIREMENTS

---

The short-haul evaluation consists of two courses that can be set up as a temporary or permanent site. The materials that are used may vary, but the dimensions must be constructed as follows:

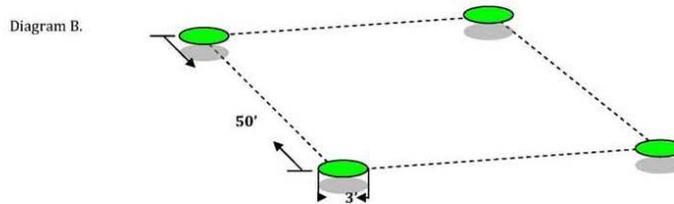
A. Phase One Evaluation Course

Construct a highly visible circle 10 feet in diameter with a minimum of four (4) small diameter poles that extend from the surface to an approximate height of 6 feet, spaced equally around the perimeter of the circle. This course should be set up in an area that gives adequate clearance for the helicopter to approach and depart and have safe clearance to complete hover turns. The course must be clearly identifiable to the pilot from the air.



B. Phase Two Evaluation Course

Construct a square course with sides 50 feet in length. At each of the corners, a 3-foot diameter circle should be placed with its center on the corner. The course should be set up in a clear area so that the helicopter can hover turn at each circle. The four (4) circles must be clearly identifiable to the pilot from the air.



## SECTION C – CONTRACT TERMS AND CONDITIONS

### Short-Haul Pilot Practical Test Requirements

Page 2 of 4

#### SHORT-HAUL PILOT PRACTICAL TEST STANDARD

Prior to the evaluation, the short-haul course and procedures will be discussed with the applicant.

The Short-Haul Pilot Practical Test consists of four phases. All four phases of the evaluation must be successfully completed in succession in order to pass. Pilots will have three chances to successfully complete the four phases of the evaluation. When the four phases of the evaluation have been successfully passed, the pilot can then advance to the short-haul training provided by the using agency.

The practical test is based on optimal weather conditions. Variations from the following evaluation standards resulting from the existing weather conditions at the location where the test takes place will be discussed by the Inspector Pilot, Short-Haul Check Spotter and the Pilot to be evaluated prior to the test.

#### PHASE I – Precision Long-Line

##### Objective

To observe and evaluate the pilot's skills and ability for vertical reference flight. Observe the pilot's control of the helicopter as well as the load. Observe the pilot's response to variable weather conditions that may be present.

##### Procedure

With a line length appropriate for the using unit (minimum 100 feet) and a load 6 to 8 feet long and weighing 150 to 200 pounds, the pilot will depart and fly a normal traffic pattern. Upon return, the pilot will place the load over a designated course (10-foot diameter circle) at a load altitude not to exceed 6 feet and maintain complete control and stability of the load within the area for 2 out of 3 minutes. If the load contacts the ground and such contact causes the load to tilt or contact is used to stop the load from swinging, failure of this phase will occur. The helicopter should be rigged so the load is suspended as it would be during normal short-haul operations.

#### PHASE II – Load Control and Placement

##### Objective

To observe and evaluate the pilot's ability to control, maneuver and precisely place loads on predetermined spots. To observe the pilot's reactions to existing weather conditions and their effects on the ability of the pilot to maintain control and maneuver the helicopter and load.

##### Procedure

With the same length of line and load as used in Phase I, the pilot will demonstrate load control and placement by flying the load through a predetermined ground course. This will be a square course with four (4) circles (3 feet in diameter) at each of the corners. The pilot will maneuver the load at an altitude not to exceed 6 feet above the surface without touching the ground except at the targets. The pilot will maneuver the load in line with each side of the course and place the load on the ground inside each of the circles. All load placements must be done in a manner that demonstrates that the pilot has complete control of the load and the vertical rate of descent at touchdown. When the load is placed on the ground it should not tilt and such contact with the ground should not be used to stop the load's momentum. The pilot can start the course at any corner. **There is no time limit on this portion of the evaluation.**

## SECTION C – CONTRACT TERMS AND CONDITIONS

### Short-Haul Pilot Practical Test Requirements

Page 3 of 4

#### PHASE III – Typical Terrain

##### Objective

To observe the interaction between the pilot, spotter and ground personnel. To observe the pilot's control of loads and judgment operating in typical terrain. To emphasize the precision placement of loads on predetermined targets.

##### Procedure

With a line length appropriate to the using unit (minimum 150 feet) and a similar load as used in Phase I, the pilot will be required to maneuver in typical terrain. Typical terrain may include cliff areas, narrow or confined ridge crests, pinnacles, areas of moving water, snowfields or glaciers. If the using unit is operating in areas where lighting variations or background contrast is a factor, flight operations under these conditions should be demonstrated. Additionally, a spotter will be aboard the aircraft when the spotter's presence in the aircraft is part of the using unit's operational plan.

The last element will be an exercise for the pilot and spotter to demonstrate crew coordination for simulated entanglement procedures by releasing the primary and secondary anchors. Simulated procedures will be accomplished using a non-weighted line. This exercise should be accomplished using a practice rope and/or anchor system. The rope and anchor used **will not** be reused for actual short-haul operations.

#### PHASE IV- Human Short-Haul

##### Objective

To observe the pilot during a human short-haul operation. To evaluate the pilot's control of the aircraft and the load during the operation.

##### Procedure

Upon successful completion of the above three phases, the pilot will demonstrate the ability to work with a human on the end of the short-haul line. The pilot must demonstrate the ability to place a human at a predetermined target with the same tolerance as outlined in Phase II. The pilot shall demonstrate total control of the load at all times.

**Note:** "Human" is a fully qualified short-haul person.

*It should be noted that if the inspector identifies deficiencies in airmanship or operational knowledge (not directly addressed in the mission evaluation) that could adversely affect contract performance, it will be at the inspector's discretion to further explore those areas and/or terminate the evaluation.*

## SECTION C – CONTRACT TERMS AND CONDITIONS

### Short-Haul Pilot Practical Test Requirements

Page 4 of 4

#### Inspector Instructions for Pilot Carding: Short-Haul

The Department of the Interior is providing clarification of the approval procedures for short-haul pilots. These procedures were created to insure standardization of the evaluation process while providing continuity with departmental policy, the *Short-Haul Handbook*, *Interagency Helicopter Practical Test Standards* and contract specifications.

#### Phase I

A proficiency evaluation shall be conducted in accordance with the *Helicopter Short-Haul Handbook* for the short-haul proficiency evaluation. Upon successful completion of the proficiency evaluation and verification by a qualified short-haul spotter that the pilot has completed the using unit's annual training session, the Inspector Pilot will card the pilot for short-haul operations. When the pilot has not received the annual training prior to the practical test, the Inspector Pilot may issue a letter to the pilot that authorizes the pilot to participate in the using unit's annual short-haul training session; however, this letter does not constitute approval for operational short-haul missions. The pilot and the using unit will then continue with Phase II and Phase III.

#### Phase II

The using unit must provide pilots with an annual short-haul training session. This training shall be conducted and documented by a qualified short-haul spotter in accordance with the *Helicopter Short-Haul Handbook*. Upon the applicant's satisfactory demonstration of knowledge and skills and attendance at the annual training, the inspector will endorse the applicant's pilot card:

**"SHORT-HAUL"**

**Endorse the card with the month and year demonstrated.**

**(Example: DO- 04/06) DO= Demonstrated Operation**

**List the location of the contract base.**

#### Phase III

Upon satisfactory completion of the annual short-haul training listed in Phase II, the using unit's short-haul spotter or the aviation manager will forward a signed letter to the Inspector Pilot that the short-haul pilot has completed the required training. This letter will be placed in the pilot's file. At this time, the pilot will be approved and operational with a short-haul endorsement on an AMD-30B, Helicopter Pilot Qualification Card, and an AMD-6B, Inspection Report, approval document denoting the specific contract.

**Note:** Annual testing required.

## SECTION C – CONTRACT TERMS AND CONDITIONS

### EXHIBIT

#### Aerial Capture, Eradication, or Tagging of Animals (ACETA)

##### ADDITIONAL PILOT REQUIREMENTS

- A. Pilots utilized for selected animal eradication or tagging projects on this contract must meet the following requirements:
1. Pilots must have logged flying time as pilot-in-command of at least the following amounts:
    - a. 3,000 hours total time, helicopter hours.
    - b. 500 hours total time cross-country.
    - c. 10 hours in make, model, and series offered last 60 days.
    - d. 5 hours in make, model, and series offered last 30 days.
    - e. 50 hours pilot must have previously conducted aerial capture, hunting, or tagging operations in which the helicopter was consistently flown and maneuvered close to the ground.
- Note: Ten hours of the above requirement must have been flown in the type of helicopter (make and model) offered on the contract.
2. Pilots must satisfactorily demonstrate the required skills during an OAS ACETA flight evaluation for the specific ACETA special use activity required.
- B. The Contractor must, within 10 calendar days of receipt of order for service, submit a complete Pilot Experience Verification Form (OAS-64C) with the name and qualifications of all pilots to be employed under the contract, including substitute pilots. The submittal must include the names of all pilots, must identify the item or items under which each pilot will be employed, and must provide a complete description of each pilot's qualifications as required above, including:
1. Brief description of the geographic area and terrain of operations and brief description of helicopter operations for each season.
  2. The seasons in which the experience was gained and the amount of experience from each season.
  3. The employer's name, address, and telephone number.
  4. The party chiefs or project supervisor's name, present employer, present address, and telephone number (OAS-64C).
  5. Failure to provide complete information may preclude consideration of an individual. A subjective evaluation of previous hunting, tagging, or capture experience may be used to identify pilots acceptable for this project.
  6. Any pilot intended for this contract as either a temporary or permanent replacement must be found to meet the qualification specifications before the start of the contract, or, in unusual cases involving unanticipated change, before being dispatched to the field. Unavailability specifications will apply to any delay due to flight check or pilot qualification verification required by such unanticipated change.

##### Additional Equipment Requirements

For cold weather capture operations, a shooting door/window acceptable to the Government is required.

For front seat occupants. Helicopters will have double-strap shoulder harness with self-locking inertia or locking reel and lap belt for pilot and gunner. Shoulder straps and lap belts will fasten with metal-to-metal, single point, quick-release mechanism. A rotary-type buckle, similar to Pacific Scientific "Saf-T-Matic," will be required for gunners on helicopters not equipped with an approved shooting door or window.

For rear seat gunner. Safety harness required for gunner for shooting operations with rear doors removed. The gunner must wear a OAS approved adjustable full-body harness equipped with a quick release system. A safety strap will be attached to the harness and the aircraft at a location and in a manner approved by OAS. The OAS Division of Technical Services will establish requirements for specific aircraft types. The harness is not required when the shooting door is used.

## SECTION C – CONTRACT TERMS AND CONDITIONS

### EXHIBIT

#### Basic Fire and Interagency Fire Additional Equipment Requirements

##### Basic Fire Equipment Requirements

The following equipment is required on all helicopters offered and contracted for fire suppression missions:

1. One foldable; electrically operated; variable capacity adjustable water/retardant bucket shall be furnished under this contract. The capacity shall be commensurate with the maximum lifting capabilities of the aircraft as specified in Section A. This bucket shall operate from any section of longline if longline capability is specified. Note: Longline is defined as any combined cable length and attached load greater than 50 feet.
2. The water/retardant bucket operating switch shall be clearly marked for "open" and "closed" and shall be mounted on the collective control to avoid confusion with the cargo hook release. An MS 3101E-24-11S, nine-pin connector shall be provided as the power source for a helitorch or remote cargo hook. Pin D shall be airframe ground. Pin E shall be switched 28 VDC, protected by a 50-amp circuit breaker. The water bucket open switch shall also activate this circuit. The connector shall be mounted adjacent to the cargo hook (within 12 inches) and be supported in such a way that jettisoning the load will not damage the connector. A lanyard shall be provided for support of the connector.

##### Interagency Fire: Additional Equipment Requirements

Helicopters approved for interagency fire shall meet the following minimum standards:

1. Aircraft shall be capable of a minimum jettisonable payload of 550 pounds (HOGE-J) at 30 degrees Centigrade at 5,000 feet pressure altitude with a 200-pound pilot and 1½ hours total fuel.
2. A minimum of three insured passenger seats not including pilot but including copilot seat in an aircraft normally single-pilot operated.
3. Must be powered by a turbine engine with a minimum of 317 (takeoff horsepower) as identified in the FAA type certificate data sheet (TCDS).
4. One remote cargo hook with longline as specified in the Longline Exhibit A, Helicopter Remote Cargo Hook and Synthetic Longline Equipment Exhibit (see Section C).
5. Wire strike protection system (mechanical). (Note: If manufactured for the make and model of helicopter.)

## SECTION C – CONTRACT TERMS AND CONDITIONS

### EXHIBIT

#### **Bell Medium Helicopters Additional Equipment Requirements**

The Government will identify the equipment required by the specific project. Contractors may decline to accept the order if they are unable or unwilling to furnish the exact equipment ordered. Acceptance of the order, however, will obligate the Contractor to perform in accordance with the order as provided under the specifications of Section B.

1. For those helicopters required to utilize a second-in-command, or modified and equipped for left seat pilot station during external load work with a single pilot-in-command, only 9 passenger seats are required; and dual controls may remain installed during performance of this contract. Left seat pilot station would normally include bubble windows, door gauges, modified seat, and electrical and manual cargo hook release readily available at this station. When equipped and FAA approved, the pilot may fly from the left seat during external load operation. The pilot shall occupy the manufacturer's pilot station during other flight operations unless otherwise authorized by the FAA. While the pilot is occupying the manufacturer-designated or FAA-authorized pilot station with dual controls installed, access to the alternate front seat shall be restricted. Only the helicopter foreman or similarly trained crewmembers shall be allowed to occupy the alternate pilot seat. Emergency firefighters (EFF) or other local crews will not utilize the vacant pilot station as a routine passenger seat.
2. One or more 90-gallon auxiliary fuel tanks will be installed when requested by the Government. The auxiliary fuel tank shall be FAA approved for use while transporting passengers. A reduction of two passenger seats will be allowed for each tank approved for use in the order for service. When only one auxiliary tank is installed, it shall be on the left-hand side of the aircraft.
3. Aircraft shall have 54 cubic feet of cargo space located in right-hand aft passenger cabin. The cargo space shall be equipped with a restraint device or cargo bin to prevent cargo from interfering with the passenger compartment or operation of the sliding door.
4. A restraint device, if used in lieu of a cargo bin, shall be constructed from nylon webbing and will be secured to the transmission bulkhead with a minimum of six equally spaced attachments between the cabin ceiling and the cabin floor. The outboard end shall encompass the passenger seat stanchion with a minimum of six equally spaced individual loops. The restraint device shall be equipped with buckles to adjust the tension of the net.
5. A solid bulkhead shall be installed between the passenger compartment and the cargo compartment and be secured to the nylon webbing. The bulkhead shall extend from the cabin ceiling to the cabin floor and from the transmission bulkhead to the inner edge of the passenger seat stanchion.
6. All installations and modifications prescribed above shall comply with 14 CFR 43 and shall be FAA approved.

**SECTION C – CONTRACT TERMS AND CONDITIONS**

**EXHIBIT**

**HELICOPTER LIKE MAKES AND MODELS**

<b>Make</b>	<b>Model</b>
Agusta	109
Bell	47 Series (All Recips)
Bell	47 Series Soloy
Bell	206A, 206B, 206BIII
Bell	206L, 206L-1, 206L-3, 206L-4
Bell	407
Bell	204, 205, UH-1, All Series
Bell	212, 412,
Bell	214
Boeing	BV 107, BK 107
Boeing	BV 234, CH 47 Series
Boeing	369 (500) Series
Boeing	MD-600N
Boeing	MD-900, 902
Enstrom	28 Series
Eurocopter	SA 315, SA 316, SA 319 (Alouette/Lama)
Eurocopter	SA 318
Eurocopter	AS 350 Series (Astar)
Eurocopter	AS 355 Series (Twin Star)
Eurocopter	SA 341 (Gazelle)
Eurocopter	SA 360
Eurocopter	SA 365 (Dauphin)
Eurocopter	AS 330, 332 (Puma)
Eurocopter	MBB 105 Series
Eurocopter	BK 117 Series
Eurocopter	EC-135
Eurocopter	EC-120
Hiller	12 Series (Recips)
Hiller	12 Series (Soloy)
Hiller	FH 1100
Hughes/Schweizer	269 (300) Series (Recips)
Schweizer	330
Kaman	H 43 Series
Kaman	K1200
Sikorsky	S-55, H19 (Recip), S-55T
Sikorsky	S-58, H34 Series (Recip), S-58T Series
Sikorsky	S-62
Sikorsky	S-61, Series
Sikorsky	S-64
Sikorsky	S-76, Series
Sikorsky	S-70, UH-60 Series

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.

## SECTION C – CONTRACT TERMS AND CONDITIONS

### EXHIBIT

#### WATER BUCKET USE PROCEDURES

1. Determine allowable payload using the Interagency Load Calculation method, appropriate hover-out-of-ground effect (HOGE) helicopter performance charts, and current local temperature and pressure altitude (no partial dips for performance planning purposes will be authorized).
2. Adjust the bucket capacity at the beginning of the fuel cycle so that the actual payload does not exceed the allowable payload when the bucket is filled to the maximum adjusted capacity.
3. Use 8.3 pounds per gallon of water. If mixed fire retardant is being delivered by bucket, use the appropriate weight per gallon for that mixture. The weight of the empty bucket and any associated suspension hardware (lines, cables, connectors, etc.) must also be included in calculating the actual payload. Document the calculation of the actual bucket payload on the load calculation form or separate load manifest.
4. Helicopters may be exempt from Item 2 above if they are equipped with electronic hook load measuring systems that provide a cockpit readout of the actual external load and provide a bucket equipped with a gating system, which allows part of the load to be released while retaining the remainder of the load.
5. Fly at a speed that does not exceed 80 knots indicated or the airspeed limitation established by the rotorcraft flight manual, whichever is less.
6. Mark the capacity of each position or adjustment level on the bucket. Collapsible buckets with cinch straps should only be adjusted to the marked graduations (as an example, 90%, 80%, 70%, 60%). Attempts to establish intermediate graduations or capacities below the manufacturer's minimum graduation (by tying knots, etc.) are prohibited.

SECTION C – CONTRACT TERMS AND CONDITIONS

EXHIBIT

STATEMENT OF EQUIVALENT RATES FOR FEDERAL HIRES (48 CFR 52.222.42)

IS FOR INFORMATION ONLY AND IS REQUIRED TO BE INCLUDED IN THE SOLICITATION BY THE SERVICE CONTRACT ACT

**THIS IS NOT A DEPARTMENT OF LABOR WAGE DETERMINATION**

*(See following page)*

Set forth below are wage rates and fringe benefits that would be paid by the contracting activity for the various classes of service employees expected to be utilized under the contract if 5 U.S.C. 5332 (General Schedule-white collar) and/or 5 U.S.C. 5341 (Wage Board-blue collar) were applicable.

- A. EMPLOYEE CLASS MONETARY WAGE
- |   |          |
|---|----------|
| Aircraft Pilot, GS-11                                 | \$ 27.03 |
| Fuel Servicing Vehicle Driver<br>(Truck Driver, WG-6) | \$ 18.20 |
- B. Fringe benefits such as, life, accident and health insurance, and sick leave, are not less than 5.1 percent of the basic hourly rate.
- C. Paid holidays are:
- |                                       |                     |
|---------------------------------------|---------------------|
| 1. New Year's Day                     | 6. Labor Day        |
| 2. Martin Luther King, Jr.'s Birthday | 7. Columbus Day     |
| 3. President's Day                    | 8. Veterans Day     |
| 4. Memorial Day                       | 9. Thanksgiving Day |
| 5. Independence Day                   | 10. Christmas Day   |
- D. The amount of paid vacation time allowed is as follows:
- Two (2) hours of annual leave each week for an employee with less than three (3) years of service.
  - Three (3) hours of annual leave each week for an employee with three (3) but less than fifteen (15) years of service.
  - Four (4) hours of annual leave each week for an employee with fifteen (15) or more years of service.
- E. The percentage of the basic hourly rate that is contributed by the contracting agency for retirement is currently 7 to 17.5 percent.

SECTION C – CONTRACT TERMS AND CONDITIONS

EXHIBIT

DEPARTMENT OF LABOR WAGE DETERMINATION INFORMATION

This solicitation includes Department of Labor (DOL) wage determinations as identified below. In order that this solicitation may be accessed electronically, the following DOL wage determination information has been extracted from the wage determination(s) listed below and identifies the occupations of service employees that would typically be employed on this type of a solicitation. This information should be considered when submitting an offer. The DOL wage determination information identified herein will be included in the awarded contract with complete copies of the wage determinations being provided to the successful Contractor. *To receive the wage determinations in their entirety, please contact the issuing office at 907-271-5021 or submit a written facsimile request to 907-271-6446.*

DOL WAGE DETERMINATION NO. 1995-0222, REV. 33 DATED 6/18/12

Area: Nationwide  
Applicable Occupation: Airplane Pilot Minimum Hourly Wage: \$25.70

DOL WAGE DETERMINATION NO. 1995-0221, REV. 29 DATED 6/22/12

Area: Hawaii  
Occupation: Truckdriver, Light \* Minimum Hourly Wage: \$14.98  
Truckdriver, Medium \*\* Minimum Hourly Wage: \$17.26  
Truckdriver, Heavy \*\*\* Minimum Hourly Wage: \$18.27

As defined in the DOL Service Contract Act Directory of Occupations, truck drivers are classified by type and rated capacity of truck as follows:

- \*Straight truck, under 1 ½ tons, usually 4 wheels
- \*\*Straight truck, 1 ½ to 4 tons inclusive, usually 6 wheels
- \*\*\*Straight truck, over 4 tons, usually 10 wheels

FRINGE BENEFITS REQUIRED AND APPLICABLE FOR EACH OCCUPATION IDENTIFIED ABOVE

WD 1995-0222 Rev. 33 and WD 1995-0221 Rev. 29

- 1. Health & Welfare: \$3.71 per hour or \$148.40 per week or \$643.07 per month
- 2. Holidays: Minimum of ten paid holidays per year: New Year’s Day, Martin Luther King Jr’s Birthday, Washington’s Birthday, Memorial Day, Independence Day, Labor Day, Columbus Day, Veterans’ Day, Thanksgiving Day and Christmas Day. (A Contractor may substitute for any of the named holidays another day off with pay in accordance with a plan communicated to the employees involved.) (Reg. 29 CFR 4.174)

WD 1995-0221 Rev. 29

- 3. Vacation: 2 weeks paid vacation after 1 year of service with the Contractor or successor; 3 weeks after 10 years; 4 weeks after 15 years. Length of service includes the whole span of continuous service with the present Contractor or successor, wherever employed, and with the predecessor Contractors in the performance of similar work at the same Federal facility. (Reg. 29 CFR 4.173)

**CONFORMANCE PROCESS** - If the offeror intends to employ a class of service employee that is not listed above, the offeror should immediately contact the issuing office of this solicitation and request a complete copy of the wage determinations. The offeror can then view the wage determinations in their entirety and if needed can make a request for authorization of an additional classification and wage rate through the conformance process as set forth in the wage determinations.

**SECTION C – CONTRACT TERMS AND CONDITIONS**

**EXHIBIT**

**DOI On Call Helicopter Contract Ordering Record**

(This form will be used for placement of order by the FCCs/CO and should be included with the OAS-23e to Finance)

<b>DATE OF ORDER</b>			<b>ORDER NUMBER</b>	
<b>AGENCY/BUREAU USER RESOURCE TO BE ASSIGNED TO</b>				
<b>FLIGHT DATE(S): (NOT TO EXCEED)</b>				
<b>TYPE OF PROJECT</b>				
<b>AIRCRAFT MAKE/MODEL REQUIRED</b>				
<b>PAYLOAD REQUIREMENT</b>	<b># OF PASSENGERS</b>	<b>WEIGHT OF CARGO</b>		
<b>OPTIONAL EQUIPMENT ORDERED (See contract pricing information)</b>				<b>charge if any</b>
<b>CHARGE CODE DATA</b>	Indicates funds are available for intended use			
<b>MISSION REQUIREMENT</b>	I.E. recon, point-to-point, snow survey, initial attack and standby, etc.			

<b>ORDERING ENTITY INFORMATION – MUST ACCOMPANY INVOICES (OAS-23s) FOR PAYMENT</b>	
<b>INDIVIDUAL'S FULL NAME</b>	
<b>TELEPHONE NUMBER</b>	
<b>BUREAU</b>	
<b>OFFICE LOCATION OF THE ABOVE INDIVIDUAL</b>	

<b>CONTRACTOR SELECTED</b>			
<b>CONTRACT #</b>	Enter NUMBER located on the contract and pricing information document D _ _ _ _		
<b>CONTRACTOR PHONE</b>		<b>FAX or EMAIL</b>	
<b>INDIVIDUAL ACCEPTING ORDER</b>			
<b>A/C N # CONFIRMED</b>		<b>AIRCRAFT MAKE/MODEL</b>	
<b>PILOT CONFIRMED</b>			
<b>TOTAL ESTIMATED AMOUNT OF ORDER:</b>	<b>\$</b>		
<b>NAME AND SIGNATURE OF AUTHORIZED ORDERING OFFICIAL</b>	<b>DATE</b>		
<b>TELEPHONE NO:</b>			
<b>NAME AND SIGNATURE OF CONTRACTOR REPRESENTATIVE ACCEPTING THE ORDER</b>	<b>DATE</b>		
<b>TELEPHONE NO:</b>			

**SECTION C – CONTRACT TERMS AND CONDITIONS**

**EXHIBIT**

**UNAVAILABILITY CONVERSION CHART**

<b>HOURS UNAVAILABLE</b>	<b>UNITS OF AVAILABILITY RECORDED AS:</b>	<b>UNITS OF UNAVAILABILITY RECORDED AS:</b>
0	1.00	0.00
1	.93	.07
2	.86	.14
3	.79	.21
4	.71	.29
5	.64	.36
6	.57	.43
7	.50	.50
8	.43	.57
9	.36	.64
10	.29	.71
11	.21	.79
12	.14	.86
13	.07	.93
14	0.00	1.00

**SECTION C – CONTRACT TERMS AND CONDITIONS**

**EXHIBIT**

**TRANSPORTATION WORKSHEET**

When assigned to an alternate base, the Contractor will be paid for actual necessary and reasonable costs associated with transporting authorized personnel. The Contractor is responsible for advising the on-site Government representative(s) of the anticipated cost associated with transporting relief (and/or maintenance) personnel to the alternate base **prior** to the relief exchange. **Claims must be supported by itemized invoices.**  
**See contract clause “Transportation Costs Associated with Operating Away From the Designated Base” for detailed information**

<b>DATE</b>	<b>ALTERNATE BASE LOCATION</b>
-------------	--------------------------------

**Relief Exchange – Involved Crew Member(s)**

<input type="checkbox"/> Pilot Name	<input type="checkbox"/> Fuel Servicing Vehicle Driver Name	<input type="checkbox"/> Mechanic (If required by contract) Name
--	--	---

**Scheduled Maintenance**

<input type="checkbox"/> Mechanic Name	<input type="checkbox"/> Other Name
Maintenance Accomplished	Reason for providing additional personnel

**ITEMIZATION OF COSTS – Invoices and/or receipts are attached (copies are acceptable)**

Airline Transportation	Name	\$
Airline Transportation	Name	\$
Charter Aircraft	Invoice to include aircraft make/model, flight time, hourly rate, passengers, and departure/destination location, date and time	\$
Rental Car		\$
Rental Car Fuel		\$
POV	Total Mileage From To	\$
Other (explain)		\$
		\$
		\$

<b>Total ACTUAL Cost</b>	<b>\$</b>
--------------------------	-----------

<b>Yes, the COR was notified of the anticipated cost for this alternate base transportation expense prior to mobilization of the relief personnel</b>	Date
Contractor Representative Signature	