

## SECTION A - REQUIREMENTS AND PRICES

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## 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  
AMS Aviation Management System  
A&P airframe and power plant  
APCO Association of Public-Safety Communications Officials  
AQD Acquisition Services Directorate  
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  
IBC Interior Business Center  
ICAO International Civil Aviation Organization  
ICS intercom system  
IFR instrument flight rules  
IP Institute of Petroleum  
IPP Invoice Processing Platform  
MMSB Manufacturer’s Mandatory Service Bulletins  
NFPA National Fire Protection Association  
NTSB National Transportation Safety Board  
NWCG National Wildfire Coordinating Group  
OAS Office of Aviation Services  
PA public address system  
PA pressure altitude  
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 PRICING**

**SCHEDULE OF SUPPLIES/SERVICES**

**General Information**

- a. This requirement is for On Call Helicopter Services on an as needed basis for transportation of Government personnel, cargo, or both using aircraft operated and maintained by the Contractor. Services under this contract are limited to those operators who maintain an Alaska Base of Operations. Actual quantities to be required are unknown.
- b. This solicitation has provisions which allow the ordering of aircraft for flight services in the Lower 48 States. The use of aircraft under this contract in the Lower 48 States is anticipated to be minimal and only in circumstances of Emergency Use for fire or other natural disaster situations.

**A1 - Item Requirement**

ITEM DESCRIPTION

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

Fuel Servicing Vehicle Requirement: One vehicle equipped as specified in Section B (Note: Only required for helicopters offered for use in interagency fire when dispatched to the lower 48 contiguous States. May be offered for operations in Alaska)

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

Minimum Aircraft Requirements and Performance:

Landing gear: Skid type.

Powerplant: Turbine engine.

HOGES Payload calculations for the item descriptions below shall be computed using a pilot weight(s) of 200 pounds, a survival kit weight of 35 pounds and a total fuel load for 1.5 hours of flight at 3,000 feet PA with a temperature of 20 degrees C.

Target Aircraft Requirements and Performance:

HOGES Payload calculations for the item descriptions below shall be computed using a pilot weight(s) of 200 pounds, a survival kit weight of 35 pounds and a total fuel load for 1.5 hours of flight at 5,000 feet PA with a temperature of 30 degrees C.

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.

## SECTION A – REQUIREMENTS AND PRICING

### **Item #1 Description**

Type Aircraft: MD 500D, E, F; B206B III or equivalent.  
Seating: Three (3) insured passenger seats not including pilot, but including copilot seat in an aircraft normally single-pilot operated.  
Minimum Payload: (HOGE-J): 600 pounds.

### **Item #2 Description**

Type Aircraft: R-66 (Resource work only).  
Seating: Four (4) insured passenger seats not including pilot, but including copilot seat in an aircraft normally single-pilot operated.  
Minimum Payload: (HOGE-J): 600 pounds

### **Item #3 Description**

Type Aircraft: BH206L-1, BH206L-3, BH206L-4, AS 350BA, AS 350B1, BO-105, or equivalent.  
Seating: Five (5) insured passenger seats not including pilot, but including copilot seat in an aircraft normally single-pilot operated.  
Minimum Payload: (HOGE-J): 600 pounds (375) pounds for AS 350BA)

### **Item #4 Description**

Type Aircraft: AS 350B2, AS 350B3, Bell 407, or equivalent.  
Seating: Five (5) insured passenger seats not including pilot, but including copilot seat in an aircraft normally single-pilot operated.  
Minimum Payload: (HOGE-J): 950 pounds.

### **Item #5 Description**

Type Aircraft: BH212, BH412, BH205 series, UH-1 series (restricted) or equivalent.  
Seating: Nine (9) insured passenger seats (not applicable for restricted).  
Minimum Payload: (HOGE-J): 1,800 pounds.

### **Item #6 Description**

Type Aircraft: BH214B1 or equivalent.  
Seating: Nine (9) insured passenger seats.  
Minimum Payload: (HOGE-J): 3,700 pounds.

**SECTION A – REQUIREMENTS AND PRICING**

**A2 Item 0001-0006 Pricing**

**Item #1 Description**

Type Aircraft: MD 500D, E, F; B206B III or equivalent.  
 Seating: Three (3) insured passenger seats not including pilot, but including copilot seat in an aircraft normally single-pilot operated.  
 Minimum Payload: (HOGE-J): 600 pounds.

**BASE YEAR 2015 (June 1, 2015 through May 31, 2016)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 1a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 1b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 1c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 1d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 1e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

**SCHEDULE OF SUPPLIES/SERVICES**

**Item 1 (continued)**

**OPTION YEAR ONE 2016 (June 1, 2016 through May 31, 2017)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 1a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 1b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 1c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 1d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 1e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

SCHEDULE OF SUPPLIES/SERVICES

**Item 1 (continued)**

**OPTION YEAR TWO 2017 (June 1, 2017 through May 31, 2018)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 1a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 1b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 1c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 1d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 1e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

SCHEDULE OF SUPPLIES/SERVICES

**Item 1 (continued)**

**OPTION YEAR THREE 2018 (June 1, 2018 through May 31, 2019)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 1a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 1b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 1c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 1d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 1e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

SCHEDULE OF SUPPLIES/SERVICES

**Item 1 (continued)**

**OPTION YEAR FOUR 2019 (June 1, 2019 through May 31, 2020)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 1a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 1b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 1c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 1d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 1e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

**SCHEDULE OF SUPPLIES/SERVICES**

**Item #2 Description**

Type Aircraft: R-66 (Resource work only).  
 Seating: Four (4) insured passenger seats not including pilot, but including copilot seat in an aircraft normally single-pilot operated.  
 Minimum Payload: (HOG E-J): 600 pounds

**BASE YEAR 2015 (June 1, 2015 through May 31, 2016)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 2a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 2b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 2c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 2d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 2e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

**SCHEDULE OF SUPPLIES/SERVICES**

**Item 2 (continued)**

**OPTION YEAR ONE 2016 (June 1, 2016 through May 31, 2017)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 2a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 2b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 2c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 2d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 2e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

**SCHEDULE OF SUPPLIES/SERVICES**

**Item 2 (continued)**

**OPTION YEAR TWO 2017 (June 1, 2017 through May 31, 2018)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 2a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 2b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 2c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 2d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 2e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

SCHEDULE OF SUPPLIES/SERVICES

**Item 2 (continued)**

**OPTION YEAR THREE 2018 (June 1, 2018 through May 31, 2019)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 2a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 2b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 2c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 2d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 2e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

SCHEDULE OF SUPPLIES/SERVICES

**Item 2 (continued)**

**OPTION YEAR FOUR 2019 (June 1, 2019 through May 31, 2020)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 2a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 2b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 2c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 2d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 2e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

**SCHEDULE OF SUPPLIES/SERVICES**

**Item #3 Description**

Type Aircraft: BH206L-1, BH206L-3, bh206l-4, AS 350BA, AS 350B1, BO-105 or equivalent.  
 Seating: Five (5) insured passenger seats not including pilot, but including copilot seat in an aircraft normally single-pilot operated.  
 Minimum Payload: (HOGE-J): 600 pounds (375) pounds for AS 350BA.

**BASE YEAR 2015 (June 1, 2015 through May 31, 2016)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 3a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 3b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 3c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 3d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 3e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

**SCHEDULE OF SUPPLIES/SERVICES**

**Item 3 (continued)**

**OPTION YEAR TWO 2016 (June 1, 2016 through May 31, 2017)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 3a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 3b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 3c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 3d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 3e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

SCHEDULE OF SUPPLIES/SERVICES

**Item 3 (continued)**

**OPTION YEAR TWO 2017 (June 1, 2017 through May 31, 2018)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 3a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 3b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 3c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 3d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 3e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

SCHEDULE OF SUPPLIES/SERVICES

**Item 1 (continued)**

**OPTION YEAR THREE 2018 (June 1, 2018 through May 31, 2019)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 3a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 3b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 3c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 3d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 3e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

SCHEDULE OF SUPPLIES/SERVICES

**Item 3 (continued)**

**OPTION YEAR FOUR 2019 (June 1, 2019 through May 31, 2020)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 3a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 3b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 3c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 3d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 3e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

**SCHEDULE OF SUPPLIES/SERVICES**

**Item #4 Description**

Type Aircraft: AS 350B2, AS 350B3, Bell 407, or equivalent.  
 Seating: Five (5) insured passenger seats not including pilot, but including copilot seat in an aircraft normally single-pilot operated.  
 Minimum Payload: (HOGE-J): 950 pounds.

**BASE YEAR 2015 (June 1, 2015 through May 31, 2016)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 4a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 4b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 4c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 4d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 4e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

**SCHEDULE OF SUPPLIES/SERVICES**

**Item 4 (continued)**

**OPTION YEAR ONE 2016 (June 1, 2016 through May 31, 2017)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 4a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 4b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 4c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 4d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 4e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

**SCHEDULE OF SUPPLIES/SERVICES**

**Item 4 (continued)**

**OPTION YEAR TWO 2017 (June 1, 2017 through May 31, 2018)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 4a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 4b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 4c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 4d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 4e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

SCHEDULE OF SUPPLIES/SERVICES

**Item 4 (continued)**

**OPTION YEAR THREE 2018 (June 1, 2018 through May 31, 2019)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 4a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 4b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 4c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 4d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 4e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

SCHEDULE OF SUPPLIES/SERVICES

**Item 4 (continued)**

**OPTION YEAR FOUR 2019 (June 1, 2019 through May 31, 2020)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 4a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 4b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 4c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 4d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 4e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

**SCHEDULE OF SUPPLIES/SERVICES**

**Item #5 Description**

Type Aircraft: BH212, BH412, BH205 series, UH-1 series (restricted) or equivalent.  
 Seating: Nine (9) insured passenger seats (not applicable for restricted).  
 Minimum Payload: (HOGE-J): 1,800 pounds.

**BASE YEAR 2015 (June 1, 2015 through May 31, 2016)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 5a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 5b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 5c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 5d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 5e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

**SCHEDULE OF SUPPLIES/SERVICES**

**Item 5 (continued)**

**OPTION YEAR ONE 2016 (June 1, 2016 through May 31, 2017)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 5a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 5b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 5c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 5d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 5e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

**SCHEDULE OF SUPPLIES/SERVICES**

**Item 5 (continued)**

**OPTION YEAR TWO 2017 (June 1, 2017 through May 31, 2018)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 5a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 5b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 5c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 5d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 5e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

SCHEDULE OF SUPPLIES/SERVICES

**Item 5 (continued)**

**OPTION YEAR THREE 2018 (June 1, 2018 through May 31, 2019)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 5a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 5b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 5c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 5d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 5e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

SCHEDULE OF SUPPLIES/SERVICES

**Item 5 (continued)**

**OPTION YEAR FOUR 2019 (June 1, 2019 through May 31, 2020)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 5a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 5b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 5c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 5d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 5e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

**SCHEDULE OF SUPPLIES/SERVICES**

**Item #6 Description**

Type Aircraft: BH214B1 or equivalent.  
 Seating: Nine (9) insured passenger seats.  
 Minimum Payload: (HOGE-J): 3,700 pounds.

**BASE YEAR 2015 (June 1, 2015 through May 31, 2016)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 6a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 6b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 6c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 6d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 6e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

SCHEDULE OF SUPPLIES/SERVICES

**Item 6 (continued)**

**OPTION YEAR ONE 2016 (June 1, 2016 through May 31, 2017)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 6a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 6b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 6c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 6d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 6e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

SCHEDULE OF SUPPLIES/SERVICES

**Item 6 (continued)**

**OPTION YEAR TWO 2017 (June 1, 2017 through May 31, 2018)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 6a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 6b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 6c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 6d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 6e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

SCHEDULE OF SUPPLIES/SERVICES

**Item 6 (continued)**

**OPTION YEAR THREE 2018 (June 1, 2018 through May 31, 2019)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 6a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 6b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 6c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 6d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 6e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

SCHEDULE OF SUPPLIES/SERVICES

**Item 6 (continued)**

**OPTION YEAR FOUR 2019 (June 1, 2019 through May 31, 2020)**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>   |                               |                             |                           |                 |             |                   |                      |
|--|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>  | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| 6a. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>   |                               |                             |                           |                 |             |                   |                      |
| 6b. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>   |                               |                             |                           |                 |             |                   |                      |
| 6c. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>   |                               |                             |                           |                 |             |                   |                      |
| 6d. Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour  |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>   |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>  |                               |                             |                           |                 |             |                   |                      |
| 6e. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**Note: Additional Pay Items which may apply to this Item are listed on Page 40**

**SECTION A – REQUIREMENTS AND PRICING**

**SUPPLEMENTAL BID SHEET – (May be used to supplement Items 1-6, if additional bases and or aircraft are offered) Duplicate additional sheets as necessary- Must add Item Number to sheet**

**BASE YEAR 2015**

**BID ITEM NO. \_\_\_\_\_**

| <b>BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS</b>  |                               |                             |                           |                 |             |                   |                      |
|---|-------------------------------|-----------------------------|---------------------------|-----------------|-------------|-------------------|----------------------|
| <b>Item</b>   | <b>Make/Model of Aircraft</b> | <b>Aircraft Tail No.(s)</b> | <b>Base of Operations</b> | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Pay Item Code</b> |
| SB(a) Daily Availability  |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour   |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1a</b>  |                               |                             |                           |                 |             |                   |                      |
| SB(b). Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour   |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1b</b>  |                               |                             |                           |                 |             |                   |                      |
| SB(c).Daily Availability  |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour   |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1c</b>  |                               |                             |                           |                 |             |                   |                      |
| SB(d). Daily Availability   |                               |                             |                           | INDEF           | DAY         |                   | AV                   |
| Flight Hour   |                               |                             |                           | INDEF           | HOUR        |                   | FD                   |
| <b>Use this section for additional tail No. for 1d</b>  |                               |                             |                           |                 |             |                   |                      |
| <b>SPECIAL ITEM</b>   |                               |                             |                           |                 |             |                   |                      |
| SB(e). Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                               |                             |                           | INDEF           | HOUR        |                   | INDEF                |

**SECTION A – REQUIREMENTS AND PRICING**

**SUPPLEMENTAL BID SHEET – (May be used to supplement Items 1-6, if additional bases and or aircraft are offered) Duplicate additional sheets as necessary- Must add Option, Year and Item Number to sheet**

OPTION YEAR \_\_\_\_\_ – 20 \_\_\_\_\_

BID ITEM NO. \_\_\_\_\_

| BID PRICING FOR DAILY AVAILABILITY AND FLIGHT HOURS   |                        |                      |                    |          |      |            |               |
|---|------------------------|----------------------|--------------------|----------|------|------------|---------------|
| Item  | Make/Model of Aircraft | Aircraft Tail No.(s) | Base of Operations | Quantity | Unit | Unit Price | Pay Item Code |
| SO(a) Daily Availability  |                        |                      |                    | INDEF    | DAY  |            | AV            |
| Flight Hour   |                        |                      |                    | INDEF    | HOUR |            | FD            |
| <b>Use this section for additional tail No. for 1a</b>  |                        |                      |                    |          |      |            |               |
| SO(b). Daily Availability   |                        |                      |                    | INDEF    | DAY  |            | AV            |
| Flight Hour   |                        |                      |                    | INDEF    | HOUR |            | FD            |
| <b>Use this section for additional tail No. for 1b</b>  |                        |                      |                    |          |      |            |               |
| SO(c).Daily Availability  |                        |                      |                    | INDEF    | DAY  |            | AV            |
| Flight Hour   |                        |                      |                    | INDEF    | HOUR |            | FD            |
| <b>Use this section for additional tail No. for 1c</b>  |                        |                      |                    |          |      |            |               |
| SO(d). Daily Availability   |                        |                      |                    | INDEF    | DAY  |            | AV            |
| Flight Hour   |                        |                      |                    | INDEF    | HOUR |            | FD            |
| SO(a) Daily Availability  |                        |                      |                    |          |      |            |               |
| <b>SPECIAL ITEM</b><br>Se. Flight Hour (Volcano activity missions that may cause exposure to volcanic ash and its consequences) |                        |                      |                    | INDEF    | HOUR |            | INDEF         |

**SECTION A – REQUIREMENTS AND PRICING**

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

**ADDITIONAL PAY ITEMS SCHEDULE**

| SCHEDULE SUB-ITEM | ADDITIONAL PAY ITEMS   | PAY ITEM CODE | QUANTITY   | UNIT      | UNIT PRICE   |
|-------------------|--|---------------|------------|-----------|--|
| I                 | Extended Standby   | EP            | INDEFINITE | HOUR      | \$ 54.00   |
| ii                | Additional Personnel (Flight/Relief Crew)  | AC            | INDEFINITE | DAY       |  |
| iii               | Subsistence Allowance (Per Diem)   | PD            | INDEFINITE | Overnight | Per FTR Schedule   |
| iv                | Fuel Service Vehicle with Driver (Canada & 48 Cont. U.S.) (truck's fuel tank capacity) | SD            | INDEFINITE | DAY       |  |
| v                 | Fuel Servicing Vehicle Mileage (Canada & 48 Cont. U.S.) (truck's fuel tank capacity)   | SMM           | INDEFINITE | MILE      | 0-349 gallons \$ 1.35<br>350-749 gallons \$ 1.83<br>750-1,499 gallons \$ 2.45<br>1,500 or more gallons \$ 3.51 |
| vi                | Fuel Charge  | FC            | INDEFINITE | xxxxxxx   | Actual Cost  |
| vii               | Miscellaneous Contractor Costs (Special Charge)  | SC            | INDEFINITE | EACH      | Actual Cost  |

**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                         |                                       | Phone No. xxx-xxx-xxxx |   |
| Base Price                                   | \$                                    | Reference Price        |   |
| Effective Date                               | (solicitation)<br>Insert (award) date | Effective Date         |   |
| Source Document                              | ORIGINAL CONTRACT                     | Source Document        |   |
| Difference                                   | \$ X consumption rate of              | Increase Due           |   |
| Old Flight Rate                              |                                       | New Flight Rate        |   |
| Re-established Base Price                    |                                       | Effective Date         |   |

## 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 Alaska. 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, aerial capture, eradication and tagging of animals (ACETA), overwater, platform and vessel landings, and 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 Offshore, vessel landings, and extended overwater flight activities are permitted under this contract if offered and awarded by the Government. (See the Exhibits in Section C.) Award of this item will be discretionary by the Government.

B1.5 Government pilot operations are authorized if that capability is offered and awarded in the Contractor's contract. Award of this item will be discretionary by the Government. (See Section B20.11 and the Exhibits in Section C.)

B1.6 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.)

B1.7 Alaska Fire and 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.)

B1.8 Aircraft furnished under this contract may be requested to perform in Alaska, Canada, or any of the conterminous 48 States.

##### 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 Alaska Fire and 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.

B2.6 The contractor must also notify OAS of any changes in the Director of Operations, Chief Pilot, and Director of Maintenance positions, plus any additional positions approved under 14 CFR 119.69(b).

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

In the event of inconsistencies within the technical specification, 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 and Task Orders

B4.1 The Contractor must maintain a complete, current printed copy of the contract and all modifications in each contract aircraft throughout the performance period.

## SECTION B – TECHNICAL SPECIFICATIONS

B4.2 The pilot must have task order information (i.e. task number, performance period) in his/her possession prior to any flights under this contract and make this information available to government representatives on request. Following receipt of a printed task order, the pilot will carry a hard copy of the task order in the aircraft.

B4.3 Electronic copies of contracts and task orders may be used, however an electronic copy of the contract does not cancel the requirement to keep a printed copy of the contract in the aircraft.

### 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.

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 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.

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.)

B6.8.1 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.

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 (with either a white, or half-white/half-red lens) or a flashing LED (red or white), mounted on top of the aircraft or otherwise visible from above, with an independent activating switch. A red strobe or rotating beacon does not satisfy this requirement.

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).

## SECTION B – TECHNICAL SPECIFICATIONS

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 Cabin heater and window defogger.

B6.18 Cargo compartment, internal or external.

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 tie-down net, straps, or bungees. Examples: Alaskan Skycraft-style transporters and Garlick cargo racks.

**OR**

Cargo Pod. An externally side-mounted pod (or belly pod for the MD500) of either fiberglass or Kevlar construction that secures the cargo with a locking lid and is weatherproof. Examples: Heli-Composites Canada Star pod and DART Heli-Utility-Pod.

**OR**

Cargo Basket. An externally side mounted basket constructed with tubular frame and expanded metal and incorporating a locking lid or tie-down 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 Circular (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 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.

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

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

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, and bubble window) or for aircraft where direct vertical reference is possible.

B6.23.1 During cold weather operations, a bubble window may be required to maintain cabin heat during vertical reference longline operations.

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.)

B6.25 Snow kit or necessary equipment to allow flight during falling snow.

B6.26 Barrel slings or cargo net to accommodate two 55-gallon drums of fuel.

B6.27 Tundra boards or snow pads.

B6.28 Auxiliary fuel tank(s). For Bell medium tank(s), see the Bell Medium Helicopter Exhibit (see the Exhibits in Section C).

B6.28.1 For the MD500, an internal auxiliary fuel tank similar to the Fargo (21.0 gallons, U.S. capacity) when requested.

B6.28.2 For Bell 206B3s, an approved range extender (applicable only to the 76-gallon capacity tank).

B6.29 Aircraft Security Equipment. See B21 for required locking devices.

B6.30 Optional Equipment. As offered and specified in the Schedule of Items and accepted by the Government. See C33.9.

## SECTION B – TECHNICAL SPECIFICATIONS

B6.30.1 If Offshore, vessel landings, and extended overwater flight capabilities are offered, the Contractor must comply with all of the requirements identified in the Helicopter Offshore, Vessel Landings, and Extended Over Water Exhibit (see the Exhibits in Section C) for overwater flights.

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

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 long line; i.e., 50, 100, 150 feet.

B6.30.3 If support for Alaska fire and /or Interagency Fire is offered, see the Alaska Fire and Interagency Fire Exhibit for additional equipment requirements.

B6.30.4 If support for ACETA operations is offered, additional requirements are specified in the ACETA Exhibit 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 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/FSAMD\\_A24E.pdf](http://www.nifc.gov/NIICD/docs/avionics/FSAMD_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-fixed Emergency Locator Transmitter (ELT), which must be installed in a conspicuous or marked location, and meet the same requirements as those detailed for airplanes in 14 CFR 91.207 (excluding section f). ELT antennas must be mounted externally to the aircraft unless installed in a location approved by the aircraft manufacturer. TSO-C91a or newer ELTs is required. TSO-C126 and newer ELTs require documentation of current registration with the National Oceanic and Atmospheric Administration (NOAA), or the national civil aviation authority with which the aircraft is registered

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. The transceiver 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 P25-compliant VHF-FM transceiver. The transceiver (FM-1, FM-2), must provide selection of narrowband analog (12.5 kHz), wideband analog (25.0 kHz), or narrowband digital (12.5kHz) operation on each of a minimum of 100 channels. The transceiver's operational controls must be located and arranged so that the pilot when seated, has full and unrestricted movement of each control without interference from clothing, the cockpit structure, or the flight controls.

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.

## SECTION B – TECHNICAL SPECIFICATIONS

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-136/NV, TDFM-136A/NV, TDFM-136B, TDFM-136B/NV.

Cobham: (formerly NAT) NPX-136D-070.

B7.3.3.5 Reserved.

B7.3.3.6 VHF-FM aeronautical transceivers must meet the minimum performance specifications as detailed at: [http://www.nifc.gov/NIICD/docs/avionics/FSAMD\\_A19\\_E.pdf](http://www.nifc.gov/NIICD/docs/avionics/FSAMD_A19_E.pdf). Transceivers known to meet those specifications are included in the listing located at: [http://www.nifc.gov/NIICD/docs/approved\\_radios.pdf](http://www.nifc.gov/NIICD/docs/approved_radios.pdf) (which also lists acceptable mobile and portable radios). These transceivers must also utilize the manufacturer's current software as listed at: <http://www.nifc.gov/NIICD/hotsheet/hotsheet.html> (scroll down under "Hot Sheet News"). Software versions listed on this website by October 1 of any given year are required for the following calendar year. More up-to-date software as released (after October 1) by the manufacturer is also acceptable. P25 VHF-FM radios without a software version listing must be upgraded to the current version within six months of release by the manufacturer. For example, if a new software version is released on August 1, and the website is updated to include it on September 15, then that software version must be installed by January 1. However, if the website was not updated to include the new version until after October 1, then it's not required until the end of the following year.

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

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 10pin connector conveniently located for use by the observer/copilot and utilizing the contact assignments as specified by drawing FS/AMD-17 in the exhibits.

B7.3.4.2 One weatherproof, external broadband antenna covering 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 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 to 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 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, Premiere 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 (e.g., FM-2) which meets the requirements of the VHF-FM aeronautical transceiver as detailed above.

B7.3.5 One Automated Flight Following. Satellite based aircraft tracking hardware compatible with the government's Automated Flight Following (AFF) Program (<https://aff.gov>). Not all available satellite based tracking systems are compatible with the Government's AFF Program, nor meets AFF's requirements. The contractor shall ensure that the aircraft hardware offered is compatible with AFF. For questions about current compatibility requirements contact the AFF Program Manager listed under contacts at: <https://www.aff.gov>.

B7.3.5.1 The AFF aircraft hardware shall be powered by the aircraft's electrical system, installed per the manufacturer's installation manual, and operational in all phases of flight. AFF aircraft hardware shall utilize as a minimum: Satellite communications, an externally or internally mounted antenna, provide data to the Government's AFF viewing software, use aircraft power via a dedicated circuit breaker for power protection, and be mounted so as to not endanger any occupant from AFF aircraft hardware during periods of turbulence. Antennas should be placed where they have the best view of the overhead sky as possible. Externally mounted antennas are recommended to improve system performance. Any AFF manufacturer required pilot display(s) or control(s) shall be visible/selectable by the pilot(s). Any visual indicators for remotely installed units must be mounted so that they can be easily viewed by the pilot.

B7.3.5.2 AFF communications shall be fully operational in all 50 states. Contractors working in or accepting dispatches to the Lower 48 States, 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.

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B7.3.5.3 The contractor shall maintain a subscription service through the AFF aircraft hardware provider allowing AFF position reporting for satellite tracking via the Government AFF viewing software. The position-reporting interval shall be every two minutes while the aircraft is in flight. The contractor shall register their AFF aircraft hardware with the Government through <https://www.aff.gov> 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 aircraft hardware into another aircraft, then the contractor shall contact the government's AFF Program making the appropriate changes prior to aircraft use. In all cases, the contractor shall ensure that the correct aircraft information is indicated within AFF. The contractor shall contact the Government of system changes, scheduled maintenance, and planned service outages.

B7.3.5.4 Registration contact information, a web accessible feedback form, and additional information is available at: <https://www.aff.gov>. The Fire Applications Support Desk (FASD) can be reached at (866) 224-7677 or (360) 326-6002.

B7.3.5.5 Prior to the aircraft's annual contract inspection, the contractor shall ensure compliance with all AFF systems requirements. The contractor shall additionally perform an operational check of the system. As a minimum, the operational check shall consist of confirming the aircraft being tested is displayed in AFF (indicating it is currently transmitting data to AFF) and that all information displayed in AFF is current. A username and password are required to access AFF. 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 If AFF becomes inoperable/unreliable the aircraft may, at the discretion of the Government, remain available for service utilizing radio/voice system for flight following. The contractor will return the AFF system to full operational capability within 72 hours after the inoperative/unreliable unit is first discovered as defective.

B7.3.5.7 This clause incorporates Specification Section Supplement available at: <https://www.aff.gov/contractspecs> with the same force and affect 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-1) 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.

B7.4.2 The GPS's display and operational controls must be located and arranged so that the pilot and observer/copilot, when seated, have full view of the display and unrestricted movement of each control without interference from their clothing, the cockpit structure, or the flight controls.

### 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.

B7.5.1.1 Transmitter selection and operation. Separate transmitter selection controls for both the pilot's and observer/copilot's microphone/PTT inputs. Configure the system so the pilot and observer/copilot may each simultaneously select and utilize a different transmitter (or PA system when installed) via their respective microphone/PTT. Whenever a transmitter is selected, the companion receiver audio must automatically be selected for the corresponding earphone. Transmitter sidetone audio must be provided for the user as well as for cross-monitoring via the corresponding receiver selection switch on the other audio control system.

B7.5.1.2 Receiver selection and operation. Separate controls for both pilot and observer/copilot to select audio from one or any combination of available receivers. The ICS-equipped aft passenger positions must monitor the receiver(s) as selected by the observer/copilot. 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 for the pilot, observer/copilot, and the two aft cabin exit positions. ICS audio must mix with, but not

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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 that 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** Note: Only required for helicopters offered for use in interagency fire when dispatched to the lower 48 contiguous states. May be offered for operations in Alaska. The Contractor must furnish one APCO Project 25 compliant (P25) VHF-FM "multi-mode" two-way mobile radio, with a matched broad-band antenna, mounted in the fuel-servicing vehicle. The radio's operational bandwidth must include the 150 MHz to 174 MHz frequency band, with user-programmable (in the field) channels. Selection of wideband (25.0 kHz) analog, narrowband (12.5 kHz) analog, or digital (12.5 kHz) spacing is required on each channel. The radio must be frequency-synthesized, equipped with the lowest 32 CTCSS sub-audible tones, and

must develop a minimum of 30 watts carrier output power. Use of appropriate portable VHF-FM radios with suitable output power booster units is permissible.

The following radio models are known to meet the above requirements:

Datron G25RMV100, G25RMV110, G25ASU001[GG1]  
Midland STM-1050B, STM-1055B, STM-1115B  
Relm/BK Radio: DMH5992 with Smartmic, DMH5992X  
HP with Smartmic

### **B8 Fuel Servicing Vehicle (Required for dispatch to Lower 48 States or if offered and ordered)**

**B8.1.1** Fuel servicing vehicles and operators must meet 49 CFR requirements.

**B8.1.2** The Contractor must provide one fuel servicing vehicle (fuel truck and trailer combination is acceptable) for each line item (aircraft) awarded. 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, crew overnight gear, etc.) necessary to support a lengthy assignment. The vehicle manufacturer's gross vehicle weight (GVWR) with full fuel tanks and accessories must not be exceeded.

**B8.1.2.3** The vehicle must be properly maintained, clean, and reliable with a functioning air conditioner for cooling the driver. 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** Cargo tanks must be securely fastened to the vehicle bed. All tanks must have low point sump and drains that allow water/particulate contamination accumulation and removal during daily preventative maintenance. The activation of the sump and collection of sediments on a mobile fueler must be able to be accomplished from the outside perimeter of the vehicle.

**B8.1.2.5** The minimum acceptable flow rate measured at the dispensing nozzle shall be 10 GPM. Pump and filter selections shall be based on desired flow rates. Pump

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discharge flow rates must not exceed rated filter flow rate capacities.

B8.1.2.6 Refueling pumps regardless of power source must be listed for use with petroleum products (Underwriter’s Laboratory (UL) or provide documents of another third party approval. Gasoline-engine-driven pumps have a shielded ignition system, spark/flame 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.

### 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 located in enclosed compartments shall be readily accessible, and their location shall be externally marked and placarded in letters at least 50 mm (2in.) high. Extinguishers must comply with *National Fire Protection Association (NFPA) 10: Standards for Portable Fire Extinguishers*.

B8.2.2 Tanks mounted on vehicles must be designed to allow removal of contaminants from the sediment settling area from the outside perimeter of the vehicle. The contractor is responsible for compliance with 49 CRF Part 172, including emergency response information.

B8.2.3 The fuel hose shall be compatible with the aviation fuel being dispensed. Documentation of compatibility must be provided at time of inspection by OAS. EI (formerly API) 1529 certification meets contract specifications. The hose must be free of damage or cracks that expose underlying cord and kept in good repair.

B8.2.4 Both over the wing and closed circuit fuel nozzle must include a 100-mesh or finer screen and a dust protective device. Over wing nozzle hold-open devices are not permitted.

B8.2.5 One properly functioning 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).

B8.2.8 Fuel trucks/equipment performing pressurized/close circuit refueling must meet the dead man control/switch requirements of NFPA 407. For overwing refueling, the fuel flow control valve may be on the nozzle. Otherwise, the fuel control valve must be either at the tank outlet or a separate valve on the tank vehicle

B8.2.9 Rapid/hot refueling operations shall not be performed unless requested and approved by the Government. Government personnel are not allowed in the safety zone while aircraft refueling operations are being accomplished. The Safety Zone is defined as within 50 ft. of the aircraft refueling receptacle.

### B8.3 Filtering system.

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 service vehicle. The contractor is responsible for ensuring compliance with the provisions of this service manual.

B8.3.3 The aviation fuel filtration system must meet the following contamination removal limits or be certified compliant with EI 1581 or 1583, Specifications and Qualifications procedures for Aviation Jet Fuel Separators. Contractors should consult with filter manufactures data to determine compatibility.

|                 |   |
|-----------------|---|
| Total Solids    | 0.26 mg/litre (1.0 mg/U.S. gal) average<br>0.5 mg/litre (1.9 mg/U.S. gal) maximum |
| Appearance      | the effluent fuel shall be clear and bright                                       |
| Free Water      | 15 ppmv   |
| Media Migration | 10 fibres/litre   |

B8.3.4 Jet fuel additives are not recommended with fuel filter vessels that comply with EI 1583 specifications. (Water absorbent materials are compromised). Follow the manufactures recommendations.

B8.3.5 Fuel filter vessels must be placarded indicating the filter changed date. Filters will be changed in accordance with manufacturer’s recommendations, including any differential pressure limitations, but at no greater interval than every 12 months.

B8.3.6 A differential pressure indicating system that samples the inlet and outlet pressures of the fuel filter vessel must be installed if recommended by fuel filter vessel manufacturer or on any fuel systems with an operating pressure of 25 psi or higher, Analog gauges must be calibrated in one pound increments and compatible with maximum output pressure rating. Gauges that utilize RED/GREEN indications are acceptable if the colored indications meet the pressure guidelines contained in the manufactures recommendations. All indicating systems

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must be viewable by the operator during the fueling operation.

B8.3.7 The filter vessel assembly must have a drain, and the assembly must be mounted to allow for sampling and pressure flushing of the unit. If installed, water sight gauge balls must be visible to the operator during the fueling operation.

B8.3.8 At least one spare filter media, spare gasket/packing, and other spare components of the fuel servicing vehicle filtering system must be stored in a clean, dry area in the fuel service vehicle.

### B8.4 Fuel Servicing Vehicle: Markings

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

B8.4.2 Each fuel servicing vehicle must also be conspicuously and legibly marked to indicate the nature of the fuel such as Avgas by grade or jet fuel by type. 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. Examples: Jet-A white on black background or Avgas 100 white on blue background.

## PERSONNEL REQUIREMENTS

### B9 Pilot Requirements

B9.1 The Contractor must furnish a pilot for each day an aircraft is required to be available.

B9.1.1 For a pilot that has not been previously inspected and approved by the 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 COTR will provide the Contractor a form to document this verification. This will be required prior to pilot inspection by 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

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 OAS.

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 by the Contractor and at no expense to the Government. Note: Only required for Alaska fire and interagency fire operations (see the Exhibit in 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

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card will be issued. Note: Only required for Alaska fire and interagency fire operations (see the Exhibit in 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 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: “small” - up to an approved gross weight of 7,000 pounds; “medium” - 7,000 pounds up to 12,500 pounds; “large” - over 12,500 pounds.   |
| (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.). |
| (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.   |
| (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 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 or geological flight operations if these operations are offered. See the Exhibits (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 two 24-hour periods of rest (off duty) within any 14 consecutive calendar days. In the conterminous United States, these two 24-hour rest periods shall be two calendar days off duty .

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.

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.

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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 Requirements**

B13.1 The Contractor must provide, when requested, in addition to the pilot, a mechanic to service and inspect the contract aircraft. The mechanic does not need to remain at the designated base, unless requested by the Government. However, if the offered aircraft has an inspection program that requires daily inspections, a mechanic is required and must remain at the designated base.

### **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 Office of Aviation Services-approved contractor's training program for the same make and model of contract

helicopter or show evidence that he/she has 12 months' maintenance experience on a helicopter of the same make and model as the contract aircraft.

### **B15 Mechanic Duty Limitations**

Mechanics, when requested or required on-site, 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 Fuel Servicing Vehicle Driver Requirement and Qualifications (If Offered, Ordered, and Provided)**

For each day the aircraft is required to be available, the Contractor must furnish a fuel servicing vehicle driver who meets all Department of Transportation (DOT) requirements for fuel vehicle drivers.

### **B17 Fuel Servicing Vehicle Driver Duty Limitations (If applicable)**

B17.1 The Contractor must ensure that fuel servicing vehicle drivers comply with DOT Safety Regulations 49 CFR Parts 390-399, including duty limitations.

B17.2 The fuel servicing vehicle driver must have a minimum of 2 full calendar days of rest (off duty) during any 14-day period. Off duty days need not be consecutive.

B17.3 The fuel servicing vehicle driver must be responsible for keeping the Government apprised of his/her duty limitation status.

B17.4 Relief or substitute fuel servicing vehicle drivers reporting for duty may be required to furnish a record of all DOT duty time during the previous 14 days.

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### B18 Reserved

### B19 Pilot Authority and Responsibility

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 have the authority to represent the Contractor in all matters except changes in price and time unless the CO is notified otherwise, in writing, prior to performance. The pilot must be familiar with the contract and all applicable task orders assigned to this contract and must be able to provide contract and/or task order information to the project inspector (PI) or manager as requested.

B19.2 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.

B19.3 Must not permit any passenger to ride in the aircraft or any cargo to be loaded therein unless authorized by the COR or their authorized representative.

B19.4 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 properly secure all cargo. When required by the Government, the pilot must utilize the Standard Interagency Load Calculation Method and its form. A sample of the form and the Fuel Consumption and Weight Reduction Chart are included in the exhibits (see Section C).

B19.5 Pilots without FAA airframe and power plant (A&P) certifications are authorized to perform only the preventative maintenance tasks detailed under 14 CFR 43 Appendix A, Section (c) provided they have been properly trained under the direct supervision of an appropriately rated mechanic and designated in writing by the contractor as proficient in each task to be performed. Pilots will have this documentation available for review by government representatives. Pilots performing preventative maintenance shall have current maintenance manuals available and make logbook entries that document their work was performed in accordance with 14 CFR 43.9.

B19.5.1 When the aircraft is not available due to required unscheduled maintenance, a pilot may function as a mechanic only if they possess a valid FAA mechanic certificate with the appropriate airframe and/or power plant ratings or if they are performing preventative maintenance in accordance with 14 CFR 43.3.

B19.5.2 Any time during which the pilot is engaged in mechanic duties performing unscheduled maintenance, or as a pilot performing preventative maintenance, will apply against the pilot's duty day limitations. All time in excess of 2 hours (not necessarily consecutive) must also apply against the pilot's flight limitations. After 2 hours, every hour spent as a mechanic, or a pilot performing preventative maintenance, will be applied against pilot flight time limitation one to one.

B19.5.3 Only a certificated mechanic (holding an airframe and powerplant rating) may perform scheduled maintenance and inspections. The primary or relief pilot on duty as a pilot must not perform scheduled maintenance and 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 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 cut off switch location
- e. Crew Resource Management

B20.3 Single-skid, toe-in, hover exit procedure (STEP) landings are prohibited unless the following applies:

B20.3.1 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.

## SECTION B – TECHNICAL SPECIFICATIONS

These techniques shall not be used as standard protocol during other operations.

B20.3.2 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.

B20.3.3 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.

B20.4 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; or, in Alaska, during extended twilight hours when terrain features can be readily distinguished from a distance of at least one mile.

B20.5 Flight plans. Pilots must file and operate on an FAA, International Civil Aviation Organization (ICAO), or a DOI bureau flight plan. Contractor flight plans are not acceptable. Flight plans must be filed prior to takeoff when possible.

B20.6 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.

B20.7 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.

B20.8 Smoking will not be allowed in the aircraft.

B20.9 The pilot must remain at the flight controls while rotors are turning with the following exception. For post-flight 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.

B20.10 Water bucket use. The procedures shown in the Water Bucket Use Procedures Exhibit (see the Exhibits in Section C) must be used for all bucket operations.

### B20.11 Government Pilot Flight Operations

B20.11.1 Applicable to Contractors awarded the item for operations with a Government pilot. Award of this item to Contractor(s) is discretionary by the Government.

B20.11.2 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 policy applicable to Government pilot(s).

B20.11.3 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.

B20.11.4 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.

B20.11.5 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 anti-theft 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

## SECTION B – TECHNICAL SPECIFICATIONS

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 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 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 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. 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 military specifications

B22.2.2 Garments worn over the Nomex flight suit, such as coats, bib pants, and coveralls are acceptable and shall also be made of Nomex or other fire resistant material. Outerwear garments made from natural fibers such as leather, cotton, wool, or wool, cotton blends are acceptable substitutes.

B22.2.3 Underwear, socks, and clothing worn under the flight suit and next to the skin will be made of nomex or natural fibers such as cotton or wool. Materials with low temperature melting characteristics such as synthetics are not approved.

B22.2.4 Pilots must wear boots that come above the ankles and must be constructed so that metal parts, such as zippers or eyes, do not come in contact with the wearer's skin. Non leather boots must meet military standards for aviation use. See DOI's ALSE handbook for non-leather boot options

B22.2.5 Leather or polyamide or aramid gloves.

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 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 non-static (example: cotton/natural fiber) clothing and gloves.

### **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 *USFS/DOI 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

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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.doi.gov>. The Contractor is responsible for obtaining the *DOT Emergency Response Guidebook*.

### B25 Fuel and Servicing Requirements

#### B25.1 General

B25.1.1 The Contractor must supply all lubricating oils required to operate all equipment during the contract period. For operations in Alaska, Government fuel is provided. However, the Contractor must be capable of providing all fueling requirements operating away from the Government-provided fuel in Alaska and other locations in the lower 48 States. 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).

B25.1.2 Contractors must ensure that fuel obtained from distributors or fixed-base operators (FBO) meets the specifications of B25 and the aircraft is serviced with the proper type of fuel. The Contractor shall keep all fuel delivery tickets through the contract period.

#### B25.2 Fueling Operations

**Aircraft must not be refueled while the engine is running except as provided in para B25.2.1 below. Under no circumstances shall government personnel be allowed on board or the aircraft while refueling operations are underway.**

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 written procedures 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. Notwithstanding 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 must 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 will not be 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 (AD's) and Manufacturer's Mandatory Service Bulletins (MMSB's)

B27.1 The Contractor must comply with all applicable MMSB's and FAA AD's before and during contract performance.

B27.2 The Contractor must provide and make available a list of complied with MMSB's and FAA AD's 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. Electronic copies of manuals and records are acceptable.

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.

## SECTION B – TECHNICAL SPECIFICATIONS

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 manufacturers 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.

### **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 within 24 calendar months preceding the starting date of the contract, or renewal period, and following any major repair or major alteration or change to the equipment list which significantly affects the center of gravity of the aircraft.

B32.2 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.

B32.3 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

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

#### **C1 52.212-4 Contract Terms and Conditions – Commercial Items (MAY 2014) [Tailored SEPT 2005]**

(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 41 U.S.C. chapter 71, Contract Disputes. Failure of the parties to this contract to reach agreement on any request for equitable adjustment, claim, appeal or action arising under or relating to this contract shall be a dispute to be resolved in accordance with the clause at FAR 52.233-1, Disputes, which is incorporated herein by reference. The Contractor shall proceed diligently with performance of this contract, pending final resolution of any dispute arising under the contract.

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

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

common carriers. The Contractor shall notify the Contracting Officer in writing as soon as it is reasonably possible after the commencement of any excusable delay, setting forth the full particulars in connection therewith, shall remedy such occurrence with all reasonable dispatch, and shall promptly give written notice to the 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 –System for Award Management, or 52.232-34, Payment by Electronic Funds Transfer-Other Than System for Award Management), or applicable agency procedures

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

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

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

## SECTION C – CONTRACT TERMS AND CONDITIONS

Contractor is reasonably notified of such claims and proceedings.

(i) *Payment.* –

(1) *Items accepted.* Payment shall be made for items accepted by the Government that have been delivered to the delivery destinations set forth in this contract.

(2) *Prompt Payment.* The Government will make payment in accordance with the Prompt Payment Act (31 U.S.C. 3903) and prompt payment regulations at 5 CFR part 1315.

(3) *Electronic funds transfer (EFT).* If the Government makes payment by EFT, see 52.212-5(b) for the appropriate EFT clause.

(4) *Discount.* In connection with any discount offered for early payment, time shall be computed from the date of the invoice. For the purpose of computing the discount earned, payment shall be considered to have been made on the date which appears on the payment check or the specified payment date if an electronic funds transfer payment is made.

(5) *Overpayments.* If the Contractor becomes aware of a duplicate contract financing or invoice payment or that the Government has otherwise overpaid on a contract financing or invoice payment, the Contractor shall --

(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 41 U.S.C. 7109, which is applicable to the period in which the amount becomes due, as provided in (i)(6)(V) of this clause, and then at the rate applicable for each six-month period as fixed by the Secretary until the amount is paid.

(ii) The Government may issue a demand for payment to the Contractor upon finding a debt is due under the contract.

(iii) *Final decisions.* The Contracting Officer will issue a final decision as required by 33.211 if –

(A) The Contracting Officer and the Contractor are unable to reach agreement on the existence or amount of a debt within 30 days;

(B) The Contractor fails to liquidate a debt previously 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.

## SECTION C – CONTRACT TERMS AND CONDITIONS

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

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

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

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

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

(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. chapter 37, Contract Work Hours and Safety Standards; 41 U.S.C. chapter 87, Kickbacks; 41 U.S.C. 4712 and 10 U.S.C. 2409 relating to whistleblower protections; 49 U.S.C 40118, Fly American; and 41 U.S.C. chapter 21 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, Compliance with Laws Unique to Government Contracts, and Unauthorized Obligations paragraphs of this clause;
- (3) the clause at 52.212-5;
- (4) addenda to this solicitation or contract, including any license agreements for computer software; (5) solicitation provisions if this is a solicitation;
- (6) other paragraphs of this clause;
- (7) the Standard Form 1449;
- (8) other documents, exhibits, and attachments; and
- (9) the specification.

(t) *System for Award Management (SAM).*

(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 SAM database, and

for any liability resulting from the Government's reliance on inaccurate or incomplete data. To remain registered in the SAM 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 SAM database to ensure it is current, accurate and complete. Updating information in the SAM 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 SAM 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 SAM 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 SAM 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 SAM database. Information provided to the Contractor's SAM 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 SAM accessed through <https://www.acquisition.gov>.

(u) *Unauthorized Obligations* (1) Except as stated in paragraph (u)(2) of this clause, when any supply or service acquired under this contract is subject to any End User License Agreement (EULA), Terms of Service (TOS), or similar legal instrument or agreement, that includes any clause requiring the Government to indemnify the Contractor or any person or entity for damages, costs, fees, or any other loss or liability that would create an Anti-

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Deficiency Act violation (31U.S.C. 1341), the following shall govern:

(i) Any such clause is unenforceable against the Government.

(ii) Neither the government nor any Government authorized end user shall be deemed to have agreed to such clause by virtue of it appearing in the EULA, TOS, or similar legal instrument or agreement. If the EULA, TOS, or similar legal instrument or agreement is invoked through an “I agree” click box or other comparable mechanism (e.g., “click-wrap” or “browse-wrap” agreements), execution does not bind the Government or any Government authorized end user to such clause.

(iii) Any such clause is deemed to be stricken from the EULA, TOS, or similar legal instrument or agreement.

(2) Paragraph (u)(1) of this clause does not apply to indemnification by the Government that is expressly authorized by statute and specifically authorized under applicable agency regulations and procedures.

### **C2 52.212-5 Contract Terms and Conditions Required to Implement Statutes or Executive Orders-Commercial Items (OCT 2014)**

(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).

(3) 52.233-4, Applicable Law for Breach of Contract Claim (OCT 2004) (Public Laws 108-77 and 108-78 (19 U.S.C. 3805 note)).

(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 (OCT 1995) (41 U.S.C. 4704 and 10 U.S.C. 2402).

(2) 52.203-13, Contractor Code of Business Ethics and Conduct (APR 2010) (41 U.S.C. 3509).

(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 (JUL 2013) (Pub. L. 109-282) (31 U.S.C. 6101 Note).

(5) [Reserved].

(6) 52.204-14, Service Contract Reporting Requirements (JAN 2014) (Pub L 111-117, section 743 of Div C).

(7) 52.204-15, Service Contract Reporting Requirements for Indefinite-Delivery Contracts (JAN 2014) (Pub L 111-117, section 743 of Div C).

(8) 52.209-6, Protecting the Government’s Interest When Subcontracting with Contractors Debarred, Suspended, or Proposed for Debarment. (AUG 2013) (31 USC 6101 note).

(9) 52.209-9, Updates of Publicly Available Information Regarding Responsibility Matters (JUL 2013) (41 U.S.C.2313)

(10) 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).

(11) 52.219-3, Notice of HUBZone Set-Aside or Sole-Source Award (NOV 2011) (15 U.S.C 657a).

(12) 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).

(13) [Reserved]

(14) (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).

(15) (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.

(16) 52.219-8, Utilization of Small Business Concerns (MAY 2014)(15 U.S.C. 637 (d)(2) and (3)).

(17)(i) 52.219-9, Small Business Subcontracting Plan (JUL 2013)(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.

(18) 52.219-13, Notice of Set-Aside of Orders (NOV 2011) (15 U.S.C 644(r)).

(19) 52.219-14, Limitations on Subcontracting (NOV 2011) (15 U.S.C. 637(a)(14)).

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

(21) 52.219-27, Notice of Service-Disabled Veteran-Owned Small Business Set-Aside (NOV 2011) (15 U.S.C. 657f).

(22) 52.219-28, Post Award Small Business Program Representation (JUL 2013) (15 U.S.C. 632(a)(2)).

(23) 52.219-29 Notice of Set-Aside for Economically Disadvantaged Women-Owned Small Business (EDWOSB) Concerns (JUL 2013) (15 U.S.C 639(m)).

(24) 52.219-30 Notice of Set-Aside for Women-Owned Small Business (WOSB) Concerns Eligible Under the WOSB Program (JUL 2013) (15 U.S.C 639(m)).

(25) 52.222-3, Convict Labor (JUNE 2003) (E.O. 11755).

(26) 52.222-19, Child Labor-Cooperation with Authorities and Remedies (JAN 2014) (E.O. 13126).

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(27) 52.222-21, Prohibition of Segregated Facilities (Feb 1999).

(28) 52.222-26, Equal Opportunity (MAR 2007) (E.O. 11246).

(29) 52.222-35, Equal Opportunity for Veterans (JUL 2010)(38 U.S.C. 4212).

(30) 52.222-36, Affirmative Action for Workers with Disabilities (JUL 2014) (29 U.S.C. 793).

(31) 52.222-37, Employment Reports on Veterans (JUL 2014) (38 U.S.C. 4212).

(32) 52.222-40, Notification of Employee Rights Under the National Labor Relations Act (DEC 2010)(E.O. 13496).

(33) 52.222-54, Employment Eligibility Verification (AUG 2013) (Executive Order 12989). (Not applicable to the acquisition of commercially available off-the-shelf items or certain other types of commercial items as prescribed in 22.1803.)

(34)(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.)

(35)(i) 52.223-13, Acquisition of EPEAT®-Registered Imaging Equipment (JUN 2014) (E.O. 13423 and 13514).

(ii) Alternate I (JUN 2014) of 52.223-13.

(36)(i) 52.223-14, Acquisition of EPEAT®-Registered Televisions (E.O. 13423 and 13514).

(ii) Alternate I (JUN 2014) of 52.223-14.

(37) 52.223-15, Energy Efficiency in Energy-Consuming Products (DEC 2007) (42 U.S.C. 8259b).

(ii) Alternate I (JUN 2014) of 52.223-13.

(38)(i) 52.223-16, Acquisition of EPEAT®-Registered Personal Computer Products (JUN 2014) (E.O. 13423 and 13514).

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

(39) 52.223-18, Encouraging Contractor Policies to Ban Text Messaging While Driving (Aug 2011) (E.O. 13513).

(40) 52.225-1, Buy American Act-Supplies (MAY 2014) (41 U.S.C. chapter 83).

(41)(i) 52.225-3, Buy American Act - Free Trade Agreements-Israeli Trade Act (MAY 2014) (41U.S.C. chapter 83, 19U.S.C. 3301 note, 19U.S.C. 2112 note, 19U.S.C. 3805 note, 19U.S.C. 4001 note, Pub. L. 103-182, 108-77, 108-78, 108-286, 108-302, 109-53, 109-169, 109-283, 110-138, 112-41, 112-42 and 112-43).

(ii) Alternate I (May 2014) of 52.225-3.

(iii) Alternate II (May 2014) of 52.225-3.

(iv) Alternate III (May 2014) of 52.225-3

(42) 52.225-5, Trade Agreements (NOV 2013)(19 U.S.C. 2501, *et seq.*, 19 U.S.C. 3301 note).

(43) 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).

(44) 52.225-26, Contractors Performing Private Security Functions Outside the United States (JUL 2013) (Section 862, as amended, of the National Defense Authorization Act for Fiscal Year 2008; 10U.S.C. 2302 Note).

(45) 52.226-4, Notice of Disaster or Emergency Area Set-Aside (NOV 2007) (42 U.S.C. 5150).

(46) 52.226-5, Restrictions on Subcontracting Outside Disaster or Emergency Area (NOV 2007) (42.U.S.C. 5150)

(47) 52.232-29, Terms for Financing of Purchases of Commercial Items (FEB 2002)(41 U.S.C. 4505, 10 U.S.C. 2307(f)).

(48) 52.232-30, Installment Payments for Commercial Items (OCT 1995)(41 U.S.C. 4505), 10 U.S.C. 2307(f)).

(49) 52.232-33, Payment by Electronic Funds Transfer-Central Contractor Registration (JUL 2013) (31 U.S.C. 3332).

(50) 52.232-34, Payment by Electronic Funds Transfer-Other than Central Contractor Registration (JUL 2013) (31 U.S.C. 3332).

(51) 52.232-36, Payment by Third Party (MAY 2014) (31 U.S.C. 3332).

(52) 52.239-1, Privacy or Security Safeguards (AUG 1996) (5 U.S.C. 552a).

(53)(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 Labor Standards (MAY 2014) (41 U.S.C. chapter 67).

(2) 52.222-42, Statement of Equivalent Rates for Federal Hires (MAY 2014) (29 U.S.C. 206 and 41 U.S.C. chapter 67).

(3) 52.222-43, Fair Labor Standards Act and Service Contract Labor Standards-Price Adjustment (Multiple Year and Option Contracts) (MAY 2014) (29 U.S.C. 206 and 41 U.S.C. chapter 67).

(4) 52.222-44, Fair Labor Standards Act and Service Contract Labor Standards-Price Adjustment (MAY 2014) (29 U.S.C. 206 and 41 U.S.C. 351, chapter 67).

(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 Labor Standards to Contracts for Certain Services – Requirements (MAY 2014) (41U.S.C. chapter 67).

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(7) 52.222-17, Nondisplacement of Qualified Workers (MAY 2014) (E.O.13495).

(8) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations (MAY 2014) (42 U.S.C. 1792),

(9) 52.237-11, Accepting and Dispensing of \$1 Coin (SEPT 2008) (31 U.S.C. 5112(p)(1)).

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

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

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

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

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

(i) 52.203-13, Contractor Code of Business Ethics and Conduct (APR 2010) (41 U.S.C. 3509).

(ii) 52.219-8, Utilization of Small Business Concerns (OCT 2014)(15 U.S.C. 637 (d)(2) and (3)), in all subcontracts that offer further subcontracting opportunities. If the subcontract (except subcontracts to small business concerns) exceeds \$650,000 (\$1.5 million for construction of any public facility), the subcontractor must include 52.219-8 in lower tier subcontracts that offer subcontracting opportunities.

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

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

(v) 52.222-35, Equal Opportunity for Veterans (JUL 2014) (38 U.S.C. 4212);

(vi) 52.222-36, Affirmative Action for Workers with Disabilities (JUL 2014) (29 U.S.C. 793);

(vii) 52.222-37, Employment Reports on Veterans (JUL 2014) (38 U.S.C. 4212)

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

(ix) 52.222-41, Service Contract Labor Standards (MAY 2014) (41 U.S.C. chapter 67).

(x) 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.

(xi) 52.222-51, Exemption from Application of the Service Contract Labor Standards to Contracts for Maintenance, Calibration, or Repair of Certain Equipment – Requirements (MAY 2014) (41 U.S.C. chapter 67).

(xii) 52.222-53, Exemption from Application of the Service Contract Labor Standards to Contracts for Certain Services – Requirements (MAY 2014) (41 U.S.C. chapter 67.).

(xiii) 52.222-54, Employment Eligibility Verification (AUG 2013).

(xiv) 52.225-26, Contractors Performing Private Security Functions Outside the United States (JUL 2013) (Section 862, as amended, of the National Defense Authorization Act for Fiscal Year 2008; 10 U.S.C. 2302 Note).

(xv) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations (MAY 2014) (42 U.S.C. 1792). Flow down required in accordance with paragraph (e) of FAR clauses 52.226-6.

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

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

### ADDENDA TO CONTRACT TERMS AND CONDITIONS

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

##### C3.1 Inspection Scheduling and Process

C3.1.1 After either contract award or renewal, the COTR will schedule an initial inspection of all of the Contractor's proposed aircraft, equipment and personnel to ensure contract compliance. This inspection is expected to be accomplished when the COTR's inspectors' normal

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schedule brings them to the Contractor's vicinity. Contractors who have not been inspected, but are requested for use should immediately contact the COTR to schedule an inspection. Failure to contact the COTR may result in the use of a different Contractor. The inspection will be conducted at the Contractor's facility or other location acceptable to the Government at a mutually agreeable time. 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 normally 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, and 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.

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 C3.9.

### 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

**Key Personnel.** Award of this contract was made in part by the Contractor's offer of specific personnel and or skill levels and experience offered to perform the required services. Such personnel are considered to be Key Personnel and are essential to the work to be performed. The Contractor hereby agrees to furnish those Key Personnel in the performance of this contract. Prior to diverting the specified individuals to other projects or programs, the Contractor shall notify the Contracting Officer reasonably in advance and shall submit justification (including proposed substitutions) in sufficient detail to permit evaluation of the impact of the program. No diversion shall be made by the Contractor without written consent of the Contracting Officer.

Replacement personnel shall meet or exceed the skill, experience and knowledge possessed by the key individual the contractor is intending to replace. A complete resume, equal to the detail provided in the Contractor's original proposal shall be submitted for any proposed substitutions. The Contracting Officer shall determine acceptability of a replacement.

Key Personnel will be identified on OAS-68 inspection forms under this contract.

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.

C3.6.1.1 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.

C3.6.1.2 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

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access to terrain similar to that to be flown during the contract period. Flight evaluations are conducted at the Contractor's expense.

C3.6.1.3 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. The Government has the right to conduct interim evaluations of pilot performance throughout the performance period(s).

C3.6.1.4 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)  
Fire reconnaissance  
Single-skid, toe-In and hover exit/entry procedures (helicopter)  
External load - short line ≤50' (helicopter)  
External load - longline >50' (helicopter) with remote hook  
Offshore platform landings (helicopter)  
Vessel landings  
Water landings - floats or hull (helicopter)  
Animal darting, paint ball  
Animal eradication  
Animal gathering and capture  
Animal herding  
Handheld net gun  
Aerial ignition  
Water/retardant application

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 Substitute Personnel, Aircraft, or Equipment

C3.8.1 The contractor may request the use of substitute personnel, aircraft, or equipment that was not initially approved for use. All proposed substitutes must meet contract specifications and be subject to inspections and approvals identified herein prior to use. The contractor must submit a written request for inspections of pilot substitutes to the COTR seven days prior to the scheduled arrival at the site. **Requests for aircraft substitution must be submitted to the CO for approval prior to inspection. The CO may issue a bilateral modification prior to submitting a request to the COTR for inspection scheduling.** Requests received with fewer than seven days' notice will be accomplished as permitted by the COTR's schedule.

C3.8.2 The Contractor must transport substitute personnel, aircraft, or equipment to the point of use at their expense.

C3.8.3 The Government may charge the Contractor for the cost of any substitute inspections in accordance with Section C3.9. After the first 120 calendar days, the Government will, at no cost to the Contractor, inspect substitute personnel and/or equipment on a basis of one inspection per quarter.

C3.8.4 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)).

### C3.9 Reinspection Expenses

C3.9.1 The Contractor must be liable for all Government incurred reinspection costs. Inspection expenses will not be deducted from payments due the Contractor. Contractor will be responsible to make payment as directed in writing by the CO.

C3.9.2 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.

## 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

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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, IBC, 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 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://www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/rural\\_airports\\_2013\\_01\\_23.pdf](http://www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/rural_airports_2013_01_23.pdf)

### C5.1 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 or other form as directed by the CO. 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 or other form as directed by the CO. Hard copies of the signed OAS-23/23E are to be uploaded/attached to the electronic report created in the electronic system.

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 or other form as directed by the CO. 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 or other form as directed by the CO 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 or other form as directed by the CO.

### C5.2 Electronic Invoicing and Payment Requirements – Invoice Processing Platform (IPP) (April 2013)

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>.

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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) or other form as directed by the CO 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 SAM) will receive enrollment instructions via email from the Federal Reserve Bank of Boston (FRBB) prior to the contract award date, but no more than 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.

### **C5.3 Providing Accelerated Payments to Small Business Subcontractors (52.232-40 DEC 2013)**

(a) Upon receipt of accelerated payments from the Government, the Contractor shall make accelerated payments to its small business subcontractors under this contract, to the maximum extent practicable and prior to when such payment is otherwise required under the applicable contract or subcontract, after receipt of a proper invoice and all other required documentation from the small business subcontractor.

(b) The acceleration of payments under this clause does not provide any new rights under the Prompt Payment Act.

(c) Include the substance of this clause, including this paragraph (c), in all subcontracts with small business concerns, including subcontracts with small business concerns for the acquisition of commercial items

## **GENERAL CONTRACT TERMS AND CONDITIONS**

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

### **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 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)**

(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. Such orders may be issued from date of award through the performance period of each year of contract award.

(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.

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

(a) *Minimum order.* When the Government requires supplies or services covered by this contract, a minimum of one Government-provided aircraft and pilot inspection as described in Section C3 will be provided.

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

- (1) Any order for a single item in excess of \$6,500,000;
- (2) Any order for a combination of items in excess of \$9,500,000 or

## SECTION C – CONTRACT TERMS AND CONDITIONS

(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.

### **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.gov>. The CPARS User Manual, registration for On Line Training for Contractor Representatives, and a practice application may be found at this site.

(e) Within 60 days after the end of a performance period, the Contracting Officer will complete an interim or final past performance evaluation, and the report will be accessible at <http://www.cpars.gov>. 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.

## SECTION C – CONTRACT TERMS AND CONDITIONS

(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 may be 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. 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 Authorities and Delegations (DIAR 1452.201-70, 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. :

(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 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.

#### C13.1 Contracting Officer's Technical Representative (COTR)

The COTR is authorized to take any or all actions necessary to assure compliance with the technical portions of the contract. The COTR will conduct all requested or required inspections.

The COTR for this contract is:

Mr. Marc Tunstall (Alaska)  
DOI – Office of Aviation Services (OAS)  
4405 Lear Court  
Anchorage, AK 99502

Phone: 907-271-5043  
Fax: 907-271-4788

## SECTION C – CONTRACT TERMS AND CONDITIONS

### C13.2 The OAS Aviation Safety Manager

The OAS Aviation Safety Manager is responsible for all matters concerning accident and incident with potential investigations.

The ASM is:

Mr. Keith Raley

DOI – Office of Aviation Services (OAS)

300 E. Mallard Dr., Ste. 200

Boise, ID 83706-3991

Phone: 208-433-5071

Fax: 208-433-5007

### 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 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 Contractor Responsibilities - Conduct of Business on a Military Installation.

Performance under this contract involves basing aircraft, support equipment and personnel on military installations. The Department of the Interior, Bureau of Land Management, Alaska Fire Service has Support Agreements covering the use of the grounds and facilities. The Contractor agrees to cooperate in the adherence to the terms of said agreements as a condition of performing under this contract.

#### C15.1 Rules Of Conduct And Regulations

The Contractor and its employees are expected to adhere to the rules of conduct and regulations prescribed by the military installation Commander applicable to civilians entering or doing business with the Government on military installations. The contractor and its employees shall be required to maintain automobile insurance on company and personal owned vehicles that are used on the military installation.

C15.1.1 The minimum vehicle insurance levels are those prescribed by the State of Alaska. A certificate of insurance is required for entry to Ft. Wainwright. Vehicle operators shall be prepared to show proof of insurance upon request of the Military or BLM personnel.

C15.1.2 Contractor shall submit the vehicle identification number (VIN) for all restricted Bureau of Land Management retardant ramp site vehicles to the Contracting Officer 10 days prior to award or when such vehicles are presented to the site. The Government will reserve the right to require insurance on the restricted ramp site vehicles.

C15.1.3 The Government will issue Fort Wainwright base vehicle passes. Passes are available at the Ft. Wainwright front gate and/or Army Vehicle Registration Office. A driver's license, current registration, and auto insurance must be presented to the Provost Marshal's Office to obtain the pass.

#### C15.2 Government Identification Cards - Contractor Employees

C15.2.1 Contractor employees, who are assigned to operate in and out of Ft. Wainwright, Alaska may be issued an U.S. Government Identification Card. The Bureau of Land Management, Alaska Fire Service, will issue this card. The card will be clearly marked as "Contractor Employee" and include the name of the contractor they are employed by. This Identification Card is the property of the U.S. Government.

C15.2.2 Identification cards shall be returned to the COR upon request at any time. Cards shall also be returned to the COR upon the employee's release either at the end of each exclusive use period or upon permanent dispatch to an alternate base.

C15.2.3 The Government may withhold final payment to the contractor until such time as all cards have been turned in.

C15.2.4 Contractor Employee Background Investigation. Contractor employees, who are assigned to operate in and out of Ft. Wainwright, Alaska may be subject to a background investigation by the Government. This background investigation shall be at the expense of the Government. At the request of the Contracting Officer, the Contractor shall submit information on each employee to facilitate this investigation. Failure to provide such information or upon receipt of an unsatisfactory background check, the employee shall be denied access to Ft. Wainwright or other Federal Installations. The contractor agrees to replace employees who refuse to provide information, or those who, in the Government's opinion result in an unsatisfactory background check.

## SECTION C – CONTRACT TERMS AND CONDITIONS

### C15.3 Weapons.

All weapons in the aircraft survival kit shall be registered with the Ft Wainwright Provost Marshal.

### C15.4 Use of Support/staging and Storage Space at Ft. Wainwright, Alaska.

C15.4.1 The Government will assign the Contractor a limited amount of space on or adjacent to the aircraft/fire suppressant material ramp for supporting its aircraft. The space is limited and will be apportioned (by the COR) based upon the number of aircraft furnished by the Contractor, as well as the total space available for this purpose. Only serviceable spare parts and support equipment will be permitted to be stored in this area. The Contractor will be required to keep their designated area clean and orderly. All items must be properly stored and/or disposed. The use of this space is limited to the direct support of the contract aircraft. No other use is permitted.

C15.4.2 The Contractor shall be required to comply with all State, Federal and local Environmental Protection (EPA) laws and regulations as well as those prescribed by the military installation Commander in the handling, storage, transportation, utilization and disposal of hazardous materials and waste such as oil solvents, etc. At the time of space assignment, the Contractor shall designate an individual responsible for hazardous waste management.

C15.4.3 Occupancy of the space shall be limited to a period not to exceed 5 calendar days prior to and after the exclusive use period stated in the schedule or as established in the Notice to Proceed. Storage of a limited number of items outside this time period (i.e., winter period between contract options) shall only be permitted with the written permission of the COR. In the event that the Government does not exercise an option to renew, all items must be removed within 5 calendar days notice, or as otherwise agreed upon. At the end of the contract term, including all options all Contractor equipment, supplies, automobiles, and aircraft must be removed within 5 calendar days after the end of the exclusive use period.

C15.4.4 All usage of the assigned area is subject to the approval of the COR.

C15.4.5 The Government assumes no responsibility/liability for loss of or damage to the Contractor's equipment stored at the site.

C15.5 Contract Retainage. The Government reserves the right to withhold interim or final payments under this contract pending compliance with the provisions contained in this section

## 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 any information that indicates a serious safety concern or notification of a reportable incident as defined within 49 CFR 830.5, the Government (OAS ASM or carding authority) **may** suspend the pilot from their duties and from any other activity authorized under the Interagency Pilot Qualification card(s), pending the outcome of the agency investigation.

C16.2.2 Upon involvement in an Aircraft Accident, a pilot **will** be suspended from pilot duties and from any other activity authorized under the Interagency Pilot Qualification card(s). Their return to service is dependent upon the outcome of the investigation.

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.

C16.2.4 When requested, a suspended pilot must surrender all Interagency Pilot Qualification card(s) to the COTR or other authorized agency representative. A pilot's suspension will continue until the OAS ASM and carding authority determines that no further suspension is required. The Interagency Pilot Qualification card(s) is returned to the pilot; or revoked by the issuing agency if the investigation fails to support a pilot's return to service.

## SECTION C – CONTRACT TERMS AND CONDITIONS

### C17 Safety and Accident Prevention

C17.1 The Contractor shall keep and maintain programs necessary to assure safety of ground and flight operations. The development and maintenance of these programs are a material part of the performance of the contract. Examples of such programs are (1) personnel activities, (2) maintenance, (3) safety, and (4) compliance with regulations.

C17.1.1 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).

C17.1.2 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 agency Investigator In Charge (IIC), ASM, and 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 Section C Exhibit entitled - Safety Management System (SMS) Plan/Safety Program.

- 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 Exhibit.

C17.4 The Contractor must notify the CO, COR, and the COTR, when an action has been imposed by the FAA on the operator's certificate or on any pilot or aircraft carded under this contract.

### C18 Mishaps

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.

#### 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  
Reportable Incident  
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 Mishap - Aviation Mishap. Mishaps include aircraft accidents, incidents with potential, aircraft incidents, aviation hazards, and aircraft maintenance deficiencies

C18.1.7 SafeCom (<https://www.safecom.gov/>). An agency Aviation Safety Communique used to report any condition, observance, act, maintenance problem, or circumstance

## SECTION C – CONTRACT TERMS AND CONDITIONS

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 OAS ASM when any "Aircraft Accident" or NTSB reportable "Incident" occurs, whether under this contract or not.

C18.2.1 The OAS ASM must immediately be notified for any mishap involving the Department of the Interior that results in an accident, incident involving damage or injury, or overdue aircraft suspected of having an accident by the most expeditious means available (888-4MISHAP). In an effort to prevent future aircraft mishaps, it is the responsibility of the Contractor to report known aircraft accidents, aviation hazards, and maintenance deficiencies. It is the Department of the Interior's responsibility to investigate Interior aircraft mishaps using one of the following investigation procedures.

C18.2.3 On-site investigations will be conducted whenever possible for all aircraft accidents and selected incidents with potential.

C18.2.4 Limited investigations will be conducted for selected incidents with potential. A limited investigation will not normally include a visit to the incident site.

C18.2.5 Administrative investigations will be conducted for reports of conditions, observances, acts, maintenance problems, or circumstances, which may have the potential to cause an aircraft mishap.

C18.2.6 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 "Incident," the Contractor must provide the OAS 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 OAS 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 <https://www.safecom.gov/> is preferred. Blank SafeComs can be obtained from the above internet site. The submission of an NTSB Form 6120.1/2 does not replace the Contractor's

responsibility to submit a "SafeCom". Hard copy documents can be mailed or faxed to:

The Department of the Interior, OAS  
ATTN: Aviation Safety Manager (ASM)  
300 E. Mallard Drive, Suite 200  
Boise, ID 83706-3991  
Fax: 208-433-5007

### C18.4 Pilot Suspension

See Suspension of Pilot clause C16.2.

### C18.5 Preservation Requirements

C18.5.1 Preservation Requirements. 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 NTSB. Following release by the NTSB, the OAS ASM, CO or other authorized agency representative may retain or release the aircraft. Permitted exceptions to this requirement are when life or property are threatened, when the aircraft is blocking an airport runway, etc. The Contractor must immediately notify the OAS ASM, NTSB and 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.

### C18.7 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.

### C18.8 Rescue and Salvage Responsibilities

## SECTION C – CONTRACT TERMS AND CONDITIONS

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 contractor may request in writing an hourly flight rate adjustment as set forth herein to reflect increases and decreases in the cost of commercial 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 is the commercial price obtained by the Government for the specific fuel type at the specified Fuel Source Location identified in Section A, Requirements and Prices. The Fuel Source Location is normally at or near the designated base specified in the solicitation. The base price may also be an average price of more than one fuel source location if the solicitation is for on-call flight services or more than one designated base.

C19.4 **Reference Price.** The reference price is the commercial fuel price at the Fuel Source Location cited in Section A in effect at the time of adjustment. No other locations will be considered when making adjustments. The CO will establish an updated Base Price in a unilateral modification to the contractor once the new flight rates are established.

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. Amounts of 50 cents or less will be rounded down and amounts of 51 cents or more will be rounded up.

C19.6 The hourly flight rate will be adjusted upward by the CO in a unilateral contract modification, whenever the CO confirms the contractor's Reference Price is more than 10 percent **HIGHER** than the Base Price at the Fuel Source Location identified in the Fuel Adjustment Table in Section A.

C19.7 The hourly flight rate will be adjusted downward by the CO in a unilateral contract modification, whenever the CO confirms that the contract Base Price is more than 10 percent **HIGHER** than the current Commercial Fuel Price at the Fuel Source Location identified in the Fuel Adjustment Table in Section A.

C19.8 Fuel price adjustments are subject to review by the CO at any time during the contract period. The revised Base Price will remain in effect for the duration of the contract, including option years.

C19.9 The effective date of the flight rate adjustment will be stated on the unilateral modification signed by the CO. All flight hour adjustments will be made in AMS based upon the effective date stated in the modification.

### CONTRACT PERIOD AND RENEWAL

#### C20 Contract Period

The contract period will be from June 1, 2015 through May 31, 2016, unless otherwise extended as allowed herein.

**Option Year 1: June 01, 2016 through May 31, 2017**

**Option Year 2: June 01, 2017 through May 31, 2018**

**Option Year 3: June 01, 2018 through May 31, 2019**

**Option Year 4: June 01, 2019 through May 31, 2020**

#### C21 Option to Extend the Term of the Contract (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 five (5) years six (6) months.

#### C21.1 Option to Extend Services (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. Orders for Services

##### C22.1 Ordering (52.216-18, October 1995)

Clause is incorporated by reference except paragraph (a) fill in dates shall read date of award through May 31, 2016, and if renewed June 1, 2016 through May 31, 2020.

##### C22.1.1 Requirements (52.216-21, OCT 1995) Alternate 1 (APR 1984)

## SECTION C – CONTRACT TERMS AND CONDITIONS

Clause is incorporated by reference except paragraph (a) fill in dates shall read date of award through May 31, 2016, and if renewed June 1, 2016 through May 31, 2020.

C.22.1.2 All orders for service shall be placed by a Flight Coordination Specialist from the Flight Coordination Center (FCC), Interior Business Center, Boise and forwarded to the Contracting Officer for review, signature and award. Orders will be placed using an AQD 91 which will be filled out and submitted using the AQD email located at the bottom of the form. An oral order for services may be issued when a need arises and followed up in writing afterwards. The order will identify the reporting and releasing base (plus the embarkation and debarkation points if other than the reporting and releasing base). Orders will be issued 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, including additional personnel that may be required.

C22.2 Orders for service placed under this contract will be placed with the contractor who is determined to be the best value to the Government. Factors that will be considered are aircraft capability, pilot qualifications and past performance, aircraft location, availability and price.

C22.2.1 For individual project orders, the Government will use flight time estimates for each project multiplied by the flight rates bid by individual offerors. Estimated flight costs, added to estimated availability (project days multiplied by availability rate), including other estimated project costs (ie: mechanic, additional crew, etc) will be used to determine which offeror represents the best offered price.

C22.2.2 Pilot Qualifications and Past Performance. We will consider proposed pilots based on the extent to which they have performed services similar to those required for the project and in make and model of aircraft offered. Pilots possessing qualifications less than the minimum required in paragraph B3 will not be considered.

C22.3 The Government's urgency in acquiring services may be a factor and override any other criteria identified above. An order may be placed orally or electronically, but will be confirmed in writing by a Government order.

C22.4 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.

C22.5 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 AMD-23e, Aircraft Use Report.

C22.6 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 demobilization and when the Contractor is not available or capable of providing service as scheduled by the Government.

C22.7 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.

C22.8 Contractors may decline to accept an order if an aircraft, and/or personnel are not available for service. Contractors not able to furnish additional personnel (pilot and/or mechanic), will not be considered for orders requiring such services. A Contractor who declines acceptance of an order under this contract may be precluded from consideration of this same requirement under any concurrent AM Aircraft Rental Agreement.

### C22.9 Contractor Selection

We will select a Contractor for an individual project by comparing Contractors prices and then comparing those Contractors on the capability of their proposed aircraft and pilot. If one offer is best on all the factors, then we will select that offer as the best value. If no offer is best on all the factors, then we will consider the differences among offers and make tradeoffs in order to determine which offer is the best value. We will award the project to the offer that has the best combination of aircraft capability, pilot, and evaluated price.

C22.10 Notice of project award will be sent to the Contractor using the Ordering Record for acceptance and return to the COR.

## C23 RESERVED

### AVAILABILITY REQUIREMENTS

#### C24 Availability Requirements

During the exclusive use period and any extension, the Contractor must be in compliance with all contract requirements and available and capable of providing service up to 14 hours each day, as scheduled by the Government. Personnel must be available a minimum of nine hours each day, or as scheduled by the Government. Pre- and post-flight activities must be accomplished within the 14- hour duty day. Routine maintenance must be performed before or after the

## SECTION C – CONTRACT TERMS AND CONDITIONS

scheduled 14-hour period, or as permitted elsewhere in the contract.

C24.1 **Extended standby** is intended to provide the Contractor compensation for employee time when ordered services are provided in excess of the first 9 hours of service. Ordered standby must not exceed individual crew members' daily duty limitations. Extended standby is not intended to compensate the Contractor on a one-to-one basis for all hours necessary to service and maintain the aircraft.

### C25 Schedule of Operations and Reaction Time

The Government will schedule daily operations with the pilot. The Contractor's personnel must provide service, as directed by the Government, in one of the following categories:

C25.1 **Standby.** Personnel must be on standby each day as scheduled and must be ready for takeoff/dispatch within 15 minutes (or longer as authorized by the Government; e.g. flight planning purposes for long range dispatch) after the Government attempts to contact the Contractor's representative.

C25.2 **Alert.** After standby Contractor personnel may be authorized to leave the immediate vicinity of the work site, but remain in an on call status subject to call back. When authorized to leave, they must maintain communications acceptable to the Government and must be ready for takeoff/dispatch within 60 minutes (or longer, if authorized by the Government) after the Government attempts to contact the Contractor's representative. Failure to return to service as required will result in loss of availability status and extended standby, as applicable.

C25.3 **Release From Duty.** Contractor personnel may be released and considered to be off duty prior to lapse of their individual crew duty limitation period. Once released, they cannot be required to return to duty status that day and service will be recorded as fully available status, provided the COR/PI has approved in advance release of the Contractor's personnel.

### C26 Maintenance During Availability Period

C26.1 The COR or PI 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/PI 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/PI, (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 or PI, that they are available and the COR is satisfied that all the conditions below have been met.

C27.1.2 The contractor may be required to demonstrate their availability by providing documented evidence to the COR and COTR that the deficiency has been corrected. Evidence may be in the form of pictures and/or aircraft record/logbook entries documenting the corrective action, including the date, signature and certificate number of the person clearing the deficiency. Depending on the magnitude of the deficiency, the COR and/or COTR may also require a physical inspection by an OAS inspector.

C27.1.3 Once the documented evidence is approved by the COTR, the COR will consider the contractor available from the time the contractor notified the COR of their availability (C27.1). If the COTR requires additional actions from the contractor, the COR will consider the contractor available from the actual date that all deficiencies were corrected and approved by the COTR.

C27.2 During periods of Contractor unavailability, the CO 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.

C27.3 If the contractor is unable to be in compliance due to conditions beyond their control (i.e. AFF subscription service inoperable, etc.) contractor may not be considered unavailable. The contractor needs to notify the COR or PI of the situation immediately.

## MEASUREMENT AND PAYMENT

### C28 Daily Availability

C28.1 Availability is measured in full days for the daily period of time (maximum of 14 hours) scheduled by the Government and provided by the Contractor. Payment for availability will be made as actual services are provided and paid at the rate and for the number of days set forth in Section A. The Government will measure unavailability in full hours and will round up periods of unavailability to the next whole hour. For each instance of unavailability, payment will be reduced by one hour for each hour, or portion thereof, in accordance with the Unavailability

## SECTION C – CONTRACT TERMS AND CONDITIONS

Conversion Chart Exhibit, when services are unavailable or when the aircraft has been released for the Contractor's benefit.

C28.1.1 Contract Pricing - Unit prices for daily availability and flight hours must be in whole dollars (see D4.2). If these unit prices are adjusted during the life of the contract, they will be adjusted to a whole dollar as follows: amounts of 50 cents or less will be rounded down and amounts of 51 cents or more will be rounded up.

C28.2 Extended Standby. The Government will measure extended standby in full hours and will round up to the next whole hour, not to exceed each crew member's duty limitations specified under Section B. The Government will pay for extended standby at the prices set forth in Section A, and as measured above. If unavailability occurs, extended standby will be measured and paid only for full hours of service provided.

### 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. The Government does not guarantee any minimum or maximum number of flight hours under this contract.

C29.3 Flights Associated with Inspections. Flight time associated with the DOI, Office of Aviation Services (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 Vertical Reference Proficiency Flight(s). The primary pilot may be provided up to one hour of vertical reference proficiency flight time at Government expense when vertical reference activity has not occurred during a 30-consecutive day period.

### C30 Mobilization/Demobilization

Designated Base. This is the site indicated in Section A where the aircraft is to report and from which it will be released.

Contractor's Home Base. This is the site at which the contractor conducts business and appears in Block 17 of the Standard Form 1449.

C30.1 Measurement of daily availability: Reporting for service – contractors required to report to a designated base prior to 12:00 noon (local time) shall be paid for one full day availability. Those required to report at 12:00 noon or after shall be paid for one half day of availability.

Release from service – contractors released from service at or prior to noon shall be paid one half day of availability. Those released after 12:00 noon shall be paid for one full day of availability. For purposes of this clause, time is computed based on the time zone at the point of each departure.

C30.2 For incidents where the Contractor elects not to immediately return to the original location of hire or departs for a new work site when released from the project, all payable items for the order end at the time of release.

C30.3 For one-day incidents where the Contractor is unable to immediately return to the location of hire because sufficient time is not available for the return trip, it is appropriate for the Government to make payment for subsistence, flight time and fuel vehicle mileage, as it is incurred, for return to the hired location the following morning. (i.e. release occurs at 8:00 p.m. but sufficient time is not available for the aircraft to immediately return to its location of hire the same day, it would be appropriate to pay subsistence, flight time and vehicle mileage to the hired location the following morning when it is actually incurred, but daily availability ended at the time of release the previous day.)

C30.4 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.

C30.5 Fuel service/support 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 or Mapquest.

### 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

## SECTION C – CONTRACT TERMS AND CONDITIONS

designated base, or contractors base of operations if on-call 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: \$118

Lodging: \$110

Total: \$228.00

### **HIGH RATE**

For current FTR per diem rates see Internet site <http://www.gsa.gov/portal/category/100120>

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 The Government may direct the Contractor to transport required fuel with the fuel servicing vehicle, subject to payment for fuel servicing vehicle mileage, if so provided in Section A.

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

C31.4 Transportation Costs Associated with Operating Away From the Designated Base. When operating from an alternate base, the Contractor is required to provide for transporting relief personnel, unless otherwise directed by the Government. Prior to the exchange, the Contractor must advise the COR of the anticipated costs. The Contractor will be paid actual necessary and reasonable costs for transporting personnel and required equipment listed below.

Relief Crew members. The complement must be the same as required in Section A.

Maintenance personnel and equipment required to accomplish scheduled maintenance, i.e. 50 and 100 hour inspections.

C31.4.1 The Contractor must complete and submit the Transportation Worksheet Exhibit, attach supporting transportation invoices to the Transportation Worksheet, and enter the total dollar amount as a line entry on the invoice for payment (SC pay item code). Claims that do not include these items or other documents necessary to verify incurred costs will be returned to the Contractor for proper completion.

C31.4.2 Unless approved in advance by the CO, payment for crew member exchanges is limited to one round trip for one crew members once every 12 days. Additional payment may be appropriate for circumstances such as personnel reaching flight or duty time limits including agency imposed temporary flight or duty restrictions as specified in Section B.

C31.4.3 Examples of acceptable expenses are airline tickets; car rentals; privately owned vehicle (POV) at the

## SECTION C – CONTRACT TERMS AND CONDITIONS

government mileage rate (currently .565 cents) (Internet site <http://www.gsa.gov>) and charter airplane showing aircraft make/model, flight time, hourly rate and departure and destination locations. Unless authorized in advance by the COR, the expense for charter resources must not exceed reasonable costs by common carrier. The Government will not reimburse the Contractor for salary and subsistence costs for Contractor personnel in travel status.

**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.

### **C33 Establishing a Minimum Wage for Contractors (Deviation) (52.222-99, JUL 2014)**

This clause implements Executive Order 13658, Establishing a Minimum Wage for Contractors, dated February 12, 2014, and OMB Policy Memorandum M-14-09, Implementation of the President's Executive Order Establishing a Minimum Wage for Contractors, dated June 12, 2014.

(a) Each service employee, laborer, or mechanic employed in the United States (the 50 states and the District of Columbia) in the performance of this contract by the prime Contractor or any subcontractor, regardless of any contractual relationship which may be alleged to exist between the Contractor and service employee, laborer, or mechanic, shall be paid not less than the applicable minimum wage under Executive Order 13658. The minimum wage required to be paid to each service employee, laborer, or mechanic performing work on this contract between January 1, 2015, and December 31, 2015, shall be \$10.10 per hour.

(b) The Contractor shall adjust the minimum wage paid under this contract each time the Secretary of Labor's annual determination of the applicable minimum wage under section 2(a)(ii) of Executive Order 13658 results in a higher minimum wage. Adjustments to the Executive Order minimum wage under section 2(a)(ii) of Executive Order 13658 will be effective for all service employees, laborers, or mechanics subject to the Executive Order beginning January 1 of the following year. The Secretary of Labor will

publish annual determinations in the Federal Register no later than 90 days before such new wage is to take effect. The Secretary will also publish the applicable minimum wage on [www.wdol.gov](http://www.wdol.gov) (or any successor website). The applicable published minimum wage is incorporated by reference into this contract.

(c) The Contracting Officer will adjust the contract price or contract unit price under this clause only for the increase in labor costs resulting from the annual inflation increases in the Executive Order 13658 minimum wage beginning on January 1, 2016. The Contracting Officer shall consider documentation as to the specific costs and workers impacted in determining the amount of the adjustment.

(d) The Contracting Officer will not adjust the contract price under this clause for any costs other than those identified in paragraph (c) of this clause, and will not provide price adjustments under this clause that result in duplicate price adjustments with the respective clause of this contract implementing the Service Contract Labor Standards statute (formerly known as the Service Contract Act) or the Wage Rate Requirements (Construction) statute (formerly known as the Davis Bacon Act).

(e) The Contractor shall include the substance of this clause, including this paragraph (e) in all subcontracts.

### **EXHIBITS**

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

#### Section B

- Aerial Capture, Eradication, or Tagging of Animals
- Alaska Fire and Interagency Fire Additional Equipment Requirements
- Bell Medium Helicopters, Additional Requirements
- 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
- Helicopter Synthetic Longline Requirements
- FS/OAS Drawing A-17
- Helicopter Like Makes and Models
- Procedures for Water Bucket Use

#### Section C

- Safety Management System (SMS) Plan/Safety Program
- Statement of Equivalent Rates for Federal Hires
- Department of Labor Wage Determination Information
- Unavailability Conversion Chart
- Transportation Worksheet

# 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.
- OR-
- 200 hours agricultural-type flying.

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 AMD 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 DOI-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 DOI-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.

# EXHIBIT

## Additional Pilot Requirements for Selected Geology Projects

Pilots utilized for selected geology projects on this contract shall meet the following requirements:

1. Pilots shall have logged the following additional flying time as pilot-in-command in addition to the basic pilot requirements in B10:
  - 600 hours      Geologic mapping and surveying type operations in remote and rugged terrain similar to areas of operation for this contract involving numerous landings and takeoffs at different elevations and under varied wind conditions, and sometimes involving heavy timber or brush, all requiring a high degree of pilot skill.
2. The Contractor shall, 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 shall include the names of all pilots, shall identify the item or items under which each pilot will be employed, and shall provide a complete description of each pilot's qualifications as required above, including:
  - a. A brief description of the geographic area and terrain of operations and a brief description of helicopter operations for each season.
  - b. The seasons in which the experience was gained and the amount of experience from each season.
  - c. The employer's name, address, and telephone number.
  - d. The party chief's or project supervisor's name, present employer, present address, and telephone number (forms provided).
3. Failure to provide complete information may preclude consideration of an individual.
4. Any pilot intended for use under this supplement 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 will apply to any delay due to flight check or pilot qualification verification required by such unanticipated change.

## **EXHIBIT**

### **Alaska 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 (Required only if accepting dispatch to the Lower 48 States. Also see Contiguous United States Supplement Exhibit)**

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 Helicopter Remote Cargo Hook Equipment and Synthetic Longline Equipment Exhibit (see the Exhibits in Section C).
5. Wire strike protection system (mechanical). (Note: If manufactured for the make and model of helicopter.)

# 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.

# EXHIBIT

## Helicopter Offshore/Vessel Landings and Extended Over Water

### Definitions

1. Over water. Helicopter operations beyond power-off gliding distance to shore but within 50 nautical miles of any shoreline.
2. Extended over water. Helicopter operations over water at a horizontal distance of more than 50 nautical miles from the nearest shoreline and more than 50 nautical miles from an offshore heliport structure.
3. Platform/vessel landings. Helicopter operations requiring takeoff/landing on an offshore heliport structure or a marine vessel.

### Equipment Requirements

1. A survival kit containing items specified in the First Aid and Survival Kit Exhibit (see the Exhibits in Section C) or as specified in 14 CFR 135.167 must be furnished by the Contractor and carried aboard the aircraft on all flights.  
Note: Extended overwater operations require emergency equipment identified in 14 CFR 135.167.
2. Emergency flotation gear (popout) or standard flotation gear (fixed floats).
3. 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.

### Personnel Requirements

1. A helicopter instrument rating or an airline transport pilot (ATP) certificate with category and class rating not limited to VFR.
2. Experience for platform/vessel landings: 200 hours PIC in helicopter operations offshore including landing on offshore heliport structures or vessel heliports, or 100 hours PIC in offshore operations if 50 hours of offshore operation was accomplished within the previous 12 months.
3. Pilots must demonstrate their ability during an agency evaluation flight and as specified in Section C.

### Flight Operations

Minimum weather conditions for VFR flights are defined as: onshore, ceiling 300 feet and visibility 1 mile; offshore, ceiling 500 feet and visibility 3 miles.

### Personal Protective Equipment (PPE)

1. PFD required by 14 CFR 91 or life preserver(s) (TSOC13) required by 14 CFR must be on board all aircraft operated over water and beyond power-off gliding distance to shore.
2. All occupants of aircraft operated over water and beyond power-off gliding distance to shore must wear an FAA-approved PFD or life preserver or a U.S. Coast guard Type III PFD.
3. Anti-exposure suits must be worn in all single-engine aircraft and readily available to occupants of multiengine aircraft when conducting extended overwater flight (as defined in 14 CFR 1.1) and when the water temperature is estimated to be 50 degrees Fahrenheit or less.

# EXHIBIT

## STANDARD INTERAGENCY LOAD CALCULATION METHOD AND FORM

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

# 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.

# 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                         |

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

5/10

## EXHIBIT

### UNACCEPTABLE AIRCRAFT LAP BELT AND SHOULDER HARNESS CONDITIONS

| Item                               | Unacceptable Conditions   |
|------------------------------------|---|
| 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<br>(see 14 CFR<br>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>  |

## 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.

# EXHIBIT

## FIRST AID AND SURVIVAL KITS

These are the minimum required items for special use activities in the United States and U.S. possessions. Additional survival kit items are included below for flight activities conducted in Canada and Alaska.

| <b>Minimum First Aid Kit Items (includes Alaska)</b>  |                                |                                  |
|---|--------------------------------|----------------------------------|
| Each kit must be in a dust-proof and moisture-proof container.<br>The kit must be readily accessible to the pilot and passengers. |                                |                                  |
| <u>Item</u>   | <u>Passenger Seats<br/>0-9</u> | <u>Passenger Seats<br/>10-50</u> |
| Adhesive bandage strips, (3 inches long)  | 8                              | 16                               |
| Antiseptic or alcohol wipes (packets)   | 10                             | 20                               |
| Bandage compresses, 4 inches  | 2                              | 4                                |
| Triangular bandage, 40 inches (sling)   | 2                              | 4                                |
| Roller bandage, 4 inches x 5 yards (gauze)  | 2                              | 4                                |
| Adhesive tape, 1 inch x 5 yards (standard roll)   | 1                              | 2                                |
| Bandage scissors  | 1                              | 1                                |
| Body fluids barrier kit:  | 1                              | 1                                |
| 2 pair latex gloves   |                                |                                  |
| 1 face shield   |                                |                                  |
| 1 mouth-to-mouth barrier  |                                |                                  |
| 1 protective gown   |                                |                                  |
| 2 antiseptic towelettes   |                                |                                  |
| 1 biohazard disposable bag  |                                |                                  |
| <b>NOTE:</b> Splints are recommended if space permits.  |                                |                                  |
| <b>Minimum Aircraft Survival Kit Items</b>  |                                |                                  |
| Fire starter (can be two boxes of matches in waterproof containers, "metal match," etc.)  |                                |                                  |
| Magnesium fire starter  |                                |                                  |
| Laser rescue light  |                                |                                  |
| Signal mirror   |                                |                                  |
| Signal flares (6 each) (non-marine signal flares)   |                                |                                  |
| Space blankets (one per occupant)   |                                |                                  |
| Candles   |                                |                                  |
| Whistle   |                                |                                  |
| One knife (includes "multi-tools" with knives)  |                                |                                  |
| Wire saw, axe, hatchet, or machete  |                                |                                  |
| Nylon rope or parachute cord (50 feet, minimum 1/8 inch (3mm) thick)  |                                |                                  |
| Collapsible water container (sealing clear plastic bags(s))   |                                |                                  |
| Water purification tablets  |                                |                                  |
| Water (one quart per occupant required except when operating over areas with adequate drinking water)                             |                                |                                  |
| Food (2 days' emergency rations per occupant, with a caloric value of 1,000 calories per day)                                     |                                |                                  |
| <b>Alaska Specific</b>  |                                |                                  |
| Mosquito repellant containing minimum 40% DEET  |                                |                                  |
| Mosquito head net for each occupant   |                                |                                  |
| Food - each occupant (sufficient quantity to sustain life for one week)   |                                |                                  |
| An assortment of fishing tackle such as hooks, flies, lines, sinkers, etc.  |                                |                                  |
| <b><u>October 15 to April 1</u></b>   |                                |                                  |
| One pair of snowshoes   |                                |                                  |
| Wool blanket or equivalent for each occupant if over four personnel onboard   |                                |                                  |
| One sleeping bag  |                                |                                  |

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

**Accessory Connector Pin Assignments**

**Griffith Bucket (7 wire)**

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

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

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

# EXHIBIT

## HELICOPTER 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

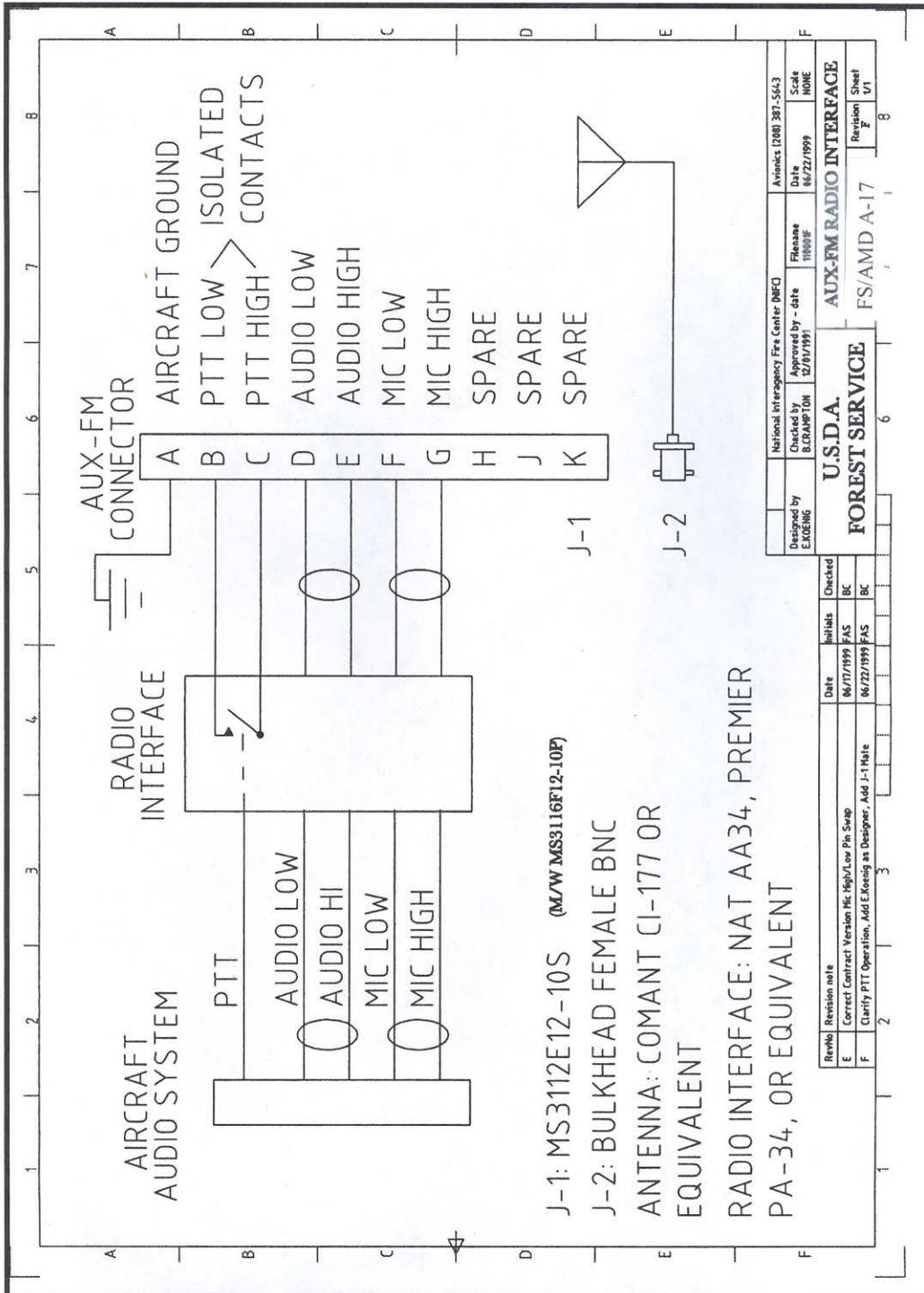
Rope manufacturers offer protective coatings such as aromatic urethane coatings, which help with abrasion resistance and provide some UV protection. The coating appears as a dye on the rope and does not change the rope dimension. Heavy plastic coatings are not recommended because the inside of the rope 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.

# EXHIBIT

## DRAWING FS/OAS A-17

### Auxiliary FM Radio Interface



|                         |                          |                                  |  |                          |
|-------------------------|--------------------------|----------------------------------|--|--------------------------|
| Designed by<br>E.KOENIG | Checked by<br>B.CRAMPTON | Approved by - date<br>12/11/1991 | National Interagency Fire Center (NFC) | Avionics (288) 387-564-3 |
|                         |                          |                                  | Filecase<br>110001F                    | Date<br>06/22/1999       |
|                         |                          |                                  |  | Scale<br>NONE            |

|                            |  |                        |              |
|----------------------------|--|------------------------|--------------|
| U.S.D.A.<br>FOREST SERVICE |  | AUX-FM RADIO INTERFACE |              |
| FS/AMD A-17                |  | Revision<br>2          | Sheet<br>1/1 |

| Rev# | Revision note   | Date       | Initials | Checked |
|------|---|------------|----------|---------|
| E    | Correct Contract Version Rtg. High/Low Pin Swap               | 06/17/1999 | FAS      | BC      |
| F    | Clarify PTT Operation, Add E.Koenig as Designer, Add J-1 Mate | 06/22/1999 | FAS      | BC      |

## EXHIBIT

### HELICOPTER LIKE MAKES AND MODELS FOR EXCLUSIVE USE CONTRACTS

| Make             | Model                                  |
|------------------|--|
| 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 E – OFFEROR’S REPRESENTATIONS, CERTIFICATIONS, AND OTHER STATEMENTS**

**EXHIBIT**

**SAFETY MANAGEMENT SYSTEM (SMS) PLAN/SAFETY PROGRAM**

The Contractor should structure their submittal by the component/elements shown below. Prepare a stand-alone document in the format shown below by inserting/including company existing and implemented SMS Plan/safety program under the applicable component /elements to include cover pages to indicate what component element the information falls under. If the Contractor has no implemented practice under any element, they should so state under the applicable element. This document should include developed and functioning practices that are a part of the company’s efforts relative to aviation safety.

**SAFETY POLICY.** Every type of management system must define policies, procedures and organizational structures to accomplish its goals. An SMS must have policies and procedures in place that explicitly describe responsibility, authority, accountability, and expectations. Most importantly, safety must be a core value.

|   |   |                            |
|---|---|----------------------------|
| 1 | Safety Policy                                 | <i>INSERT COMPANY DATA</i> |
| 2 | Management commitment & safety accountability | <i>INSERT COMPANY DATA</i> |
| 3 | Key safety personnel                          | <i>INSERT COMPANY DATA</i> |
| 4 | Emergency preparedness & response             | <i>INSERT COMPANY DATA</i> |
| 5 | SMS documentation & records                   | <i>INSERT COMPANY DATA</i> |

**SAFETY RISK MANAGEMENT** A formal system of hazard identification and management is fundamental in controlling an acceptable level of risk. A well-designed risk management system describes operational processes across department and organizational boundaries, identifies key hazards and measures them, methodically assesses risk, and implements controls to mitigate risks.

|   |  |                            |
|---|--|----------------------------|
| 6 | Hazard identification and analysis (includes system description and task analysis)             | <i>INSERT COMPANY DATA</i> |
| 7 | Risk assessment and control (includes safety risk analysis, assessment and control/mitigation) | <i>INSERT COMPANY DATA</i> |

**SAFETY ASSURANCE** Policies, process measures, assessments and controls are in place. The organization must incorporate regular data collection; analysis, assessment and management review to assure safety goals are being achieved. Solid change management processes must be in place to assure the system is able to adapt.

|    |   |                            |
|----|---|----------------------------|
| 8  | Safety performance monitoring and measurement (includes monitoring, internal and external audits, evaluations, investigations, employee reporting & feedback system, analysis of data, system assessment, preventive/corrective action and management review) | <i>INSERT COMPANY DATA</i> |
| 9  | Management of change  | <i>INSERT COMPANY DATA</i> |
| 10 | Continual improvement   | <i>INSERT COMPANY DATA</i> |

**SECTION E – OFFEROR’S REPRESENTATIONS, CERTIFICATIONS, AND OTHER STATEMENTS**