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SECTION A – REQUIREMENTS AND PRICES

CONTRACT ACRONYMS

AC  Advisory Circular  RFP Request for Proposals
AD  Airworthiness Directive  RPM Revolutions Per Minute
AIRS Aviation Information Reporting Support  SFI Safety Foundation Incorporated
AMD Aviation Management Directorate  STEP Single-skid, Toe-In and Hover Exit/Entry
A&P Airframe and Power plant  Procedures
APCO Association of Public-Safety  Communications Officials
ASO Aviation Safety Office  A&P Airframe and Power plant
ASTM American Society for Testing and Material  AMD Aviation Management Directorate
ATC Air Traffic Control  A&P Airframe and Power plant
AUR Aircraft Use Report  APCO Association of Public-Safety
CFR Code of Federal Regulations  Communications Officials
CO Contracting Officer  ASO Aviation Safety Office
COR Contracting Officer’s Representative  ASTM American Society for Testing and Material
COTR Contracting Officer’s Technical  ATC Air Traffic Control
Representative  AUR Aircraft Use Report
CTCSS Continuous Tone Coded Squelch System  CFR Code of Federal Regulations
DM degrees/minutes/decimal minutes  CO Contracting Officer
DOI Department of Interior  COR Contracting Officer’s Representative
DOT Department of Transportation  COTR Contracting Officer’s Technical
ELT Emergency Locator Transmitter  Representative
EPA Environmental Protection Agency  CTCSS Continuous Tone Coded Squelch System
ERG Emergency Response Guidebook  DM degrees/minutes/decimal minutes
FAA Federal Aviation Administration  DOI Department of Interior
FAR Federal Acquisition Regulations  DOT Department of Transportation
FS Forest Service  ELT Emergency Locator Transmitter
FTR Federal Travel Regulations  EPA Environmental Protection Agency
GVW Gross Vehicle Weight  ERG Emergency Response Guidebook
GPM Gallons Per Minute  FAA Federal Aviation Administration
GPS Global Positioning System  FAR Federal Acquisition Regulations
HIGE Hover-In-Ground Effect  FS Forest Service
HOGE Hover-Out-Of-Ground Effect  FTR Federal Travel Regulations
IAT Interagency Aviation Training  GPM Gallons Per Minute
ICAO International Civil Aviation Organization  GPS Global Positioning System
ICS Intercom System  HIGE Hover-In-Ground Effect
IFR Instrument Flight Rules  IAT Interagency Aviation Training
IP Institute of Petroleum  ICAO International Civil Aviation Organization
MMSB Manufacturer’s Mandatory Service Bulletins  ICS Intercom System
NBC National Business Center  IFR Instrument Flight Rules
NFPA National Fire Protection Association  IP Institute of Petroleum
NTSB National Transportation Safety Board  MMSB Manufacturer’s Mandatory Service Bulletins
NWCG National Wildfire Coordinating Group  NBC National Business Center
OAS Office of Aviation Services  NFPA National Fire Protection Association
PA Public Address system  NTSB National Transportation Safety Board
PFD Personal Flotation Device  NWCG National Wildfire Coordinating Group
PIC Pilot-in-Command  OAS Office of Aviation Services
PPE Personal Protective Equipment  PA Public Address system
PSD Plastic Sphere Dispenser  PFD Personal Flotation Device
PSI Pounds Per Square Inch  PPE Personal Protective Equipment
PTT Push To Talk  PSD Plastic Sphere Dispenser

3 DOI ON CALL SMALL HELICOPTERS
Conformed Contract
GLOSSARY OF TERMS

**Acquisition Service Directorate (AQD)** – Total life cycle procurement services including pre-award, post-award and close-out activities. AQD delivers contract vehicles fully compliant with federal regulations and agency-specific rules.

**Interagency** – Interagency coordination involves a process in which two or more organizations representing different agencies and/or disciplines come together to solve a specific problem or meet a specific need. These types of partnerships can be formed among all levels of public and private sector agencies, including Federal and state agencies, regional and local agencies, private and nonprofit organizations, and advocacy groups representing a variety of disciplines.

**Interior Business Center (IBC)** – The Interior Business Center is a federal shared services provider that offers business solutions to create efficiencies and economies of scale. For more than 30 years, IBC has supported Interior offices and bureaus and other federal agencies by providing business solutions that allow these organizations to focus on their core missions.

**Department of Interior (DOI)** – United States federal executive department of the U.S. government responsible for the management and conservation of most federal land and natural resources, and the administration of programs relating to Native American, Alaska Natives, Native Hawaiians, territorial affairs, and insular areas of the United States. About 75% of federal public land is managed by the department, with most of the remainder managed by the Agriculture Department's United States Forest Service (USFS).

Since both the DOI and USFS share an interest in aviation resources for fire suppression and other land management activities, they have taken a cooperative approach in sharing of talents, information, and resources.

**DOI Helicopter Data Card** – The aircraft shall have a current data card showing that the aircraft has been inspected and approved for the mission(s) to be performed. In addition, the data cards must identify all the applicable DOI contract numbers. A card status marked “Interagency” means the aircraft has been inspected to interagency fire standards.

**Non-Fire Project Mission** – An activity that requires flight service support that does not require the aircraft and/or pilot to have a fire carding approval.

**Office of Aviation Services (OAS)** – The Office Aviation Services was established by the Secretary of the Interior on July 1, 1973 to "Raise the safety standards, increase the efficiency, and promote the economical operation of aircraft activities in the Department of the Interior."

**One-Day** – project use beginning and ending during any one calendar day.

**Planned Fire Mission** – Prescribed fire, helitorch, aerial ignition need that requires flight service support (requires an aircraft and pilot to have interagency fire carding approval, as applicable). This type of mission requires a government customer to complete an AQD-91 (Order Request Form for Government Flight Services) to the Interior Business Center for a completion of a task order.

**United States Department of Agriculture (USDA)** – Administers the nation's 154 national forests and 20 national grasslands, which encompass 193 million acres. Major divisions of the agency include the National Forest System, State and Private Forestry, Business Operations, and the Research and Development branch. Managing approximately 25% of federal lands, it is the only major national land agency that is outside the U.S. Department of the Interior.

**USDA Interagency Fire Data Card** – Before the aircraft and pilot can be used for a specific mission, the aircraft must be specifically listed on a valid and current contract for the type of work being performed. A card status marked “Interagency” is for authorized interagency wildland fire operations.
Wildland Fire Mission – An unplanned fire related event that requires flight service support (requires an aircraft and pilot to have a fire carding approval, as applicable). An assigned pre-determined task order is utilized and services are ordered with a Resource Order through a dispatching process.

Flight Time (Wet Rate vs Dry Rate) – Flight Time (FT) rate, also known as “wet rate,” includes the cost of fuel and is normally used for payment methods in the contiguous 48 states. In Alaska, due to the contractor inaccessibility for fuel transportation, the Government normally provides fuel; therefore, the contractor is required to bid the Flight Time (FD) rate, also known as “dry rate.” However, when a contractor is dispatched to Alaska, the FT (wet rate) is reduced by the base price of fuel multiplied by the hourly fuel consumption rate for the type aircraft as shown in the Helicopter Fuel Consumption and Weight Reduction Chart.
SECTION A - REQUIREMENTS AND PRICES

SCHEDULE OF ITEMS

A1 Item Requirement

ITEM DESCRIPTION - INTERAGENCY FIRE AIRCRAFT

Aircraft Requirement: One light helicopter equipped as specified in Section B.

Fuel Servicing Vehicle Requirement: One vehicle equipped as specified in Section B.


Minimum Aircraft Requirements

Seating: Three to seven insured passenger seats not including pilot, but including copilot seat normally single-pilot operated. (See A2 Item 2 through 6 below)

Powerplant: Turbine engine with a minimum of 317 (takeoff) horsepower

Payload: Jettisonable payload (HOGE) of 550 pounds at 30 degrees C at 5,000 feet pressure altitude using a pilot weight of 200 pounds and 1.5 hours total fuel.

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 Section C Exhibits along with the offered aircraft’s applicable Hover Ceiling Charts, weight and balance report, and equipment list that you provide.

A1.1 Item Requirement

ITEM DESCRIPTION - NON FIRE AIRCRAFT (RESOURCE FLIGHTS ONLY)

Aircraft Requirement: One light helicopter equipped as specified in Section B.

Fuel Servicing Vehicle Requirement: Optional

Crew Requirements: Pilot-in-Command (PIC)

Minimum Aircraft Requirements

Seating: Three to seven insured passenger seats not including pilot, but including copilot seat normally single-pilot operated. (See A2 Item 2 through 6 below)

Powerplant: Turbine engine

Payload: Jettisonable payload (HOGE) of 550 pounds at 30 degrees C at 5,000 feet pressure altitude using a pilot weight of 200 pounds and 1.5 hours total fuel.

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 Section C Exhibits along with the offered aircraft’s applicable Hover Ceiling Charts, weight and balance report, and equipment list that you provide.
A2 Item 0001-0008 Pricing

**Item #1 Description** – Initial OAS Inspection/Test of Contractor Aircraft and Pilot(s). 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. This line item is not separately priced and is the minimum quantity the Government intends to order (also known as the minimum guarantee) under any resulting contract(s) as required by FAR 16.504 and FAR 52.216-22.
## SECTION A - REQUIREMENTS AND PRICES

### A2 ITEM 2 PRICING - 3 PASSENGER SEAT AIRCRAFT

Complete shaded areas only

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<th>INSURED PASSENGER SEATS</th>
<th>SELECT FOR RESOURCE FLIGHTS ONLY (NON FIRE)</th>
<th>SELECT ONE - POWERPLANT (Turbine engine with a minimum of 317 (takeoff) horsepower)</th>
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| PROJECr FLIGHT RATE – C35 |                                                        |               |      |            |
|                           |                                                        |               |      |            |
| Base Year | 5/1/17 - 4/30/18 | Project Flight Rate Without Fuel Truck | P30 | $ |
|             |                  | Project Flight Rate With Fuel Truck       | P31 | $ |
| Option Year 1 | 5/1/18 - 4/30/19 | Project Flight Rate Without Fuel Truck | P30 | $ |
|             |                  | Project Flight Rate With Fuel Truck       | P31 | $ |
| Option Year 2 | 5/1/19 - 4/30/20 | Project Flight Rate Without Fuel Truck | P30 | $ |
|             |                  | Project Flight Rate With Fuel Truck       | P31 | $ |
| Option Year 3 | 5/1/20 - 4/30/21 | Project Flight Rate Without Fuel Truck | P30 | $ |
|             |                  | Project Flight Rate With Fuel Truck       | P31 | $ |
| Option Year 4 | 5/1/21- 4/30/22 | Project Flight Rate Without Fuel Truck | P30 | $ |
|             |                  | Project Flight Rate With Fuel Truck       | P31 | $ |

### OPTIONAL ACCESSORY EQUIPMENT

Check if offering Pricing offered will be applicable for all years unless pricing permits otherwise

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<td>No charge</td>
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<td>AgNav GPS mapping system</td>
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<td>DAY</td>
<td>$</td>
<td></td>
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<tr>
<td>Litter Kit</td>
<td>P06</td>
<td>HOUR</td>
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<td>$</td>
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<td>Concrete bucket with capacity commensurate for the helicopter offered</td>
<td>P07</td>
<td>DAY</td>
<td>$</td>
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SECTION A - REQUIREMENTS AND PRICES

A2 ITEM 3 PRICING – 4 PASSENGER SEAT AIRCRAFT

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<th>OFFEROR’S NAME</th>
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<td>MAKE/MODEL/SERIES</td>
<td>FAA REGISTRATION NUMBER</td>
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<td>(aircraft identified must be at the same rates)</td>
<td>INSURED PASSENGER SEATS</td>
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<tr>
<td></td>
<td>SELECT FOR RESOURCE FLIGHTS ONLY (NON FIRE)</td>
</tr>
<tr>
<td></td>
<td>CHECK ONE - POWERPLANT (Turbine engine with a minimum of 317 (takeoff) horsepower)</td>
</tr>
<tr>
<td>N</td>
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<td>DAY</td>
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<td>Option Year 1</td>
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<td>Option Year 2</td>
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<td>Daily Availability</td>
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<td>DAY</td>
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</table>

| **PROJECT FLIGHT RATE – C35** | | | | |
| Base Year | 5/1/17 - 4/30/18 | Project Flight Rate Without Fuel Truck | P30 | | |
| | | Project Flight Rate With Fuel Truck | P31 | HOUR | $ |
| Option Year 1 | 5/1/18 - 4/30/19 | Project Flight Rate Without Fuel Truck | P30 | | |
| | | Project Flight Rate With Fuel Truck | P31 | HOUR | $ |
| Option Year 2 | 5/1/19 - 4/30/20 | Project Flight Rate Without Fuel Truck | P30 | | |
| | | Project Flight Rate With Fuel Truck | P31 | HOUR | $ |
| Option Year 3 | 5/1/20 - 4/30/21 | Project Flight Rate Without Fuel Truck | P30 | | |
| | | Project Flight Rate With Fuel Truck | P31 | HOUR | $ |
| Option Year 4 | 5/1/21 - 4/30/22 | Project Flight Rate Without Fuel Truck | P30 | | |
| | | Project Flight Rate With Fuel Truck | P31 | HOUR | $ |

**OPTIONAL ACCESSORY EQUIPMENT**

Check if offering Pricing offered will be applicable for all years unless pricing permits otherwise

| Long line/remote hook/must have vertical reference pilot capability | N/A | N/A | No charge |
| Snow landing equipment | SC | N/A | No charge |
| AgNav GPS mapping system | P05 | DAY | $ |
| Litter Kit | P06 | HOUR | $ |
| SingleSeeder with capacity commensurate for the helicopter offered **with contractor provided crew** | P09 | DAY | $ |
| (Quantity | (price is per unit) |
| SingleSeeder with capacity commensurate for the helicopter offered **without crew** | P10 | DAY | $ |
| (Quantity | (price is per unit) |
| Seeder / Mixer Loader Equipment | P27 | DAY | $ |
| Concrete bucket with capacity commensurate for the helicopter offered | P07 | DAY | $ |
## A2 ITEM 4 PRICING – 5 PASSENGER SEAT AIRCRAFT

Complete shaded areas only

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<th>MAKE/MODEL/SERIES (aircraft identified must be at the same rates)</th>
<th>FAA REGISTRATION NUMBER</th>
<th>INSURED PASSENGER SEATS</th>
<th>SELECT FOR RESOURCE FLIGHTS ONLY (NON FIRE)</th>
<th>CHECK ONE - POWERPLANT (Turbine engine with a minimum of 317 (takeoff) horsepower)</th>
<th>OFFEROR'S NAME</th>
<th>PRINCIPAL BASE OF OPERATION</th>
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<tr>
<th>PERIOD</th>
<th>DESCRIPTION</th>
<th>PAY ITEM CODE</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DAILY AVAILABILITY PRICE PER DAY – C34</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Base Year</td>
<td>Daily Availability</td>
<td>AV</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Option Year 1</td>
<td>Daily Availability</td>
<td>AV</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Option Year 2</td>
<td>Daily Availability</td>
<td>AV</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Option Year 3</td>
<td>Daily Availability</td>
<td>AV</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Option Year 4</td>
<td>Daily Availability</td>
<td>AV</td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>

### PROJECT FLIGHT RATE – C35

<table>
<thead>
<tr>
<th>PERIOD</th>
<th>DESCRIPTION</th>
<th>PAY ITEM CODE</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base Year</td>
<td>Project Flight Rate Without Fuel Truck</td>
<td>P30</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Project Flight Rate With Fuel Truck</td>
<td>P31</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Option Year 1</td>
<td>Project Flight Rate Without Fuel Truck</td>
<td>P30</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Project Flight Rate With Fuel Truck</td>
<td>P31</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Option Year 2</td>
<td>Project Flight Rate Without Fuel Truck</td>
<td>P30</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Project Flight Rate With Fuel Truck</td>
<td>P31</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Option Year 3</td>
<td>Project Flight Rate Without Fuel Truck</td>
<td>P30</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Project Flight Rate With Fuel Truck</td>
<td>P31</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Option Year 4</td>
<td>Project Flight Rate Without Fuel Truck</td>
<td>P30</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Project Flight Rate With Fuel Truck</td>
<td>P31</td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>

### OPTIONAL ACCESSORY EQUIPMENT

<table>
<thead>
<tr>
<th>Check if offering</th>
<th>Pricing offered will be applicable for all years unless pricing permits otherwise</th>
</tr>
</thead>
<tbody>
<tr>
<td>Long line/remote hook/must have vertical reference pilot capability</td>
<td>N/A</td>
</tr>
<tr>
<td>Snow landing equipment</td>
<td>SC</td>
</tr>
<tr>
<td>AgNav GPS mapping system</td>
<td>P05</td>
</tr>
<tr>
<td>Litter Kit</td>
<td>P06</td>
</tr>
<tr>
<td>Single Seeder with capacity commensurate for the helicopter offered with contractor provided crew (Quantity___ (price is per unit)</td>
<td>P09</td>
</tr>
<tr>
<td>Single Seeder with capacity commensurate for the helicopter offered without crew (Quantity___ (price is per unit)</td>
<td>P10</td>
</tr>
<tr>
<td>Seeder / Mixer Loader Equipment</td>
<td>P27</td>
</tr>
<tr>
<td>Concrete bucket with capacity commensurate for the helicopter offered</td>
<td>P07</td>
</tr>
</tbody>
</table>
### A2 ITEM 5 PRICING – 6 PASSENGER SEAT AIRCRAFT

Complete shaded areas only

#### OFFEROR'S NAME

<table>
<thead>
<tr>
<th>OFFEROR'S NAME</th>
<th>PRINCIPAL BASE OF OPERATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAKE/MODEL/SERIES</td>
<td>FAA REGISTRATION NUMBER</td>
</tr>
<tr>
<td>(aircraft identified must be at the same rates)</td>
<td>INSURED PASSENGER SEATS</td>
</tr>
<tr>
<td></td>
<td>SELECT FOR RESOURCE FLIGHTS ONLY</td>
</tr>
<tr>
<td></td>
<td>(NON FIRE)</td>
</tr>
<tr>
<td></td>
<td>CHECK ONE - POWERPLANT</td>
</tr>
<tr>
<td></td>
<td>(Turbine engine with a minimum of 317 (takeoff) horsepower)</td>
</tr>
</tbody>
</table>

- **N**
- **Y**
- **NO**

#### PERIOD DESCRIPTION PAY ITEM CODE UNIT UNIT PRICE

<table>
<thead>
<tr>
<th>PERIOD</th>
<th>DESCRIPTION</th>
<th>PAY ITEM CODE</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Base Year</strong></td>
<td>5/1/17 - 4/30/18 Daily Availability</td>
<td>AV</td>
<td>DAY</td>
<td>$</td>
</tr>
<tr>
<td><strong>Option Year 1</strong></td>
<td>5/1/18 - 4/30/19 Daily Availability</td>
<td>AV</td>
<td>DAY</td>
<td>$</td>
</tr>
<tr>
<td><strong>Option Year 2</strong></td>
<td>5/1/19 - 4/30/20 Daily Availability</td>
<td>AV</td>
<td>DAY</td>
<td>$</td>
</tr>
<tr>
<td><strong>Option Year 3</strong></td>
<td>5/1/20 - 4/30/21 Daily Availability</td>
<td>AV</td>
<td>DAY</td>
<td>$</td>
</tr>
<tr>
<td><strong>Option Year 4</strong></td>
<td>5/1/21 - 4/30/22 Daily Availability</td>
<td>AV</td>
<td>DAY</td>
<td>$</td>
</tr>
</tbody>
</table>

#### PROJECT FLIGHT RATE – C35

<table>
<thead>
<tr>
<th>PERIOD</th>
<th>DESCRIPTION</th>
<th>PAY ITEM CODE</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Base Year</strong></td>
<td>5/1/17 - 4/30/18 Project Flight Rate Without Fuel Truck</td>
<td>P30</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td></td>
<td>5/1/17 - 4/30/18 Project Flight Rate With Fuel Truck</td>
<td>P31</td>
<td>HOUR</td>
<td>$</td>
</tr>
<tr>
<td><strong>Option Year 1</strong></td>
<td>5/1/18 - 4/30/19 Project Flight Rate Without Fuel Truck</td>
<td>P30</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td></td>
<td>5/1/18 - 4/30/19 Project Flight Rate With Fuel Truck</td>
<td>P31</td>
<td>HOUR</td>
<td>$</td>
</tr>
<tr>
<td><strong>Option Year 2</strong></td>
<td>5/1/19 - 4/30/20 Project Flight Rate Without Fuel Truck</td>
<td>P30</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td></td>
<td>5/1/19 - 4/30/20 Project Flight Rate With Fuel Truck</td>
<td>P31</td>
<td>HOUR</td>
<td>$</td>
</tr>
<tr>
<td><strong>Option Year 3</strong></td>
<td>5/1/20 - 4/30/21 Project Flight Rate Without Fuel Truck</td>
<td>P30</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td></td>
<td>5/1/20 - 4/30/21 Project Flight Rate With Fuel Truck</td>
<td>P31</td>
<td>HOUR</td>
<td>$</td>
</tr>
<tr>
<td><strong>Option Year 4</strong></td>
<td>5/1/21 - 4/30/22 Project Flight Rate Without Fuel Truck</td>
<td>P30</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td></td>
<td>5/1/21 - 4/30/22 Project Flight Rate With Fuel Truck</td>
<td>P31</td>
<td>HOUR</td>
<td>$</td>
</tr>
</tbody>
</table>

#### OPTIONAL ACCESSORY EQUIPMENT

Pricing offered will be applicable for all years unless pricing permits otherwise

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<tr>
<th>Check if offering</th>
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<tr>
<td>Long line/remote hook/must have vertical reference pilot capability</td>
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<td>SC</td>
</tr>
<tr>
<td>AgNav GPS mapping system</td>
<td>P05</td>
</tr>
<tr>
<td>Litter Kit</td>
<td>P06</td>
</tr>
<tr>
<td>Single Seeder with capacity commensurate for the helicopter offered <strong>with contractor provided crew</strong> (Quantity ___) (price is per unit)</td>
<td>P09</td>
</tr>
<tr>
<td>Single Seeder with capacity commensurate for the helicopter offered <strong>without crew</strong> (Quantity ___) (price is per unit)</td>
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</tr>
<tr>
<td>Seeder / Mixer Loader Equipment</td>
<td>P27</td>
</tr>
<tr>
<td>Concrete bucket with capacity commensurate for the helicopter offered</td>
<td>P07</td>
</tr>
</tbody>
</table>
## SECTION A - REQUIREMENTS AND PRICES

### A2 ITEM 6 PRICING – 7 PASSENGER SEAT AIRCRAFT

Complete shaded areas only

<table>
<thead>
<tr>
<th>OFFEROR'S NAME</th>
<th>PRINCIPAL BASE OF OPERATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAKE/MODEL/SERIES (aircraft identified must be at the same rates)</td>
<td>FAA REGISTRATION NUMBER</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PERIOD</th>
<th>DESCRIPTION</th>
<th>PAY ITEM CODE</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base Year 5/1/17 - 4/30/18</td>
<td>Daily Availability</td>
<td>AV</td>
<td>DAY</td>
<td>$</td>
</tr>
<tr>
<td>Option Year 1 5/1/18 - 4/30/19</td>
<td>Daily Availability</td>
<td>AV</td>
<td>DAY</td>
<td>$</td>
</tr>
<tr>
<td>Option Year 2 5/1/19 - 4/30/20</td>
<td>Daily Availability</td>
<td>AV</td>
<td>DAY</td>
<td>$</td>
</tr>
<tr>
<td>Option Year 3 5/1/20 - 4/30/21</td>
<td>Daily Availability</td>
<td>AV</td>
<td>DAY</td>
<td>$</td>
</tr>
<tr>
<td>Option Year 4 5/1/21 - 4/30/22</td>
<td>Daily Availability</td>
<td>AV</td>
<td>DAY</td>
<td>$</td>
</tr>
</tbody>
</table>

**PROJECT FLIGHT RATE – C35**

<table>
<thead>
<tr>
<th>PERIOD</th>
<th>DESCRIPTION</th>
<th>PAY ITEM CODE</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base Year 5/1/17 - 4/30/18</td>
<td>Project Flight Rate Without Fuel Truck</td>
<td>P30</td>
<td>HOUR</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Project Flight Rate With Fuel Truck</td>
<td>P31</td>
<td>HOUR</td>
<td>$</td>
</tr>
<tr>
<td>Option Year 1 5/1/18 - 4/30/19</td>
<td>Project Flight Rate Without Fuel Truck</td>
<td>P30</td>
<td>HOUR</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Project Flight Rate With Fuel Truck</td>
<td>P31</td>
<td>HOUR</td>
<td>$</td>
</tr>
<tr>
<td>Option Year 2 5/1/19 - 4/30/20</td>
<td>Project Flight Rate Without Fuel Truck</td>
<td>P30</td>
<td>HOUR</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Project Flight Rate With Fuel Truck</td>
<td>P31</td>
<td>HOUR</td>
<td>$</td>
</tr>
<tr>
<td>Option Year 3 5/1/20 - 4/30/21</td>
<td>Project Flight Rate Without Fuel Truck</td>
<td>P30</td>
<td>HOUR</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Project Flight Rate With Fuel Truck</td>
<td>P31</td>
<td>HOUR</td>
<td>$</td>
</tr>
<tr>
<td>Option Year 4 5/1/21 - 4/30/22</td>
<td>Project Flight Rate Without Fuel Truck</td>
<td>P30</td>
<td>HOUR</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Project Flight Rate With Fuel Truck</td>
<td>P31</td>
<td>HOUR</td>
<td>$</td>
</tr>
</tbody>
</table>

**OPTIONAL ACCESSORY EQUIPMENT**

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<td>Seeder / Mixer Loader Equipment</td>
<td>P27</td>
</tr>
<tr>
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<td>P07</td>
</tr>
</tbody>
</table>
## SECTION A - REQUIREMENTS AND PRICES

### A2 ITEM 7 PRICING – MISCELLANEOUS ITEMS

Complete shaded areas only

<table>
<thead>
<tr>
<th>PERIOD</th>
<th>DESCRIPTION</th>
<th>PAY ITEM</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HELITORCH (AERIAL IGNITION, PRESCRIBED FIRE, ETC.) CONTRACTOR FURNISHED</strong> (REQUIRES INTERAGENCY FIRE AIRCRAFT)</td>
<td>Contractor helitorch services will be paid at the aircraft offered rates for either daily availability and the current fixed flight rate OR at the project flight rate depending upon how the services were ordered and accepted (C34). In addition the below items will be paid if incurred</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>PERIOD</strong></td>
<td><strong>DESCRIPTION</strong></td>
<td><strong>PAY ITEM</strong></td>
<td><strong>UNIT</strong></td>
<td><strong>UNIT PRICE</strong></td>
</tr>
<tr>
<td><strong>AIRCRAFT MAKE/ MODEL</strong></td>
<td><strong>FAA REGISTRATION #</strong></td>
<td><strong>N</strong></td>
<td><strong>N</strong></td>
<td><strong>N</strong></td>
</tr>
<tr>
<td>Base Year</td>
<td>Daily rate for batch truck Includes helitorch equipment, two qualified personnel (per the Interagency Aerial Ignition Guide - <a href="http://www.nwcg.gov/publications/interagency-aerial-ignition-guide">http://www.nwcg.gov/publications/interagency-aerial-ignition-guide</a>)</td>
<td>P17</td>
<td>DAILY</td>
<td>$</td>
</tr>
<tr>
<td>Option Year 1</td>
<td>Daily rate for batch truck Includes helitorch equipment, two qualified personnel (per the Interagency Aerial Ignition Guide - <a href="http://www.nwcg.gov/publications/interagency-aerial-ignition-guide">http://www.nwcg.gov/publications/interagency-aerial-ignition-guide</a>)</td>
<td>P17</td>
<td>DAILY</td>
<td>$</td>
</tr>
<tr>
<td>Option Year 2</td>
<td>Daily rate for batch truck Includes helitorch equipment, two qualified personnel (per the Interagency Aerial Ignition Guide - <a href="http://www.nwcg.gov/publications/interagency-aerial-ignition-guide">http://www.nwcg.gov/publications/interagency-aerial-ignition-guide</a>)</td>
<td>P17</td>
<td>DAILY</td>
<td>$</td>
</tr>
<tr>
<td>Option Year 3</td>
<td>Daily rate for batch truck Includes helitorch equipment, two qualified personnel (per the Interagency Aerial Ignition Guide - <a href="http://www.nwcg.gov/publications/interagency-aerial-ignition-guide">http://www.nwcg.gov/publications/interagency-aerial-ignition-guide</a>)</td>
<td>P17</td>
<td>DAILY</td>
<td>$</td>
</tr>
<tr>
<td>Option Year 4</td>
<td>Daily rate for batch truck Includes helitorch equipment, two qualified personnel (per the Interagency Aerial Ignition Guide - <a href="http://www.nwcg.gov/publications/interagency-aerial-ignition-guide">http://www.nwcg.gov/publications/interagency-aerial-ignition-guide</a>)</td>
<td>P17</td>
<td>DAILY</td>
<td>$</td>
</tr>
<tr>
<td>ALL YEARS</td>
<td>Batch truck mileage – is in lieu of fuel servicing vehicle</td>
<td>P18</td>
<td>MILE</td>
<td>$</td>
</tr>
<tr>
<td>ALL YEARS</td>
<td>Gel – paid per gallons used</td>
<td>SC</td>
<td>GALLON</td>
<td>ACTUAL COST</td>
</tr>
<tr>
<td>ALL YEARS</td>
<td>Subsistence Allowance per Authorized Crew Member (max of 2) – Only allowed when hired under the Project Rate.</td>
<td>PD</td>
<td>OVERNIGHT</td>
<td>PER FTR SCHEDULE</td>
</tr>
<tr>
<td></td>
<td>Identify the number of torches available</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Identify the number of batch vehicles available</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### OFFSHORE, VESSEL LANDINGS & EXTENDED OVER WATER USE

Paid at the originally offered daily availability or project flight rate offered

<table>
<thead>
<tr>
<th>AIRCRAFT MAKE/ MODEL</th>
<th>FAA REGISTRATION #</th>
<th><strong>N</strong></th>
<th><strong>N</strong></th>
<th><strong>N</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>□ Pop-out floats</td>
<td>□ Fixed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pop-out floats</td>
<td>Fixed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>If fixed floats, the charge, if any for converting aircraft to and from the fixed floats</td>
<td>P12</td>
<td>LUMP SUM</td>
<td>$</td>
<td></td>
</tr>
</tbody>
</table>
### SECTION A - REQUIREMENTS AND PRICES

#### A2 ITEM 8 PRICING – ADDITIONAL PAY ITEMS (T&M NTE Items – IAW FAR 52.212-4 ALT 1)

<table>
<thead>
<tr>
<th>ALL YEARS</th>
<th>Description</th>
<th>Unit(s)</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fixed Flight Rate (paid only with daily availability) – C36</td>
<td>FT/HOUR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Extended Standby Hourly rate</td>
<td>EA/HOUR</td>
<td>$ 50.00</td>
</tr>
<tr>
<td></td>
<td>Mileage rate is based upon truck capacity ordered and provided</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fuel Servicing Vehicle Mileage – 1 to 349 gallons</td>
<td>SMS/MILE</td>
<td>$ 1.71</td>
</tr>
<tr>
<td></td>
<td>Fuel Servicing Vehicle Mileage – 350 to 749 gallons</td>
<td>SMM/MILE</td>
<td>$ 2.42</td>
</tr>
<tr>
<td></td>
<td>Fuel Servicing Vehicle Mileage – 750 gallons and over</td>
<td>SML/MILE</td>
<td>$ 3.14</td>
</tr>
<tr>
<td></td>
<td>Mileage for Transporting Seeders, Seeder Mixer or Concrete bucket</td>
<td>P28/MILE</td>
<td>$ 1.75</td>
</tr>
<tr>
<td></td>
<td>Spill Containment Barrier for Fuel Servicing Vehicle</td>
<td>P29/DAILY</td>
<td>$ 100.00</td>
</tr>
<tr>
<td></td>
<td>Subsistence Allowance per Authorized Crew Member</td>
<td>PD/OVERNIGHT</td>
<td>PER FTR SCHEDULE</td>
</tr>
<tr>
<td></td>
<td>Miscellaneous Contractor Costs (i.e., rental car expenses, tie downs, Department of Transportation fees, etc.)</td>
<td>SC/EACH</td>
<td>ACTUAL COST</td>
</tr>
</tbody>
</table>

### ECONOMIC PRICE ADJUSTMENT – FUEL

Pursuant to clause C21 of the contract, below is fuel survey information. Full service fuel prices obtained from [http://www.airnav.com/fuel](http://www.airnav.com/fuel)

Jet fuel prices are applicable for aircraft with turbine engines

#### BASE YEAR

<table>
<thead>
<tr>
<th>FUEL SURVEY SOURCES</th>
<th>JET FUEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Riverside Premium Flight Service, Riverside, CA (KRAL)</td>
<td>11/29/16</td>
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## SECTION A - REQUIREMENTS AND PRICES

### EXHIBIT 1

**HELCOPTER FIXED HOURLY FLIGHT RATES, FUEL CONSUMPTION, AND WEIGHT REDUCTION CHART (AS OF 2/2016)**

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<th>COMPANY</th>
<th>AIRCRAFT TYPE</th>
<th>FUEL CONSUMPTION (gal/hr)</th>
<th>HOURLY FLIGHT RATE ($/HR)</th>
<th>Price Difference X Consumption</th>
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### SECTION A - REQUIREMENTS AND PRICES

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**AVERAGE GALLON PRICE:**

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Less than .10 difference results in a no change to the Flight Rates.
SECTION B – TECHNICAL SPECIFICATIONS

GENERAL REQUIREMENTS

B1 Scope of Contract

B1.1 The purpose of this contract is to obtain fully Contractor-operated and maintained on call (OC) small helicopter flight services to transport personnel and/or cargo in support of Government natural resource missions in the Conterminous 48 States. Contractor services include provisions of a minimum of one helicopter, personnel, fuel servicing vehicle, fuel, and all other associated equipment, as prescribed in this contract and/or offered by the Contractor and accepted by the government. Missions may include, but are not limited to, interagency fire management program support such as wildland fire suppression, fire monitoring, initial attack, prescribed fire and aerial ignition, rehabilitation seeding, search and rescue, law enforcement limited to non-threatening surveillance and other administrative and 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 over water flight activities are permitted under this contract if offered and awarded by the Government. (See Helicopter Offshore, Vessel Landings and Extended Over Water Exhibit in Section C for requirements.) Award of this item will be discretionary by the Government. Services will be paid at the applicable flight rate in the Schedule of Items. See B6.28.

B1.5 If contractor is authorized per requirements in B2.1, this aircraft may be dispatched to Alaska. Because deployment to Alaska usually requires transit through Canada, all required contractor personnel must possess current passports. For the Alaska-specific equipment and/or operational requirements, refer to the Alaska Supplement Exhibit 11 (see Section C).

B2 Certifications

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

B2.1 A Federal Aviation Administration (FAA) Air Carrier or Operating Certificate which authorizes the Contractor to operate in the category and class of aircraft and under flight conditions required by this contract (e.g., rotorcraft, visual flight rules (VFR) day/night, passengers, and cargo) in the conterminous United States. (If Contractor is willing to accept a dispatch to Alaska, this Air Carrier or Operating Certificate must also authorize the contractor to operate in Alaska.)


B2.3 A 14 CFR Part 133 "Rotorcraft External Load Operations" certificate which authorizes Class B loads, as a minimum. (Required for Interagency Fire Approval or as applicable if offered for other resource operations.)

B2.4 A 14 CFR Part 137 "Agricultural Aircraft Operations" certificate. (Required for Interagency Fire Approval or when offered for other natural resource operations.)

B2.5 The contract aircraft must have a Standard Airworthiness certificate. Installation of any equipment required by this contract must be FAA approved.

B3 Order of Precedence (Specifications)

In the event of inconsistencies within the technical specification, the following order will be used in such resolution: (1) typed provisions of these specifications; (2) DOI Office of Aviation Services (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

B4.1 The Contractor must maintain a complete, current copy of the contract, modifications, and task orders (if applicable) in each contract aircraft throughout the performance period.

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.

B4.3 Electronic copies of contracts and task orders may be used. However, the contractor is responsible for ensuring that the documents are uploaded on an appropriate viewing device (e.g., laptop or tablet), which must be charged and made available at the aircraft for reference by government representatives upon request. Further, the contractor must agree to hold the government harmless for any inadvertent or accidental damage to the device.
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. Stop Drilling is considered a temporary repair. 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, (not more than 7,000 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.)

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

B6.10  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. (Only Required for Interagency Fire Approval)

B6.11  High visibility, pulsating, forward facing, conspicuous lighting. (Only Required for Interagency Fire Approval)

B6.12  High visibility markings on main rotor blades as specified by the Acceptable Paint Schemes Exhibit (Section C).

B6.13  High-skid-type landing gear, if manufactured for make and model. (Only Required for Interagency Fire Approval)

B6.14  Personnel access steps for aircraft with a floor height greater than 18 inches, to ensure safe entrance and exit from each door.

B6.15  Locking fuel 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.

B6.16  Cabin heater and window defogger.

B6.17  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:
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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 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.

B6.18 Cargo restraint system for aircraft manufactured with a parcel/storage area behind the rear passenger seats.

B6.19 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. (Only Required for Interagency Fire Approval)

B6.20 A first aid kit containing items specified in the First Aid and Survival Kits Exhibit (Section C) must be carried aboard the aircraft on all flights.

B6.21 A survival kit containing items specified in First Aid and Survival Kits Exhibit (Section C) must be carried aboard the aircraft on all flights and must be included in weight and balance/load calculations.

B6.22 A convex mirror for the pilot to observe the sling load. The convex mirror is not required for aircraft equipped and modified for vertical reference external load operation (i.e., door gauges, modified seat, alternate cargo hook release positions, bubble window) or for aircraft where direct vertical reference is possible. (Required for Interagency Fire Approval or as applicable for other resource operations)

B6.23 One keeperless 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.) (Only Required for Interagency Fire Approval or as applicable for other resource operations)

B6.24 One collapsible, variable capacity water/retardant bucket. See the Water Bucket Use Procedures Exhibit (Section C). The bucket shall have a manufacturers capacity adjustment commensurate with the maximum lifting capability (HOGE) of the aircraft at 5000 feet pressure altitude and 30 degrees C with a 200 pound pilot and 1 ½ hours of total fuel. (Only Required for Interagency Fire Approval)

B6.25 A water/retardant bucket operating switch clearly marked for "open" and "closed," and mounted on the collective control to avoid confusion with the cargo hook release. The switch must be of a different design and must be mounted so as to not easily be confused with the RPM Control [Beep] switch. (Only Required for Interagency Fire Approval)

B6.26 Part number MS 3101E-24-11S, nine-pin connector, for use as the power source for a helitorch or remote cargo hook. Pin D must be airframe ground. Pin E must be switched 28VDC, protected by a manually operable, 50-amp circuit breaker. The water bucket/tank open switch must also activate this circuit. (Only Required for Interagency Fire Approval)

B6.26.1 A lanyard to support the connector and mounted within 12 inches of the cargo hook.

B6.26.2 This connector must have multiple circuit capacity sufficient to provide power and control for Contractor-furnished equipment. The longline remote hook, fixed tank, or water bucket must be wired through this connector. A list of water buckets with required pin wiring can be found in the FS/OAS A-16 document in the exhibits in Section C.

B6.27 Aircraft Security Equipment. See B21 for required locking devices.

B6.28 In addition to requirements of the contract, the Contractor must comply with all of the requirements identified in the Helicopter Offshore, Vessel Landings and Extended Over Water Exhibit (See Exhibit C8) for over water flights.

B6.29 Wire strike protection system (mechanical). (Note: If manufactured for the make and model of helicopter.) (See C3.5.2)

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

B6.30.1 If long line/remote cargo hook equipment is offered as an equipment option in Section A, see the Helicopter Long Line/Remote Hook Equipment Requirements and Helicopter Synthetic Long Line Exhibit (Section C) for requirements.

B6.30.1.1 If long line 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.

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B6.30.2 Contractor provided helitorch capability must comply with the Contractor Provided Helitorch Services Exhibit (Section C). (Only authorized under Interagency Fire)

B6.31 Alaska-specific equipment requirements. Refer to the Alaska Supplement Exhibit. (See Section C.)

B7A Avionics Requirements – Interagency Fire Aircraft

B7A.1 General

B7A.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: http://www.nifc.gov/NIICD/docs/avionics/FSAMD_A24E.pdf).

B7A.1.2 Helicopters approved under this contract, which also meet all avionics requirements (less any requirement for a 406MHz ELT) under the current OAS Fixed-Wing On-Call Air Tactical contract, may also be approved for Air Tactical missions, at the level commensurate with the aircraft's avionics equipment.

B7A.2 Avionics Installation and Maintenance Standards


B7A.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.

B7A.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.

B7A.2.4 Avionics equipment mounting location and installation must not interfere with passenger safety, space, and comfort. Avionics equipment must not be mounted under seats designed for deformation during energy attenuation. In all instances, the designated areas for collapse must be protected. Avionics equipment normally operated by both pilot and observer/copilot must be mounted in the optimum location for the make, model, and series of aircraft offered. Mounting(s) which offers full and unrestricted movement of each control to both pilot and observer/copilot, when seated, without interference from clothing, cockpit structure, or flight controls, must be a goal in the selection of location.

B7A.2.5 Transmitters shall not open squelch on, or interfere with, other AM or FM transceivers in the aircraft which are monitoring different frequencies. So-called “Transmit Interlock” functions shall not be used with communication transceivers.

B7A.3 Communications Systems

B7A.3.1 One automatic-fixed Emergency Locator Transmitter (ELT), certified under TSO-C126 (or newer) 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-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.

B7A.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.

B7A.3.3 One P25-compliant VHF-FM transceiver. The transceiver (FM-1), must provide selection of narrowband analog (12.5 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 and observer/copilot when seated, have full and unrestricted movement of each control without interference from clothing, the cockpit structure, or the flight controls.

B7A.3.3.1 The transceiver’s operational frequency range must include the 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 CTSS 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.

B7A.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.

B7A.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.

B7A.3.3.4 The following VHF-FM aeronautical transceivers are known to meet the above requirements:


B7A.3.4 Provisions for auxiliary VHF-FM (AUX-FM) portable radio:

B7A.3.4.1 Interface for installing and properly operating an auxiliary VHF-FM portable radio through the aircraft’s audio control system(s). The interface must consist of the appropriate wiring from the audio control system, terminated in an ITT/Cannon type MS3112E12-10S 10-pin connector conveniently located for use by the observer/copilot, and utilizing the contact assignments as specified by drawing FS/AMD-17 in the exhibits.

B7A.3.4.2 One weatherproof, external, broadband antenna covering the 150-174 MHz band, with associated RG-58A/U (or equivalent) coaxial cable and connector, terminated in a bulkhead-mounted, female BNC connector (type UG-290A), conveniently located for use by the observer/copilot adjacent to the above 10-pin connector (Comant model CI-177 or equal).

B7A.3.4.3 Mounting facilities for securely installing the auxiliary VHF-FM portable radio in the cockpit in accordance with the FAA AC 43.13-2B specifications. Locate and arrange the mounting facilities so that a seated observer/copilot has full and unrestricted movement of the radio's controls, without interference from the 18-inch adapter cable, clothing, cockpit structure, or flight controls.

B7A.3.4.4 Positive-polarity microphone excitation voltage provided to the AUX-FM system from the aircraft DC power system through a suitable resistor network. A blocking capacitor must be provided to prevent the portable radio microphone excitation voltage from entering the system. Sidetone for the AUX-FM must also be provided (NAT model AA34-300, Premier model PA-34, or equivalent).

B7A.3.4.5 In lieu of the above AUX-FM requirements, the Contractor may substitute an additional VHF-FM aeronautical transceiver (FM-3) which meets the requirements for the VHF-FM aeronautical transceiver(s) as detailed above.

B7A.3.5 One 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 must 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.

B7A.3.5.1 The AFF aircraft hardware must 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 must 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 visual indicators for remotely installed units must be mounted so that they can be easily viewed by the pilot.

B7A.3.5.2 AFF communications must be fully operational in all 50 states. Contractors working in or accepting dispatches to the State of Alaska, Southern Canada, or Western Canada must have an AFF system capable of being tracked in these locations at all times. Not all manufacturers’ AFF equipment communication links will operate effectively in all geographic areas.

B7A.3.5.3 The contractor must 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 must be every two minutes while the aircraft is in flight. The contractor must 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 must contact the government’s AFF Program making the appropriate changes prior to aircraft use. In all cases, the contractor must ensure that the correct aircraft information is indicated within AFF. The contractor must contact the Government of system changes, scheduled maintenance, and planned service outages.

B7A.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.

B7A.3.5.5 Prior to the aircraft’s annual contract inspection, the contractor must ensure compliance with all AFF systems requirements. The contractor must additionally perform an
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operational check of the system. As a minimum, the operational check must 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.

B7A.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.

B7A.3.5.7 This clause incorporates Specification Section Supplement available at: https://www.aff.gov/documents/Specification_Section_Supplement.pdf with the same force and effect as if they were presented as full text herein.

B7A.4 Navigation Systems

B7A.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. The GPS navigation database must be updated annually covering the geographic areas where the aircraft will operate.

B7A.5 Audio Systems

B7A.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.

B7A.5.1.1 Transmitter selection and operation. Separate transmitter selection controls must be provided for both the pilot’s and observer/copilot’s microphone/PTT inputs. The system must be configured 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.

B7A.5.1.2 Receiver selection and operation. Separate controls must be provided 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.

B7A.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.

B7A.5.2 An ICS for the pilot, observer/copilot, and the two aft cabin exit positions. ICS audio must mix with, but not mute, selected receiver audio. An ICS audio level control must be provided for each position above. Adjustment of the ICS audio level at any position must not affect the level at any other position. A "hot mic" capability, controlled via an activation switch or voice activation (VOX), must be provided for the pilot and copilot/observer 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.

B7A.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.

B7A.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.

B7A.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. The aft cabin positions must be furnished with cord-mounted ICS PTT switches.
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B7A.6 Other Avionics

B7A.6.1 One air traffic control (ATC) transponder and altitude reporting system meeting the requirements of 14 CFR Part 91.215 (a) and (b), and inspected and tested every 24 months in accordance with 14 CFR 91.413.

B7A.6.2 The Contractor must furnish a cellular telephone for use by the PIC. The cellular telephone must be provided with service to the area of the contiguous 48 States. Each cellular telephone must be equipped with both 110VAC and 12VDC adapter cord assemblies for charging use. The Contractor must provide the number of the cellular telephone to Government personnel when requested.

B7A.6.3 Automatic Dependent Surveillance – Broadcast (ADS-B)

B7A.6.3.1 Effective no later than January 1, 2020, all aircraft must be equipped to meet the ADS-B OUT requirements of 14 CFR 91.225. ADS-B OUT systems must be approved to either TSO-C154c (978MHz Universal Access Transceiver [UAT]) or TSO-C166b (1090MHz Extended Squitter [1090ES]). Aircraft operating outside of the United States must be equipped with systems approved to TSO-C166b.

B7A.6.3.2 ADS-B IN systems are not required, but any such system furnished must be TSO-approved, use diversity antennas on both the top and bottom of the aircraft, receive both UAT and 1090ES, and be interfaced to a multifunction display (MFD) capable of displaying TIS-B traffic and FIS-B weather.

B7A.6.4 Each aircraft must be equipped to meet the Radar Altimeter requirements of 14 CFR 135.160, where applicable.

B7B Avionics Requirements – Resource (Non-Fire) Aircraft

B7B.1 General

B7B.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).

B7B.2 Avionics Installation and Maintenance Standards


B7B.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.

B7B.2.3 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.

B7B.2.4 Avionics equipment mounting location and installation must not interfere with passenger safety, space, and comfort. Avionics equipment must not be mounted under seats designed for deformation during energy attenuation. In all instances, the designated areas for collapse must be protected. Avionics equipment normally operated by both pilot and observer/copilot must be mounted in the optimum location for the make, model, and series of aircraft offered. Mounting(s) which offers full and unrestricted movement of each control to both pilot and observer/copilot, when seated, without interference from clothing, cockpit structure, or flight controls, must be a goal in the selection of location.

B7B.3 Communications Systems

B7B.3.1 One automatic-portable/automatic-fixed or automatic-fixed Emergency Locator Transmitter (ELT) certified to either Technical Standard Order (TSO)-C91a or TSO-C126, installed per the ELT manufacturer’s instructions in a conspicuous or marked location, and meeting the same requirements as those detailed for airplanes in 14 CFR Part 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-C126 and newer (406 MHz) ELTs must include a 121.5 MHz homing beacon, and 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.

B7B.3.2 One panel-mounted VHF-AM (VHF-1) aeronautical transceiver, with a minimum of 720 channels covering 118,000 to 135,975 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.

B7B.3.3 Reserved

B7B.3.4 Reserved

B7B.3.5 One satellite-based aircraft tracking hardware compatible with the government’s Automated Flight Following (AFF) Program (https://aff.gov). Not all available satellite
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B7B.3.5.1 The AFF aircraft hardware must 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 must 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 visual indicators for remotely installed units must be mounted so that they can be easily viewed by the pilot.

B7B.3.5.2 AFF communications must be fully operational in all 50 states. Contractors working in or accepting dispatches to the State of Alaska, Southern Canada, or Western Canada must have an AFF system capable of being tracked in these locations at all times. Not all manufacturers’ AFF equipment communication links will operate effectively in all geographic areas.

B7B.3.5.3 The contractor must 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 must be every two minutes while the aircraft is in flight. The contractor must 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 must contact the government’s AFF Program making the appropriate changes prior to aircraft use. In all cases, the contractor must ensure that the correct aircraft information is indicated within AFF. The contractor must contact the Government of system changes, scheduled maintenance, and planned service outages.

B7B.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.

B7B.3.5.5 Prior to the aircraft’s annual contract inspection, the contractor must ensure compliance with all AFF systems requirements. The contractor must additionally perform an operational check of the system. As a minimum, the operational check must consist of confirming the aircraft being tested is displayed in 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.

B7B.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.

B7B.3.5.7 This clause incorporates Specification Section Supplement available at: https://www.aff.gov/documents/Specification_Section_Supplement.pdf with the same force and affect as if they were presented as full text herein.

B7B.4 Reserved

B7B.5 Audio Systems

B7B.5.1 One audio control system must be provided for the pilot and copilot/observer. The system must provide controls for selection of receiver audio outputs and transmitter microphone/PTT audio inputs for any installed radios and PA systems. The system must also provide controls for adjustment of both Inter-Communication System (ICS) and receiver audio output levels.

B7B.5.1.1 Transmitter selection and operation. Transmitter selection controls must be provided for the microphone/PTT inputs of pilot or copilot/observer. The system must be configured so that the pilot or copilot/observer may select and utilize transmitters (or PA/siren 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.

B7B.5.1.2 Receiver selection and operation. Controls must be provided for selection of audio from one or any combination of available receivers. Any ICS-equipped passenger positions must monitor the receiver(s) as selected. The receiver audio output must be free of excessive distortion, hum, noise, and crosstalk; and must be amplified sufficiently to facilitate ease of use in a noisy cockpit/cabin environment.

B7B.5.1.3 The controls of the audio system(s) must be located and arranged so that both the pilot and copilot/observer, when seated, have full and unrestricted 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 marking is acceptable.

B7B.5.2 An ICS must be provided for the pilot, copilot/observer, and any additional required crewmember.
positions. ICS operation may be via either voice-activation (VOX) or push-to-talk (PTT). If PTT, the pilot’s PTT switches must be mounted on the helicopter cyclic control, with cord-mounted switches at any other required positions. ICS audio must mix with, but not mute, selected receiver audio. An ICS audio level control must be provided for each position above. Adjustment of the ICS audio level at any position must not affect the level at any other position. 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.

B7B.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.

B7B.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.

B7B.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. The aft cabin positions must be furnished with cord-mounted ICS PTT switches.

B7B.6 Other Avionics

B7B.6.1 One air traffic control (ATC) transponder and altitude reporting system meeting the requirements of 14 CFR Part 91.215 (a) and (b), and inspected and tested every 24 months in accordance with 14 CFR 91.413.

B7B.6.2 Automatic Dependent Surveillance – Broadcast (ADS-B)

B7B.6.2.1 Effective no later than January 1, 2020, all aircraft must be equipped to meet the ADS-B OUT requirements of 14 CFR 91.225. ADS-B OUT systems must be approved to either TSO-C154c (978MHz Universal Access Transceiver [UAT]) or TSO-C166b (1090MHz Extended Squitter [1090ES]). Aircraft operating outside of the United States must be equipped with systems approved to TSO-C166b.

B7B.6.2.2 ADS-B IN systems are not required, but any such system furnished must be TSO-approved, use diversity antennas on both the top and bottom of the aircraft, receive both UAT and 1090ES, and be interfaced to a multifunction display (MFD) capable of displaying TIS-B traffic and FIS-B weather.

B7B.6.3 Each aircraft must be equipped to meet the Radar Altimeter requirements of 14 CFR 135.160, where applicable.

B8 Fuel Servicing Vehicle Equipment Requirements (Not Required in Alaska)-(Only required in the Lower 48 States for Interagency Fire Approval or if offered for other natural resource operations.)

B8.1 General

B8.1.1 Fuel servicing vehicles must meet the applicable provisions of 49 CFRs and the following requirements.

B8.1.2.2 The vehicle’s tank(s) must have a capacity of a minimum of 8 hours of useable fuel for the make and model helicopter operating on the contract based on the Helicopter Fuel Consumption and Weight Reduction Chart Exhibit. The vehicle must be capable of carrying all equipment and accessories (i.e., water buckets, water/retardant fixed tank, longlines, remote hook, cargo nets, Contractor crew’s overnight gear, and other items) necessary to support a lengthy assignment. The vehicle manufacturer's gross vehicle weight (GVW) with full fuel tanks and accessories must not be exceeded. All tank filling ports, sump drains, and nozzles must be locked closed, or located inside locked compartments, when not in use, to preclude contamination and/or unauthorized drainage of the fuel supply.

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

B8.1.2.4 A 10-gallon-per-minute (gpm) flow rate measured at the nozzle is the minimum size acceptable. Filter and pump sizes must be compatible with the aircraft being serviced.

B8.1.2.5 All fuel transfer pumps must be designed for dispensing fuel. Gasoline engines powering pumps must have a shielded ignition system with a flame and spark arresting exhaust system, and a metal shield between the engine and pump. The pump seals must be fuel compatible. Pump impellers should be non-sparking. ITT Marlow and Gorman Rupp manufacture UL listed pumps have the above listed attributes. Terminal connections on electrically-powered
pumps 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. Fire extinguishers must be maintained in accordance with provisions contained in 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. The settling area plumbing shall be extended to the vehicle perimeter to allow contaminant removal without crawling under the vehicle. The sump shall be drained daily when the system is used. The draining shall continue until fuel appearance is contamination free. The daily sumping shall be documented on the contractor developed checklist/form. The contractor is responsible for compliance with 49 CFR Part 172, including emergency response information.

B8.2.3 Fuel hose shall meet Energy Institute (EI) (formerly API) 1529 Aviation Fueling Hose and Hose Assemblies qualifications within 2 years of contract start. In service hoses changed for cause prior to the 2 year deadline shall be replaced with EI 1529 Type C hoses. Hoses with manufacturer’s “Aviation Fuel” markings are acceptable. Fuel dispensing hoses must be free of damage or cracks that expose underlying cord and kept in good repair.

B8.2.4 Both open port/splash and closed circuit fuel nozzle must include a 100-mesh or finer screen and a dust protective device. Open port/splash nozzle hold-open devices are not permitted. Closed circuit/underwing nozzles do not require bonding wires.

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 A sufficient supply of petroleum product absorbent pads or materials to absorb or contain a 5-gallon petroleum spill must be kept on hand. 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 deadman control/switch requirements of NFPA 407. For open port/splash 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. Equipment used for rapid refueling/hot refueling must meet all requirements detailed in NFPA 407 Section 4.2.14. Government personnel are not allowed in the safety zone while aircraft refueling operations are being accomplished. The Safety Zone is defined as within 50 feet 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 manufacture’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 Specifications and Qualifications Procedures for Aviation Jet Fuel Separators or EI Specification 1583 Laboratory Tests and Minimum Performance Levels for Aviation Fuel Filter Monitors. Contractors should consult with filter manufactures data to determine compatibility.

<table>
<thead>
<tr>
<th>Total Solids</th>
<th>0.26 mg/litre (1.0 mg/U.S. gal) average 0.5 mg/litre (1.9 mg/U.S. gal) maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appearance</td>
<td>The effluent fuel shall be clear and bright</td>
</tr>
<tr>
<td>Free Water</td>
<td>15 ppmv</td>
</tr>
<tr>
<td>Media Migration</td>
<td>10 fibres/litre</td>
</tr>
</tbody>
</table>

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 Manufactures recommendations.

B8.3.4 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.

B8.3.5 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 must be viewable by the operator during the fueling operation.

B8.3.6 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.

B8.3.7 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 Markings

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

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

PERSONNEL REQUIREMENTS

B9 Pilot Requirements and Authority

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

B9.1.1 For a pilot that has not been previously inspected and approved by the DOI, Office of Aviation Services 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 DOI, Office of Aviation Services.

B10 Pilot Qualifications

B10.1 General

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

B10.2 Minimum Qualifications

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

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

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

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

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

B10.2.5 Proficient operation of all equipment identified in Section B (e.g., water retardant bucket, GPS, radios, longline vertical reference). 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. (if offered per B2.3)

B10.2.7 If long line/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 DOI, Office of Aviation Services.

B10.2.8 Aerial ignition with a plastic sphere dispenser (PSD). The agencies may require pilots to demonstrate this proficiency during an evaluation flight in an aircraft supplied by the Contractor and at no expense to the Government. If a Contractor pilot cannot provide written evidence of previous PSD qualification during the evaluation, the COTR may withhold PSD approval until the pilot is trained by a qualified Government PSD trainer and re-evaluated by a COTR representative. In the interim, the Contractor will not be approved to use the pilot for aerial ignition missions. (Only Required for Interagency Fire Approval)

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

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:

<p>| | |</p>
<table>
<thead>
<tr>
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<tbody>
<tr>
<td>(a)</td>
<td>1,500 hours . . . in helicopters.</td>
</tr>
<tr>
<td>(b)</td>
<td>100 hours . . . in helicopters in the last 12 months.</td>
</tr>
<tr>
<td>(c)</td>
<td>100 hours . . . in the weight class of the helicopter offered. Defined as aircraft having a gross weight of “12,500 pounds or less” and “more than 12,500 pounds.”</td>
</tr>
<tr>
<td>(d)</td>
<td>100 hours . . . in turbine engine helicopters.</td>
</tr>
<tr>
<td>(e)</td>
<td>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).</td>
</tr>
<tr>
<td>(f)</td>
<td>10 hours . . . in the same make, model, and series as the contract helicopter in the last 12 months.</td>
</tr>
<tr>
<td>(g)</td>
<td>Last 90 days . . . Compliance with 14 CFR 61.57 or 135.247 as appropriate.</td>
</tr>
<tr>
<td>(h)</td>
<td>10 hours . . . in designated mountainous areas in the same make and model as the contract helicopter. (See the Helicopter Like Makes and Models Exhibit (Section C) (Only required for approval to conduct flights in mountainous terrain as identified in paragraph (i) below.</td>
</tr>
<tr>
<td>(i)</td>
<td>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. (Only required for approval to conduct flights in mountainous terrain.</td>
</tr>
<tr>
<td>(j)</td>
<td>10 hours . . . Total longline vertical reference (VTR) flight hours to include a minimum of 2 hours of VTR training within the last 12 months. (Only required for approval to conduct external load longline operations when that capability is offered)</td>
</tr>
</tbody>
</table>

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.

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 All flight crewmembers shall have two 24-hour periods of rest (off duty) within any 14 consecutive calendar days. In the contiguous United States, these two 24-hour rest periods shall be 2 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
SECTION B – TECHNICAL SPECIFICATIONS

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

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

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

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

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

B13 Mechanic Requirements

B13.1 The Contractor must provide, 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.

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.

B14.6 The contractor will provide the COTR or their designated representative with a completed OAS-41 Aircraft Maintenance Personnel, for each mechanic provided under paragraph B13. The form must be signed by the individual mechanic and a contractor representative (Director of Maintenance or higher) to indicate that the data listed has been verified from log books, employment records, etc.

B15 Mechanic Duty Limitations

Mechanics deployed to the aircraft’s operating location (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 (Required for Lower 48 States Operations Only - If 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
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.

B18 Relief Crew Requirement (If Ordered and Provided)

B18.1 When requested by the Government, the Contractor may provide a qualified relief crew, consisting of a pilot and/or fuel servicing vehicle driver that are available to perform duties during the regular crewmember’s scheduled days off. See C27.

(Note: Relief fuel service vehicle driver only required for lower 48 States assignments. See B16.)

B18.2 The Contractor must provide a planned schedule of relief duty days to the Contracting Officer’s Representative (COR) at the start of the exclusive use period. Relief crewmembers must arrive at the designated base before the scheduled duty period begins to ensure compliance with rest periods set forth herein.

OPERATIONS

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 the applicable STC and/or as approved by the FAA, 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 meet the requirements of B14 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.

B19.6 The government may request the pilot perform the following operations under field conditions:

a. Remove and/or install emergency litter kit (if offered)

b. Remove and/or install cargo basket(s) (if offered)

c. Remove and/or install helicopter doors

d. Remove and/or install aircraft seats

NOTE: These operations will only be performed by the pilot if allowed by the applicable STC and/or by the company’s FAA-
SECTION B – TECHNICAL SPECIFICATIONS

approve training program. Pilot qualification to perform these tasks must be documented IAW para B19.5 above.

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

B20.3 Dual controls must be removed or deactivated prior to contract performance. The pilot must brief the occupant of a pilot position to remain clear of the flight controls at all times.

NOTE: For Bell helicopters, equipped with the Paravion Technology, Inc. and the Onboard Systems International STCs for left seat PIC, the dual controls are allowed to be installed during routine Government use. The pilot may occupy the left seat pilot-in-command (PIC) station during all flight operations allowed by the STC’s. With dual controls installed, the pilot must restrict access to the other pilot seat. Only the helicopter foreman, manager, or similar qualified crewmember will be allowed to occupy the other pilot seat. The pilot must brief to remain clear of the flight controls at all times.

B20.4 Single-skid, toe-in, and hover exit/entry procedures (STEP) are only authorized when requested by the bureau and during actual operations which dictate the need for this type of landing. These techniques shall not be used as standard protocol during other operations. (Not required unless STEP capability is offered)

B20.4.1 Prior to conducting STEP, the contractor and agency representative will ensure;

B20.4.1.1 The using unit has a bureau approved STEP authorization.

B20.4.1.2 The contractor has an established training program relative to STEP operations. The training program shall include a procedure that identifies and tracks those individuals who have been trained, and if requested, this information will be made available to the Government.

B20.4.1.3 Pilots have trained in STEP with the government personnel to be involved in the operation and are approved for STEP by DOI Office of Aviation Services (OAS).

B20.4.2 Updates or changes to the contractor’s policy/training plan concerning STEP shall be provided to the contracting officer.

B20.5 Day/night use. Helicopters must be limited to flight during daylight hours and under VFR conditions only. Daylight hours are defined as from 30 minutes before official sunrise to 30 minutes after official sunset; or, in Alaska, during extended twilight hours when terrain features can be readily distinguished from a distance of at least one mile.

B20.6 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.

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

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

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

B20.10 The pilot must remain at the flight controls while rotors are turning with the following exception. For 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.
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
- 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). Use of military approved helmets is highly encouraged.

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 mil spec.

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. Materials with low temperature melting characteristics such as synthetics (nylon, Dacron, polyester, etc.) and synthetic blends shall not be worn.

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 Boots with tops which must extend above the ankle and must be constructed so that metal parts, such as shoestring eyes or zippers, do not contact the wearer’s skin. Nonleather boots must be flight approved in accordance with U.S. military standards for aviation use. During cold weather, insulated boots are acceptable.

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**

B24.1 Regardless of any FAA Air Carrier Operations Manual declaration of Will or Will Not Carry, the Contractor may be required to transport hazardous materials. Such transportation must be in accordance with 49 CFR, Department of Transportation Special Permit DOT-SP-9198, and the DOI/USDA Forest Service Interagency Aviation Transport of Hazardous Materials Handbook/Guide.

B24.2 A copy of the current special permit, DOI handbook, and DOT Emergency Response Guidebook must be carried aboard each aircraft transporting hazardous materials.

B24.3 The Contractor must ensure that each employee who may perform a function subject to this DOT special permit receives required training which can only be satisfied by completing Interagency Aviation Training module A-110, Aviation Transportation of Hazardous Materials. The training can be completed online at http://www.iat.gov. The Contractor must document this training in the employee’s records and make it available to the Government when requested.

Note: The DOT special permit and the DOI handbook are available online at http://oas.doi.gov. The Contractor is responsible for obtaining the DOT Emergency Response Guidebook.

**B25 Fuel and Servicing Requirements**

B25.1 General

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

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

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

B25.2 Fueling Operations.

B25.2.1 Rapid refueling is required on this contract when requested by the Government. The Contractor must have rapid refueling procedures incorporated in their operations manual. The specific Rapid Refueling requirements contained in NFPA 407 Section 4.2.14 must be adhered to. Fuel servicing equipment must have a deadman control device meeting NFPA 407 paragraph 5.1.7.1 requirements. Government personnel shall not be on board the aircraft during rapid refueling operations.

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

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

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

**AIRCRAFT MAINTENANCE REQUIREMENTS**

**B26 General - Maintenance**

The Contractor must ensure that the aircraft and all required equipment are operated maintained in accordance with the original equipment manufacturers (OEM) or approved STC holder’s current maintenance instructions including appliances, emergency equipment, and all instructions for continued airworthiness (ICA’s).

**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 “issued” MMSB’s and FAA ADs identifying all those that are applicable and non-applicable to the contract aircraft in the format shown in AC 43-9C, Appendix 1, complete with authorized signature, certificate, type and number. This list must include all accessories and equipment installed in each aircraft offered. Signatures of persons verifying accuracy of the list is required.
SECTION B – TECHNICAL SPECIFICATIONS

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. The Contractor must correct deficiencies that occur during contract performance in accordance with the appropriate Federal Aviation Regulations (FAR) or the approved maintenance program.

B29 Maintenance

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

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

B29.3 All aircraft maintenance log book entries shall include the title of the current maintenance publication, chapter, page and paragraph that were referenced to perform any installation, overhaul, major repair, or replacement of any engine, power train, rotor system, or flight control system. Adherence to this requirement shall begin the date of contract award and continue through the duration of the contract.

B29.4 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).

B29.5 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. All cargo hook maintenance inspections and repair must be documented.

B29.6 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

B33.1 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.
C1 52.252-2 Contract Clauses Incorporated by Reference (FEB 1998)

This agreement incorporates one or more clauses by reference, with the same force and effect as if they were given in full text. Upon request, the Contracting Officer will make the full text available. Also, the full text of a clause may be accessed electronically at this/these address(es): www.acquisition.gov.

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<td>Limitations on Payments to Influence Certain Federal Transactions</td>
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SECTION C – CONTRACT TERMS AND CONDITIONS

☐ (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 (OCT 2014) (if the offeror elects to waive the preference, it shall so indicate in its offer) (15 U.S.C. 657a).
☐ (i) Alternate I (JAN 2011) of 52.219-4.
☐ (13) [Reserved]
☐ (ii) Alternate I (NOV 2011).
☐ (iii) Alternate II (NOV 2011).
☐ (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 (NOV 2016)(15 U.S.C. 637(d)(2) and (3)).
☐ (17)(i) 52.219-9, Small Business Subcontracting Plan (NOV 2016)(15 U.S.C. 637(d)(4)).
☐ (ii)Alternate I (NOV 2016) of 52.219-9.
☐ (iii) Alternate II (NOV 2016) of 52.219-9.
☐ (iv) Alternate III (NOV 2016) of 52.219-9.
☐ (v) Alternate IV (NOV 2016) 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)).
☐ (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 (DEC 2015)(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 (DEC 2015)(15 U.S.C. 639(m)).
☐ (26) 52.222-19, Child Labor-Cooperation with Authorities and Remedies (OCT 2016)(E.O. 13126).
☐ (27) 52.222-21, Prohibition of Segregated Facilities (APR 2015).
☐ (28) 52.222-26, Equal Opportunity (SEPT 2016)(E.O. 11246).
☐ (32) 52.222-40, Notification of Employee Rights Under the National Labor Relations Act (DEC 2010)(E.O. 13496).
☐ (34) 52.222-54, Employment Eligibility Verification (OCT 2015)(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.)
☐ (35)(i) 52.223-9, Estimate of Percentage of Recovered Material Content for EPA-Designated Products (MAY 2008)(42 U.S.C. 6962(c)(3)(A)(ii)). (Not applicable to the acquisition of commercially available off-the-shelf items.)
☐ (ii) Alternate I (MAY 2008) of 52.223-9 (42 U.S.C. 6962(i)(2)(C)). (Not applicable to the acquisition of commercially available off-the-shelf items.)
☐ (36) 52.223-11, Ozone-Depleting Substances and High Global Warming Potential Hydrofluorocarbons (JUN 2016)(E.O. 13693).
☐ (37) 52.223-12, Maintenance, Service, Repair, or Disposal of Refrigeration Equipment and Air Conditioners (JUN 2016)(E.O. 13693).
☐ (38)(i) 52.223-13, Acquisition of EPEAT®-Registered Imaging Equipment (JUN 2014)(E.O. 13423 and 13514).
☐ (39)(i) 52.223-14, Acquisition of EPEAT®-Registered Television (JUN 2014)(E.O. 13423 and 13514).
☐ (ii) Alternate I (JUN 2014) of 52.223-14.
☐ (41)(i) 52.223-16, Acquisition of EPEAT®-Registered Personal Computer Products (OCT 2015)(E.O. 13423 and 13514).
☐ (ii) Alternate I (JUN 2014) of 52.223-16.
☐ (43) 52.223-20, Aerosols (JUN 2016)(E.O. 13693).
☐ (44) 52.223-21, Foams (JUN 2016)(E.O. 13693).
☐ (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.
☐ (48) 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).
☐ (49) 52.225-26, Contractors Performing Private Security Functions Outside the United States (OCT 2016)
(Section 862, as amended, of the National Defense Authorization Act for Fiscal Year 2008; 10 U.S.C. 2302 Note).

☐ (50) 52.226-4, Notice of Disaster or Emergency Area Set-Aside (NOV 2007) (42 U.S.C. 5150).

☐ (51) 52.226-5, Restrictions on Subcontracting Outside Disaster or Emergency Area (NOV 2007) (42 U.S.C. 5150).

☐ (52) 52.232-29, Terms for Financing of Purchases of Commercial Items (FEB 2002)(41 U.S.C. 4505, 10 U.S.C. 2307(f)).


☐ (54) 52.232-33, Payment by Electronic Funds Transfer-System for Award Management (JUL 2013) (31 U.S.C. 3332).

☐ (55) 52.232-34, Payment by Electronic Funds Transfer-Other than System for Award Management (JUL 2013) (31 U.S.C. 3332).


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


☐ (9) 52.222-6, Promoting Excess Food Donation to Nonprofit Organizations (MAY 2014) (42 U.S.C. 1792).

☐ (10) 52.237-11, Accepting and Dispensing of $1 Coin (SEPT 2008) (31U.S.C. 5112(p)(1)).

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

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

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


(ii) 52.219-8, Utilization of Small Business Concerns (NOV 2016) (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 $700,000 ($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) 52.222-21, Prohibition on Segregated Facilities (APR 2015).

(v) 52.222-26, Equal Opportunity (SEPT 2016) (E.O. 11246).


SECTION C – CONTRACT TERMS AND CONDITIONS

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 At the time of contract award, the minimum guarantee will be satisfied via ordering of the initial inspection via official letter to the contractor directing them to contact the COTR to schedule an initial inspection of all of the Contractor's proposed aircraft, equipment and personnel to ensure contract compliance. Should option years be exercised, the vendor shall contact the COTR for the annual inspection, upon receipt of the modification exercising the option period. This inspection is expected to be accomplished by the COTR’s assigned inspectors’ typically between the months of January and April each year in 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 have the aircraft, equipment and personnel obtain the required inspection and subsequent carding approval will result in cancellation of the order or dispatch. 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 to reschedule inspections that are received by the COTR at least 10 business days prior to the originally scheduled inspection date may be accommodated by the COTR’s office 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’s office.

C3.2.1 The Contractor must notify the CO 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. The Contractor must also notify the COTR of any changes in the Director of Operations, Chief Pilot, and Director of Maintenance as well as any additional positions 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 to reschedule inspections that are received by the COTR at least 10 business days prior to the originally scheduled inspection date may be accommodated by the COTR’s office depending upon their work schedule.

C3.2.2 At the discretion of the COTR, inspections may be conducted by interagency approved inspectors. The COTR or CO shall be contacted prior to any inspection by other than OAS inspectors under this contract. In the event an interagency inspector is utilized, the contractor shall submit the inspection and carding information to the assigned area COTR for DOI review and carding. "Interagency" means an aircraft was inspected to interagency wildland fire standards, it does not preclude the need for a DOI card.

C3.3. Approved aircraft, fuel servicing vehicles and pilots will be issued a DOI Aircraft Data Card, a DOI Interagency Data Card - Fuel Service Vehicle, and a DOI 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.

NOTE: Performance by the contractor without a DOI Data Card specific to this contract may result in nonpayment of services under the terms of this contract.

C3.3.1 The DOI aircraft data card is kept in the aircraft and available for inspection at all times.
C3.3.2 The DOI pilot qualification card is kept in the possession of the pilot and available for inspection at all times.

C3.3.3 The DOI 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.

C3.4.1 Failure to have an originally offered aircraft presented for inspection within 60 days after notice for an inspection may result in removal of the aircraft from the contract.

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 The contractor must have a wire strike kit (B6.29) installed at time of initial inspection, if available for make & model.

C3.5.3 Optional equipment offered but which cannot be confirmed as available during the aircraft inspection will not be identified as being available and will not be added at a later date until the next scheduled inspection. Optional Equipment not originally offered and identified in Section A can only be offered as described in C22.

C3.5.4 Fuel servicing vehicle(s), fuel cache(s) and other equipment will be inspected to ensure contract compliance.

C3.6 Personnel

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

C3.6.1.1 The COTR’s representative will 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 evaluation(s) must be the same make, model, and series awarded for this contract and be equipped with dual controls. At COTR discretion, the flight evaluation may be conducted in only one aircraft make, model, and series equipped with dual controls, if multiple make, model and series of aircraft are awarded. Flight evaluation(s) will usually be performed in areas that provide access to terrain similar to that to be flown during the contract period. Flight evaluations are conducted at the Contractor’s expense.

C3.6.1.3 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)
Resource reconnaissance
Fire reconnaissance
External load - longline >50’ (helicopter) with remote hook
Aerial ignition
Water retardant application
Offshore/Vessel Landings and Extended Over Water (if offered and awarded)

C3.7 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 Adding/Removing Personnel, Aircraft, or Equipment

C3.8.1 After contract award and inspection of initial helicopter(s)/equipment, the contractor may, at the option of the Government, request to add additional aircraft(s)/equipment as provided in C22.

C3.8.1.1 Prior to requesting an aircraft inspection for new aircraft(s)/equipment, the Contractor must have submitted a written request to the CO to add the aircraft(s)/equipment and submit all the required documentation for aircraft evaluation as provided in C22 and a modification must have been accomplished.
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C3.8.1.2 Contractor must submit a written request to the COTR, include a copy of the contract modification, and agree to reinspection costs, as would be applicable, as provided under C3.9. The reinspection schedule will be at the discretion of the COTR’s office. The COTR’s office will provide an estimated total for reinspection costs upon request.

C3.8.1.3 The addition of pilots requires only a written request to the COTR and agreement to reinspection costs, as would be applicable. The reinspection schedule will be at the discretion of the COTR’s office.

C3.9 Reinspection Expenses

C3.9.1 The Contractor must be liable for all Government incurred reinspection costs. Inspection expenses are submitted directly to Office of Aviation Services.

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 52.212-4(k) Taxes

The following is added:

Important Notice: In accordance with 52.212-4(k), the price(s) in the schedule within Section A of the agreement include all applicable Federal, State, and local taxes and duties. The Government's electronic business systems will not calculate nor pay for any federal, state, or local taxes or duties separately under the agreement. Examples of taxes and duties that are included in the agreement prices are:

- Federal Airport and Airway Excise Taxes
- Fuel Taxes
- Transportation Taxes (passengers and cargo)

C5 Flight Data Reporting and Invoicing

C5.1 Flight Data Reporting (Non-Emergency).

C5.1.1 The Contractor, or Contractor's representative, and a Government representative must complete and sign an Aircraft Use Report (AUR), AMD-23/23E form or other form as directed by the CO confirming contract performance in accordance with the task order. An electronic submission will be initiated by the Contractor in the Aviation Information Reporting Support (AIRS) that documents the daily services recorded on the signed AMD-23/23E or other form as directed by the CO. Hard copies of the signed AMD-23/23E are to be saved and then uploaded/attached at the time of invoicing. See C5.4 Electronic Invoicing and Payment Requirements – Invoice Processing Platform (IPP).

C5.1.2 Additional supporting documentation as required by the contract for additional pay items (i.e. relief transportation costs, tie-downs, landing fees, etc.) shall be attached electronically to the invoice in IPP. Failure to include such documentation shall result in rejection of the invoice back to the Contractor for inclusion and resubmission.

C5.2 Flight Data Reporting (Emergency- Fire and SAR).

C5.2.1 The Contractor, or Contractor's representative, and a Government representative must complete and sign an Aircraft Use Report (AUR), AMD-23/23E form or other form as directed by the CO confirming contract performance in accordance with the contract.

An electronic submission will be initiated by the Contractor (not submitted) into AIRS that documents the daily services recorded on the signed AMD-23/23E or other form as directed by the CO. The AUR and supporting documentation shall be submitted by email to a central DOI AQD processing office as directed by the CO.

C5.2.2 Upon review and approval of contract performance a funded task order will be issued to the contractor.

Once an emergency task order has been initially awarded and/or when subsequent modifications are issued the AMD-23 and supporting documentation shall be attached to the IPP invoice and the AUR shall be submitted into AIRS.

C5.3 Flight data reporting and invoicing shall be processed and submitted no sooner than every two weeks or upon conclusion contract performance, if less than two weeks duration.

C5.4 Electronic Invoicing and Payment Requirements – Invoice Processing Platform (IPP) (APR 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

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 agreement. 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.).

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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 agreement 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 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.

C5.5 52.232-40 Providing Accelerated Payments to Small Business Subcontractors (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.

C6 52.222-55 Establishing a Minimum Wage for Contractors (Deviation) (Dec 2015)

(a) Definitions. As used in this clause--

“United States” means the 50 states and the District of Columbia.

“Worker”—

(1) Means any person engaged in performing work on, or in connection with, a contract covered by Executive Order 13658, and—

(i) Whose wages under such contract are governed by the Fair Labor Standards Act (29 U.S.C. chapter 8), the Service Contract Labor Standards statute (41 U.S.C. chapter 67), or the Wage Rate Requirements (Construction) statute (40 U.S.C. chapter 31, subchapter IV);

(ii) Other than individuals employed in a bona fide executive, administrative, or professional capacity, as those terms are defined in 29 CFR part 541; and

(iii) Regardless of the contractual relationship alleged to exist between the individual and the employer.

(2) Includes workers performing on, or in connection with, the contract whose wages are calculated pursuant to special certificates issued under 29 U.S.C. 214(c).

(3) Also includes any person working on, or in connection with, the contract and individually registered in a bona fide apprenticeship or training program registered with the Department of Labor's Employment and Training Administration, Office of Apprenticeship, or with a State Apprenticeship Agency recognized by the Office of Apprenticeship.

(b) Executive Order Minimum Wage rate.

(1) The Contractor shall pay to workers, while performing in the United States, and performing on, or in connection with, this contract, a minimum hourly wage rate of $10.10 per hour beginning January 1, 2015.

(2) The Contractor shall adjust the minimum wage paid, if necessary, beginning January 1, 2016, and annually thereafter, to meet the applicable annual E.O. minimum wage. The Administrator of the Department of Labor's Wage and Hour Division (the Administrator) will publish annual determinations in the Federal Register no later than 90 days before the effective date of the new E.O. minimum wage rate. The Administrator will also publish the applicable E.O. minimum wage on www.wdol.gov (or any successor Web site) and a general notice on all wage determinations issued under the Service Contract Labor Standards statute or the Wage Rate Requirements (Construction) statute, that will provide information on the E.O. minimum wage and how to obtain annual updates. The applicable published E.O. minimum wage is incorporated by reference into this contract.

(i) The Contractor may request a price adjustment only after the effective date of the new annual E.O. minimum wage determination. Prices will be adjusted only for increased labor costs (including subcontractor labor costs) as a result of an increase in the annual E.O. minimum wage, and for associated labor costs (including those for subcontractors). Associated labor costs shall include increases or decreases that result from changes in social security and unemployment taxes and workers' compensation insurance, but will not otherwise include any amount for general and administrative costs, overhead, or profit.
(ii) Subcontractors may be entitled to adjustments due to the new minimum wage, pursuant to paragraph (b)(2). Contractors shall consider any subcontractor requests for such price adjustment.

(iii) The Contracting Officer will not adjust the contract price under this clause for any costs other than those identified in paragraph (b)(3)(i) of this clause, and will not provide duplicate price adjustments with any price adjustment under clauses implementing the Service Contract Labor Standards statute or the Wage Rate Requirements (Construction) statute.

(4) The Contractor warrants that the prices in this contract do not include allowance for any contingency to cover increased costs for which adjustment is provided under this clause.

(5) A pay period under this clause may not be longer than semi-monthly, but may be shorter to comply with any applicable law or other requirement under this contract establishing a shorter pay period. Workers shall be paid no later than one pay period following the end of the regular pay period in which such wages were earned or accrued.

(6) The Contractor shall pay, unconditionally to each worker, all wages due free and clear without subsequent rebate or kickback. The Contractor may make deductions that reduce a worker's wages below the E.O. minimum wage rate only if done in accordance with 29 CFR 10.23, Deductions.

(7) The Contractor shall not discharge any part of its minimum wage obligation under this clause by furnishing fringe benefits or, with respect to workers whose wages are governed by the Service Contract Labor Standards statute, the cash equivalent thereof.

(8) Nothing in this clause shall excuse the Contractor from compliance with any applicable Federal or State prevailing wage law or any applicable law or municipal ordinance establishing a minimum wage higher than the E.O. minimum wage. However, wage increases under such other laws or municipal ordinances are not subject to price adjustment under this subpart.

(9) The Contractor shall pay the E.O. minimum wage rate whenever it is higher than any applicable collective bargaining agreement(s) wage rate.

(10) The Contractor shall follow the policies and procedures in 29 CFR 10.24(b) and 10.28 for treatment of workers engaged in an occupation in which they customarily and regularly receive more than $30 a month in tips.

(c)

(1) This clause applies to workers as defined in paragraph (a). As provided in that definition--

(i) Workers are covered regardless of the contractual relationship alleged to exist between the contractor or subcontractor and the worker;

(ii) Workers with disabilities whose wages are calculated pursuant to special certificates issued under 29 U.S.C. 214(c) are covered; and

(iii) Workers who are registered in a bona fide apprenticeship program or training program registered with the Department of Labor's Employment and Training Administration, Office of Apprenticeship, or with a State Apprenticeship Agency recognized by the Office of Apprenticeship, are covered.

(2) This clause does not apply to--

(i) Fair Labor Standards Act (FLSA)-covered individuals performing in connection with contracts covered by the E.O., i.e. those individuals who perform duties necessary to the performance of the contract, but who are not directly engaged in performing the specific work called for by the contract, and who spend less than 20 percent of their hours worked in a particular workweek performing in connection with such contracts;

(ii) Individuals exempted from the minimum wage requirements of the FLSA under 29 U.S.C. 213(a) and 214(a) and (b), unless otherwise covered by the Service Contract Labor Standards statute, or the Wage Rate Requirements (Construction) statute. These individuals include but are not limited to--

(A) Learners, apprentices, or messengers whose wages are calculated pursuant to special certificates issued under 29 U.S.C. 214(a).

(B) Students whose wages are calculated pursuant to special certificates issued under 29 U.S.C. 214(b).

(C) Those employed in a bona fide executive, administrative, or professional capacity (29 U.S.C. 213(a)(1) and 29 CFR part 541).
(d) **Notice.** The Contractor shall notify all workers performing work on, or in connection with, this contract of the applicable E.O. minimum wage rate under this clause. With respect to workers covered by the Service Contract Labor Standards statute or the Wage Rate Requirements (Construction) statute, the Contractor may meet this requirement by posting, in a prominent and accessible place at the worksite, the applicable wage determination under those statutes. With respect to workers whose wages are governed by the FLSA, the Contractor shall post notice, utilizing the poster provided by the Administrator, which can be obtained at [www.dol.gov/whd/govcontracts](http://www.dol.gov/whd/govcontracts), in a prominent and accessible place at the worksite. Contractors that customarily post notices to workers electronically may post the notice electronically provided the electronic posting is displayed prominently on any Web site that is maintained by the contractor, whether external or internal, and customarily used for notices to workers about terms and conditions of employment.

(e) **Payroll Records.**

1. The Contractor shall make and maintain records, for three years after completion of the work, containing the following information for each worker:
   - Name, address, and social security number;
   - The worker’s occupation(s) or classification(s);
   - The rate or rates of wages paid;
   - The number of daily and weekly hours worked by each worker;
   - Any deductions made; and
   - Total wages paid.

2. The Contractor shall make records pursuant to paragraph (e)(1) of this clause available for inspection and transcription by authorized representatives of the Administrator. The Contractor shall also make such records available upon request of the Contracting Officer.

3. The Contractor shall make a copy of the contract available, as applicable, for inspection or transcription by authorized representatives of the Administrator.

4. Failure to comply with this paragraph (e) shall be a violation of 29 CFR 10.26 and this contract. Upon direction of the Administrator or upon the Contracting Officer's own action, payment shall be withheld until such time as the noncompliance is corrected.

5. Nothing in this clause limits or otherwise modifies the Contractor's payroll and recordkeeping obligations, if any, under the Service Contract Labor Standards statute, the Wage Rate Requirements (Construction) statute, the Fair Labor Standards Act, or any other applicable law.

(f) **Access.** The Contractor shall permit authorized representatives of the Administrator to conduct investigations, including interviewing workers at the worksite during normal working hours.

(g) **Withholding.** The Contracting Officer, upon his or her own action or upon written request of the Administrator, will withhold funds or cause funds to be withheld, from the Contractor under this or any other Federal contract with the same Contractor, sufficient to pay workers the full amount of wages required by this clause.

(h) **Disputes.** Department of Labor has set forth in 29 CFR 10.51, Disputes concerning contractor compliance, the procedures for resolving disputes concerning a contractor's compliance with Department of Labor regulations at 29 CFR part 10. Such disputes shall be resolved in accordance with those procedures and not the Disputes clause of this contract. These disputes include disputes between the Contractor (or any of its subcontractors) and the contracting agency, the Department of Labor, or the workers or their representatives.

(i) **Antiretaliation.** The Contractor shall not discharge or in any other manner discriminate against any worker because such worker has filed any complaint or instituted or caused to be instituted any proceeding under or related to compliance with the E.O. or this clause, or has testified or is about to testify in any such proceeding.

(j) **Subcontractor compliance.** The Contractor is responsible for subcontractor compliance with the requirements of this clause and may be held liable for unpaid wages due subcontractor workers.

(k) **Subcontracts.** The Contractor shall include the substance of this clause, including this paragraph (k) in all subcontracts, regardless of dollar value, that are subject to the Service Contract Labor Standards statute or the Wage Rate Requirements (Construction) statute, and are to be performed in whole or in part in the United States.

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**GENERAL CONTRACT TERMS AND CONDITIONS**

**C7 52.216-1 Type of Contract (APR 1984)**

The Government contemplates award of multiple indefinite delivery, indefinite quantity fixed unit price task order contracts with economic price adjustments.

**C7.1 52.216-22 Indefinite Quantity (OCT 1995)**

(a) This is an indefinite-quantity contract for the supplies or services specified and effective for the period stated, in the
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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.

C7.2 52.216-18 Ordering (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.

C7.3 52.216-19 Order Limitations (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. The contract minimum will be identified on a Contract Line Item (CLIN) at the time of contract award. The Government is not obligated to purchase, nor is the Contractor obligated to furnish, those supplies or services under the contract.

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

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

(2) Any order for a combination of items in excess of $40,000,000 or

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

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

C8 Contractor Personnel Security Requirements

C8.1 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.

C8.2 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, uncredentiald 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 Government Representative is responsible for ensuring that all Contractor employees are issued a temporary/visitor badge.

C9 52.232-19 Availability of Funds (APR 1984)

Funds are not presently available for performance under this contract beyond September 30th of each year, as applicable. The Government’s obligation for performance of this contract beyond that date 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 for performance under this contract beyond September 30th of each year, as applicable, until funds are made available to the Contracting Officer for performance and until the Contractor received notice of availability, to be confirmed in writing by the Contracting Officer.

C10 Aircraft Insurance

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

C10.1 Property and Personal Damage

C10.1.1 The Contractor shall use every precaution necessary to prevent damage to public and private property.
C10.1.2 The Contractor shall be responsible for all damage to property and to persons, including third parties that occur as a result of his or his agent's or employee's fault, negligence or equipment failure. The term "third parties" is construed to include employees of the Government.

C10.1.3 The Contractor shall procure and maintain during the term of this contract, and any extension thereof, aircraft public liability insurance in accordance with 14 CFR 298. The parties named insured under the policy or policies shall be the Contractor and The United States of America.

C10.1.4 The Contractor may be otherwise insured by a combination of primary and excess policies. Such policies must have combined coverage equal to or greater than the combined minimums required.

C10.1.5 Policies containing exclusions for chemical damage or damage incidental to the use of equipment and supplies furnished under this contract, or growing out of direct performance of the contract, will not be acceptable. The chemical damage coverage may be limited to chemicals dispensed while performing firefighting activities.

C10.1.6 The Contractor, prior to the commencement of work, shall submit to the Contracting Office one copy of the insurance policy, or confirmation from the insurance company, certifying that the coverage described in this clause has been obtained.

C11 Vendor Onboarding Procedures

The Government reserves the right to announce a new competition (Onboarding) for the purpose of adding additional small business, multiple award, indefinite delivery, indefinite quantity (IDIQ) contract holders. Onboarding procedures may be implemented at any time over the life of the contract by reopening the competition and utilizing the same basis of award established in the original solicitation (D17PS00091). Bureau customers will initiate the need for additional contract holders by contacting the Administrative Contracting Officer (ACO). The ACO will then assess the need for additional support. Should additional support be required, the ACO will publicize a notice in FedBizOpps and FedConnect, issue a solicitation amendment, and complete an evaluation in the same manner as the initial solicitation (D17PS00091). Bureau customers will initiate the need for additional contract holders by contacting the Administrative Contracting Officer (ACO). The ACO will then assess the need for additional support. Should additional support be required, the ACO will publicize a notice in FedBizOpps and FedConnect, issue a solicitation amendment, and complete an evaluation in the same manner as the initial solicitation (D17PS00091). Contracts awarded via this Onboarding procedures will include the same terms and conditions as those in the initially awarded contracts. Neither the overall period of performance nor the ceiling of the basic contract will be revised as a result of implementing the Onboarding procedures.

C12 52.203-99 Prohibition on Contracting with Entities that Require Certain Internal Confidentiality Agreements (FEB 2015)

(a) The contractor shall not require employees or subcontractors seeking to report fraud, waste, or abuse to sign or comply with internal confidentiality agreements or statements prohibiting or otherwise restricting such employees or subcontractors from lawfully reporting such fraud, waste, or abuse to a designated investigative or law enforcement representative of a Federal department or agency authorized to receive such information.

(b) The contractor shall notify employees that the prohibition and restrictions of any internal confidentiality agreements covered by this clause are no longer in effect.

(c) The prohibition in paragraph (a) of this clause does not contravene requirements applicable to Standard Form 312, Form 4414, or any other form issued by a Federal department or agency governing the nondisclosure of classified information.

(d)(1) In accordance with section 743 of Division E, Title VII, of the Consolidated and Further Continuing Resolution Appropriations Act, 2015 (Pub. L. 113-235), use of funds appropriated (or otherwise made available) under that or any other Act may be prohibited, if the Government determines that the contractor is not in compliance with the provisions of this clause.

(2) The Government may seek any available remedies in the event the contractor fails to comply with the provisions of this clause.

C13 Notice of Contractor Performance Assessment Reporting System (DEC 2015)

(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 (CO) 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 (AO). Information in the report must be protected as source selection sensitive information not releasable to the public.

(d) When your Contractor Representative(s) are registered in CPARS, they will receive an automatically generated email with detailed login instructions. Further details, systems
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requirements, and training information for CPARS is available at https://www.cpars.gov/.

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

(i) Contractor Representatives may then provide comments in response to the evaluation, or return the evaluation without comment.

(ii) Your comments should focus on objective facts in the AO's narrative and should provide your views on the causes and ramifications of the assessed performance.

(iii) All information provided should be reviewed for accuracy prior to submission.

(iv) If you elect not to provide comments, please acknowledge receipt of the evaluation by indicating "No comment" in the space provided, and then selecting “Accept the Ratings and Close the Evaluation”.

(v) Your response is due within 60 calendar days after receipt of the CPAR. On day 15, the evaluation will become available in PPIRS-RC marked as “Pending” with or without comments and whether or not it has been closed.

(vi) If you do not sign and submit the CPAR within 60 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.”

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

(i) 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 CO for instructions.

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

(iii) Prohibit the use of or reference to evaluation data for advertising, promotional material, pre-award 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 CO 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 60-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.

C14 Pre-Work

A non-mandatory pre-work meeting shall be held between the Government and the Contractor(s) along with their primary crew members and will be conducted via telephone and may include an interactive Internet presentation. Multiple dates and times will be determined after award. The meeting(s) may include, but are not limited to: (1) basic review of the Contract; (2) ordering procedures; and (3) measurement and payment. This meeting is administrative, non-proprietary in nature and is not intended for technical inspection purposes.

C15 1452.201-70 Authorities and Delegations (SEP 2011)

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

(b) The Contracting Officer will designate a Contracting Officer’s Representative (COR) for task orders that require a 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; or

(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 have been issued without proper authority. 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
SECTION C – CONTRACT TERMS AND CONDITIONS

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.

C15.1 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.

C15.1.1 A COTR will be delegated at time of award, depending on the location of the Contractor’s home base; DOI, Office of Aviation Services, Western or Eastern Region.

The COTRs for this contract are:

Mr. Gary Kunz, Western Regional Office
DOI – Office of Aviation Services (OAS)
300 E. Mallard Dr., Ste. 200
Boise, ID 83706-3991

Phone: 208-334-9300
Fax: 208-334-9303

OR

Mr. Frank Crump, Eastern Regional Office
DOI – Office of Aviation Services (OAS)
3190 NE Expressway, Suite 250
Atlanta, GA 30341-5302

Phone: 770-458-7474
Fax: 770-458-6677

C15.2 Helicopter Manager/Project Manager. For purposes of this contract, a Helicopter Manager /Project Manager is the authorized Government representative responsible for the implementation of work to be done under individual orders. The Manager is assigned the duties identified below, but has no acquisition authority and cannot negotiate with the Contractor or change any terms and conditions of the contract, including price(s).

C15.2.1 Direct the specific flight requirements as required to support an incident/project.

C15.2.2 Conduct pre-use inspection in accordance with Government established protocol. (If a pre-use inspection reveals equipment problems the Manager will contact the appropriate OAS Regional Office and consult with an OAS technical specialist).

C15.2.3 Monitor services provided under the contract for conformance with contract requirements.

C15.2.4 Initiate and sign correspondence and other contract administrative documents under the title of Helicopter/Project Manager.

C15.2.5 Ensure aircraft availability, flight time, other payable items and applicable charge code information is accurately recorded on prescribed forms or input into a designated electronic flight recording system.

C15.2.6 Approve breaks during daily operations.

C15.2.7 Suspend operations for safety concerns or non-conformance of the contract. The COTR/CO shall be notified for all suspended operations.

C15.2.8 Complete an Evaluation Report on Contractor Performance using the CO prescribed form (currently Form AQD-136A) upon release of the aircraft and submit to the CO at the conclusion of the assignment. (see https://www.doi.gov/aviation/library/forms for latest version of the form).

C15.3 Office of Aviation Services Safety

The Chief, Aviation Safety, Training and Program Evaluations is responsible for all matters concerning accident and incident with potential investigations:

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

C16 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.

C17 Limitation on Subcontracting Report - Alternate I (JAN 2012)

In order to ensure compliance with FAR 52.219-14, Limitations on Subcontracting, the contractor shall submit a
C18 Personnel Conduct

C18.1 Replacement of Contractor Personnel

C18.1.1 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. A copy of such rules will be available from the Government on-site representative. The Contractor may be required to replace employees who do not comply with these rules of conduct.

C18.1.2 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.

C18.1.3 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.

C18.2 Suspension of Pilot

C18.2.1 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 Safety Officer 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.

C18.2.2 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.

C18.2.3 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.

C18.2.4 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 Safety Officer 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.

C19 Safety and Accident Prevention

C19.1 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.

C19.1.1 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 OAS Safety Officer.

C19.1.2 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.

C19.1.3 Contractor employees working under this contract must be familiar with these safety requirements. An OAS
designated Aviation Safety Advisor may at any time conduct quality assurance reviews with contractor employees performing on this contract to ensure they are familiar with safety requirements.

C20 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 agency Investigator In Charge (IIC), OAS Safety Officer, and CO during this evaluation.

C20.1 Mishap Definitions.

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

C20.1.1 The following terms are as defined in 49 CFR Part 830:

- Aircraft Accident
- Fatal Injury
- Incident
- Operator
- Reportable Incident
- Serious Injury
- Substantial Damage

C20.1.2 Airspace Conflict. A near mid-air collision, intrusion, or violation of airspace rules.

C20.1.3 Aviation Hazard. Any condition, act, or set of circumstances that exposes an individual to unnecessary risk or harm during aviation operations.

C20.1.4 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 OAS Safety Officer.

C20.1.5 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.

C20.1.6 Mishap - Aviation Mishap. Mishaps include aircraft accidents, incidents with potential, aircraft incidents, aviation hazards, and aircraft maintenance deficiencies.

C20.1.7 SafeCom (https://www.safecom.gov/). An agency Aviation Safety Communique used to report any condition, observance, act, maintenance problem, or circumstance which has potential to cause an aviation related accident (Form OAS-34 or FS 5700-14).

C20.2 Mishap Reporting.

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

C20.2.1 The OAS Safety Officer 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.

C20.2.2 On-site investigations will be conducted whenever possible for all aircraft accidents and selected incidents with potential.

C20.2.3 Limited investigations will be conducted for selected incidents with potential. A limited investigation will not normally include a visit to the incident site.

C20.2.4 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.

C20.2.5 The toll free 24-hour Interagency Aircraft Accident Reporting Hot Line number is:

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

C20.3 Forms Submission.

C20.3.1 Following an "Aircraft Accident" or when requested by the NTSB following notification of a reportable "Incident," the Contractor must provide the OAS Safety Officer with information necessary to complete a NTSB Form 6120.1/2 “Pilot/Operator Aircraft Accident Report”.

C20.3.2 The Contractor is required to submit a "SafeCom" to the OAS Safety Officer 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. Hard copy documents can be mailed or faxed to:

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

C20.4 Pilot Suspension.

See Suspension of Pilot clause C18.2.

C20.5 Preservation Requirements.

C20.5.1 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 Safety Officer, 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 Safety Officer, NTSB and the CO when taking such actions.

C20.5.2 The NTSB's release of the wreckage does not constitute a release by the CO.

C20.6 Mishap Investigations

C20.6.1 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.

C20.6.2 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.

C20.7 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.

C20.8 Rescue and Salvage Responsibilities.

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

C21 Economic Price Adjustment - Fuel

C21.1 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.

C21.2 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.

C21.3 The CO may conduct a fuel survey of the fuel source locations identified in Section A at the time options are exercised each year and/or upon written request from a vendor in accordance with C23.1.

C21.4 Prices for fuel will be obtained from http://www.airnav.com/fuel and are the full service (FS) no additives prices, quoted as guaranteed or current within seven days of the adjustment dates identified above. Any price not identified as guaranteed or is not current within seven days will be obtained by direct contact with the fuel source location.

C21.5 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 contract. The base price may also be an average price of more than one fuel source location if the contract is for on-call flight services or more than one designated base.

C21.6 Reference Price. The reference price will be the average of commercial fuel prices in effect at the time of economic price adjustment. The reference price will be obtained by contacting the same sources used to establish the base price. The reference price will become the base price for remaining period of performance or until an additional adjustment becomes necessary.

C21.7 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 in Section A. Amounts of 50 cents or less will be rounded down and amounts of 51 cents or more will be rounded up.

C21.8 The hourly flight rate will be adjusted upward by the CO in a bilateral 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.

C21.9 The hourly flight rate will be adjusted downward by the CO in a bilateral contract modification, whenever the CO confirms that the contract Base Price is more than 10 percent lower than the current Commercial Fuel Price at the Fuel Source Locations identified in the Fuel Adjustment Table in Section A.
C21.10 All flight hour adjustments will be made in AIRS based upon the effective date stated in the modification.

C22 Add/Remove Aircraft/Equipment After Contract Award

After contract award and initial inspection, the Contractor may request in writing to the CO to add aircraft(s)/equipment during the month of October each year. The aircraft(s) requested to be added must be of equal or greater performance capability as the aircraft originally awarded. The optional accessory or miscellaneous equipment must be the same equipment listed in Section A, Requirements and Pricing. It is at the Government’s discretion as to whether additional aircraft(s)/equipment will be added to the contract. Each request will be evaluated by the DOI based on needs and if the price offered is fair and reasonable. The CO will make the final determination to add aircraft(s)/equipment to a contract through a bilateral modification. The request to remove aircraft can be done anytime during the contract period. (See C22.3 Remove Aircraft/Equipment.

C22.1 Add Aircraft

C22.1.1 Same make, model and series may be offered at the same price as originally awarded and identified in the contract.

C22.1.2 Different make, model and series may be offered with the submission of the Contractors bid price(s). Offered prices must be evaluated by the CO to be competitive and determined to be fair and reasonable.

C22.1.3 The written request to add an aircraft(s) must include a signed copy of the Add/Remove Aircraft/Equipment Request Form (See Exhibit 18, Section C) and a copy of the list required by 14 CFR 135.63 or Operations Specifications Part D. The required documents shall be submitted to the Contracting Officer.

- Operations Specifications D085
- Weights and Balance
- Load Calculation
- Equipment Listing and avionic for the offered aircraft(s)
- HOGE/HIGE Charts

The contractor shall be responsible for contacting the COTR for scheduling an inspection. See C3.8 and C3.9 relative to inspection and cost of inspection for additional aircraft.

C22.2 Add Equipment

C22.2.1 The written request to add Optional accessory and miscellaneous equipment must include a signed copy of the Add/Remove Aircraft/Equipment Request Form (See Exhibit 18, Section C).

C22.3 Remove Aircraft(s)/Equipment

C22.3.1 The removal of either aircraft or equipment can be done at any time during the contract period. The written request shall be done by signing the Add/Remove Aircraft/Equipment Request Form (See Exhibit 18, Section C) and submitted to the Contracting Officer.

C22.3.2 If the contractor returns a leased aircraft or sells an aircraft on contract, the contractor is required to notify the Contracting Officer and the COTR within 30 days of the action. To remove an aircraft after award, the Contractor must request in writing to the CO by submitting a signed copy of the Add/Remove Aircraft/Equipment Request Form. (See Exhibit 18, Section C)

CONTRACT PERIOD AND RENEWAL

C23 Contract Period

C23.1 The contract period will be from May 1, 2017 through April 30, 2018 unless otherwise extended as allowed herein.

Option Year One: May 1, 2018 through April 30, 2019
Option Year Two: May 1, 2019 through April 30, 2020
Option Year Three: May 1, 2020 through April 30, 2021
Option Year Four: May 1, 2021 through April 30, 2022

C23.2 No use shall occur until the Contractor’s equipment and personnel have been inspected and approved under this contract as set forth elsewhere in this contract. No adjustment will be made to the start and/or end dates specified above as a result of the actual inspection and approval.

C23.3 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.

C23.4 When an order for services has been accepted, the Contractor is obligated to perform in accordance with the contract.

C24 52.217-9 Option to Extend the Term of the Contract (Mar 2000)

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

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

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

(d) The total duration of this contract, including the exercise of any options under this clause, shall not exceed 5 years, and 6 months.
C25 52.217-8 Option to Extend Services (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.

C26 Authorized Ordering Activities

Awardees will be given a fair opportunity to be considered for orders placed under this contract using aircraft capability based upon individual mission factors, Contractor availability, and estimated cost (to include all anticipated cost factors; flight, mobilization and demobilization costs, fuel vehicle mileage, extended standby, subsistence, etc.) for the Government’s projected period of need. The Government’s urgency in acquiring services may be the selection factor in emergency situations and override any other criteria identified above.

C26.1 Fire and Non-Fire Emergencies

C26.1.1 At the beginning of each contract year performance period, the contracting officer will issue the contractor three Task Order numbers. Two task order number shall be used solely for Fire Suppression flight services (one each for DOI and USFS) and the other for NPS Search and Rescue flight operations. The issuance of these task order numbers does not guarantee flight services will be ordered.

C26.1.2 Order requests for Fire and Non-Fire Emergency services may only be placed by offices authorized to place orders as defined herein. The Government utilizes an ordering protocol for fire and non-fire emergencies. Fire and other non-fire emergency incidents such as NPS Search and Rescue (SAR) orders will normally be placed by an ordering official within a Federal Government Dispatch Office. Orders may be received from any of the following, but generally begins first with a:

1) Local federal dispatch office, Incident Commanders, or individuals with dispatch authority;
2) Geographic Area Coordination Center (GACC)
3) National Interagency Coordination Center (NICC) located in Boise, Idaho.
4) The Contracting Officer

C26.1.3 An order may be made orally or electronically, but must be followed up in writing via Government task order or modification indicating a funding source and signed by a Contracting Officer. Vendors must notify the Contracting Officer within three business days of receipt of an oral order from any of the above mentioned individuals besides the Contracting Officer.

C26.1.4 Orders accepted by the Contractor from a source not identified herein, could result in a delay of payment or non-payment of service.

C26.2 Planned Project Missions (Non Fire/Non-Emergency)

C26.2.1 The Government utilizes an ordering protocol for planned project missions and may only be issued by a DOI Contracting Officer. This protocol requires a government representative to submit an AQD-91 Flight Request Form with a government estimate to include three contractors in the local geographical area using aircraft that will meet the mission requirement. The government estimate may include contractors that have either Interagency Fire or Resource Flight only (non fire) aircraft. The estimate will look at the aircraft location and ferry time required to the project site and return to home base. This estimate will be done for each task order to ensure best value and fair opportunity is given for each requirement. An order may be made orally or electronically, but must be followed up in writing on a Government task order indicating a funding source and signed by a Contracting Officer.

C26.2.2 Orders accepted by the Contractor from a source not identified herein, could result in a delay of payment or non-payment of service.

C27 Payment Method

C27.1 An order under this contract may be placed using one of two different payment methods as discussed below. The selected method of calculating payment shall be established at the time the order is placed and annotated on the task order. The payment method may not be changed thereafter unless approved by the Contracting Officer.

C27.1.1 WILDLAND FIRE missions of more than one-day’s duration must be hired on a daily availability and fixed flight rate basis. Measurement and payment of availability (C34), flight rate and other pay items is as set forth under this contract.

C27.1.2 PLANNED FIRE, NON-FIRE, AND ONE-DAY WILDLAND FIRE MISSIONS can be hired on a daily availability and fixed flight rate basis OR a project flight rate basis. Orders placed and accepted on the basis of payment for daily availability and the fixed flight rate will be subject to C27.1.1 above.

C27.2 Point of Hire – The point of hire shall be the Contractor’s operating base identified in the Schedule of Services or the location of the aircraft as identified by the Contractor at the time of order (whichever is closer) and confirmed on the Government resource order/flight request documentation.
C28 Government Cancellations

C28.1 Cancellation of Orders by the Ordering Activity. The Government reserves the right to unilaterally cancel any order placed under this contract by providing the Contractor with a minimum of 24 hours written or verbal notification. Verbal cancellations must be confirmed in writing immediately with the Contractor with a copy being provided to the Contracting Officer by the most expeditious method (fax, e-mail, mail, etc.) available. Cancellations shall include a copy of the original Resource/Order documentation. Cancellations received by the Contractor not later than 24 hours prior to the Contractor’s established reporting date and hour shall be at no cost to the Government.

C28.2 Cancellations that occur less than 24 hours prior to the date and hour set for reporting for services shall be paid in accordance with the following:

C28.2.1 Prior to Contractor departure to work location: one hour of flight time (only) at the specified contract flight rate. (No availability, subsistence or other miscellaneous items)

C28.2.2 After Contractor’s departure to work location: Outbound and return flight time and fuel servicing vehicle mileage to the original point of hire. (No availability, subsistence, or other miscellaneous items not directly incurred as a result of actual flight time and fuel vehicle mileage incurred will be paid.)

C28.2.3 Contractor incurred costs for cancellations shall be submitted by the Contractor to the Contracting Officer for written concurrence, along with a copy of the cancellation notice.

C28.3 Contractor costs associated with project cancellations or postponements that are not Government fault or caused (i.e. unusually severe weather or weather ceilings, etc.) shall not be borne by the Government. Although without guarantee, the Government will give maximum ordering consideration to the cancelled Contractor if the mission is rescheduled. An executed copy of the unilateral modification canceling the Task Order will be sent to the Contractor.

AVAILABILITY REQUIREMENTS

C29 Availability Requirements

C29.1 During any ordered period of use, the Contractor must be in compliance with all contract requirements and be 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 performed by the pilot must be accomplished within the 14-hour duty day. Routine maintenance must be performed before or after the scheduled 14-hour period, or as permitted elsewhere in the contract.

C29.2 Extended standby is intended to provide the Contractor compensation for employee work time when ordered services are provided in excess of the first nine hours of service for the crew members identified in Section A. Travel/commuting for purposes of reporting to and from work or traveling to and from a lodging site do not fall within the definition of standby as provided in this contract. (See C30.1 Standby) 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.

C30 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:

C30.1 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.

C30.2 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 Helicopter Manager/Helicopter Flight Manager has approved in advance release of the Contractor's personnel.

C30.3 Relief Crew Availability

C30.3.1 A relief crew is not required.

C30.3.2 If requested by the Government, the Contractor may provide a relief crew for each crew member's (as identified in Section A) mandatory days off.

C30.3.3 Daily availability and daily guarantee will not be measured for payment on the crew's mandatory days off and when no relief crew is provided, except see below. If the Government requests, and the Contractor provides a relief crew, daily availability or daily guarantee will be measured and paid as specified in Section C33 or C34 respective to how the order was placed.

C30.3.4 If the aircraft and pilot are available, daily availability or daily guarantee will continue to be measured for payment if the fuel servicing vehicle driver is required to take a mandatory day(s) off and the Government elects not to order a relief driver. No reduction in contract pricing will be made. It is at the Government’s option if a relief driver will be ordered.
C30.3.5 Any relief crew members provided need to arrive at the work site in advance of the scheduled duty period to ensure compliance with rest periods as provided under Section B.

C31 Maintenance During Orders

C31.1 The Helicopter Manager/Helicopter Flight Manager 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 Government 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.

C31.2 If the aircraft is not scheduled for service or service is unavailable, the aircraft may be removed from the Government operating base for maintenance, provided the Contractor: (1) Obtains the schedule of operations from the Government, (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.

C32 Unavailability and Damages

C32.1 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 Helicopter Manager/Helicopter Flight Manager that they are available.

C32.1.2 The contractor may be required to demonstrate their availability by providing documented evidence to the Helicopter Manager/Helicopter Flight Manager 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 Helicopter Manager/Helicopter Flight Manager and/or COTR may also require a physical inspection by an OAS inspector.

C32.1.3 Once the documented evidence is approved by the COTR, the Helicopter Manager/Helicopter Flight Manager will consider the contractor available from the time the contractor notified of their availability (C34.1). If the COTR requires additional actions from the contractor, the Helicopter Manager/Helicopter Flight Manager will consider the contractor available from the actual date that all deficiencies were corrected and approved by the COTR.

C32.2 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.

C32.3 If the Contractor is unavailable for four or more consecutive hours, the Government reserves the right to release the Contractor from service. This release shall end the period of ordered service. Once released from service, availability and subsistence payments shall cease and no longer be paid under this order for service. The Contractor shall be entitled to invoice for flight time and fuel vehicle mileage for returning the aircraft and the fuel vehicle to the base from which it was hired.

MEASUREMENT AND PAYMENT

C33 Contract Pricing

Unit prices for daily availability, flight hours, extended standby and equipment options will be in whole dollars. If any of 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.

Payment for services provided will be made as specified herein based upon the payment method (See C29) identified by the Government at the time of the order.

C34 Daily Availability and Government Fixed Flight Rate

C34.1 The daily availability rate should include all fixed and variable costs (depreciation, salaries, overhead, annual inspections, permanent shop facilities, subsistence, etc.) incurred in providing continuous service exclusive of those costs directly attributable to actual flight. Daily availability is measured in full days (except as provided in C34.2 below for half days, for unavailability and C30.3 relief crew availability) for the daily period of time (maximum of 14 hours) scheduled by the CO or ordering unit’s Helicopter Manager/Helicopter Flight Manager and provided by the Contractor. Payment for daily availability will be made as actual services are provided and documented on Aircraft Use Reports or other form as directed by the CO.

C34.1.2 Measurement of daily availability commences and ends when the helicopter departs its location of hire for the assigned work location and arrives at the same location of hire immediately upon release from the project, except as specified below. For purposes of this clause, time is computed based on the time zone at the point of each departure.

C34.1.2.1 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.

C34.1.2.2 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.)

(a) Subsistence is not provided under Daily Availability and Government Fixed Rate and is the responsibility of the contractor to bear those expenses.

(b) Extended standby is paid on any day in which the crew members identified in Section A work in excess of 9 hours as provided in paragraph C.29.2.

C34.2 Services commencing after 1200 hours on the first day of service or terminating before 1200 hours on the last day will be measured as one-half day (.5 AV) for purposes of daily availability payments.

C34.3 Payment will be reduced for each hour, or portion thereof, in accordance with the Unavailability Conversion Chart Exhibit, when services are unavailable or when the aircraft has been released for the Contractor's benefit.

C34.4 A fixed hourly flight rate is set by the Government (see Exhibit 1, Section A) and is exclusively occupied by the bid daily availability rate.

C35 Project Flight Rate

C35.1 The project flight rate with/without fuel truck should include all fixed and variable costs (depreciation, overhead, annual inspections, permanent shop facilities, etc.) as well as costs directly attributable to actual flight that will be incurred in providing continuous service subject to the payment as specified herein. Payment of project flight time will be made as actual services are provided and documented on Aircraft Use Reports or other form as directed by the CO.

C35.2 The use period begins and ends when the helicopter departs its location of hire for the assigned work location and arrives at the same location of hire immediately upon release. Except in those incidents where the Contractor elects or is not able to immediately return to the original location of hire, the use period will end at the time of release from the project.

C35.3 Flight time (including mobilization/demobilization ferry/flight) is paid at the project flight rate subject to one of the following conditions:

C35.3.1 A total, actual use period of 4 or fewer clock hours. Payment is made at the project flight rate for actual flight/ferry hours flown and no minimum flight guarantee or daily availability payment applies.

C35.3.2 A total, actual use period in excess of 4 clock hours. Payment is made at the project flight rate for the greater of 1) actual flight/ferry hours flown OR 2) a guarantee of 3 flight/ferry hours per day.

C35.3.2.1 For one-day orders 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 for return to the hired location as it is incurred the following morning but the daily flight guarantee ends at the time of release the previous day. (i.e. release occurs at 8:00 p.m. but because of insufficient daylight, the aircraft cannot immediately return to its location of hire, but does so the following morning).

C35.3.2.2 Daily flight guarantee will be documented with a pay item code of GT and paid at the current project flight rate.

C35.3.2.3 Whenever, service is unavailable, the daily minimum flight guarantee will be reduced by the length of time service is unavailable not to exceed the daily guarantee.

C35.3.2.4 Subsistence is only allowed when using the project flight rate method of payment. Subsistence is not paid on the first or last day of service when no overnight is incurred or has not been specifically authorized by the Helicopter Manager/Helicopter Flight Manager, except as provided under C35.3.2.1 above.

C35.3.2.5 Extended standby is paid on any day in which the crew members identified in Section A work in excess of 9 hours as provided in paragraph C29.2 and C34.1.2.2.

C35.3.2.6 Daily flight guarantee may not apply if a relief crew has not been ordered and provided (See C30.3).

C36 Flight Time

C36.1 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 (B6.2).

C36.2 Payment for Flight Time. The Government will pay for all flights ordered by the CO and flown by the Contractor at the fixed or project flight rates set forth in Section A depending on the order method. The Government does not guarantee any minimum or maximum number of flight hours during this contract.

C36.3 Flights Associated with Inspections. Flight time associated with the DOI, Office of Aviation Services (agency) inspection will be at the expense of the Contractor and will not be measured for payment.

C36.4 Flight time required for refueling purposes will be paid at the applicable flight rate when the fuel servicing vehicle
driver is on a mandatory day off and no relief has been ordered.

C36.5 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.

C37 Additional Pay Items (from Schedule of Items)

Invoicing for additional pay items addressed herein must be documented on the Aircraft Use Report or other form as directed by the CO and supported by invoice(s) and/or document(s), as required below and in accordance with FAR 52.212-4 ALT 1. The Government will not pay invoices submitted with incomplete or missing supporting documentation.

C37.1 Subsistence Allowance. In conjunction with project flight rates only, an invoice 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 Contractor’s operating base subject to the following:

C37.1.1 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 invoice an overnight allowance equal to the Federal Travel Regulation (FTR) standard rate (or high rate, if applicable, for the location of the overnight).

C37.1.1.1 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.

C37.1.1.2 No lodging receipts are required to support the subsistence claim as vendors will only be reimbursed the JTR/FTR rate at the applicable location. In accordance with FAR 52.212-4 Alt 1, vendors must make any records associated with travel in support of the services required under this contract, available to the Government upon request.

C37.1.2 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.

C37.1.3 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.

C37.1.4 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 for FY 2017 are:

**STANDARD**
Meals and Incidental Expense: $51.00
Lodging: $91.00
Total: $142.00

**HIGH RATE**
For current FTR per diem rates see Internet site http://www.gsa.gov/portal/category/100120

C37.1.5 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.

C37.2 Fuel Servicing Vehicle Mileage. When fuel is transported with the fuel servicing vehicle, mileage taken from the vehicle odometer will be paid at the rate per mile stipulated in Section A, based upon the vehicle’s fuel capacity, when the vehicle is dispatched to provide support to the aircraft away from the Contractor’s operating base/point of hire.

C37.2.1 If transportation accommodations are not provided by the Government, the Contractor may be paid for actual fuel vehicle mileage (at the applicable vehicle mileage rate) for one round trip per day from the field work site to the nearest motel/hotel accommodations. In lieu of the fuel vehicle, the Contractor may use a POV for the same purpose and payment for POV mileage will be made at the General Services Administration (GSA) POV current mileage reimbursement rate (Internet site http://www.gsa.gov) Mileage is paid for one vehicle only. No mileage of any kind will be paid when associated solely with any other purpose.

C37.2.2 If transportation accommodations are not provided by the Government, the Contractor may be paid for actual fuel vehicle mileage (at the applicable vehicle mileage rate) for one round trip per day from the field work site to the nearest motel/hotel accommodations. In lieu of the fuel vehicle, the Contractor may use a POV for the same purpose and payment for POV mileage will be made at the General Services Administration (GSA) POV current mileage reimbursement rate (Internet site http://www.gsa.gov) Mileage is paid for one vehicle only. No mileage of any kind will be paid when associated solely with any other purpose.

C37.3 Fuel Supply Expense. The Contractor is responsible for the cost of all fuel required for contract performance, except when operating in Alaska (see B8). When the Contractor is ordered to operate from an alternate base, the Government will, at its option:

C37.3.1 Direct the Contractor to transport required fuel with the fuel servicing vehicle, subject to payment for fuel servicing vehicle mileage, if so provided in the Section A.

C37.3.2 Direct the Contractor to obtain fuel for the helicopter from commercial sources at no additional cost to the Government.
C37.4 Transportation Costs Associated with Operating Away From the Contractor’s Operating Base. When operating away from the Contractor’s operating base, the Contractor is required to provide for transporting relief and maintenance crew member(s), unless otherwise directed by the Government. Prior to incurring costs for transportation, the Contractor must advise the Helicopter Manager/Helicopter Flight Manager of the anticipated transportation costs. The Government reserves the right not to order or require relief personnel because of the cost of transportation. 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.

C37.4.1 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 Aircraft Use Report or other form as directed by the CO (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.

C37.4.2 Unless approved in advance by the CO, payment for crew member exchanges is limited to one round trip for two 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.

C37.4.3 Examples of acceptable expenses are airline tickets; car rentals; privately owned vehicle (POV) at the government mileage rate (currently .54 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 Aviation Project/Helicopter Manager, 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.

C37.5 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 Aviation Project/Helicopter Manager. 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.

C37.5.1 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.

C37.6 Optional Accessory Equipment for Aircraft. Contractor offered optional accessory equipment as identified in the Schedule of Services and accepted by the Government at the time of award will be paid the daily/hourly rate specified in Section A when specifically ordered and utilized by the Government. This amount is in addition to daily availability and flight time or project flight rate payment for the aircraft. If the offered or daily rate block contains N/A, no additional amount will be paid and any cost associated with the equipment must be included in the daily availability rate(s) or project flight rate(s).

EXHIBITS

The following exhibits are enclosed and made part of the contract:

Exhibit 1 – Unacceptable Lap Belt and Shoulder Harness Conditions
Exhibit 2 – Acceptable Paint Schemes
Exhibit 3 – First Aid Kit and Survival Kit
Exhibit 4 – Procedures for Water Bucket Use
Exhibit 5 – FS/AMD A-15 Adapter for King LPH/EPA Series
Exhibit 6 – FS/AMD Drawing A-16
Exhibit 7 – Helicopter Long Line Remote Cargo Hook and Equipment and Synthetic Long line Requirements
Exhibit 8 – Helicopter Offshore/Vessel Landings and Extended Over Water
Exhibit 9 – FS/AMD Drawing A-17
Exhibit 10 – Helicopter Like Makes and Models
Exhibit 11 – Alaska Supplement
Exhibit 12 – Contractor Provided Helitorch and Services
Exhibit 13 – Standard Interagency Load Calculation Form
Exhibit 14 – Statement of Equivalent Rates for Federal Hires
Exhibit 15 – Department of Labor Wage Determination Information
Exhibit 16 – Unavailability Conversion Chart
Exhibit 17 – Transportation Worksheet
Exhibit 18 – Add/Remove Aircraft/Equipment Request Form
### EXHIBIT 1

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

<table>
<thead>
<tr>
<th>Item</th>
<th>Unacceptable Conditions</th>
</tr>
</thead>
</table>
| Webbing    | 1. Frayed: 5 percent or more  
2. Torn  
3. Crushed  
4. Swelling: twice the thickness of original web or if difficult to operate through hardware  
5. Creased: no structural damage allowed  
6. Sun deterioration: severe fading, brittleness, discoloration, and stiffness |
| Hardware   | 1. Inoperable buckle or other hardware  
2. Nylon bushing at shoulder-harness-to-lap-belt connection missing or damaged  
3. Fabricated bushings or tie wraps used as bushings  
4. Rust/corrosion: only minor surface rust/corrosion allowed  
5. Wear: wear beyond normal use |
| Stitches   | 1. Broken or missing  
2. Severe fading or discoloring  
3. Inconsistent pattern |
| TSO Tags (see 14 CFR 21.607) | 1. Missing  
2. Illegible |
| Age        | 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. |
EXHIBIT 2

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.

<table>
<thead>
<tr>
<th>W</th>
<th>Y</th>
<th>W</th>
<th>Y</th>
<th>W</th>
<th>HUB</th>
<th>W</th>
<th>Y</th>
<th>W</th>
<th>Y</th>
<th>W</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/6</td>
<td>1/6</td>
<td>1/6</td>
<td>1/3</td>
<td>1/6</td>
<td></td>
<td>1/6</td>
<td>1/3</td>
<td>1/6</td>
<td>1/6</td>
<td>1/6</td>
</tr>
</tbody>
</table>

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, IBC, Office of Aviation Services 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 3

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 required for flight activities conducted in Canada and Alaska.

### Minimum First Aid Kit Items

Each kit must be in a dust-proof and moisture-proof container. The kit must be readily accessible to the pilot and passengers.

<table>
<thead>
<tr>
<th>Item</th>
<th>Passenger Seats 0-9</th>
<th>Passenger Seats 10-50</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adhesive bandage strips, (3 inches long)</td>
<td>8</td>
<td>16</td>
</tr>
<tr>
<td>Antiseptic or alcohol wipes (packets)</td>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td>Bandage compresses, 4 inches</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Triangular bandage, 40 inches (sling)</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Roller bandage, 4 inches x yards (gauze)</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Adhesive tape, 1 inch x 5 yards (standard roll)</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Bandage scissors</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Body fluids barrier kit:</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>2 pair latex gloves</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 face shield</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 mouth-to-mouth barrier</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 protective gown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 antiseptic towelettes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 biohazard disposable bag</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

### Minimum Aircraft Survival Kit Items

- 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)
- 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
- 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)
EXHIBIT 4

WATER BUCKET USE PROCEDURES

1. Determine allowable payload using the Interagency Load Calculation method, appropriate hover-out-of-ground effect (HOGE) helicopter performance charts, and current local temperature and pressure altitude (no partial dips for performance planning purposes will be authorized).

2. Adjust the bucket capacity at the beginning of the fuel cycle so that the actual payload does not exceed the allowable payload when the bucket is filled to the maximum adjusted capacity.

3. Use 8.3 pounds per gallon of water. If mixed fire retardant is being delivered by bucket, use the appropriate weight per gallon for that mixture. The weight of the empty bucket and any associated suspension hardware (lines, cables, connectors, etc.) must also be included in calculating the actual payload. Document the calculation of the actual bucket payload on the load calculation form or separate load manifest.

4. Helicopters may be exempt from Item 2 above if they are equipped with electronic hook load measuring systems that provide a cockpit readout of the actual external load and provide a bucket equipped with a gating system, which allows part of the load to be released while retaining the remainder of the load.

5. Fly at a speed that does not exceed 80 knots indicated or the airspeed limitation established by the rotorcraft flight manual, whichever is less.

6. Mark the capacity of each position or adjustment level on the bucket. Collapsible buckets with cinch straps should only be adjusted to the marked graduations (as an example, 90%, 80%, 70%, 60%). Attempts to establish intermediate graduations or capacities below the manufacturer’s minimum graduation (by tying knots, etc.) are prohibited.
SECTION C – CONTRACT TERMS AND CONDITIONS

EXHIBIT 5

DRAWING FS/AMD A-15
Adapter for King LPH/EPA Series
**EXHIBIT 6**

**DRAWING FS/AMD A-16**

**Accessory Connector Pin Assignments**

### Griffith Bucket (7 wire)

<table>
<thead>
<tr>
<th>Pin</th>
<th>Function</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Up limit relay coil</td>
<td>Up limit switch (Green)</td>
</tr>
<tr>
<td>B</td>
<td>Up switch</td>
<td>Up limit switch (White #16)</td>
</tr>
<tr>
<td>F</td>
<td>28VDC/Ground (up)</td>
<td>28VDC/Ground (up) (White #12)</td>
</tr>
<tr>
<td>G</td>
<td>Down limit relay coil</td>
<td>Down limit switch (Red #16)</td>
</tr>
<tr>
<td>H</td>
<td>Ground/28VDC (down)</td>
<td>Ground/28VDC (down) (Black #12)</td>
</tr>
<tr>
<td>I</td>
<td>Down switch</td>
<td>Down limit switch (Black #16)</td>
</tr>
</tbody>
</table>

### Sims Bucket (3 wire)

<table>
<thead>
<tr>
<th>Pin</th>
<th>Function</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>28VDC/Ground</td>
<td>28VDC/Ground (Green)</td>
</tr>
<tr>
<td>G</td>
<td>Ground (close)</td>
<td>Ground (close) (White)</td>
</tr>
<tr>
<td>I</td>
<td>28VDC (open)</td>
<td>28VDC (open) (Black)</td>
</tr>
</tbody>
</table>

### Sims Bucket (8 wire)

<table>
<thead>
<tr>
<th>Pin</th>
<th>Function</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>28VDC (open)</td>
<td>28VDC (open) (White/Black)</td>
</tr>
<tr>
<td>D</td>
<td>Ground</td>
<td>System Ground (Blue/Green)</td>
</tr>
<tr>
<td>F</td>
<td>28VDC</td>
<td>System Power (White, Red, Black)</td>
</tr>
<tr>
<td>H</td>
<td>Indicator light</td>
<td>Indicator light return (Red/Black)</td>
</tr>
<tr>
<td>I</td>
<td>28VDC (close)</td>
<td>28VDC (close) (Orange)</td>
</tr>
</tbody>
</table>

### Chadwick Bucket (2 wire)

<table>
<thead>
<tr>
<th>Pin</th>
<th>Function</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>28VDC/Ground (open)</td>
<td>28VDC/Ground (open)</td>
</tr>
<tr>
<td>H</td>
<td>Ground/28VDC (close)</td>
<td>Ground/28VDC (close)</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Pin</th>
<th>Function</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>28VDC Reset/bucket close</td>
<td>28VDC Reset/bucket close</td>
</tr>
<tr>
<td>D</td>
<td>Airframe Ground</td>
<td>System Ground</td>
</tr>
<tr>
<td>E</td>
<td>28VDC Hook/bucket open</td>
<td>28VDC Hook/bucket open</td>
</tr>
</tbody>
</table>

### Simplex Helitorch, Bambi Bucket, Remote Hook, And Seeders (2 wire)

<table>
<thead>
<tr>
<th>Pin</th>
<th>Function</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>D</td>
<td>Airframe Ground</td>
<td>System Ground</td>
</tr>
<tr>
<td>E</td>
<td>28VDC (bucket open)</td>
<td>28VDC Bucket/Hook Open-Torch/Seeder on</td>
</tr>
</tbody>
</table>
HELIKOPTER LONG LINE/REMOTE CARGO HOOK EQUIPMENT REQUIREMENTS

B6.29.1 One remote cargo hook with related cabling and release system, complying with the following specifications:

(a) Electrically activated remote cargo hook that may be loaded and locked in a single motion with one hand and that is rated at the maximum lifting capacity of the aircraft.

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

(c) Counterwound or rotation resistant wire rope with swaged fittings having a minimum breaking strength of 3.75 times the working load with appropriate placards and/or synthetic rope meeting the requirements of the Helicopter Synthetic Long Line Requirements – see below.

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

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

(f) All fabrication and installation methods must comply with 14 CFR Part 133 and AC 43.13–1B.

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

HELIKOPTER 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 8
HELIКОТЕР OFFSHORE/VESSΕL LANDINGS AND EXTENDED OVER WATER

B1.4.1 Definitions

B1.4.1.1 Over water: Helicopter operations beyond power off gliding distance to shore but within 50 nautical miles of any shoreline.

B1.4.1.2 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.

B1.4.1.3 Platform/vessel landings: Helicopter operations requiring takeoff/landing on an offshore heliport structure or a marine vessel.

B6.28 Equipment Requirements

B6.28.1 A survival kit containing items specified in the First Aid and Survival Kit Exhibit (See 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 over water operations require emergency equipment identified in 14 CFR 135.167.

B6.28.2 Emergency flotation gear (popout) or standard flotation gear (fixed floats).

B6.28.3 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.

B9 Personnel Requirements

B9.2 A helicopter instrument rating or an airline transport pilot (ATP) certificate with category and class rating not limited to VFR.

B9.3 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.

B9.4 Pilots must demonstrate their ability during an agency evaluation flight as specified in Section C.

B20 Flight Operations

B20.12 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.

B22 Personal protective equipment (PPE).

B22.4 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.

B22.5 All occupants of aircraft operated over water and beyond power-off gliding distance to shore must wear an FAA approved PFD or lift preserver or a U.S. Coast guard Type III PFD.

B22.6 Anti-exposure suits must be worn in all single-engine aircraft and readily available to occupants of multiengine aircraft when conducting extended over water flight (as defined in 14 CFR 1.1) and when the water temperature is estimated to be 50 degrees Fahrenheit or less.
EXHIBIT 9

DRAWING FS/AMD A-17

Auxiliary FM Radio Interface
### EXHIBIT 10
HELCOPTER LIKE MAKES AND MODELS
FOR EXCLUSIVE USE CONTRACTS

<table>
<thead>
<tr>
<th>Make</th>
<th>Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agusta</td>
<td>109</td>
</tr>
<tr>
<td>Bell</td>
<td>47 Series (All Recips)</td>
</tr>
<tr>
<td>Bell</td>
<td>47 Series Soloy</td>
</tr>
<tr>
<td>Bell</td>
<td>206A, 206B, 206BIII</td>
</tr>
<tr>
<td>Bell</td>
<td>206L, 206L-1, 206L-3, 206L-4</td>
</tr>
<tr>
<td>Bell</td>
<td>407</td>
</tr>
<tr>
<td>Bell</td>
<td>204, 205, UH-1, All Series</td>
</tr>
<tr>
<td>Bell</td>
<td>212, 412,</td>
</tr>
<tr>
<td>Bell</td>
<td>214</td>
</tr>
<tr>
<td>Boeing</td>
<td>BV 107, BK 107</td>
</tr>
<tr>
<td>Boeing</td>
<td>BV 234, CH 47 Series</td>
</tr>
<tr>
<td>Boeing</td>
<td>369 (500) Series</td>
</tr>
<tr>
<td>Boeing</td>
<td>MD-600N</td>
</tr>
<tr>
<td>Boeing</td>
<td>MD-900, 902</td>
</tr>
<tr>
<td>Enstrom</td>
<td>28 Series</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA 315, SA 316, SA 319 (Alouette/Lama)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA 318</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>AS 350 Series (Astar)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>AS 355 Series (Twin Star)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA 341 (Gazelle)</td>
</tr>
<tr>
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<td>SA 360</td>
</tr>
<tr>
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<td>SA 365 (Dauphin)</td>
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<tr>
<td>Eurocopter</td>
<td>AS 330, 332 (Puma)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>MBB 105 Series</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>BK 117 Series</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>EC-135</td>
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<td>Eurocopter</td>
<td>EC-120</td>
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<tr>
<td>Hiller</td>
<td>12 Series (Recips)</td>
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<td>Hiller</td>
<td>12 Series (Soloy)</td>
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<tr>
<td>Hiller</td>
<td>FH 1100</td>
</tr>
<tr>
<td>Hughes/Schweizer</td>
<td>269 (300) Series (Recips)</td>
</tr>
<tr>
<td>Robinson</td>
<td>R66</td>
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<tr>
<td>Schweizer</td>
<td>330</td>
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<td>Kaman</td>
<td>H43 Series</td>
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<tr>
<td>Kaman</td>
<td>K1200</td>
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<td>Sikorsky</td>
<td>S-55, H19 (Recip), S-55T</td>
</tr>
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<td>S-58, H34 Series (Recip), S-58T Series</td>
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<td>S-62</td>
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<td>S-61, Series</td>
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<tr>
<td>Sikorsky</td>
<td>S-64</td>
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<tr>
<td>Sikorsky</td>
<td>S-76, Series</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-70, UH-60 Series</td>
</tr>
</tbody>
</table>

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.
EXHIBIT 11
ALASKA SUPPLEMENT – INTERAGENCY FIRE ONLY

The following provisions shall apply when operating in Alaska. All other provisions not expressly changed herein continue to apply. The reference numbers below for additional requirements correspond to the contract provision(s) numbering. This entire exhibit will only apply and be inspected for once the operator arrives in Alaska.


A Contractor from the lower 48 dispatched to Alaska needs to having Operations Specifications that permit Alaska operations.

B6.35 Aircraft Additional Equipment for Operations in Alaska

B6.35.1 One set of approved Tundra Boards or Snow Pads with accompanying FAA certification.

B6.35.2 Complete set of current aeronautical charts and navigation publications covering areas of operation within Alaska and Canada when in transit.

B6.35.3 Personal Tents and sleeping bags for the aircraft’s crew for use in field camp environments.

B6.35.4 One automatic-portable/automatic-fixed or automatic-fixed Emergency Locator Transmitter (ELT), certified to Technical Standard Order TSO-C126 may be required while operating in Canadian airspace.

B6.35.5 When requested by the Government: One 90-gallon auxiliary fuel tank in the left rear passenger compartment will be installed. The tank will be FAA approved for use while transporting passengers. A baggage/restraint system shall be provided to allow use of the space above the internal fuel tank.

B6.35.6 Survival kit:

All aircraft operating in Alaska will carry survival equipment. IN ADDITION TO THE SECTION C EXHIBIT FIRST AID AND SURVIVAL KITS, survival kits for Alaska operations will contain at least the additional following items and additional items required by local regulation as is appropriate for local climate and terrain conditions.

The minimum additional equipment to be carried during the summer months:

<table>
<thead>
<tr>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ax or hatchet (1) and knife (1)</td>
</tr>
<tr>
<td>Candles (5)</td>
</tr>
<tr>
<td>Mosquito repellant containing minimum 40% DEET</td>
</tr>
<tr>
<td>Mosquito headnet for each occupant (1)</td>
</tr>
<tr>
<td>Food - each occupant (sufficient quantity to sustain life for one (1) week)</td>
</tr>
<tr>
<td>An assortment of fishing tackle such as hooks, flies, lines, sinkers, etc</td>
</tr>
<tr>
<td>Personal Locator Beacon (PLB) (Note: required only if aircraft ELT requires tools to be removed)</td>
</tr>
</tbody>
</table>

In addition to the above, the following shall be carried as minimum equipment from October 15 to April 1 of each year:

<table>
<thead>
<tr>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pair of snowshoes (1)</td>
</tr>
<tr>
<td>Wool blanket or equivalent for each occupant over 4 years of age (1)</td>
</tr>
<tr>
<td>Sleeping bag per two occupants (1)</td>
</tr>
</tbody>
</table>

Note: A handheld 760-channel VHF transceiver radio is recommended. It should be attached, or immediately accessible, to a crewmember rather than placed in the aircraft survival kit.
B25.1.1 Government Furnished Fuel – When Operating in Alaska

B25.1.1.1 Grades of Government-furnished fuel vary from location to location, and the Contractor shall use the grade available.

B25.1.1.2 The appropriate type of fuel (Avgas or Jet fuel), in one of the following grades, will be available at each location:

<table>
<thead>
<tr>
<th>AVGAS</th>
<th>JET FUEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>Jet A</td>
</tr>
<tr>
<td>100LL</td>
<td>Jet A-50</td>
</tr>
<tr>
<td></td>
<td>Jet B</td>
</tr>
<tr>
<td></td>
<td>JP-4 or JP-5 or JP-8</td>
</tr>
</tbody>
</table>

B25.1.1.3 The Contractor shall furnish for each aircraft a portable hand or electrically operated fuel pump, barrel stem, hoses, and filtration system for refueling in remote areas.

B25.1.1.4 The filtration system shall include a unit which accomplishes water separation with positive shutoff. The size of the filtration system unit shall be compatible with pump size. One acceptable three-stage unit is FACET part number 900443-GNG-210. If this FACET model is used, the third stage monitor should be a Facet part number GNG-210 or Velcon CDF-210P which is rated to 10 GPM. Also acceptable are Velcon Spin on Filter part number 40501SPP, rated to 10 GPM; or Velcon VF-31E with 1 micron cartridge element, part number ACO-21001P, rated to 15 GPM. All filtering components shall be changed annually or sooner if needed, and the date of the change shall be placarded on the canister.

B25.1.1.5 Two complete spare filter changes shall be furnished by the Contractor.

Section C - Operations in Alaska will be scheduled by the Government and paid by the Government in accordance with the contract Availability Requirements and Measurement and Payment Requirements contained in the contract. Additionally, the following will apply.

C11. Additional Aircraft Insurance. The Contractor must have aircraft insurance coverage for operating in Alaska.

C1. Contract Terms and Conditions – Commercial Items

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

It is the Contractor’s responsibility to comply with the above, even though this contract may not address every individual item that the Contractor may encounter during performance. As a minimum the Contractor should carry and maintain aircraft insurance for operations in Alaska as would be required and to obtain visas for employees as would be applicable if required to enter Canada.

C38 Flight Time

C38.6 Ferry flights through Canada

C38.6.1 Northbound flight time thru Canada shall be paid at the wet flight rate until the first enroute stop is required for fuel. The Contractor shall close out the AMD-23 Flight Use report at this time and enter fuel on board. (Contractor will be provided a credit for fuel on board, using the price per gallon contained in the contract) The Contractor shall begin a new AMD-23 Flight Use Report upon resuming flight through Canada. This flight time shall be at the dry flight rate specified in the schedule of items. The Contractor shall be reimbursed for fuel acquired upon submission of an itemized fuel receipt, that identifies the purchase location, type of fuel purchased, gallons purchased, price per gallon, and total cost. Conversion of Canadian currency to US currency shall be made at time of payment.

C38.6.2 Southbound flight time thru Canada shall be paid at the dry flight rate until the first enroute stop is required in the Conterminous Lower 48 States. The Contractor shall close out the invoice at this time, and enter total remaining Government fuel on board. (A deduction will be made for the remaining Government reimbursed fuel at this time) The Contractor shall begin a new invoice line upon resuming flight thru the Conterminous Lower 48 States. The Contractor shall be paid the wet flight rate from this point until such time as they are released from service.
C38.6.3 Flight time in Alaska. Government furnished fuel will generally be provided for operations in Alaska. All flight time will be paid at the dry flight rate as specified in Section A.

C38.6.4 The cost of fuel purchased and provided by the Contractor in lieu of Government-furnished fuel while operating in Alaska will be reimbursed to the Contractor as provided below:

C38.6.5 The Contractor shall not charge any fuel acquired under this contract directly to the Government. All fuel not otherwise furnished by the Government must be purchased by or charged to the Contractor. The purchase must be approved by the Contracting Officer. Fuel related costs shall be recorded as a line entry (i.e., date, fuel charge, dollar amount, and use-item code fuel charge [FC]), shall be used and shall be supported by paid legible, itemized invoices from the supplier. Certified true copies may be submitted in lieu of the original invoice.

C38.6.6 Government-furnished fuel utilized by the Contractor in support of maintenance flights, repositioning aircraft, crew transportation, or any other flight for the convenience of the Contractor, will result in a deduction from the Contractor using the Contractor’s offered wet flight rate specified in Section A times the flight time for the Contractor’s benefit.

B18 & C31.4 Transporting of Relief Crew

It is at the discretion of the Government to order relief crews when operating in Alaska. The Government will provide 72 hour notice to the Contractor of their intent to order relief crew members for the primary crews mandatory days off. If ordered by the Government, the Contractor shall be reimbursed as provided under C28.4 of the contract. The Contractor will continue to receive payment of availability in the event no relief crew is ordered.

The below contract provisions are not applicable when operating in Alaska. The Government will furnish, transport and store all aircraft fuel required at no expense to the Contractor. A fuel servicing vehicle and driver are not required.

B8. Fuel Servicing Vehicle Equipment Requirements
B16. Fuel Servicing Vehicle Driver Requirement and Qualifications
B17. Fuel Servicing Vehicle Driver Duty Limitations
B18. Relief Crew – Fuel Servicing Vehicle Driver only
B25. Fuel and Servicing Requirements – except the Contractor is responsible for furnishing and transporting to the assigned work location any and all required lubricating oil, parts and supplies necessary to operate and service the aircraft.
C21 Economic Price Adjustment – Fuel
C37.3 Fuel Supply Expense
SECTION C – CONTRACT TERMS AND CONDITIONS

EXHIBIT 12

CONTRACTOR PROVIDED HELITORCH AND SERVICES – 4 pages

General

The Contractor shall provide all required Helitorch equipment and personnel for aerial ignition in accordance with the Interagency Aerial Ignition Guide (IAIG). Contractor equipment shall be inspected by the CO designated Helitorch Inspector prior to use. The Contractor shall meet all of the current model specific modifications and upgrades identified in the IAIG. A copy of the IAIG can be accessed electronically at: www.aviation.blm.gov/library.htm.

The Contractor shall be responsible for complying with DOT, EPA, and OSHA regulations.

Contractor will be responsible for all damages to property and to persons, including third parties that occur as a result of Contractor or Contractor’s agents or employee fault or negligence. The term “third parties” is construed to include employees of the Government. The Contractor shall be responsible for cleanup of all hazmat spills and disposal in accordance with the EPA 40 CFR 261 & 262.

The CO will determine the Contractor unavailable when the contractor fails to meet equipment, product, and/or personnel standards as specified in the IAIG.

Equipment

All equipment furnished under this agreement shall be in acceptable and operative condition. The Contractor shall be responsible for equipment repairs.

Supplies

The Contractor shall provide on-site, all necessary supplies to support the Helitorch for the duration of the burn, such as, but not limited to: gasoline/diesel, propane, gelling agents, etc.

Personnel

The Contractor shall provide 2-qualified helitorch mixing personnel in accordance with the IAIG. All personnel furnished shall perform work in a safe and professional manner. The Government shall provide a qualified Helitorch Manager in accordance with the IAIG.

Documents

The Contractor shall provide the CO upon request a written Standard Operating Plan (SOP) outlining duties and responsibilities for Contractor personnel, qualifications and training records, and operational procedures. A copy of the SOP shall be made available at “Assigned Work Location.”

Approved Fuel Thickeners

FIRETROL® Products Firegel® Sure Fire® Petro Jel™

Gel-Fuel Mixture

The contractor shall follow the manufacturer’s gel-fuel mixture guidelines. The Contractor shall not blend a gel-fuel mixture unless expressly ordered by the CO.

If the Contractor fails to properly mix the gel-fuel so that it is unusable (i.e. too thick to pump, separates, etc.) the CO will decline the mixture. The Contractor will only receive payment for gel-fuel mixtures that are expressly ordered and accepted by the Government.

Disposal

The contractor shall dispose of hazmat in accordance with EPA regulations. The Government may approve disposal by incineration within the burn area.

Unacceptable gel-fuel mixtures and residual waste products shall be disposed of at the Contractors expense.

Unused gel-fuel mixtures ordered and accepted by the Government shall be disposed of at Government expense and direction.
### HELITORCH INSPECTION CHECKLIST

<table>
<thead>
<tr>
<th>Company:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Helitorch Identification:</td>
<td>Location:</td>
</tr>
<tr>
<td>Inspector:</td>
<td>Date:</td>
</tr>
</tbody>
</table>

#### Tank (55 to 70 Gallons)

- DOT Specification Drum (UN1A1 or UN1A2) or Exemption for Non-DOT Fuel Tank (Drum Spec or Exemption Number:)
- "Flammable Liquid" label, "UN 1203" marking, "Gasoline" marking and Exemption Number (as required) applied to drum or tank
- 2-inch male Cam & Groove fitting installed for vapor removal/recovery (per sketch for Fire Spec & Simplex)
- Relief valve installed and mounted on Cam & Groove fittings to prevent clogging of valve by Gel (per sketch for Fire Spec & Simplex)
- Cam & Groove fitting levers secured with safety pins or self locking levers installed
- 2” Emco Wheaton Dry Break Adapter Installed for Fueling of Drum or Tank (Per Sketch for Fire Spec & Simplex)
- Filling of Drum of Tank by Bottom Filling – Either by Installation of Dry Break at Bottom of Drum or by a Fill Spout That Extends to Within 6” of Tank Bottom – Splash Filling Not Permitted
- Sight glass installed to determine fuel level in drum or tank
- Drum or tank is not damaged and no leakage is visually detectable

#### Suspension

- Wire ropes have no physical damage (broken strands, kinks, etc)
- Aviation grade bolts installed – The bolt shoulders are long enough so that the cable ends contact only the shoulder of the bolts and the bolt threads are not a load bearing surface
- The Pear Link adapter spacer is installed so that the Pear Link contacts only the spacer and not the bolt

#### Electrical

- Power Cable in Good Condition – No Cuts or Gaps in Insulation

#### Miscellaneous

- Propane Hose - Hose is Compatible With Propane and Has a Braided Metal Cover
### BATCH MIXER INSPECTION CHECKLIST

<table>
<thead>
<tr>
<th>Company:</th>
<th>Location:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Batch Mixer ID:</td>
<td>Inspector:</td>
</tr>
</tbody>
</table>

#### Trailer Mounting
- Tank connected to trailer frame not expanded metal decking
- Trailer equipped with brakes if trailer rating is 1500 lbs or more
- Trailer wiring protected from abrasion

**Comments:**

#### Tank (Greater Than 119 Gallons)
- MC 306 or DOT 406 specification cargo tank or IBC (Type )
- Emergency shutoff lever accessible and remotely actuated more than 10-feet away from shutoff valve or at end of tank furthest from valve
- Tank and/or vehicle placarded on 4-sides as “Flammable Liquid” and marked on 4-sides as “UN 1203”
- Shutoff valves are protected and do not protrude from vehicle
- 2-inch Cam & Groove fitting installed for vapor removal/recovery
- Fill spout extends to within 6-inches of tank bottom – splash filling not permitted

**Comments:**

#### Engine Installation
- Fuel Tank Located to Reduce Spillage of Gasoline on Hot Engine
- Shielding installed between pump and engine to prevent leaks from contacting hot engine
- Shielding installed between piping and engine to prevent leaks from contacting hot engine

**Comments:**

#### Electrical
- All Electrical Connections Are Sealed and Secured
- Switch housings covered
- Battery located away from piping joints and pump

**Comments:**

#### Hoses
- Hoses designed for use with gasoline (Hose Make & Model )
- Vapor recovery/removal hose designed for use with gasoline vapor (Hose Make & Model )
- Swaged hose ends
- Electrically conductive
- Live reel installed

**Comments:**

#### Pump
- Pump Internals are Non-Sparking (Pump Make & Model )
- Pump seals are compatible with gasoline (Viton or Buna N)

**Comments:**
### MIX-TRANSFER SYSTEM INSPECTION CHECKLIST

<table>
<thead>
<tr>
<th>Company:</th>
<th>System ID:</th>
<th>Location:</th>
<th>Inspector:</th>
<th>Date:</th>
</tr>
</thead>
</table>

#### Drums

- DOT specification drums
- “Flammable Liquid” label, “UN 1203” marking, “Gasoline” marking and Exemption Number (as required) applied to each drum
- 2-inch male Cam & Groove fitting installed for vapor removal/recovery (per sketch)
- 2-inch male Cam & Groove fitting installed for gelling agent dispenser and gasoline fill port (per sketch)
- Relief valve installed and mounted on Cam & Groove fittings to prevent clogging of valve by Gel (per sketch)
- Cam & Groove fitting levers secured with safety pins or self locking levers installed
- 2-inch Emco Wheaton dry break adapter installed for pump discharge and pump suction connections (per sketch)
- Bonding lugs installed on pump discharge dry breaks
- Sight glass installed to determine fuel level in drum (per sketch)
- Drum is not damaged and no leakage is visually detectable

#### Hoses

- Hoses Designed for Use With Gasoline (Hose Make & Model ____________)
- Vapor Recovery/Removal Hose Designed for Use With Gasoline
- Swaged Hose Ends
- Electrically Conductive

#### Engine Installation

- Shielding installed between pump and engine to prevent leaks from contacting hot engine

#### Pump

- Pump internals are non-sparking (Pump Make and Model ____________)
- Pump seals are compatible with gasoline (Viton or Buna N)

#### Miscellaneous

- Pressure gage isolated from Gel
- Valves labeled as to function and flow direction

**Comments:**
## EXHIBIT 13

### STANDARD INTERAGENCY LOAD CALCULATION METHOD AND FORM

<table>
<thead>
<tr>
<th>INTERAGENCY HELICOPTER LOAD CALCULATION</th>
<th>MODEL</th>
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<tbody>
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<td>AMD-67/FS 5700 (10/06)</td>
<td>N#</td>
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<table>
<thead>
<tr>
<th>PILOT(S)</th>
<th>DATE</th>
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<th>TIME</th>
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<table>
<thead>
<tr>
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<table>
<thead>
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<table>
<thead>
<tr>
<th>3 HELICOPTER EQUIPPED WEIGHT</th>
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</table>

<table>
<thead>
<tr>
<th>4 FLIGHT CREW WEIGHT</th>
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<table>
<thead>
<tr>
<th>5 FUEL WT (_______ gallons x _______ lb per gal)</th>
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<table>
<thead>
<tr>
<th>6 OPERATING WEIGHT (3 + 4 + 5)</th>
<th>Non-Jettisonable</th>
<th>Jettisonable</th>
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</thead>
<tbody>
<tr>
<td>HIGE</td>
<td>HOGE</td>
<td>HOGE-J</td>
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<table>
<thead>
<tr>
<th>7a PERFORMANCE REF</th>
<th>(List page/chart from FM)</th>
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</thead>
</table>

<table>
<thead>
<tr>
<th>7b COMP GROSS WT</th>
<th>(FM performance section)</th>
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</thead>
</table>

<table>
<thead>
<tr>
<th>8 WT REDUCTION</th>
<th>(Req for all non-jettisonable)</th>
<th></th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>9 ADJUSTED WEIGHT</th>
<th>(7b minus 8)</th>
<th></th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>10 GROSS WT LIMIT</th>
<th>(FM limitations section)</th>
<th></th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>11 SELECTED WEIGHT</th>
<th>(Lowest of 9 or 10)</th>
<th></th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>12 OPERATING WEIGHT</th>
<th>(From line 6)</th>
<th></th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>13 ALLOWABLE PAYLOAD</th>
<th>(11 minus 12)</th>
<th></th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>14 PASSENGERS/CARGO MANIFEST</th>
<th></th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>15 ACTUAL PAYLOAD</th>
<th>(Total of all weights listed in Item 14)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Line 15 must not exceed line 13 for the intended mission.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PILOT SIGNATURE</th>
<th>Hazmat</th>
<th></th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>MGR SIGNATURE</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
</table>
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 (±1,000’ in elevation or ±5 °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 °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).


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.


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 14

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

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

THIS IS NOT A DEPARTMENT OF LABOR WAGE DETERMINATION

(See following page)

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

<table>
<thead>
<tr>
<th>EMPLOYEE CLASS</th>
<th>MONETARY WAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft Pilot, GS-2181-11, Step 5</td>
<td>$ 27.86</td>
</tr>
<tr>
<td>Aircraft Mechanic, WG-8852-10, Level 3</td>
<td>$ 25.08</td>
</tr>
<tr>
<td>Fuel Servicing Vehicle Driver, WG-5703-7, Level 3</td>
<td>$ 20.76</td>
</tr>
</tbody>
</table>

B. Fringe benefits such as, life, accident and health insurance, and sick leave, are not less than 5.1 percent of the basic hourly rate.

C. Paid holidays are:
   1. New Year's Day
   2. Martin Luther King, Jr.'s Birthday
   3. President's Day
   4. Memorial Day
   5. Independence Day
   6. Labor Day
   7. Columbus Day
   8. Veterans Day
   9. Thanksgiving Day
   10. Christmas Day

D. The amount of paid vacation time allowed is as follows:
   1. Two (2) hours of annual leave each week for an employee with less than three (3) years of service.
   2. Three (3) hours of annual leave each week for an employee with three (3) but less than fifteen (15) years of service.
   3. Four (4) hours of annual leave each week for an employee with fifteen (15) or more years of service.

E. The percentage of the basic hourly rate that is contributed by the contracting agency for retirement is currently 7 to 17.5 percent.
This contract includes Department of Labor (DOL) wage determinations as identified below. In order that this contract may be accessed electronically, the following DOL wage determination information has been extracted from the wage determination(s) listed below and identifies the occupations of service employees that would typically be employed on this type of a contract. This information should be considered when submitting an offer. The DOL wage determination information identified herein will be included in the awarded contract with complete copies of the wage determinations being provided to the successful Contractor. To receive the wage determinations in their entirety, please contact the issuing office at 208-433-5026 or submit a written facsimile request to 208-433-5026.


Area: Nationwide
Applicable Occupation: Aircraft Pilot Minimum Hourly Wage: $28.36
First Officer (Co-pilot) Minimum Hourly Wage: $25.82

DOL WAGE DETERMINATION NO. 1995-0221, REV. 38 DATED 12/29/2015

Area: Midwestern Region: Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, south Dakota, Wisconsin
Occupation: Truckdriver, Light * Minimum Hourly Wage: $13.38
Truckdriver, Medium ** Minimum Hourly Wage: $17.88
Truckdriver, Heavy *** Minimum Hourly Wage: $18.70

Occupation: Truckdriver, Light * Minimum Hourly Wage: $14.22
Truckdriver, Medium ** Minimum Hourly Wage: $18.33
Truckdriver, Heavy *** Minimum Hourly Wage: $19.13

[]Area: Southern Region: Alabama, Arkansas, Delaware, District of Columbia, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, Virginia, West Virginia
Occupation: Truckdriver, Light * Minimum Hourly Wage: $9.10
Truckdriver, Medium ** Minimum Hourly Wage: $16.28
Truckdriver, Heavy *** Minimum Hourly Wage: $16.94

[]Area: Western Region: Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, Wyoming
Occupation: Truckdriver, Light * Minimum Hourly Wage: $10.60
Truckdriver, Medium ** Minimum Hourly Wage: $16.84
Truckdriver, Heavy *** Minimum Hourly Wage: $17.94

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

* Straight truck, under 1 ½ tons, usually 4 wheels
** Straight truck, 1 ½ to 4 tons inclusive, usually 6 wheels
*** Straight truck, over 4 tons, usually 10 wheels
FRINGE BENEFITS REQUIRED AND APPLICABLE FOR EACH OCCUPATION IDENTIFIED ABOVE

**WD 1995-0222 Rev. 40**
Health & Welfare: $4.27 per hour or $170.80 per week or $740.13 per month
Vacation: 2 weeks paid vacation after 1 year of service with a Contractor or successor; 3 weeks after 5 years; 4 weeks after 15 years. Length of service includes the whole span of continuous service with the present Contractor or successor, wherever employed, and with the predecessor Contractors in the performance of similar work at the same Federal facility. (Reg. 29 CFR 4.173)

**WD 1995-0221 Rev. 38**
Health & Welfare: $4.27 per hour or $170.80 per week or $740.13 per month
Vacation: 2 weeks paid vacation after 1 year of service with the Contractor or successor; 3 weeks after 10 years; 4 weeks after 15 years. Length of service includes the whole span of continuous service with the present Contractor or successor, wherever employed, and with the predecessor Contractors in the performance of similar work at the same Federal facility. (Reg. 29 CFR 4.173)

**WD 1995-0222 Rev. 40 and WD 1995-0221 Rev. 38**
Holidays: Minimum of ten paid holidays per year: New Year’s Day, Martin Luther King Jr’s Birthday, Washington’s Birthday, Memorial Day, Independence Day, Labor Day, Columbus Day, Veterans’ Day, Thanksgiving Day and Christmas Day. (A Contractor may substitute for any of the named holidays another day off with pay in accordance with a plan communicated to the employees involved.) (Reg. 29 CFR 4.174)

CONFORMANCE PROCESS - If the offeror intends to employ a class of service employee that is not listed above, the offeror should immediately contact the issuing office of this contract and request a complete copy of the wage determinations. The offeror can then view the wage determinations in their entirety and if needed can make a request for authorization of an additional classification and wage rate through the conformance process as set forth in the wage determinations.
### EXHIBIT 16
### UNAVAILABILITY CONVERSION CHART

<table>
<thead>
<tr>
<th>HOURS UNAVAILABLE</th>
<th>UNITS OF AVAILABILITY RECORDED AS:</th>
<th>UNITS OF UNAVAILABILITY RECORDED AS:</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>1.00</td>
<td>0.00</td>
</tr>
<tr>
<td>1</td>
<td>.93</td>
<td>.07</td>
</tr>
<tr>
<td>2</td>
<td>.86</td>
<td>.14</td>
</tr>
<tr>
<td>3</td>
<td>.79</td>
<td>.21</td>
</tr>
<tr>
<td>4</td>
<td>.71</td>
<td>.29</td>
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<tr>
<td>5</td>
<td>.64</td>
<td>.36</td>
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<tr>
<td>6</td>
<td>.57</td>
<td>.43</td>
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<tr>
<td>7</td>
<td>.50</td>
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<tr>
<td>8</td>
<td>.43</td>
<td>.57</td>
</tr>
<tr>
<td>9</td>
<td>.36</td>
<td>.64</td>
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<tr>
<td>10</td>
<td>.29</td>
<td>.71</td>
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<tr>
<td>11</td>
<td>.21</td>
<td>.79</td>
</tr>
<tr>
<td>12</td>
<td>.14</td>
<td>.86</td>
</tr>
<tr>
<td>13</td>
<td>.07</td>
<td>.93</td>
</tr>
<tr>
<td>14</td>
<td>0.00</td>
<td>1.00</td>
</tr>
</tbody>
</table>
When assigned to an alternate base, the Contractor will be paid for actual necessary and reasonable costs associated with transporting authorized personnel. The Contractor is responsible for advising the on-site Government representative(s) of the anticipated cost associated with transporting relief (and/or maintenance) personnel to the alternate base prior to the exchange. **Claims must be supported by itemized invoices.** See contract clause “Transportation Costs Associated with Operating Away From the Contractor’s Operating Base” for detailed information.

### TRANSPORTATION WORKSHEET

#### DATE

<table>
<thead>
<tr>
<th>ALTERNATE BASE LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

### Relief Exchange – Involved Crew Member(s)

- [ ] Relief Pilot

Name

#### Scheduled Maintenance

- [ ] Mechanic

Name

- [ ] Other; ____________

Name

Maintenance Accomplished

Reason for providing additional maintenance support personnel

### ITEMIZATION OF COSTS – Invoices and/or receipts are attached (copies are acceptable)

<table>
<thead>
<tr>
<th>Description</th>
<th>Name</th>
<th>Rate</th>
<th>From</th>
<th>To</th>
<th>Total Mileage</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airline Transportation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Airline Transportation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charter Aircraft</td>
<td>Invoice must include aircraft make/model, flight time, hourly rate, passengers, and departure/destination location, date and time</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rental Car</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rental Car Fuel</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>POV</td>
<td>Total Mileage</td>
<td>Rate</td>
<td>From</td>
<td>To</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (explain)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
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<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

**Total ACTUAL Cost** $__________

Yes, the Government field representative was notified of the anticipated cost for this transportation expense as detailed above. 

Contractor Representative Signature

Date
## EXHIBIT 18

**ADD/REMOVE - AIRCRAFT/EQUIPMENT REQUEST FORM (C22)**

**DOI ON CALL SMALL HELICOPTER CONTRACT**

<table>
<thead>
<tr>
<th>Contractor Name</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Contractor Telephone Number</td>
<td></td>
</tr>
<tr>
<td>Name of Contractor’s representative making this request</td>
<td></td>
</tr>
<tr>
<td>Date and Signature of Above</td>
<td></td>
</tr>
<tr>
<td>DOI Contract Number</td>
<td></td>
</tr>
<tr>
<td>REMOVE – Aircraft Make, Model and Series</td>
<td></td>
</tr>
<tr>
<td>REMOVE – Equipment</td>
<td></td>
</tr>
<tr>
<td>ADD - Check the appropriate request below:</td>
<td></td>
</tr>
<tr>
<td>□ Same Aircraft Make, Model and Series</td>
<td>□ Different Aircraft Make, Model and Series</td>
</tr>
<tr>
<td>(Must include pricing information on following pages)</td>
<td></td>
</tr>
<tr>
<td>□ Equipment (To Existing Contract Aircraft)</td>
<td></td>
</tr>
<tr>
<td>FAA N Number</td>
<td></td>
</tr>
<tr>
<td>Reason for addition/deletion</td>
<td></td>
</tr>
<tr>
<td>If adding aircraft, attach a copy of list required by 14 CFR 135.63 or Operations Specifications Part D, Aircraft Listing, as appropriate that shows the aircraft to be added to the contract and documents per C22.1.3.</td>
<td></td>
</tr>
<tr>
<td>If adding aircraft, confirm by checking the box to the right and provide data to support that the aircraft is of equal or greater performance capability (C22) (must demonstrate aircraft is of the same make, model and series) as the aircraft originally awarded</td>
<td></td>
</tr>
<tr>
<td>Any other comments or pertinent information</td>
<td></td>
</tr>
</tbody>
</table>

Submit form and applicable attachments to:

Deena Weber  
Email: deena_weber@ibc.doi.gov  
DOI, Boise Acquisition Branch  
FAX: 208-433-5035  
300 E. Mallard Drive, Suite 200  
Boise, ID 83706-3991

### FOR GOVERNMENT USE

The above request to ADD is:  
ACCEPTED  
NOT ACCEPTED

The above request to REMOVE is:  
ACCEPTED

Name and Title  
Contracting Officer  
Date  
Signature

The aircraft/equipment will be added/removed from the Section A contract listing. If adding aircraft/equipment, the first page should accompany your written request to the COTR for inspection (C3.8.1.2) after you have received confirmation from the CO that the aircraft will be added.
## SECTION C – CONTRACT TERMS AND CONDITIONS

**ON CALL HELICOPTER CONTRACT BID PRICES FOR NEW MAKE, MODEL AND SERIES AIRCRAFT**

*If necessary, duplicate the pricing pages for additional aircraft.*

<table>
<thead>
<tr>
<th>OFFEROR’S NAME</th>
<th>PRINCIPAL BASE OF OPERATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAKE/MODEL/SERIES (aircraft identified must be at the same rates)</td>
<td>FAA REGISTRATION NUMBER</td>
</tr>
<tr>
<td>N</td>
<td>□</td>
</tr>
<tr>
<td>N</td>
<td>□</td>
</tr>
<tr>
<td>N</td>
<td>□</td>
</tr>
</tbody>
</table>

### DAILY AVAILABILITY PRICE PER DAY – C34

<table>
<thead>
<tr>
<th>PERIOD</th>
<th>DESCRIPTION</th>
<th>PAY ITEM CODE</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base Year</td>
<td>5/1/17 – 4/30/18</td>
<td>Daily Availability</td>
<td>AV</td>
<td>DAY</td>
</tr>
<tr>
<td>Option Year 1</td>
<td>5/1/18 - 4/30/19</td>
<td>Daily Availability</td>
<td>AV</td>
<td>DAY</td>
</tr>
<tr>
<td>Option Year 2</td>
<td>5/1/19 - 4/30/20</td>
<td>Daily Availability</td>
<td>AV</td>
<td>DAY</td>
</tr>
<tr>
<td>Option Year 3</td>
<td>5/1/20 - 4/30/21</td>
<td>Daily Availability</td>
<td>AV</td>
<td>DAY</td>
</tr>
<tr>
<td>Option Year 4</td>
<td>5/1/21 - 4/30/22</td>
<td>Daily Availability</td>
<td>AV</td>
<td>DAY</td>
</tr>
</tbody>
</table>

### PROJECT FLIGHT RATE – C35

<table>
<thead>
<tr>
<th>PERIOD</th>
<th>DESCRIPTION</th>
<th>PAY ITEM CODE</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base Year</td>
<td>5/1/17 - 4/30/18</td>
<td>Project Flight Rate Without Fuel Truck</td>
<td>P30</td>
<td>HOUR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Project Flight Rate With Fuel Truck</td>
<td>P31</td>
<td>HOUR</td>
</tr>
<tr>
<td>Option Year 1</td>
<td>5/1/18 - 4/30/19</td>
<td>Project Flight Rate Without Fuel Truck</td>
<td>P30</td>
<td>HOUR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Project Flight Rate With Fuel Truck</td>
<td>P31</td>
<td>HOUR</td>
</tr>
<tr>
<td>Option Year 2</td>
<td>5/1/19 - 4/30/20</td>
<td>Project Flight Rate Without Fuel Truck</td>
<td>P30</td>
<td>HOUR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Project Flight Rate With Fuel Truck</td>
<td>P31</td>
<td>HOUR</td>
</tr>
<tr>
<td>Option Year 3</td>
<td>5/1/20 - 4/30/21</td>
<td>Project Flight Rate Without Fuel Truck</td>
<td>P30</td>
<td>HOUR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Project Flight Rate With Fuel Truck</td>
<td>P31</td>
<td>HOUR</td>
</tr>
<tr>
<td>Option Year 4</td>
<td>5/1/21 - 4/30/22</td>
<td>Project Flight Rate Without Fuel Truck</td>
<td>P30</td>
<td>HOUR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Project Flight Rate With Fuel Truck</td>
<td>P31</td>
<td>HOUR</td>
</tr>
</tbody>
</table>

### OPTIONAL ACCESSORY EQUIPMENT

<table>
<thead>
<tr>
<th>Check if offering</th>
<th>Pricing offered will be applicable for all years unless pricing permits otherwise</th>
</tr>
</thead>
<tbody>
<tr>
<td>Long line/remote hook/must have vertical reference pilot capability</td>
<td>N/A</td>
</tr>
<tr>
<td>Snow landing equipment</td>
<td>SC</td>
</tr>
<tr>
<td>AgNav GPS mapping system</td>
<td>P05</td>
</tr>
<tr>
<td>Litter Kit</td>
<td>P20</td>
</tr>
<tr>
<td>Single Seeder with capacity commensurate for the helicopter offered with contractor provided crew (Quantity _______ (price is per unit)</td>
<td>P09</td>
</tr>
<tr>
<td>Single Seeder with capacity commensurate for the helicopter offered without crew (Quantity _______ (price is per unit)</td>
<td>P10</td>
</tr>
<tr>
<td>Seeder / Mixer Loader Equipment</td>
<td>P27</td>
</tr>
<tr>
<td>Concrete bucket with capacity commensurate for the helicopter offered</td>
<td>P07</td>
</tr>
</tbody>
</table>
### HELITORCH (AERIAL IGNITION, PRESCRIBED FIRE, ETC.) CONTRACTOR FURNISHED

Contractor helitorch services will be paid at the aircraft offered rates for either daily availability and the current fixed flight rate OR at the project flight rate depending upon how the services were ordered and accepted (C34). In addition the below items will be paid if incurred.

<table>
<thead>
<tr>
<th>PERIOD</th>
<th>DESCRIPTION</th>
<th>PAY ITEM</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Option Year 1</td>
<td>5/1/18 - 4/30/19</td>
<td>Daily rate for batch truck Includes helitorch equipment, two qualified personnel (per the Interagency Aerial Ignition Guide - <a href="http://www.nwcg.gov/publications/interagency-aerial-ignition-guide">http://www.nwcg.gov/publications/interagency-aerial-ignition-guide</a>)</td>
<td>P17</td>
<td>DAILY</td>
</tr>
<tr>
<td>Option Year 2</td>
<td>5/1/19 - 4/30/20</td>
<td>Daily rate for batch truck Includes helitorch equipment, two qualified personnel (per the Interagency Aerial Ignition Guide - <a href="http://www.nwcg.gov/publications/interagency-aerial-ignition-guide">http://www.nwcg.gov/publications/interagency-aerial-ignition-guide</a>)</td>
<td>P17</td>
<td>DAILY</td>
</tr>
</tbody>
</table>

**ALL YEARS**
- Batch truck mileage – is in lieu of fuel servicing vehicle
- Gel – paid per gallons used
- Subsistence Allowance per Authorized Crew Member (max of 2) – Only allowed when hired under the Project Rate.

**OFFSHORE, VESSEL LANDINGS & EXTENDED OVER WATER USE**
Paid at the originally offered daily availability or project flight rate offered

<table>
<thead>
<tr>
<th>AIRCRAFT MAKE/ MODEL</th>
<th>FAA REGISTRATION #</th>
<th>PAY ITEM</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pop-out floats</td>
<td>Fixed floats</td>
<td>If fixed floats, the charge, if any for converting aircraft to and from the fixed floats</td>
<td>P12</td>
<td>LUMP SUM</td>
</tr>
</tbody>
</table>