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**SECTION A – REQUIREMENTS AND PRICES**

**SCHEDULE OF ITEMS**

**A1 Item Requirement**

**ITEM DESCRIPTION - INTERAGENCY FIRE AIRCRAFT**

<u>Aircraft Requirement:</u>	One light helicopter equipped as specified in Section B.
<u>Fuel Servicing Vehicle Requirement:</u>	One vehicle equipped as specified in Section B.
<u>Crew Requirements:</u>	Pilot-in-Command (PIC), Fuel Servicing Vehicle Driver, Relief Crew Optional.
<u>Minimum Aircraft Requirements</u>	
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 (HOGES) 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 Fixed Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart included under Section A (Exhibit A-1) along with the offered aircraft’s applicable Hover Ceiling Charts, weight and balance report, and equipment list provided by the offeror.

**A1.1 Item Requirement**

**ITEM DESCRIPTION – NON-FIRE AIRCRAFT**

<u>Aircraft Requirement:</u>	One light helicopter equipped as specified in Section B.
<u>Fuel Servicing Vehicle Requirement:</u>	Optional
<u>Crew Requirements:</u>	Pilot-in-Command (PIC)
<u>Minimum Aircraft Requirements</u>	
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 (HOGES) 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 Fixed Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart included under Section A (Exhibit A-1) along with the offered aircraft’s applicable Hover Ceiling Charts, weight and balance report, and equipment list provided by the offeror.

## SECTION A – REQUIREMENTS AND PRICES

### A2 Pricing Schedule

#### A2.1 Notes for Completing Pricing Schedules

1. Project flight rates should be bid Wet, with fuel for flight services in the Lower 48 States. All fuel shall be provided by the contractor. Aircraft furnished under this contract may perform in any of the 48 Contiguous United States and/or Alaska with transit through Canada. (See B1.5 and the Alaska Supplement Exhibit 11 in Section C.) For flights in Alaska, flight time will be paid at a dry rate. The dry rate will be calculated by reducing the current (wet) flight rate by the base price of fuel multiplied by the hourly fuel consumption rate for the type aircraft as shown in the Helicopter Fixed Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart Exhibit A-1, Section A.
2. A fixed hourly flight rate is set by the Government (see Exhibit A-1, Section A) and is exclusively accompanied by the bid daily availability rate.
3. Both the project and the fixed flight rates will be subject to Economic Price Adjustments throughout the contract.
4. Subsistence **will be** reimbursed when being paid either type of project rates. Subsistence will not be offered when being paid daily availability/fixed flight rate; therefore, price daily availability accordingly.
5. All other exhibits applicable to this solicitation are included at the end of Section C.

#### A2.2 Instructions for Completing Pricing Schedules

1. The pricing pages are designed to identify information about aircraft with the same number of passenger seats **and** that are being offered at the same unit price for availability and project flight rates. Complete and submit only pricing pages where aircraft are being offered.
2. Aircraft are desired for the following two mission types; Interagency Fire and Non-Fire (often referred to as “Resource Only Flights”). If offering a Non-Fire aircraft, it is important to click in the column “SELECT FOR RESOURCE FLIGHTS ONLY (NON-FIRE).”
3. If additional pages are needed because you are offering the same number of passenger seat aircraft, but it will be at different unit prices, copy the applicable pricing page and enter the information. (Examples: 1. Offeror wants to offer two different 4 passenger seat aircraft as follows; a B206BIII and a Lama SA315B aircraft. The aircraft may be offered at different availability and flight rates; or 2. Offeror wants to offer two B206BIII, one as a fire aircraft and the other resource flights only (non fire). In either scenario, the offeror should copy the Pricing Table for 4 passenger seat pricing schedule and enter each aircraft on a different sheet with the applicable pricing.)
4. Enter the offeror’s name and principal base of operations on each pricing page being submitted. The name and location should correspond with the name and location entered on the SF1449 and the 14 CFR 135 holder’s name and operating location(s) as established by the certificate holder **NOT the location of any one aircraft**. (Remittance addresses information different than that entered on the SF1449 form should be included on the “Offeror’s Miscellaneous Information” information page included in Section E.)
5. Enter a daily availability rate for all five (5) years. Pricing must be included for all five (5) years in order for the aircraft offer to be acceptable for daily availability pricing.
6. Enter a project flight rate for all five (5) years. Project flight rates for fire and/or non-fire must be included with the original proposal in order to be considered for project work; however, submission of project flight rates are at the option of the Contractor and are not required for the offer to be acceptable. In order to offer pricing for a Helitorch

## SECTION A – REQUIREMENTS AND PRICES

(see note below), project flight rates are required. There are two (2) project flight rates on the schedule, one (1) with an accompanying fuel truck and another without.

7. Identify available “Optional Accessory Equipment” that you would make available for the aircraft identified in the Schedule. If none, leave blank. Equipment not identified at this time may be added to the contract at a later time if approved by the CO (See C25). Optional accessory equipment must be available and operable during the aircraft inspection or shall be removed from the contract.

8. Offerors submitting pricing for helitorch services or overwater flights should complete the pricing page A2 ITEM 7 PRICING – MISCELLANEOUS ITEMS included at the end of the aircraft specific pricing pages. Helitorch services must be in accordance with the Contractor Provided Helitorch Exhibit in Section C. This pricing is in addition to daily availability and/or project flight rates as offered under previous item(s). If the offer includes multiple aircraft at different prices, the offeror may make copies of the appropriate schedule. **(REQUIRES INTERAGENCY FIRE AIRCRAFT)**

## SECTION A – REQUIREMENTS AND PRICES

### **Item #1 Description—Minimum Guarantee:**

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 (1) Government-provided inspection for each aircraft and pilot as described in Section C2 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 Federal Acquisition Regulation (FAR) 16.504 and FAR 52.216-22.

**SECTION A – REQUIREMENTS AND PRICES**

**SCHEDULE OF ITEMS**

**A2 ITEM 2 PRICING – 3 PASSENGER SEAT AIRCRAFT**

(Complete shaded areas only)

OFFEROR 'S NAME		PRINCIPAL BASE OF OPERATION			
MAKE/MODEL/SERIES (aircraft identified must be at the same rates)	FAA REGISTRATION NUMBER	INSURED PASSENGER SEATS	SELECT FOR RESOURCE FLIGHTS ONLY (NON-FIRE)	SELECT ONE - POWERPLANT (Turbine engine with a minimum of 317 (takeoff) horsepower)	
	N		<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
	N		<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
	N		<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
PERIOD	DESCRIPTION		PAY ITEM CODE	UNIT	UNIT PRICE
<b>DAILY AVAILABILITY PRICE PER DAY – C34</b>					
Base Year	5/1/22 – 4/30/23	Daily Availability	AV	DAY	\$
Year 2	5/1/23 - 4/30/24	Daily Availability	AV	DAY	\$
Year 3	5/1/24 - 4/30/25	Daily Availability	AV	DAY	\$
Year 4	5/1/25 - 4/30/26	Daily Availability	AV	DAY	\$
Year 5	5/1/26- 4/30/27	Daily Availability	AV	DAY	\$
<b>PROJECT FLIGHT RATE – C35</b>					
Base Year	5/1/22 – 4/30/23	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
Year 2	5/1/23 - 4/30/24	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
Year 3	5/1/24- 4/30/25	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
Year 4	5/1/25 - 4/30/26	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
Year 5	5/1/27 - 4/30/27	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>OPTIONAL ACCESSORY EQUIPMENT</b>					
<b>Check if offering</b>	<b>Pricing offered will be applicable for all years unless pricing permits otherwise</b>				
	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		\$
		P06	HOUR		\$
	Litter Kit	P20	DAY		\$
	Single Seeder with capacity commensurate for the helicopter offered <b>with contractor provided crew</b> (Quantity _____ (price is per unit))	P09	DAY		\$
	Single Seeder with capacity commensurate for the helicopter offered <b>without crew</b> (Quantity _____ (price is per unit))	P10	DAY		\$
	Seeder / Mixer Loader Equipment	P27	DAY		\$
	Concrete bucket with capacity commensurate for the helicopter offered	P07	DAY		\$

**SECTION A – REQUIREMENTS AND PRICES**

**A2 ITEM 3 PRICING – 4 PASSENGER SEAT AIRCRAFT**

(Complete shaded areas only)

OFFEROR 'S NAME		PRINCIPAL BASE OF OPERATION			
MAKE/MODEL/SERIES (aircraft identified must be at the same rates)	FAA REGISTRATION NUMBER	INSURED PASSENGER SEATS	SELECT FOR RESOURCE FLIGHTS ONLY (NON-FIRE)	SELECT ONE - POWERPLANT (Turbine engine with a minimum of 317 (takeoff) horsepower)	
	N		<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
	N		<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
	N		<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
PERIOD	DESCRIPTION		PAY ITEM CODE	UNIT	UNIT PRICE
<b>DAILY AVAILABILITY PRICE PER DAY – C34</b>					
<b>Base Year</b>	5/1/22 – 4/30/23	Daily Availability	AV	DAY	\$
<b>Year 2</b>	5/1/23 - 4/30/24	Daily Availability	AV	DAY	\$
<b>Year 3</b>	5/1/24 - 4/30/25	Daily Availability	AV	DAY	\$
<b>Year 4</b>	5/1/25 - 4/30/26	Daily Availability	AV	DAY	\$
<b>Year 5</b>	5/1/26- 4/30/27	Daily Availability	AV	DAY	\$
<b>PROJECT FLIGHT RATE – C35</b>					
<b>Base Year</b>	5/1/22 – 4/30/23	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>Year 2</b>	5/1/23 - 4/30/24	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>Year 3</b>	5/1/24- 4/30/25	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>Year 4</b>	5/1/25 - 4/30/26	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>Year 5</b>	5/1/27 - 4/30/27	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>OPTIONAL ACCESSORY EQUIPMENT</b>					
<b>Check if offering</b>	<b>Pricing offered will be applicable for all years unless pricing permits otherwise</b>				
	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		\$
		P06	HOUR		\$
	Litter Kit	P20	DAY		\$
	Single Seeder with capacity commensurate for the helicopter offered <b>with contractor provided crew</b> (Quantity _____ (price is per unit)	P09	DAY		\$
	Single Seeder with capacity commensurate for the helicopter offered <b>without crew</b> (Quantity _____ (price is per unit)	P10	DAY		\$
	Seeder / Mixer Loader Equipment	P27	DAY		\$
	Concrete bucket with capacity commensurate for the helicopter offered	P07	DAY		\$



**SECTION A – REQUIREMENTS AND PRICES**

**A2 ITEM 4 PRICING – 5 PASSENGER SEAT AIRCRAFT**

(Complete shaded areas only)

OFFEROR 'S NAME		PRINCIPAL BASE OF OPERATION			
MAKE/MODEL/SERIES (aircraft identified must be at the same rates)	FAA REGISTRATION NUMBER	INSURED PASSENGER SEATS	SELECT FOR RESOURCE FLIGHTS ONLY (NON-FIRE)	SELECT ONE - POWERPLANT (Turbine engine with a minimum of 317 (takeoff) horsepower)	
	N		<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
	N		<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
	N		<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
PERIOD	DESCRIPTION		PAY ITEM CODE	UNIT	UNIT PRICE
<b>DAILY AVAILABILITY PRICE PER DAY – C34</b>					
<b>Base Year</b>	5/1/22 – 4/30/23	Daily Availability	AV	DAY	\$
<b>Year 2</b>	5/1/23 - 4/30/24	Daily Availability	AV	DAY	\$
<b>Year 3</b>	5/1/24 - 4/30/25	Daily Availability	AV	DAY	\$
<b>Year 4</b>	5/1/25 - 4/30/26	Daily Availability	AV	DAY	\$
<b>Year 5</b>	5/1/26- 4/30/27	Daily Availability	AV	DAY	\$
<b>PROJECT FLIGHT RATE – C35</b>					
<b>Base Year</b>	5/1/22 – 4/30/23	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>Year 2</b>	5/1/23 - 4/30/24	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>Year 3</b>	5/1/24- 4/30/25	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>Year 4</b>	5/1/25 - 4/30/26	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>Year 5</b>	5/1/27 - 4/30/27	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>OPTIONAL ACCESSORY EQUIPMENT</b>					
<b>Check if offering</b>	<b>Pricing offered will be applicable for all years unless pricing permits otherwise</b>				
	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		\$
		P06	HOUR		\$
	Litter Kit	P20	DAY		\$
	Single Seeder with capacity commensurate for the helicopter offered <b>with contractor provided crew</b> (Quantity _____ (price is per unit)	P09	DAY		\$
	Single Seeder with capacity commensurate for the helicopter offered <b>without crew</b> (Quantity _____ (price is per unit)	P10	DAY		\$
	Seeder / Mixer Loader Equipment	P27	DAY		\$
	Concrete bucket with capacity commensurate for the helicopter offered	P07	DAY		\$

**SECTION A – REQUIREMENTS AND PRICES**

**A2 ITEM 5 PRICING – 6 PASSENGER SEAT AIRCRAFT**

(Complete shaded areas only)

OFFEROR 'S NAME		PRINCIPAL BASE OF OPERATION			
MAKE/MODEL/SERIES (aircraft identified must be at the same rates)	FAA REGISTRATION NUMBER	INSURED PASSENGER SEATS	SELECT FOR RESOURCE FLIGHTS ONLY (NON-FIRE)	SELECT ONE - POWERPLANT (Turbine engine with a minimum of 317 (takeoff) horsepower)	
	N		<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
	N		<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
	N		<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
PERIOD	DESCRIPTION		PAY ITEM CODE	UNIT	UNIT PRICE
<b>DAILY AVAILABILITY PRICE PER DAY – C34</b>					
<b>Base Year</b>	5/1/22 – 4/30/23	Daily Availability	AV	DAY	\$
<b>Year 2</b>	5/1/23 - 4/30/24	Daily Availability	AV	DAY	\$
<b>Year 3</b>	5/1/24 - 4/30/25	Daily Availability	AV	DAY	\$
<b>Year 4</b>	5/1/25 - 4/30/26	Daily Availability	AV	DAY	\$
<b>Year 5</b>	5/1/26- 4/30/27	Daily Availability	AV	DAY	\$
<b>PROJECT FLIGHT RATE – C35</b>					
<b>Base Year</b>	5/1/22 – 4/30/23	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>Year 2</b>	5/1/23 - 4/30/24	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>Year 3</b>	5/1/24- 4/30/25	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>Year 4</b>	5/1/25 - 4/30/26	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>Year 5</b>	5/1/27 - 4/30/27	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>OPTIONAL ACCESSORY EQUIPMENT</b>					
<b>Check if offering</b>	<b>Pricing offered will be applicable for all years unless pricing permits otherwise</b>				
	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		\$
		P06	HOUR		\$
	Litter Kit	P20	DAY		\$
	Single Seeder with capacity commensurate for the helicopter offered <b>with contractor provided crew</b> (Quantity _____ (price is per unit))	P09	DAY		\$
	Single Seeder with capacity commensurate for the helicopter offered <b>without crew</b> (Quantity _____ (price is per unit))	P10	DAY		\$
	Seeder / Mixer Loader Equipment	P27	DAY		\$
	Concrete bucket with capacity commensurate for the helicopter offered	P07	DAY		\$

**SECTION A – REQUIREMENTS AND PRICES**

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

(Complete shaded areas only)

OFFEROR 'S NAME		PRINCIPAL BASE OF OPERATION			
MAKE/MODEL/SERIES (aircraft identified must be at the same rates)	FAA REGISTRATION NUMBER	INSURED PASSENGER SEATS	SELECT FOR RESOURCE FLIGHTS ONLY (NON-FIRE)	SELECT ONE - POWERPLANT (Turbine engine with a minimum of 317 (takeoff) horsepower)	
	N		<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
	N		<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
	N		<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
PERIOD	DESCRIPTION		PAY ITEM CODE	UNIT	UNIT PRICE
<b>DAILY AVAILABILITY PRICE PER DAY – C34</b>					
<b>Base Year</b>	5/1/22 – 4/30/23	Daily Availability	AV	DAY	\$
<b>Year 2</b>	5/1/23 - 4/30/24	Daily Availability	AV	DAY	\$
<b>Year 3</b>	5/1/24 - 4/30/25	Daily Availability	AV	DAY	\$
<b>Year 4</b>	5/1/25 - 4/30/26	Daily Availability	AV	DAY	\$
<b>Year 5</b>	5/1/26- 4/30/27	Daily Availability	AV	DAY	\$
<b>PROJECT FLIGHT RATE – C35</b>					
<b>Base Year</b>	5/1/22 – 4/30/23	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>Year 2</b>	5/1/23 - 4/30/24	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>Year 3</b>	5/1/24- 4/30/25	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>Year 4</b>	5/1/25 - 4/30/26	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>Year 5</b>	5/1/27 - 4/30/27	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>OPTIONAL ACCESSORY EQUIPMENT</b>					
<b>Check if offering</b>	<b>Pricing offered will be applicable for all years unless pricing permits otherwise</b>				
	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		\$
		P06	HOUR		\$
	Litter Kit	P20	DAY		\$
	Single Seeder with capacity commensurate for the helicopter offered <b>with contractor provided crew</b> (Quantity _____ (price is per unit)	P09	DAY		\$
	Single Seeder with capacity commensurate for the helicopter offered <b>without crew</b> (Quantity _____ (price is per unit)	P10	DAY		\$
	Seeder / Mixer Loader Equipment	P27	DAY		\$
	Concrete bucket with capacity commensurate for the helicopter offered	P07	DAY		\$

**SECTION A – REQUIREMENTS AND PRICES**

**A2 ITEM 7 PRICING – MISCELLANEOUS**

(Complete shaded areas only)

<b>OFFEROR'S NAME</b>		<b>PRINCIPAL BASE OF OPERATION</b>			
<b>HELITORCH (AERIAL IGNITION, PRESCRIBED FIRE, ETC.) CONTRACTOR FURNISHED</b> <b>(REQUIRES INTERAGENCY FIRE AIRCRAFT)</b> 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)					
	<b>PERIOD</b>	<b>DESCRIPTION</b>	<b>PAY ITEM</b>	<b>UNIT</b>	<b>UNIT PRICE</b>
<b>AIRCRAFT MAKE/ MODEL</b>		<b>FAA REGISTRATION #</b>	<b>N</b>	<b>N</b>	<b>N</b>
<b>Base Year</b>	5/1/22 – 4/30/23	Daily rate for batch truck Includes helitorch equipment, two qualified personnel (per the <a href="http://www.nwcg.gov/publications/interagency-aerial-ignition-guide">Interagency Aerial Ignition Guide</a> - http://www.nwcg.gov/publications/interagency-aerial-ignition-guide)	P17	DAILY	\$
<b>Year 2</b>	5/1/23 – 4/30/24	Daily rate for batch truck Includes helitorch equipment, two qualified personnel (per the <a href="http://www.nwcg.gov/publications/interagency-aerial-ignition-guide">Interagency Aerial Ignition Guide</a> - http://www.nwcg.gov/publications/interagency-aerial-ignition-guide)	P17	DAILY	\$
<b>Year 3</b>	5/1/24 - 4/30/25	Daily rate for batch truck Includes helitorch equipment, two qualified personnel (per the <a href="http://www.nwcg.gov/publications/interagency-aerial-ignition-guide">Interagency Aerial Ignition Guide</a> - http://www.nwcg.gov/publications/interagency-aerial-ignition-guide)	P17	DAILY	\$
<b>Year 4</b>	5/1/25- 4/30/26	Daily rate for batch truck Includes helitorch equipment, two qualified personnel (per the <a href="http://www.nwcg.gov/publications/interagency-aerial-ignition-guide">Interagency Aerial Ignition Guide</a> - http://www.nwcg.gov/publications/interagency-aerial-ignition-guide)	P17	DAILY	\$
<b>Year 5</b>	5/1/26- 4/30/27	Daily rate for batch truck Includes helitorch equipment, two qualified personnel (per the <a href="http://www.nwcg.gov/publications/interagency-aerial-ignition-guide">Interagency Aerial Ignition Guide</a> - http://www.nwcg.gov/publications/interagency-aerial-ignition-guide)	P17	DAILY	\$
	ALL YEARS	Batch truck mileage – is in lieu of fuel servicing vehicle	P18	MILE	\$
	ALL YEARS	Gel – paid per gallons used	SC	GALLON	ACTUAL COST
	ALL YEARS	Subsistence Allowance per Authorized Crew Member (max of 2) – Only allowed when hired under the Project Rate.	PD	OVERNIGHT	PER FTR SCHEDULE
		Identify the number of torches available			
		Identify the number of batch vehicles available			
<b>OFFSHORE, VESSEL LANDINGS &amp; EXTENDED OVER WATER USE</b> <b>Paid at the originally offered daily availability or project flight rate offered</b>					
<b>AIRCRAFT MAKE/ MODEL</b>		<b>FAA REGISTRATION #</b>	<b>N</b>	<b>N</b>	<b>N</b>
	<input type="checkbox"/> Pop-out floats <input type="checkbox"/> Fixed floats	<input type="checkbox"/> Fixed If fixed floats, the charge, if any for converting aircraft to and from the fixed floats	P12	LUMP SUM	\$

**SECTION A – REQUIREMENTS AND PRICES**

**A2 ITEM 8 PRICING – ADDITIONAL PAY ITEMS SCHEDULE (Time & Material IAW FAR 52.212-4 ALT I)**

**Note:** The rates below are applicable for the entire five-year term of the contract

<b>ADDITIONAL PAY ITEMS – C37</b>				
<b>ADDITIONAL PAY ITEM DESCRIPTIONS</b>	<b>Pay Item Code</b>	<b>Quantity</b>	<b>Unit</b>	<b>Rates</b>
Fixed Flight Rate (paid only with Daily Availability) – C36	FT	Indefinite	Hour	See Exhibit A-1, Helicopter Fixed Hourly Flight Rates, Fuel Consumption, And Weight Reduction Chart
Extended Standby Hourly rate	EA	Indefinite	Hour	\$ 56.00
Fuel Servicing Vehicle Mileage – 1 to 349 gallons <i>(Mileage rate based on truck capacity ordered &amp; provided)</i>	SMS	Indefinite	Mile	\$ 1.73
Fuel Servicing Vehicle Mileage – 350 to 749 gallons <i>(Mileage rate based on truck capacity ordered &amp; provided)</i>	SMM	Indefinite	Mile	\$ 2.47
Fuel Servicing Vehicle Mileage – 750 gallons and over <i>(Mileage rate based on truck capacity ordered &amp; provided)</i>	SML	Indefinite	Mile	\$ 3.20
Mileage for Transporting Seeders, Seeder Mixer or Concrete bucket	P28	Indefinite	Mile	\$ 1.75
Spill Containment Barrier for Fuel Servicing Vehicle	P29	Indefinite	Daily	\$ 100.00
Subsistence Allowance per Authorized Crew Member <i>(ONLY allowed when hired under the Project Rate)</i>	PD	Indefinite	Overnight	Standard or High GSA Rate
Special Charges for Miscellaneous Allowable Costs (i.e., rental car expenses, tie downs, Dept of Transportation fees, etc.)	SC	Indefinite	Each	Actual Cost

**SECTION A – REQUIREMENTS AND PRICES**  
**FOR GOVERNMENT USE ONLY – DO NOT WRITE IN THIS AREA**  
 Contracting Officer will complete at time of award and again when fuel adjustments are made

Requested and Effective Date of Price Adjustment		Type Aircraft	<input checked="" type="checkbox"/> Jet Fuel <input type="checkbox"/> Av Gas
Fuel Source Location		<b>Phone No. xxx-xxx-xxxx</b>	
Base Price	<b>\$ 6.74</b>	Reference Price	
Effective Date	<b>01 June 2023</b>	Effective Date	
Source Document	<b>ORIGINAL CONTRACT</b>	Source Document	
Difference	\$ X consumption rate of	Increase Due	
Old Flight Rate		New Flight Rate	
Re-established Base Price		Effective Date	

**ECONOMIC PRICE ADJUSTMENT – FUEL**

Pursuant to clause C24 of the contract, below is fuel survey information.  
 Full service fuel prices obtained from <http://www.airnav.com/fuel>

Jet fuel prices are applicable for aircraft with turbine engines.

The Fuel Prices listed below will be used to establish the base fuel price at award:

<b>FUEL SURVEY SOURCES</b>	<b>JET FUEL</b>
	<b>06/01/2023 Base Price</b>
Riverside Premium Flight Service, Riverside, CA (KRAL)	<b>\$5.09</b>
Cutter Flying Service, Albuquerque, NM (KABQ)	<b>\$7.38</b>
Premier Aviation, Tucson, AZ (KTUS)	<b>\$6.59</b>
Sphere One Aviation, Cedar City, UT (KCDC)	<b>\$7.00</b>
Western Aircraft, Boise, ID (KBOI)	<b>\$6.89</b>
Edwards Jet Center, Billings, MT (KBIL)	<b>\$5.80</b>
West Star Aviation, Grand Junction, CO (KGJT)	<b>\$7.75</b>
Reno Aviation, Reno, NV (KRNO)	<b>\$7.94</b>
Wenatchee Jet Center, Wenatchee, WA (KEAT )	<b>\$6.25</b>
<b>AVERAGE PRICE</b>	<b>\$6.74</b>
<b>BASE PRICE</b>	<b>\$6.74</b>
Price per Gallon Difference- base and survey prices	
Result of Survey	
Effective Date of Change, if any	
Contractors notified	

**SECTION A – REQUIREMENTS AND PRICES**

**EXHIBIT A-1**

**HELICOPTER FIXED HOURLY FLIGHT RATES, FUEL CONSUMPTION, AND WEIGHT REDUCTION CHART (EFFECTIVE 01 JUNE 2023)**

COMPANY	AIRCRAFT TYPE	FUEL CONSUMPTION (gal/hr)	JUNE 1, 2023 HOURLY FLIGHT RATE (\$/HR)	LOAD CALCULATION Weight Reduction (lbs)
<b>AIRBUS:</b>	SA 315B	58	\$2,363.02	180
	SA 316B	58	\$2,363.02	170
	SA 318C	45	\$2,266.45	80
	SA 319B	45	\$2,267.50	150
	AS 330J	179	\$6,153.23	N/A
	AS 332L1	155	\$5,530.96	550
	SA 341G	45	\$2,208.50	170
	AS 350B	45	\$1,448.84	130
	AS 350BA	45	\$1,444.63	130
	AS 350B1	45	\$1,447.79	160
	AS 350B2	45	\$1,459.38	160
	AS 350B3	44	\$1,440.04	175
	AS 350B3e/H125	44	\$1,410.54	175
	AS 350D	38	\$1,378.77	130
	AS 355F1	58	\$1,713.99	140
	AS 355F2	58	\$1,713.99	140
	AS 365N1	87	\$2,811.21	275
	BO 105CBS	55	\$1,817.17	180
	BK 117	77	\$2,374.40	160
	EC 120	31	\$1,055.83	NOT ESTABLISHED
	EC 130-B4	51	\$1,449.00	NOT ESTABLISHED
	EC 135	64	\$1,827.94	220
	EC 135-P2	64	\$1,915.39	NOT ESTABLISHED
	EC 135-P3	64	\$1,841.64	NOT ESTABLISHED
	EC 145	80	\$2,331.28	220
	EC 145-T2/H 145	83	\$2,291.33	220
	EC 155B1	95	\$2,908.00	NOT ESTABLISHED
	EC 225	183	\$5,590.00	650
<b>BELL:</b>	47/Soloy (Scott's)	23	\$929.54	120
	204B	86	\$2,329.33	200
	204 Super B	90	\$2,360.35	200
	205A1	88	\$2,301.64	260
	205 A1++	90	\$2,317.15	260
	UH-1B	86	\$2,286.14	N/A
	UH-1B Super	88	\$2,301.64	N/A
	UH-1F	88	\$2,366.97	N/A
	TH-1L	88	\$2,301.64	N/A
	UH-1H (-13 engine)	88	\$2,301.64	N/A
	UH-1H (-17 engine)	90	\$2,317.15	N/A
	206BII	25	\$1,085.17	100
	206BIII	27	\$1,100.68	130
	206L1	32	\$1,314.34	150
	206L3	38	\$1,341.89	180
	206L4	38	\$1,341.89	180
	210	90	\$2,317.15	260
	212	100	\$2,615.93	390
	212HP	100	\$2,615.93	390
	212 Single (Eagle)	90	\$2,438.31	260
	214B	160	\$3,988.26	380
	214B1	145	\$3,722.35	380
	214ST	133	\$4,833.60	420
	222A	70	\$2,927.01	NOT ESTABLISHED
	222B	83	\$3,027.80	NOT ESTABLISHED
	222UT	83	\$3,027.80	NOT ESTABLISHED
	407	44	\$1,422.13	155
	407HP (Eagle)	44	\$1,391.57	155
	412	110	\$2,677.66	390
	412HP	110	\$2,677.66	390
	412EPX	110	\$2,704.00	390
	429	73	\$1,933.54	N/A
	505	32	\$1,001.42	130
<b>BOEING:</b>	BV 107/CH 46	180	\$5,377.09	N/A
	BV 234/CH 47	405	\$9,496.30	N/A
<b>HILLER:</b>	SL-3/4	20	\$821.99	90
	H 1100B	22	\$1,105.11	130
	UH 12/Soloy	23	\$932.70	100
<b>KAMAN:</b>	H43F	85	\$2,143.52	N/A
	K-1200/K-Max	86	\$2,666.49	N/A
<b>KAMOV:</b>	KA-32	225	\$5,835.54	NOT ESTABLISHED
<b>LEONARDO</b>	AW 119 KOALA	55	\$1,657.02	230
<b>HELICOPTERS:</b>	AW 139	129	\$3,509.81	335
	EH 101	211	\$6,841.72	NOT ESTABLISHED
<b>McDONNELL-</b>	500C	23	\$1,109.71	110
<b>DOUGLAS:</b>	500D/E	28	\$1,148.47	120
	520N	32	\$1,160.52	100
	530F	34	\$1,324.58	120

**SECTION A – REQUIREMENTS AND PRICES**

	600N	41	\$1,441.01	155
	900/902	69	\$2,134.32	210
<b>ROBINSON:</b>	R 66	24	\$869.86	130
<b>SIKORSKY:</b>	S 55T	47	\$1,558.12	170
	S 58D/E	83	\$2,527.33	N/A
	S 58T/PT6T-3	115	\$3,215.83	400
	S 58T/PT6T-6	115	\$3,215.83	460
	CH 53D	425	\$9,176.17	N/A
	CH 54A/S 64E	493	\$9,736.02	N/A



## SECTION B – TECHNICAL SPECIFICATIONS

### 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 (SAR), 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 B6.23.1.

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.)

B2.2 A Title 14 of the Code of Federal Regulations (CFR) Part 135 Air Carrier certificate. These aircraft must be carried on the list required by 14 CFR Part 135.63 or Operations Specifications Part D085, "Aircraft Listing," as appropriate.

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 or non-fire operations.)

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

## SECTION B – TECHNICAL SPECIFICATIONS

### 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.

**Note:** Electronic flight bags are acceptable if authorized by the FAA in the company's operation specifications.

B6.2 One digital hour meter observable from the cockpit. 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 High visibility markings on main rotor blades as specified by the Acceptable Paint Schemes Exhibit (Section C).

B6.11 Personnel access steps for aircraft with a floor height greater than 18 inches, to ensure safe entrance and exit from each door.

B6.12 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.

B6.13 Cabin heater and window defogger.

B6.14 Cargo compartment, internal or external.

If Internal:

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

If External:

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

**OR**

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

## SECTION B – TECHNICAL SPECIFICATIONS

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

B6.15 Cargo restraint system for aircraft manufactured with a parcel/storage area behind the rear passenger seats.

B6.16 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.

B6.17 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.

B6.18 Aircraft Security Equipment. See B21 for required locking devices.

B6.19 Reserved

B6.20 Wire strike protection system (mechanical). **Note:** If manufactured for the make and model of helicopter.

B6.21 Optional Accessory Equipment. As offered and specified in the Schedule of Items and accepted by the Government.

B6.21.1 A convex mirror for the pilot to observe the sling load. The convex mirror is not required for aircraft equipped and modified for vertical reference external load operation (i.e., door gauges, modified seat, alternate cargo hook release positions, bubble window) or for aircraft where direct vertical reference is possible

B6.21.2 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.)

B6.21.2.1 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.

B6.21.2.2 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.

**B6.22 Other equipment may be required for special use missions as offered and specified in the Schedule of Items and accepted by the Government.**

B6.22.1 Offshore, vessel landings, and extended overwater flight (if offered), see requirements identified in the Helicopter Offshore, Vessel Landings, and Extended Over Water Exhibit (section C exhibits).

B6.22.2 Interagency fire (if offered), see requirements listed in the Interagency Fire Equipment Exhibit. (section C exhibits).

B6.23 Alaska-specific equipment requirements. Refer to the Alaska Supplement Exhibit. (See Section C.)

B6.23.1 The tundra pads will be inspected and **must be together with the aircraft** for the initial inspection and all subsequent contract renewal inspections.

B6.23.2 The FAA certification must be available at the time of agency inspection.

### B7 Avionics Requirements

B7.1 General

All installed transceivers must be placarded with designations matching the transmitter/receiver controls on the installed audio control system(s)

B7.1.1 The Contractor must provide, install, and maintain the following systems in accordance with the manufacturer's specifications and the installation and maintenance standards of Section B7. Detailed avionics systems performance requirements are listed in *Avionics Operational Test Standards* (copies available upon request from OAS Avionics, or the most recent list may be found online at:

[https://www.nifc.gov/sites/default/files/NIICD/docs/avionics/FSOAS\\_A24F.pdf](https://www.nifc.gov/sites/default/files/NIICD/docs/avionics/FSOAS_A24F.pdf)

B7.2 Avionics Installation and Maintenance Standards

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

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

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

B7.2.4 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

## SECTION B – TECHNICAL SPECIFICATIONS

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.

B7.2.5 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.

B7.3 Communications Systems. All installed transceivers must be placarded with designations matching the transmitter/receiver controls on the installed audio control system(s).

B7.3.1 One 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). **If not powered by its own, integral battery, the ELT remote switch/light must be powered by unswitched aircraft power.** 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.

**B7.3.1.1 ELTs certified to TSO-C91a will not be acceptable after January 1, 2024.**

**B7.3.1.2 ELT’s utilizing hook-and-loop (e.g., Velcro) mounting straps will not be acceptable after January 1, 2024.**

B7.3.2 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. Although not required by Federal Aviation Regulations, the aircraft’s radio call sign (normally the aircraft registration number) must be displayed on the instrument panel, in view of the flight crew. (different VHF-AM requirements for Interagency Fire, see section C Exhibit)

B7.3.3 Reserved

B7.3.4 Reserved

B7.3.5 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>.

B7.3.5.1 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.

B7.3.5.2 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.

B7.3.5.3 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

B7.3.5.4 Registration contact information, a web accessible feedback form, and additional information is available at: <https://www.aff.gov>.

B7.3.5.5 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

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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.

B7.3.5.6 If AFF becomes inoperable/unreliable the aircraft may, at the discretion of the Government, remain available for service utilizing radio/voice system for flight following. The contractor will return the AFF system to full operational capability within 72 hours after the inoperative/unreliable unit is first discovered as defective.

B7.3.5.7 This clause incorporates Specification Section Supplement available at: [https://www.aff.gov/documents/Specification\\_Supplement.pdf](https://www.aff.gov/documents/Specification_Supplement.pdf) with the same force and affect as if they were presented as full text herein.

B7.4 Reserved

### B7.5 Audio Systems

B7.5.1 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. (different requirements for Interagency Fire, see section C Exhibit)

B7.5.1.1 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 side-tone audio must be provided for the user.

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

B7.5.1.3 The 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.

B7.5.2 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. (different requirements for Interagency Fire, see section C Exhibit)

B7.5.3 Earphones, microphones, PTT's, and jacks designed for operation with 600-ohm earphones and carbon-equivalent, noise-canceling boom type microphones (Gentex electret type model 5060-2, military dynamic type M-87/AIC with type CE-100 TR preamplifier, or equivalent) with U-174/U (single/male) type connector plug. The pilot position only may be configured for low impedance (dynamic) operation.

B7.5.3.1 A single U-92A/U type connector jack, which will accept a U-174/U type plug, and provide the ICS and radio functions as specified above, must be furnished at each required station.

B7.5.3.2 Separate PTT switches for radio transmitter and ICS microphone operation must be provided at the pilot, observer/copilot, and any other positions required above to be furnished with both radio transmitter and ICS operation. The pilot's PTT switches must be mounted on the cyclic control. The observer/copilot's and any other required position's PTT switches must be mounted on the cord to the earphone/microphone connector. The aft cabin positions must be furnished with cord-mounted ICS PTT switches.

### B7.6 Other Avionics

B7.6.1 One air traffic control (ATC) transponder and altitude reporting system meeting the requirements of 14 CFR Part 91.215 (a) and (b), and inspected and tested every 24 months in accordance with 14 CFR 91.413.

#### B7.6.2 Automatic Dependent Surveillance – Broadcast (ADS-B)

B7.6.2.1 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.

B7.6.3 Each aircraft must be equipped to meet the Radar Altimeter requirements of 14 CFR 135.160, where applicable.

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### **B7.7 Other avionics may be required for special use missions as offered and specified in the Schedule of Items and accepted by the Government.**

B7.7.1 Offshore, vessel landings, and extended overwater flight (if offered), see requirements identified in the Helicopter Offshore, Vessel Landings, and Extended Over Water Exhibit (section C exhibits).

B7.7.2 Interagency fire (if offered), see requirements listed in the Interagency Fire Equipment Exhibit. (section C exhibits).

### **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 49 CFR requirements.

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

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

B8.1.2.2 The vehicle's tank(s) must have a minimum capacity of 8 hours of usable fuel for the make and model aircraft operating on the contract based on the Helicopter Fixed Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart (Exhibit A-1). The vehicle must be capable of carrying all equipment and accessories (i.e., water buckets, water/retardant fixed tank, longlines, remote hook, cargo nets, Contractor crew's overnight gear, and other items) necessary to support a lengthy assignment. The vehicle manufacturer's gross vehicle weight (GVW) with full fuel tanks and accessories must not be exceeded.

B8.1.2.3 The vehicle must be properly maintained, clean, and reliable with a functioning air conditioner for cooling the driver. Tanks, plumbing, filters, and other required equipment must be free of rust, scale, dirt, and other contaminants. All leaks must be repaired immediately.

B8.1.2.4 Fuel tanks must be securely fastened to the vehicle frame in accordance with DOT regulations. All tanks must have low point sump/settling area and drains that allow water/particulate contamination accumulation and removal during daily preventative maintenance.

B8.1.2.4.1 All tank inlet ports, drains, and the fuel nozzle must be locked closed or stored inside locked compartments when

not in use to preclude tampering, contamination, or improper drainage of the fuel supply.

B8.1.2.5 A 10-gallon-per-minute (GPM) flow rate at the dispensing nozzle is the minimum size acceptable. Filter and pump sizes must be compatible with the aircraft being serviced.

B8.1.2.6 Fuel transfer pumps must be designed for dispensing fuel. Gasoline engines powering pumps must have a flame and spark arresting exhaust system and a metal shield between the engine and pump. The pump seals must be fuel compatible. Spark plugs and other exposed terminal connections must be insulated to prevent sparking in the event of contact with conductive materials. All refueling pumps regardless of power source must be listed for use with petroleum products by Underwriters Laboratory (UL) or provide documents of another approval.

B8.1.3 The Contractor must ensure that they are in compliance with 40 CFR Part 112: Oil Pollution Prevention.

B8.1.3.1 A Spill Prevention, Control, and Countermeasure (SPCC) Plan is required for each fuel servicing vehicle used on this contract regardless of bulk storage container (tank) size.

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 40-B:C and with one extinguisher mounted on each side of the vehicle. Extinguishers located in enclosed compartments must be readily accessible, and their location must be externally marked and placarded in letters at least 50 mm (2in.) high. Extinguishers must comply with *National Fire Protection Association (NFPA) 10: Standard for Portable Fire Extinguishers*.

B8.2.1.1 ABC multipurpose dry chemical fire extinguishers (ammonium phosphate) must not be placed on fuel servicing vehicle.

B8.2.2 Fuel tanks must be designed to allow removal of contaminants from the sediment settling area. The settling area plumbing must be extended to the vehicle perimeter to allow contaminant removal without crawling under the vehicle. The sump must be drained daily when the system is used. The draining must continue until fuel appearance is contamination free. The daily sump draining must be documented on a contractor-developed checklist/form.

B8.2.3 The fuel hose must be compatible with the aviation fuel dispensed. Documentation of compatibility must be available at time of OAS inspection. Energy Institute (EI) 1529 certification meets contract specifications. Hoses with manufacturer's "Aviation Fuel" markings are acceptable. The hose must be maintained in accordance with *NFPA 407: Standard for*

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*Aircraft Fuel Servicing.* Fuel dispensing hoses must be free of damage or cracks that expose underlying cord and kept in good repair. Refueling hose life expectancy is 10 years. Hose greater than 10 years old must be replaced. Aircraft fueling hose not placed into service within 2 years of the date of manufacture must not be used.

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

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

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

B8.2.7 Enough 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 must meet the deadman control requirements of *NFPA 407: Standard for Aircraft Fuel Servicing* section 4.2.5.

B8.2.9 Rapid/hot refueling operations must 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: Standard for Aircraft Fuel Servicing* section 4.2.14. A copy of the contractor’s rapid refueling procedures must be kept with the fuel servicing vehicle.

**B8.3 Filtering System.**

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

B8.3.2 The filter manufacturer’s operating, installation, and service manual must be carried in the fuel servicing 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 manufacturer’s data to determine compatibility.

**Note:** The use of EI Specification 1583 7th edition filter monitors is authorized until July 1, 2023. Filter vessels must be converted to media meeting EI 1581 specifications unless a replacement media has been approved that better suits the equipment configuration. Filter manufacturers have been working to develop alternative filtration to EI 1583 specification filtration.

Total Solids	0.26 mg/litre (1.0 mg/U.S. gal) average 0.5 mg/litre (1.9 mg/U.S. gal) maximum
Appearance	The effluent fuel must be clear and bright
Free Water	15 ppmv
Media Migration	10 fibres/litre

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. Dual gauge installations must have a placard showing the max allowable differential pressure for their filter system. 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 manufacturer’s 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 servicing vehicle.

**B8.4 Markings.**

B8.4.1 The contractor is responsible for compliance with 49 CFR Part 172, including emergency response information.

B8.4.2 Each vehicle must have NO SMOKING signs with letters that are a minimum of 3 inches high and are visible from both sides and rear of the vehicle.

B8.4.3 Each vehicle must be conspicuously and legibly marked to indicate the nature of the fuel. The markings must be on each



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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 or Avgas 100LL white-on-blue background.

### B8.5 Fuel Quality Checks and Equipment Inspections

B8.5.1 The contractor must perform fuel quality checks and equipment inspections daily when fuel system is used. Listed below are the minimum checks required for daily and monthly inspections.

#### Daily

- General system condition (leaks, fire hazards, security, signs/placards)
- Fuel tank sump sample (visual analysis)
- Filter vessel sump sample (visual analysis)
- Fuel nozzle sample (visual analysis)
- Fuel nozzle dust cover (condition/availability)
- Dispensing nozzle screen (condition/availability)
- Fuel dispensing hose (condition & type)
- Static electricity bonding wire & clip assembly (availability & condition)
- Fire extinguisher (availability, type, condition)

#### Monthly (Fire Extinguishers)

- Check pressure gauge reading or indicator to ensure it is in the operable range
- Check fire extinguisher for currency (annual, 6- & 12-year inspection requirements)
- Check the bonding cable for damage and verify continuity to FSV.

B8.5.2 The contractor must document quality checks and equipment inspections on a contractor-developed checklist/form. The inspection checklist/form must be made available upon request.

### B8.6 Additional fuel cache (if offered)

B8.6.1 A fuel cache must meet all the requirements specified under B8 Fuel Servicing Vehicle Equipment Requirements. Fuel servicing vehicles used as a cache do not need to be air-conditioned (B8.1.2.3) or be capable of carrying support equipment and accessories (B8.1.2.2) as long as the vehicle is not used in the capacity as a mobile fuel servicing vehicle.

B8.6.1.1 The fuel cache must consist of one approved fuel-servicing vehicle or fuel tank. (Fifty-five-gallon drums are NOT acceptable for use as the cache.) The fuel cache must be inspected at a minimum of each month. The inspection, to include sump draining, must be documented on a contractor-developed checklist/form.

B8.6.1.2 If a fuel tank is used as the cache, it must be equipped with a motorized fuel pump approved for dispensing petroleum

products, filtering system, meter, bonding cables, 50-foot servicing hose, mechanized hose reel and fire extinguisher of at least 40-B:C rating. With the exception of the tank, the remaining equipment must be protected from the weather.

B8.6.1.3 The fuel cache must be locked to prevent tampering with fuel and equipment. All tank inlet ports, drains, and the fuel nozzle must be locked closed or stored inside locked compartments when not in use to preclude tampering, contamination, or improper drainage of the fuel supply.

B8.6.2 The fuel servicing vehicle and fuel cache equipment/apparatus will be inspected and **must be together with the aircraft** for the initial inspection and all subsequent contract renewal inspections.

## 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.



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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.

B10.2.6.1 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:

(a) 1,500 hours . . . in helicopters.
(b) 100 hours . . . in helicopters in the last 12 months.
(c) 100 hours . . . in the weight class of the helicopter offered. Defined as aircraft having a gross weight of “12,500 pounds or less” and “more than 12,500 pounds.”
(d) 100 hours . . . in turbine engine helicopters.
(e) 50 hours . . . in the same (or like) 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 Make and Models Groups plus Series Groups Exhibit.).
(f) 10 hours . . . in the same (or like) make, model, and series as the contract helicopter in the last 12 months. (See the Helicopter Like Make and Model Groups plus Series Groups Exhibit).
(g) Last 90 days . . . Compliance with 14 CFR 61.57 or 135.247 as appropriate.
(h) 10 hours . . . in designated mountainous areas in the same (or like) make and model as the contract helicopter. (See the Helicopter Like Make and Models Groups plus Series Groups Exhibit (Section C) (Only required for approval to conduct flights in mountainous terrain as identified in paragraph (i) below.
(i) 200 hours . . . Total mountain flight hours. Defined as experience in operating helicopters in mountainous terrain as identified in 14 CFR 95 Subpart B – Designated Mountainous Area. Operating includes maneuvering and numerous takeoffs and landings to ridgelines, pinnacles, and confined areas. (Only required for approval to conduct flights in mountainous terrain.
(j) 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)

**Note:** RE: B10.2.10(b) Contractors may request that this pilot flight hour requirement be waived for a pilot under special

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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 conterminous 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 flight crewmember is compensated; or any other flight time of a commercial nature, whether compensated or not.

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

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

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

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

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

### **B13 Mechanic Requirements**

A mechanic must maintain the aircraft in accordance with the Contractor's FAA-approved maintenance program. The mechanic does not need to remain at the designated/alternate base but must be available when aircraft maintenance is required.

### **B14 Mechanic Qualifications**

The Contractor may enter into an agreement with a qualified mechanic or maintenance facility. The mechanic provided to support this contract must possess the required certificates and minimum qualifications shown below:

B14.1 The mechanic must have a valid FAA mechanic certificate with airframe and powerplant (A&P) ratings.

B14.2 The mechanic must meet one of the following three qualifications:

B14.2.1 The mechanic must have held a valid FAA mechanic certificate, with A&P ratings, for 24 months and been actively engaged in aircraft maintenance as a certificated mechanic for at least 18 months out of the last 24 months.

B14.2.2 The mechanic must have held a valid FAA mechanic certificate, with A&P ratings, for 12 months and show evidence of four years military experience of aircraft maintenance training and qualification as a Technical Inspector, or service equivalent, for Airframe or Powerplant.

B14.2.3 The mechanic must have held a valid FAA mechanic certificate, with A&P ratings, for 12 months and have held a foreign equivalent mechanic certificate for 24 months.

B14.3 The mechanic must have 12 months experience as an A&P mechanic, or foreign equivalent, in maintaining helicopters (3 of those 12 months must have been within the preceding 24 months).

B14.4 The mechanic must show evidence of maintaining a helicopter of the same make and model as the contract helicopter under "field" conditions for one full season. Three

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months experience maintaining a helicopter away from the operator's base of operations, while under minimal supervision, will meet this requirement.

B14.5 The mechanic must have 12 months maintenance experience on the same make and model as the contract aircraft or satisfactory completion of a manufacturer, or equivalent, maintenance course for the same make and model as the contract helicopter.

B14.6 The contractor will provide the COTR, or their designated representative, with a completed OAS-41 Aircraft Maintenance Personnel Experience Summary (<https://www.doi.gov/aviation/library/forms#inspforms>) for mechanics provided under paragraph B13. The individual mechanic and a contractor representative (Director of Maintenance or higher) must sign the form to indicate that the data listed has been verified from logbooks, employment records, etc...

### **B15 Mechanic Duty Limitations**

Contractor supplied mechanics deployed to the aircraft's operating location (on-site) for field maintenance must not exceed the following duty 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 Government may further restrict duty hours and may remove the mechanic for fatigue or other causes before reaching their daily duty limitations.

B15.5 The mechanic is responsible for keeping the Government apprised of his or her duty limitation status.

B15.6 Relief or substitute mechanics reporting for duty 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 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 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

## SECTION B – TECHNICAL SPECIFICATIONS

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 Sections A and 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 littler 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-approved 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)

## SECTION B – TECHNICAL SPECIFICATIONS

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 (including electric cigarettes and personal vaporizers) 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.

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

### B21 Security of Aircraft and Equipment

B21.1 The Contractor is always responsible for the security of their contract aircraft, vehicles, and associated equipment.

B21.2 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.

B21.2.1 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 that precludes their inadvertent interference with in-flight operations.

B21.2.2 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:

- Locking hanger Door
- Keyed ignition switch
- Keyed starter switch
- Keyed master power switch
- Hidden battery cutoff switches
- Throttle/power lever lock
- Mixture/fuel lever lock
- Locking fuel cutoff
- Locking tie-down cable
- Locking control surface “gust-lock”
- Propeller lock
- Propeller chain lock
- Propeller cable lock
- Locking wheel lock or chock
- Locking “club-type” devices for control yoke

The following locking devices and security methods do not satisfy the physical security requirements:

- Locking aircraft doors
- Fenced or gated parking area

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

B22.1 The Contractor must provide and require personnel to wear PPE in accordance with the Interagency Aviation Life

## SECTION B – TECHNICAL SPECIFICATIONS

Support Equipment (ALSE) Guide/Handbook, Chapter 2  
Personal Protective Equipment

B22.2 The DOI/USFS ALSE Guide/Handbook can be located [here](#) and the Aviation Helmet Standard along with, the list of approved helmets and associated certificates of compliance are available on the OAS website at: <https://www.doi.gov/aviation/safety/helmet>.

### B23 PPE for Ground Operations

B23.1 While within the safety circle (50 feet) of an operating aircraft, all personnel must wear the following PPE:

B23.1.1 Shirt with long sleeves overlapping gloves, long trousers with legs overlapping boots, hardhat/flight helmet with chinstrap fastened, hearing, and eye protection.

**Note:** Maintenance personnel working on a running aircraft are exempt from glove, long-sleeve, and hardhat/flight helmet requirements.

B23.2 During all fueling operations, fuel-servicing personnel must wear a long-sleeved shirt, long trousers, boots, and gloves. The shirt and pants must be made of 100% cotton or other natural fiber or labeled as non-static.

### B24 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 *NWCG Standards for Aviation Transport of Hazardous Materials*.

B24.2 A copy of the current DOT Special Permit, NWCG Standards, 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 has completed the Interagency Aviation Training Module A-110, Aviation Transportation of Hazardous Materials, within the previous 3 years. 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 NWCG Standards are available online at [www.doi.gov/aviation/library/guides](http://www.doi.gov/aviation/library/guides). The Contractor is responsible for obtaining the *DOT Emergency Response Guidebook*.

### B25 Fuel and Servicing Requirements

B25.1 General

B25.1.1 The Contractor must supply all fuel and lubricating oils required to operate all equipment during the contract period.

B25.1.2 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 Detail (MIL-DTL) specifications are authorized for use. ASTM D-1655 (Jet A, A-1, or B), MIL-DTL-83133 (JP-8), ASTM-D-910 (grade 100 or 100LL).

B25.1.3 Contractors must ensure that fuel obtained from distributors or fixed-base operators (FBO) meets the specifications of B25.1.2 and the aircraft is serviced with the proper type of fuel. The Contractor must retain fuel delivery records throughout the contract period.

B25.2 Fueling Operations.

B25.2.1 Rapid/Hot refueling operations must not be performed unless requested and approved by the Government and the contractor concurs.

B25.2.1.1 The Contractor must have rapid refueling procedures incorporated in their operations manual. A copy of the contractor's rapid refueling procedures must be kept with the fuel servicing vehicle.

B25.2.1.2 The specific Rapid Refueling requirements contained in *NFPA 407: Standard for Aircraft Fuel Servicing*, paragraph must be adhered to. Fuel servicing equipment must have a deadman control device meeting NFPA 407 requirements.

B25.2.1.3 The aircraft must be shut down after 4 hours of flight (Hobbs) time or 2 fuel cycles (whichever occurs first).

B25.2.2 The *NFPA 407: Standard for Aircraft Fuel Servicing* handbook must be used as a guide. Copies of *NFPA 407* can be obtained from the National Fire Protection Association (NFPA), 1 Batterymarch Park, Quincy, MA 02169.

B25.2.3 Government personnel are not allowed in the safety zone during aircraft fueling operations. The safety zone is defined as within 50 feet of aircraft refueling receptacle.

B25.2.4 Government personnel will not be involved with refueling of contract aircraft, unless the pilot has determined that it is an absolute necessity due to an emergency situation. Such emergencies must be documented by the pilot using the SAFECOM system.

B25.2.5 Smoking is prohibited within 50 feet of the aircraft and fuel servicing facilities/vehicles.

B25.2.6 Cell phone use is prohibited within 50 feet of the aircraft and fuel servicing facility/vehicle during fueling operations.

## SECTION B – TECHNICAL SPECIFICATIONS

B25.3 See Exhibit 12, Alaska Supplement

### AIRCRAFT MAINTENANCE REQUIREMENTS

#### B26 General - Maintenance

B26.1 The Contractor must ensure that the aircraft and all required equipment are operated and maintained in accordance with the original equipment manufacturers (OEM) or approved STC holder's current instructions including airframe, engine, appliances, emergency equipment, and all instructions for continued airworthiness (ICA's).

B26.2 Before the start date of the contract, the Contractor must ensure that all maintenance deficiencies have been corrected or deferred in accordance with 14 CFR 91.213 or the operator's FAA approved maintenance program. Deferred discrepancies will be evaluated, and the aircraft approved for contract use on a case-by-case basis.

B26.3 The Contractor must correct deficiencies that occur during contract performance in accordance with the appropriate Federal Aviation Regulations or the FAA approved maintenance program.

B26.4 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.

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

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

B27.2 The Contractor must provide, at the time of agency inspection, a list of issued FAA ADs and MMSBs identifying all those that are applicable and not applicable to the contract aircraft. The list must be in a format similar to the one 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. Signature of the person verifying accuracy of the list is required.

#### B28 Manuals/Records

B28.1 The Contractor must ensure that all 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). Aircraft total time in service must be recorded. A copy of the current maintenance record must be 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.

#### 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 aircraft in accordance with the procedures outlined in the operator's FAA approved maintenance program. Aircraft total time in service must be recorded.

B29.3 All aircraft maintenance entries must include a reference to the approved technical data used to perform any installation, overhaul, major repair, or replacement of any engine, power train, rotor system, flight control, or major airframe component. The reference must include the title of the maintenance publication and identify the procedure performed or chapter, page, and paragraph where the procedure can be found. Adherence to this requirement will 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 fire extinguisher must be maintained in accordance with *NFPA 10: Standards for Portable Fire Extinguishers* or the Contractor's 135 operations manual.

B29.6 The cargo hook and remote hook must be maintained in accordance with the manufacturer's operating and maintenance instructions. If there is no manufacturer's recommended maintenance and overhaul program, completely disassemble, inspect, repair as required, lubricate, and perform a full-load operational check every 24 calendar months. All inspections and repair must be documented.

#### B30 Maintenance Test Flight

The Contractor must, at their own expense, perform an operational 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) or Contracting Officer's Technical Representative (COTR). This must be accomplished before the aircraft resumes service under the contract. The pilot must enter the result of this test flight in the aircraft records, as outlined in 14 CFR 91.407.

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

B31.1 All components, including engines, must be replaced upon reaching the manufacturer's recommended TBO or FAA



## SECTION B – TECHNICAL SPECIFICATIONS

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 FAA 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. The extension authorization must be kept with the aircraft.

B31.3 The Contractor must provide, at the time of 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), time remaining, and time and date when the component was overhauled, replaced, or inspected.

### **B32 Weight and Balance**

The aircraft weight and balance report must include a weight and balance record, equipment list, and any calculations due to changes in the equipment list. A copy of the current weight and balance report must be kept with the aircraft.

B32.1 The aircraft's required weight and balance record must be determined by actual weighing of the aircraft. The weight and balance record must be current, within the preceding 24 calendar months. Scale readings must be recorded on the weight and balance record. Signature of a rated mechanic verifying accuracy of the record is required. This record is not superseded until the aircraft is reweighed.

B32.1.1 The aircraft must be weighed following any major repair, major alteration, or change to the equipment list that 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 12 calendar months. Any accredited weights and measures laboratory may serve as the certifying agency. The weight and balance record must include the make, model, serial number, and calibration date of the scales used to weigh the aircraft.

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. Weight and Balance Handbook ([FAA-H-8083-1B](#)) should be used as a guide.

B32.3.1 Items that may be easily removed or installed for aircraft configuration changes (seats, doors, radios, cargo hook, baskets, special mission equipment, etc.) must be listed and include the name, weight, and arm of each item.

B32.3.2 Each time equipment is removed or installed, and the aircraft is not reweighed, the aircraft's weight and balance must be calculated. A weight and balance revision or continuous history form must be used to show the calculated weight and balance of the aircraft resulting from the change in equipment. This is an additional document and does not supersede the weight and balance record. Weight and Balance Handbook ([FAA-H-8083-1B](#)) should be used as a guide.

### **B33 Helicopter Turbine Engine Power Check**

B33.1 A Helicopter Turbine Engine Power Check will be accomplished on the first day of operation and thereafter within each 10-hour interval of contracted flight operation unless prohibited by environmental factors (e.g. weather, smoke). The Helicopter Turbine Engine Power Check will be accomplished by the vendor in accordance with the Rotorcraft Flight Manual or FAA approved company performance monitoring program. The results will be recorded and either kept in the helicopter or at the assigned work location. A record of the Helicopter Turbine Engine Power Check will be kept with the aircraft.

B33.2 Helicopters with power output below the minimum published performance charts will be removed from service. The below minimum power condition will be corrected before return to service and contract availability.



## SECTION C – CONTRACT TERMS AND CONDITIONS

### SECTION C – CONTRACT TERMS AND CONDITIONS

#### CONTRACT CLAUSES

All offerors must comply with the following Federal Acquisition Regulations (FAR), Department of the Interior Acquisition (DIAR), and Acquisition Services Directorate (AQD) clauses which apply to this acquisition:

#### **C1 52.252-2 Contract Clauses Incorporated by Reference (FEB 1998)**

This contract 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 address: <http://www.acquisition.gov>.

#### **CLAUSES INCORPORATED BY REFERENCE:**

52.202-1 Definitions (Jun 2020)  
52.203-3 Gratuities (Apr 1984)  
52.203-12 Limitation on Payments to Influence Certain Federal Transactions (June 2020)  
52.203-17 Contractor Employee Whistleblower Rights and Requirement to Inform Employees of Whistleblower Rights (Jun 2020)  
52.204-4 Printed or copied Double-sided on Postconsumer Fiber Content Paper (May 2011)  
52.204-13 System for Award Management Maintenance (Oct 2018)  
52.204-18 Commercial and Government Entity Code Maintenance (Aug 2020)  
52.204-19 Incorporation by Reference of Representations and Certifications (Dec 2014)  
52.212-4 Contract Terms and Conditions-Commercial Items (Oct 2018)  
52.212-4 Alt 1 (Nov 2021)  
52.217-2 Cancellation under Multi-Year Contracts (Oct 1997)  
52.232-23 Assignment of Claims (May 2014)  
52.232-39 Unenforceability of Unauthorized Obligations (Jun 2013)  
52.232-40 Providing Accelerated Payments to Small Business Subcontracts (Nov 2021)  
52.233-1 Disputes (May 2014)  
52.233-1 Alt I (Dec 1991)  
52.242-13 Bankruptcy (Jul 1995)  
52.247-5 Familiarization with Conditions (Apr 1984)  
52.247-12 Supervision, Labor, or Materials (Apr 1984)  
52.247-17 Charges (Apr 1984)  
52.247-21 Contractor Liability for Personal Injury and/or Property Damage (Apr 1984)  
52.253-1 Computer Generated Forms (Jan 1991)

### ADDENDA TO CONTRACT TERMS AND CONDITIONS

#### **C2 52.212-4(a) Inspection/Acceptance**

#### **The following is added**

##### C2.1 Inspection Scheduling and Process.

C2.1.1 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.

After contract award, and each subsequent year of the contract, the COTR will schedule a date to inspect the contractor's aircraft, equipment, and personnel to ensure contract compliance. The inspection will be conducted at the designated base, contractor's facility, or other location acceptable to the Government and the contractor.

This inspection is expected to be accomplished by the COTR's assigned inspectors, typically between the months of January and April each year, or when their normal schedule brings them to the contractor's vicinity. Contractors who have not been inspected, but are requested for use, should immediately contact the COTR to schedule an inspection. Failure to 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 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.

Contractors will not be OAS approved for Non-DOI contracts unless the DOI agency and OAS have a written agreement in place with the Non-DOI entity. If a contractor agrees to provide an OAS approved aircraft and/or pilot for work not endorsed by a DOI Bureau and OAS, the government will not be obligated to approve aircraft and pilots for that work.

C2.2 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.

C2.2.1 Pilots and aircraft currently approved by the USFS **may** be approved for use by OAS. Prior to approval, however, OAS must receive all pertinent USFS aircraft and/or pilot inspection documentation before an approval can be issued by OAS. The

## SECTION C – CONTRACT TERMS AND CONDITIONS

Contractor must receive full OAS approval prior to acceptance of a DOI issued task order.

C2.3 Approved aircraft, fuel servicing vehicles, pilots and mechanics will be issued an Interagency Aircraft Data Card, Interagency Data Card - Fuel Service Vehicle, and Interagency Pilot Qualification Card, as applicable. The aircraft and pilot cards detail the activities for which they are authorized. The fuel servicing vehicle card only indicates that the vehicle meets the additional equipment specified in Section B, and in no way indicates that the vehicle meets any requirement of 49 CFR.

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

C2.3.1 The aircraft data card must be kept in the aircraft and available for inspection at all times.

C2.3.2 The pilot qualification card must be kept in the possession of the pilot and available for inspection at all times.

C2.3.3 The fuel service vehicle data card must be kept in the fuel servicing vehicle and available for inspection at all times.

C2.3.4 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 approved under 14 CFR 119.69(b).

C2.4 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 C2.9.

C2.4.1 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.

C2.4.2 When an aircraft has not flown under a DOI issued task order within a 12 consecutive month timeframe, the card may be revoked, and aircraft removed from the contract.

### C2.5 Equipment

C2.5.1 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.

C2.5.2 The contractor must have a wire strike kit (B6.20) installed at time of initial inspection, if available for make & model.

C2.5.3 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 C2.2.

C2.5.4 Fuel servicing vehicle(s), fuel cache(s) and other equipment will be inspected to ensure contract compliance.

### C2.6 Personnel

C2.6.1 Pilots. Only those individuals whose past flight time and experience can be verified from logbooks, 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.

C2.6.1.1 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) or Airmen Certification Standards (ACS as applicable, and the Interagency Helicopter Practical Test Standards (IHPTS). A pilot must also be capable of demonstrating proficient operation of all aircraft equipment identified in Section B during an evaluation flight.

C2.6.1.2 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.

C2.6.1.3 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).

C2.6.1.4 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

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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)  
Mountainous Terrain  
Reconnaissance  
External load - longline >50' (helicopter) with remote hook  
External load – belly hook/sling ≤ 50'  
Aerial ignition  
Water/retardant application  
Offshore/Vessel Landings and Extended Over Water (if offered and awarded)  
STEP: Single-skid, Toe-in and hover Exit/entry Procedures  
Float Operations – floats or hull, excludes pop out floats  
ATGS/HLCO  
Animal Classification  
Snow (deep snow)

C2.7 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.

### C2.8 Adding/Removing Personnel, Aircraft, or Equipment

C2.8.1 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 C25.

C2.8.1.1 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 C25 and a modification must have been accomplished.

C2.8.1.2 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.

C2.8.1.3 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.

### C2.9 Reinspection Expenses

C2.9.1 The Contractor must be liable for all Government incurred reinspection costs. Inspection expenses are submitted directly to Office of Aviation Services.

C2.9.2 Costs may include, but are not limited to, inspector(s)' time to include travel time at \$100.00 per hour, and transportation and subsistence at actual cost.

### C3 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)

#### CLAUSED INCORPORATED BY FULL TEXT:

### C4 52.212-5 Contract Terms and Conditions Required to Implement Statutes or Executive Orders- Commercial Items (Jan 2022)

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

(1) 52.203-19, Prohibition on Requiring Certain Internal Confidentiality Agreements or Statements (Jan 2017) (section 743 of Division E, Title VII, of the Consolidated and Further Continuing Appropriations Act, 2015 (Pub. L. 113-235) and its successor provisions in subsequent appropriations acts (and as extended in continuing resolutions)).

(2) 52.204-23, Prohibition on Contracting for Hardware, Software, and Services Developed or Provided by Kaspersky Lab and Other Covered Entities (Nov 2021) (Section 1634 of Pub. L. 115-91).

(3) 52.204-25, Prohibition on Contracting for Certain Telecommunications and Video Surveillance Services or Equipment. (Nov 2021) (Section 889(a)(1)(A) of Pub. L. 115-232).

(4) 52.209-10, Prohibition on Contracting with Inverted Domestic Corporations (Nov 2015).

(5) 52.233-3, Protest After Award (Aug 1996) (31 U.S.C. 3553).

(6) 52.233-4, Applicable Law for Breach of Contract Claim (Oct 2004) (Public Laws 108-77 and 108-78 (19 U.S.C. 3805 note)).

(b) The Contractor shall comply with the FAR clauses in this paragraph (b) that the Contracting Officer has indicated as being incorporated in this contract by reference to implement provisions of law or Executive orders applicable to acquisitions of commercial items:

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X (1) 52.203-6, Restrictions on Subcontractor Sales to the Government (June 2020), with *Alternate I* (Oct 1995) (41 U.S.C. 4704 and 10 U.S.C. 2402).

X (2) 52.203-13, Contractor Code of Business Ethics and Conduct (Nov 2021) (41 U.S.C. 3509)).

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

X (4) 52.204-10, Reporting Executive Compensation and First-Tier Subcontract Awards (Jun 2020) (Pub. L. 109-282) (31 U.S.C. 6101 note).

(5) [Reserved].

(6) 52.204-14, Service Contract Reporting Requirements (Oct 2016) (Pub. L. 111-117, section 743 of Div. C).

X (7) 52.204-15, Service Contract Reporting Requirements for Indefinite-Delivery Contracts (Oct 2016) (Pub. L. 111-117, section 743 of Div. C).

X (8) 52.209-6, Protecting the Government's Interest When Subcontracting with Contractors Debarred, Suspended, or Proposed for Debarment. (Nov 2021) (31 U.S.C. 6101 note).

X (9) 52.209-9, Updates of Publicly Available Information Regarding Responsibility Matters (Oct 2018) (41 U.S.C. 2313).

(10) [Reserved].

(11) (i) 52.219-3, Notice of HUBZone Set-Aside or Sole-Source Award (Mar 2020) (15 U.S.C. 657a).

(ii) Alternate I (Mar 2020) of 52.219-3.

(12) (i) 52.219-4, Notice of Price Evaluation Preference for HUBZone Small Business Concerns (Mar 2020) (if the offeror elects to waive the preference, it shall so indicate in its offer) (15 U.S.C. 657a).

(ii) Alternate I (Mar 2020) of 52.219-4.

(13) [Reserved]

X (14) (i) 52.219-6, Notice of Total Small Business Set-Aside (Nov 2020) (15 U.S.C. 644).

(ii) Alternate I (Mar 2020) of 52.219-6.

(15) (i) 52.219-7, Notice of Partial Small Business Set-Aside (Nov 2020) (15 U.S.C. 644).

(ii) Alternate I (Mar 2020) of 52.219-7.

X (16) 52.219-8, Utilization of Small Business Concerns (Oct 2018) (15 U.S.C. 637(d)(2) and (3)).

(17) (i) 52.219-9, Small Business Subcontracting Plan (Jun 2020) (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 (Jun 2020) of 52.219-9.

(v) Alternate IV (Jun 2020) of 52.219-9

(18) (i) 52.219-13, Notice of Set-Aside of Orders (Mar 2020) (15 U.S.C. 644(r)).

(ii) Alternate I (Mar 2020) of 52.219-13.

X (19) 52.219-14, Limitations on Subcontracting (Sep 2021) (15 U.S.C. 637(a)(14)).

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

(21) 52.219-27, Notice of Service-Disabled Veteran-Owned Small Business Set-Aside (Mar 2020) (15 U.S.C. 657f).

X (22) (i) 52.219-28, Post Award Small Business Program Rerepresentation (Sep 2021) (15 U.S.C. 632(a)(2)).

(ii) Alternate I (MAR 2020) of 52.219-28.

(23) 52.219-29, Notice of Set-Aside for, or Sole Source Award to, Economically Disadvantaged Women-Owned Small Business Concerns (Mar 2020) (15 U.S.C. 637(m)).

(24) 52.219-30, Notice of Set-Aside for, or Sole Source Award to, Women-Owned Small Business Concerns Eligible Under the Women-Owned Small Business Program (Mar2020) (15 U.S.C. 637(m)).

(25) 52.219-32, Orders Issued Directly Under Small Business Reserves (Mar 2020) (15 U.S.C. 644(r)).

(26) 52.219-33, Nonmanufacturer Rule (Mar 2020) (15U.S.C. 637(a)(17)).

X (27) 52.222-3, Convict Labor (Jun 2003) (E.O.11755).

(28) 52.222-19, Child Labor-Cooperation with Authorities and Remedies (Jan2020) (E.O.13126).

X (29) 52.222-21, Prohibition of Segregated Facilities (Apr 2015).

X (30) (i) 52.222-26, Equal Opportunity (Sep 2016) (E.O.11246).

(ii) Alternate I (Feb 1999) of 52.222-26.

X (31) (i) 52.222-35, Equal Opportunity for Veterans (Jun 2020) (38 U.S.C. 4212).

(ii) Alternate I (Jul 2014) of 52.222-35.

X (32) (i) 52.222-36, Equal Opportunity for Workers with Disabilities (Jun 2020) (29 U.S.C. 793).

(ii) Alternate I (Jul 2014) of 52.222-36.

X (33) 52.222-37, Employment Reports on Veterans (Jun 2020) (38 U.S.C. 4212).

X (34) 52.222-40, Notification of Employee Rights Under the National Labor Relations Act (Dec 2010) (E.O. 13496).

X (35) (i) 52.222-50, Combating Trafficking in Persons (Nov 2021) (22 U.S.C. chapter 78 and E.O. 13627).

(ii) Alternate I (Mar 2015) of 52.222-50 (22 U.S.C. chapter 78 and E.O. 13627).

X (36) 52.222-54, Employment Eligibility Verification (Nov 2021). (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.)

(37) (i) 52.223-9, Estimate of Percentage of Recovered Material Content for EPA-Designated Items (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.)

(38) 52.223-11, Ozone-Depleting Substances and High Global Warming Potential Hydrofluorocarbons (Jun 2016) (E.O. 13693).

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\_\_\_ (39) 52.223-12, Maintenance, Service, Repair, or Disposal of Refrigeration Equipment and Air Conditioners (Jun 2016) (E.O. 13693).

\_\_\_ (40) (i) 52.223-13, Acquisition of EPEAT®-Registered Imaging Equipment (Jun 2014) (E.O.s 13423 and 13514).

\_\_\_ (ii) Alternate I (Oct 2015) of 52.223-13.

\_\_\_ (41) (i) 52.223-14, Acquisition of EPEAT®-Registered Televisions (Jun 2014) (E.O.s 13423 and 13514).

\_\_\_ (ii) Alternate I (Jun 2014) of 52.223-14.

\_\_\_ (42) 52.223-15, Energy Efficiency in Energy-Consuming Products (May 2020) (42 U.S.C. 8259b).

\_\_\_ (43) (i) 52.223-16, Acquisition of EPEAT®-Registered Personal Computer Products (Oct 2015) (E.O.s 13423 and 13514).

\_\_\_ (ii) Alternate I (Jun 2014) of 52.223-16.

X (44) 52.223-18, Encouraging Contractor Policies to Ban Text Messaging While Driving (Jun 2020) (E.O. 13513).

\_\_\_ (45) 52.223-20, Aerosols (Jun 2016) (E.O. 13693).

\_\_\_ (46) 52.223-21, Foams (Jun 2016) (E.O. 13693).

\_\_\_ (47) (i) 52.224-3 Privacy Training (Jan 2017) (5 U.S.C. 552 a).

\_\_\_ (ii) Alternate I (Jan 2017) of 52.224-3.

\_\_\_ (48) 52.225-1, Buy American-Supplies (Jan 2021) (41 U.S.C. chapter 83).

\_\_\_ (49) (i) 52.225-3, Buy American-Free Trade Agreements-Israeli Trade Act (Jan 2021) (41 U.S.C. chapter 83, 19 U.S.C. 3301 note, 19 U.S.C. 2112 note, 19 U.S.C. 3805 note, 19 U.S.C. 4001 note, Pub. L. 103-182, 108-77, 108-78, 108-286, 108-302, 109-53, 109-169, 109-283, 110-138, 112-41, 112-42, and 112-43).

\_\_\_ (ii) Alternate I (Jan 2021) of 52.225-3.

\_\_\_ (iii) Alternate II (Jan 2021) of 52.225-3.

\_\_\_ (iv) Alternate III (Jan 2021) of 52.225-3.

\_\_\_ (50) 52.225-5, Trade Agreements (Oct 2019) (19 U.S.C. 2501, *et seq.*, 19 U.S.C. 3301 note).

X (51) 52.225-13, Restrictions on Certain Foreign Purchases (Feb 2021) (E.O.'s, proclamations, and statutes administered by the Office of Foreign Assets Control of the Department of the Treasury).

\_\_\_ (52) 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).

\_\_\_ (53) 52.226-4, Notice of Disaster or Emergency Area Set-Aside (Nov 2007) (42 U.S.C. 5150).

\_\_\_ (54) 52.226-5, Restrictions on Subcontracting Outside Disaster or Emergency Area (Nov 2007) (42 U.S.C. 5150).

\_\_\_ (55) 52.229-12, Tax on Certain Foreign Procurements (Feb 2021).

\_\_\_ (56) 52.232-29, Terms for Financing of Purchases of Commercial Items (Feb 2002) (41 U.S.C. 4505, 10 U.S.C. 2307(f)).

\_\_\_ (57) 52.232-30, Installment Payments for Commercial Items (Jan 2017) (41 U.S.C. 4505, 10 U.S.C. 2307(f)).

X (58) 52.232-33, Payment by Electronic Funds Transfer-System for Award Management (Oct 2018) (31 U.S.C. 3332).

\_\_\_ (59) 52.232-34, Payment by Electronic Funds Transfer-Other than System for Award Management (Jul 2013) (31 U.S.C. 3332).

\_\_\_ (60) 52.232-36, Payment by Third Party (May 2014) (31 U.S.C. 3332).

\_\_\_ (61) 52.239-1, Privacy or Security Safeguards (Aug 1996) (5 U.S.C. 552a).

\_\_\_ (62) 52.242-5, Payments to Small Business Subcontractors (Jan 2017) (15 U.S.C. 637(d)(13)).

\_\_\_ (63) (i) 52.247-64, Preference for Privately Owned U.S.-Flag Commercial Vessels (Feb 2006) (46 U.S.C. Appx. 1241(b) and 10 U.S.C. 2631).

\_\_\_ (ii) Alternate I (Apr 2003) of 52.247-64.

\_\_\_ (iii) Alternate II (Feb 2006) of 52.247-64.

(c) The Contractor shall comply with the FAR clauses in this paragraph (c), applicable to commercial services, that the Contracting Officer has indicated as being incorporated in this contract by reference to implement provisions of law or Executive orders applicable to acquisitions of commercial items:

X (1) 52.222-41, Service Contract Labor Standards (Aug 2018) (41 U.S.C. chapter 67).

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

X (3) 52.222-43, Fair Labor Standards Act and Service Contract Labor Standards-Price Adjustment (Multiple Year and Option Contracts) (Aug 2018) (29 U.S.C. 206 and 41 U.S.C. chapter 67).

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

\_\_\_ (5) 52.222-51, Exemption from Application of the Service Contract Labor Standards to Contracts for Maintenance, Calibration, or Repair of Certain Equipment-Requirements (May 2014) (41 U.S.C. chapter 67).

\_\_\_ (6) 52.222-53, Exemption from Application of the Service Contract Labor Standards to Contracts for Certain Services-Requirements (May 2014) (41 U.S.C. chapter 67).

X (7) 52.222-55, Minimum Wages Under Executive Order 13658 (Jan 2022).

X (8) 52.222-62, Paid Sick Leave Under Executive Order 13706 (Jan 2017) (E.O. 13706).

\_\_\_ (9) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations (Jun 2020) (42 U.S.C. 1792).

(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, as defined in FAR 2.101, on the date of award of this contract, 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

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directly pertinent records involving transactions related to this contract.

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

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

(e)

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

(i) 52.203-13, Contractor Code of Business Ethics and Conduct (Nov 2021) (41 U.S.C. 3509).

(ii) 52.203-19, Prohibition on Requiring Certain Internal Confidentiality Agreements or Statements (Jan 2017) (section 743 of Division E, Title VII, of the Consolidated and Further Continuing Appropriations Act, 2015 (Pub. L. 113-235) and its successor provisions in subsequent appropriations acts (and as extended in continuing resolutions)).

(iii) 52.204-23, Prohibition on Contracting for Hardware, Software, and Services Developed or Provided by Kaspersky Lab and Other Covered Entities (Nov 2021) (Section 1634 of Pub. L. 115-91).

(iv) 52.204-25, Prohibition on Contracting for Certain Telecommunications and Video Surveillance Services or Equipment. (Nov 2021) (Section 889(a)(1)(A) of Pub. L. 115-232).

(v) 52.219-8, Utilization of Small Business Concerns (Oct 2018) (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 the applicable threshold specified in FAR 19.702(a) on the date of subcontract award, the subcontractor must include 52.219-8 in lower tier subcontracts that offer subcontracting opportunities.

(vi) 52.222-21, Prohibition of Segregated Facilities (Apr 2015).

(vii) 52.222-26, Equal Opportunity (Sep 2015) (E.O.11246).

(viii) 52.222-35, Equal Opportunity for Veterans (Jun 2020) (38 U.S.C. 4212).

(ix) 52.222-36, Equal Opportunity for Workers with Disabilities (Jun 2020) (29 U.S.C. 793).

(x) 52.222-37, Employment Reports on Veterans (Jun 2020) (38 U.S.C. 4212).

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

(xii) 52.222-41, Service Contract Labor Standards (Aug 2018) (41 U.S.C. chapter 67).

(xiii) (A) 52.222-50, Combating Trafficking in Persons (Nov 2021) (22 U.S.C. chapter 78 and E.O. 13627).

(B) Alternate I (Mar 2015) of 52.222-50 (22 U.S.C. chapter 78 and E.O. 13627).

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

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

(xvi) 52.222-54, Employment Eligibility Verification (Nov 2021) (E.O. 12989).

(xvii) 52.222-55, Minimum Wages Under Executive Order 13658 (Jan 2022).

(xviii) 52.222-62, Paid Sick Leave Under Executive Order 13706 (Jan 2017) (E.O. 13706).

(xix) (A) 52.224-3, Privacy Training (Jan 2017) (5 U.S.C. 552a).

(B) Alternate I (Jan 2017) of 52.224-3.

(xx) 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).

(xxi) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations (Jun 2020) (42 U.S.C. 1792). Flow down required in accordance with paragraph (e) of FAR clause 52.226-6.

(xxii) 52.247-64, Preference for Privately Owned U.S.-Flag Commercial Vessels (Nov 2021) (46 U.S.C. Appx. 1241(b) and 10 U.S.C. 2631). Flow down required in accordance with paragraph (d) of FAR clause 52.247-64.

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

### **C5 52.216-18 Ordering (Aug 2020)**

(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

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a delivery order or task order and this contract, the contract shall control.

(c) A delivery order or task order is considered "issued" when—  
(1) If sent by mail (includes transmittal by U.S. mail or private delivery service), the Government deposits the order in the mail;

(2) If sent by fax, the Government transmits the order to the Contractor's fax number; or

(3) If sent electronically, the Government either—

(i) Posts a copy of the delivery order or task order to a Government document access system, and notice is sent to the Contractor; or

(ii) Distributes the delivery order or task order via email to the Contractor's email address.

(d) Orders may be issued by methods other than those enumerated in this clause only if authorized in the contract.

### **C6 52.216-19 Order Limitations (Oct 1995)**

(a) Minimum order. When the Government requires supplies or services covered by this contract in an amount of less than \$2,500.00, 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.

### **C7 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 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.

### **C8 52.216-32 Task-Order and Delivery-Order Ombudsman (Sept 2019)**

(a) In accordance with 41 U.S.C. 4106(g), the Agency has designated the following task-order and delivery-order Ombudsman for this contract. The Ombudsman must review complaints from the Contractor concerning all task-order and delivery-order actions for this contract and ensure the Contractor is afforded a fair opportunity for consideration in the award of orders, consistent with the procedures in the contract.

**TIFFANY HARVEY**  
**1849 C ST NW**  
**RM 4247**  
**WASHINGTON DC 20240**  
**202 513-7541**  
**tiffany\_harvey@ios.doi.gov**

(b) Consulting an ombudsman does not alter or postpone the timeline for any other process (e.g., protests).

(c) Before consulting with the Ombudsman, the Contractor is encouraged to first address complaints with the Contracting Officer for resolution. When requested by the Contractor, the Ombudsman may keep the identity of the concerned party or entity confidential, unless prohibited by law or agency procedure.

### **C9 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.

### **C10 52.222-42 Statement of Equivalent Rates for Federal Hires (May 2014)**

In compliance with the Service Contract Labor Standards statute and the regulations of the Secretary of Labor (29 CFR part 4), this clause identifies the classes of service employees expected to be employed under the contract and states the wages and fringe benefits payable to each if they were employed by

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the contracting agency subject to the provisions of 5 U.S.C. 5341 or 5332.

*This Statement is for Information Only: It is not a Wage Determination*

<b>Employee Class</b>	<b>Monetary Wage—Fringe Benefit</b>
Aircraft Pilot, GS-2181-12, Step 1	\$37.25
Aircraft Mechanic, WG-8852-10, Level 3	\$26.44
Fuel Servicing Vehicle Driver, WG-5703-7, Level 2	\$19.01
Fringe Benefits - Fringe benefits such as, life, accident, health insurance, and sick leave, are not less than 5.1 percent of the basic hourly rate. The percentage of the basic hourly rate that is contributed by the contracting agency for retirement is currently 7 to 17.5 percent. Fringe benefits also include 10 paid holidays, paid vacation time as follows: Two (2) hours of annual leave each week for an employee with less than three (3) years of service. Three (3) hours of annual leave each week for an employee with three (3) but less than fifteen (15) years of service. Four (4) hours of annual leave each week for an employee with fifteen (15) or more years of service. Four (4) hours of annual leave each week for an employee with fifteen (15) or more years of service.	

**C11 DIAR 1452.201-70 Authorities and Delegations (SEP 2011)**

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

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

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

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

(d) The Contractor shall comply with the written or oral direction of the Contracting Officer or authorized representative(s) acting within the scope and authority of the appointment memorandum. The Contractor need not proceed with direction that it considers to have been issued without proper authority. The Contractor shall notify the Contracting

Officer in writing, with as much detail as possible, when the COR has taken an action or has issued direction (written or oral) that the Contractor considers exceeding the COR’s appointment, within 3 days of the occurrence. Unless otherwise provided in this contract, the Contractor assumes all costs, risks, liabilities, and consequences of performing any work it is directed to perform that falls within any of the categories defined in paragraph (c) prior to receipt of the Contracting Officer’s response issued under paragraph (e) of this clause.

(e) The Contracting Officer shall respond in writing within 30 days to any notice made under paragraph (d) of this clause. A failure of the parties to agree upon the nature of a direction, or upon the contract action to be taken with respect thereto, shall be subject to the provisions of the Disputes clause of this contract.

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

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

**C12 Contractor Personnel Security Requirements**

C12.1 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.

C12.2 Contractor employees utilized in support of this contract, will be treated as visitors (uncredentialed Contractor) and not be required to receive background investigations and credentialing. However, uncredentialed Contractors may be subject to the screening processes utilized at each federally controlled facility where the Contractor services are required. As a minimum, Contractor employees will be issued a temporary/visitor badge and shall display it at all times during contract performance when accessing a federally controlled facility. The Government Representative is responsible for ensuring that all Contractor employees are issued a temporary/visitor badge.

**C13 COTR / Helicopter Manager / Safety Manager**

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

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



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Mr. Gene Bannister, Western Regional Office  
DOI – Office of Aviation Services (OAS)  
300 E. Mallard Dr., Ste. 180  
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

### C13.2 Helicopter 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).

C13.2.1 Direct the specific flight requirements as required to support an incident/project.

C13.2.2 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).

C13.2.3 Monitor services provided under the contract for conformance with contract requirements.

C13.2.4 Initiate and sign correspondence and other contract administrative documents under the title of Helicopter/Project Manager.

C13.2.5 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.

C13.2.6 Approve breaks during daily operations.

C13.2.7 Suspend operations for safety concerns or non-conformance of the contract. The COTR/CO shall be notified for all suspended operations.

C13.2.8 Complete an Evaluation Report on Contractor Performance using the CO prescribed form (CO will provide

when orders are issued) upon release of the aircraft and submit to the CO at the conclusion of the assignment.

### C13.3 The OAS Aviation Safety Manager

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

The ASM for this contract is:

Mr. Keith Raley  
DOI – Office of Aviation Services (OAS)  
300 E. Mallard Dr., Ste. 200  
Boise, ID 83706-3991

Phone: 208-433-5071  
Fax: 208-433-5007

### SAFETY

#### C14 Safety and Accident Prevention

C14.1 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.

C14.2 The Contractor must submit a copy of all reports required by the Federal Aviation Regulations that relate to pilot and maintenance personnel performance, aircraft airworthiness or operations to the Aviation Safety Manager (ASM).

C14.2.1 Examples of these reports are shown in paragraphs 14 CFR Part 135.415 Service Difficulty Reports (SDR) 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.

#### C15 Safety Management System (SMS)

C15.1 The Contractor must submit within 30 days after contract award, Exhibit XX - Safety Management System (SMS), Flight Time, Accident History, and FAA Violation Questionnaire.

C15.2 The Government may at any time conduct reviews with the Contractor's employees performing on this contract to determine their familiarity with the Contractor's SMS plan/documents. The SMS review may be conducted remotely (virtually) or during an on-site assurance review and documented in CPARS. If selected for review, the Contractor must cooperate with the SMS representative and provide the SMS information requested.

C15.3 Additional information on SMS can be found at

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- FAA Advisory Circular 120-92B: [https://www.faa.gov/regulations\\_policies/advisory\\_circulars/](https://www.faa.gov/regulations_policies/advisory_circulars/)
- FAA initiatives: <https://www.faa.gov/about/initiatives/sms/>
- International Standard for Business Aircraft Operations (IS-BAO): <https://nbaa.org/flight-department-administration/sms/>

### C16 Mishaps

C16.1 Following a mishap, and based on an investigation by the Agency Investigator In Charge (IIC), Bureau representative, and the CO, the Government will determine whether the Contractor was in compliance with contract terms and conditions or with the Federal Aviation Regulations applicable to the Contractor's operations, policies, procedures, practices, or programs, or whether there was negligence on the part of the Contractor's officers or employees that may have caused or contributed to the mishap. The Contractor must fully cooperate with the agency IIC, ASM, and CO during the evaluation.

C16.2 Mishap Definitions. As used throughout this contract, the following terms will have the meanings set forth below.

C16.2.1 The following terms are as defined in 49 CFR Part 830:

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

C16.2.2 Airspace Conflict. A near mid-air collision, intrusion, or violation of airspace rules.

C16.2.3 Aviation Hazard. Any condition, act, or set of circumstances that exposes an individual to unnecessary risk or harm during aviation operations.

C16.2.4 Incident with Potential. An incident that narrowly misses being an accident and in which the circumstances indicate significant potential for substantial damage or serious injury. Classification of an incident as an "Incident with Potential" is determined by the agency ASM.

C16.2.5 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.

C16.2.6 Mishap – Aviation Mishap. Mishaps include aircraft accidents, incidents with potential, aircraft incidents, aviation hazards, and aircraft maintenance deficiencies.

C16.2.7 SAFECOM (<https://www.safecom.gov/>). An agency Aviation Safety Communique used to report any condition, observance, act, maintenance problem, or circumstance, which Solicitation No. 140D8021R0017

has the potential to cause an aviation-related mishap. A SAFECOM's sole purpose is for mishap prevention. (Form OAS-34 or FS 5700-14).

### C16.3 Mishap Reporting.

C16.3.1 For "Aircraft Accident" or NTSB reportable "Incident", the Contractor must immediately, and by the most expeditious means available, notify the NTSB, CO, and OAS ASM.

C16.3.2 For any mishap involving damage or injury, or overdue aircraft suspected of having an accident, the Contractor must immediately, and by the most expeditious means available, notify the OAS by calling 1-888-4MISHAP.

C16.3.3 In an effort to prevent future mishaps, the Contractor must report aviation hazards and maintenance deficiencies.

C16.3.4 The toll-free 24-hour Aircraft Accident Reporting Hot Line number is:  
1-888-4MISHAP (1-888-464-7427)

C16.4 Mishap Investigations. It is the Department of the Interior's responsibility to investigate Interior aircraft mishaps using one of the following investigation procedures.

C16.4.1 On-site investigations will be conducted whenever possible for all aircraft accidents and selected incidents with potential.

C16.4.2 Limited investigations will be conducted for selected incidents with potential. A limited investigation will not normally include a visit to the incident site.

C16.4.3 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.

C16.4.4 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.

C16.4.5 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.

### C16.5 Forms Submission.

C16.5.1 Following an "Aircraft Accident" or when requested by the NTSB following notification of a reportable "Incident," the Contractor must provide the OAS ASM with information

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necessary to complete a NTSB Form 6120.1/2 “Pilot/Operator Aircraft Accident Report”.

C16.5.2 The Contractor must submit a SAFECOM within 5 days upon the occurrence of any condition, observance, act, maintenance problem, or circumstance which has potential to cause an aviation-related mishap. The SAFECOM submission instructions are available at: <https://www.safecom.gov/>.

The submission of an NTSB Form 6120.1/2 does not replace the Contractor's responsibility to submit a SAFECOM.

C16.6 Pilot Suspension. See Suspension of Pilot in C26.2.

C16.7 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 CO or other authorized agency representative. Permitted exceptions to this requirement may be when life or property are threatened, when the aircraft is blocking an airport runway, etc. The Contractor must immediately notify the OAS ASM, NTSB and the CO before taking such actions.

C16.7.1 The NTSB's release of the wreckage does not constitute a release by the CO and the agency Investigator In Charge (IIC).

C16.8 Costs Related to Investigation. The NTSB or agency will determine their individual agency's investigation cost responsibility. The Contractor will be fully responsible for any cost associated with the reassembly, approval for return-to-service, and return transportation of any items disassembled by the Government.

C16.9 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.

### C17 Flight Data Reporting and Invoicing

#### C17.1 Flight Data Reporting (Non-Emergency--Project)

C17.1.1 The Contractor and a Government representative must complete and sign an Aircraft Use Report, AMD-23/23E form or other form as directed by the CO. The form must have the appropriate Contractor and Government Representative signatures verifying performance in accordance with the contract and approving the services. An electronic report will be initiated by the Contractor in a Department of the Interior electronic reporting system that documents the daily services recorded on the signed 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).

C17.1.2 Supporting documentation as required by the contract to support actual additional pay items (i.e. relief transportation costs, tie-downs, landing fees, fuel, lodging, etc.) shall be submitted with the applicable Aircraft Use Report or other form as directed by the CO. Receipts are required for reimbursement. Failure to include such documentation shall result in rejection of the invoice back to the Contractor for inclusion and resubmission.

#### C17.2 Flight Data Reporting (Emergency—Fire and SAR)

C17.2.1 The Contractor and a Government representative must complete and sign an Aircraft Use Report, AMD-23/23E form or other form as directed by the CO. The form must have the appropriate Contractor and Government Representative signatures verifying performance in accordance with the contract and approving the services.

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 (currently [AUR\\_funding@ibc.doi.gov](mailto:AUR_funding@ibc.doi.gov)).

C17.2.2 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.

C17.3 Aircraft Use Reports or other forms as directed by the CO, are to be submitted as soon as possible after services are complete and at least every two (2) weeks for projects with longer durations.

C17.4 Subsequent electronic invoicing through the Invoice Processing Platform (IPP) (see below) will match the same period and amounts as the Aircraft Use Report submission or other form as directed by the CO.

### C18 Electronic Invoicing and Payment Requirements –Invoice Processing Platform (IPP) (April 2013)

C18.1 Payment requests must be submitted electronically through the U. S. Department of the Treasury's Invoice Processing Platform System (IPP).

C18.2 "Payment request" means any request for contract financing payment or invoice payment by the Contractor. To constitute a proper invoice, the payment request must comply with the requirements identified in the applicable Prompt Payment clause included in the contract, or the clause 52.212-4 Contract Terms and Conditions – Commercial Items included in commercial item contracts. The IPP website address is: <https://www.ipp.gov>.

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C18.3 Under this contract, the following documents are required to be submitted as an attachment to the IPP invoice:

- Aircraft Use Reports (AMD Form 23/23E or other form as directed by the CO). See C16.1.1 and C16.2.1.
- Supporting documentation (receipts). See C16.1.2.

C18.4 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) within 3 – 5 business days of the contract award date. Contractor assistance with enrollment can be obtained by contacting the IPP Production Helpdesk via email [ippgroup@bos.frb.org](mailto:ippgroup@bos.frb.org) or phone (866) 973-3131.

C18.5 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.

### C19 Aircraft Insurance

The Contractor must maintain as a minimum, aircraft insurance coverage required by 14 CFR, Part 205, during contract performance in accordance with DIAR 1452.228- 71.

#### C19.1 Property and Personal Damage

C19.1.1 The Contractor shall use every precaution necessary to prevent damage to public and private property.

C19.1.2 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.

C19.1.3 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.

C19.1.4 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.

C19.1.5 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.

C19.1.6 The Contractor, prior to the commencement of work, shall submit to the Contracting Officer one (1) copy of the

insurance policy, or confirmation from the insurance company, certifying that the coverage described in this clause has been obtained.

### C19.2 1452.228-71 Aircraft and General Public Liability Insurance (Mar 1989)

(a) The Contractor, at the Contractor's expense, agrees to maintain, during the continuance of this contract, aircraft liability and general public liability insurance with limits of liability for:

(1) Bodily injury to or death of aircraft passengers of not less than \$75,000 for any one passenger and a limit for each occurrence in any one aircraft of at least an amount equal to the sum produced by multiplying \$75,000 by 75 percent of the total number of passenger seats installed in the aircraft;

(2) Bodily injury to or death of persons (excluding passengers) of not less than \$75,000 for any one person in any one occurrence and \$300,000 for occurrence; and

(3) Property damage of not less than \$100,000 for each occurrence; or

(4) a single limit of liability for each occurrence equal to or greater than the combined required minimums set forth in paragraphs (a)(1) through (3) of this clause.

(b) The Contractor also agrees to maintain worker's compensation and other legally required insurance with respect to the Contractor's own employees and agents.

### C20 Contractor 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 (140D8121R0002). Bureau customers can initiate the need for additional contract holders by contacting the Contracting Officer. The Contracting Officer will assess the need for additional support. Should additional support be required, the Contracting Officer will publicize a notice in the Government Point of Entry ([www.beta.sam.gov](http://www.beta.sam.gov)), issue a solicitation amendment, and complete evaluation in the same manner as the initial solicitation. Contracts awarded utilizing the 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.

### C21 Contractor Performance Assessment Reporting System

(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

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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 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

(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.

### C22 Prework Meeting

A prework meeting between the Government and the Contractor along with their primary crew members may be held at the Government's discretion. If held, the meeting will be conducted via telephone and/or online (e.g. Zoom or Teams meeting) and the Contractor's primary crew members must attend. The date and time of this meeting will be determined after award. The meeting may include, but is not limited to: (1) basic review of the contract; (2) ordering procedures; (3) operational procedures (dispatch, flight following, hazard/risk assessment and reduction, airspace coordination, incident/accident reporting, etc.); (4) measurement and payment; and (5) review of the local base procedures. This meeting is administrative and non-proprietary in nature, and is not intended for technical inspection purposes.

### C23 Contract Period

The contract period will be from 01 May 2022, through 30 April 2027, unless otherwise extended as allowed herein.

C23.1 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.

C23.2 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.

C23.3 When an order for services has been accepted, the Contractor is obligated to perform in accordance with the contract.

### C24 Economic Price Adjustment - Fuel

C24.1 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. This request may be made annually, on the anniversary of contract award.

C24.2 The Contractor warrants that the prices offered for this contract do not include any allowances for any contingency to



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cover increased costs for which adjustment is provided under this clause.

C24.3 The CO may conduct a fuel survey of the fuel source locations identified in Section A each year, on the anniversary of the contract award date and/or upon written request from a vendor (see C21.1).

C24.4 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.

C24.5 Base Price. This contract is for on-call flight services at more than one (1) designated base. Therefore, the base price is the **average** commercial price obtained by the Government for the specific fuel type at the specified Fuel Source Locations identified in Section A, Requirements and Prices.

C24.6 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.

C24.7 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 of aircraft involved as shown in the Helicopter Fixed Hourly Flight Rates, Fuel Consumption, and Weight Reduction Chart in Section A (Exhibit A-1). Amounts of 50 cents or less will be rounded down and amounts of 51 cents or more will be rounded up.

C24.8 The hourly flight rate will be adjusted upward by the CO in a bilateral contract modification, whenever the CO confirms the 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.

C24.9 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.

C24.10 All flight hour adjustments will be made in AIRS based upon the effective date stated in the modification.

### C25 Add / Remove Aircraft after Contract Award

After contract award and initial inspection, the Contractor may request to add or remove aircraft/equipment during the month of October each year. All requests shall be made in writing to

the Contracting Officer. The aircraft requested must meet the minimum requirements set forth in this contract. Requests must include a pricing sheet, the FAA Operation Specifications showing the aircraft, an Aircraft Questionnaire for the aircraft type offered, and an Aircraft Information Form. Each request will be evaluated by the DOI based on the needs of the Government. It is at the Government's discretion whether additional aircraft/equipment will be added to the contract. The Contracting Officer will make the final determination to add aircraft/equipment to a contract through a bilateral modification. The Contractor may contact OAS regarding scheduling aircraft inspection only after finalization of a bilateral modification to add the aircraft to the contract.

The request to remove aircraft can be done at anytime during the contract period and is accomplished by bilateral modification issued by the Contracting Officer (See C25.3).

#### C25.1 Add Aircraft

C25.1.1 Same make, model and series may be offered at the same price as originally awarded and identified in the contract.

C25.1.2 Different make, model and series may be offered with the submission of the Contractor's bid price(s). Offered prices must be evaluated by the CO to be competitive and determined to be fair and reasonable.

C25.1.3 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 133.27(a) and 135.63(a)(3), as applicable. (Operations Specifications Part D, D085). The aircraft must be listed. The required documents listed below must also be submitted to the Contracting Officer.

- Current Weight and Balance (within previous 24 mo.)
- Equipment list certified accurate at the time of weighing
- Any calculations indicating changes to the aircraft and equipment list that may have occurred after the time of weighing
- Payload calculations showing performance characteristics of the offered aircraft
- Applicable performance charts from the aircraft flight manual

The Contractor shall be responsible for contacting the COTR for scheduling an inspection. See C2.8 and C2.9 relative to inspection and cost of inspection for additional aircraft.

#### C25.2 Add Equipment

C25.2.1 The written request to add optional accessories and miscellaneous equipment must include a signed copy of the Add/Remove Aircraft/Equipment Request Form (See Exhibit 18, Section C).

## SECTION C – CONTRACT TERMS AND CONDITIONS

### C25.3 Remove Aircraft(s)/Equipment

C25.3.1 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 submitting to the Contracting Officer.

C25.3.2 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 Contracting Officer by submitting a signed copy of the Add/Remove Aircraft/Equipment Request Form. (See Exhibit 18, Section C)

### C26 Personnel Conduct

#### C26.1 Replacement of Contractor Personnel

C26.1.1 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.

C26.1.2 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.

C26.1.3 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.

#### C26.2 Suspension of Pilot

C26.2.1 Upon receipt of any information that indicates a safety concern or notification of a reportable incident as defined within 49 CFR 830.5, the Government (carding authority) **may** suspend the pilot from their duties and from any other activity authorized under the Interagency Pilot Qualification card(s), dependent upon any findings during the course of the investigation.

C26.2.2 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 any findings during the course of the investigation.

C26.2.3 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), dependent upon any findings during the course of the investigation.

C26.2.4 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 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.

### C27 Orders for Services

C27.1 The Government will award individual task orders against this contract based on best value for the specific Government requirement. Best value determinations will be made by comparing aircraft capability and equipment, pilot qualifications and past performance, aircraft location, availability, and estimated cost for the requirement, to include all anticipated cost factors (i.e. flight, mobilization and demobilization costs, fuel vehicle mileage, extended standby, subsistence, etc.) for the Government's projected period of need.

C27.1.1 Contracted flight rates, pilot details, and aircraft information will be found on the Aviation Resource List. The Aviation Resource List is a list available to DOI, which contains all OAS carded aircraft and pilots on contract. The Aviation Resource List shows all contract rates, as well as OAS carding details.

#### C27.2 Fire and Non-Fire Emergencies

C27.2.1 At the outset of the contract award, and annually, each year thereafter, the Contracting Officer will issue the Contractor three (3) Task Order numbers. Two (2) Task Order numbers 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.

C27.2.2 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)

## SECTION C – CONTRACT TERMS AND CONDITIONS

3) National Interagency Coordination Center (NICC) located in Boise, Idaho.

4) The Contracting Officer

C27.2.3 An order may be made orally or electronically, but must be followed up in writing via a Government task order or modification indicating a funding source and signed by a Contracting Officer. Vendors must notify the Contracting Officer within three (3) business days of receipt of an oral order from any of the above mentioned individuals besides the Contracting Officer.

C27.2.4 Orders accepted by the Contractor from a source not identified herein, could result in a delay of payment or nonpayment of service.

C27.3 Planned Project Missions (Non Fire/Non-Emergency)

C27.3.1 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 (3) 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.

C27.3.2 Orders accepted by the Contractor from a source not identified herein, could result in a delay of payment or nonpayment of service.

C27.4 For requirements under the Simplified Acquisition Threshold (SAT), which is currently \$250,000.00, the Government will use estimated flight costs (flight time estimates multiplied by the contracted flight rates), estimated standby, and any other estimated project costs (i.e., ferry time (the flight time to get from contractors base to project location), per diem, landing fees, etc.) to assist in determining best value. Requestors may ask Contractor's for flight time estimates to aid in creating cost comparisons/estimates. Requestors should check availability with the recommended vendor. The Contracting Officer makes the final determination regarding task order award.

C27.5 For requirements over the SAT, a task order proposal request will be sent via email to every DOI helicopter on call Contractor. Mission specifics, to include aircraft and pilot requirements, estimated period of performance, project location, and any other relevant details will be included. Interested Contractors will submit proposals to the Contracting Officer by the date specified in the email. Selection will be

made based on best value to the Government. Rates higher than the contract rates will not be accepted, but Contractors may propose rates lower (discounted) than their contract for that specific requirement.

C27.6 Tradeoffs may be made to determine which Contractor provides the best combination of aircraft, location, past performance, and price given the specific requirement.

C27.7 The Government's urgency in acquiring services may be a factor and override any other criteria identified above.

C27.8 Notice of project award (task order signed by a Contracting Officer) will be sent to the Contractor and the requestor via email.

C27.9 The Government does not guarantee the placement of orders for services under this contract, and the Contractor is not obligated to accept an order. However, once the Contractor accepts an order, the Contractor is obligated to perform in accordance with the terms and conditions stated herein.

### 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 (1) hour of flight time (only) at the specified contract flight rate. (No availability, subsistence or other miscellaneous items will be paid.)

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.



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C28.3 Contractor costs associated with project cancellations or postponements that are not the fault of, or cause by, the Government (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.

### 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 (9) 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 (9) 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). 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 / Reaction Time. 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 without the appropriate consecutive hours of rest (off duty) prior to any assigned duty period, provided the advance release of the Contractor's personnel was approved by the Government Representative (e.g. Helicopter Manager, Helicopter Flight Manager, etc.) in advance.

### 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 C34 or C35 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 Contract Non-Compliance

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.

C32.1.1 The contractor may be required to demonstrate their availability by providing documented evidence to the CO, 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.

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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.

C32.1.2 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 and/or non-compliance, 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 unable to comply with contract requirements due to conditions beyond their control, the Contractor needs to notify the CO and COTR of the situation as soon as possible for a compliance determination.

C32.4 If the Contractor is unavailable for four (4) 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 C38) 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.

C34.1.1 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.

C34.1.1.1 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.

C34.1.1.2 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 accompanied 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

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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 Exceeding 4 Clock Hours. Payment is made at the project flight rate for the greater of:

- 1) Actual flight time (including ferry time to and from the project location) flown OR
- 2) A Guarantee of 3 flight/ferry hours per day, averaged over the period of hire. Guarantee is determined by multiplying the number of days of ordered service by the daily flight hour guarantee (3 hours).

### Example 1:

Day 1: 1 hour Ferry Time + 1 hour Project (Flight) Time  
Day 2: 1 hour Project (Flight) Time + 1 Hour Ferry Time  
*Result:* Vendor can bill 2 hours of Guarantee Time (GT)

### Example 2:

Day 1: 1 hours Ferry Time + 4 hours Project (Flight) Time  
Day 2: 1 hour Project (Flight) Time + 1 hour Ferry Time  
*Result:* Vendor bills for actual flight time ONLY (7 hours) and cannot bill for any GT, despite only working 2 hours on Day 2 since 3 hours / day ON AVERAGE were flown.

Guarantee will not accrue after the aircraft is released, even though the aircraft may not depart the work site immediately after release

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. However, the daily flight guarantee ends at the time of release the previous day (EX: 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). This should be anticipated in advance and funded/authorized on the task order; otherwise a bilateral modification shall be completed prior to expenses being incurred.

C35.3.2.2 Daily flight guarantee will be documented with a pay item code of GT or GT1 and paid at the current project flight rate. It is the Contractor's responsibility to calculate and claim guaranteed flight hours due on the Aircraft Use Report form and submit via the DOI electronic invoice/use report system. It is not the Government's responsibility to ensure Contractors are claiming any guarantee due.

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. **Flight time plus guarantee and standby cannot exceed the 14-hour duty day.**

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

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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 Government provides meals and/or lodging, and the Contractor chooses not to use them, 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 2021 are:

### **STANDARD**

Meals and Incidental Expense: \$55.00

Lodging: \$96.00

Total: \$151.00

### **HIGH RATE**

For current FTR per diem rates refer to the General Service Administration's (GSA) Internet site:

<https://www.gsa.gov/travel/plan-book/per-diem-rates/per-diem-rates-lookup>

**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.

**C37.3 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

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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 \$0.56 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).

### C38 Payment Method

C38.1 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.

C38.1.1 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.

C38.1.2 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 C38.1.1 above.

C38.2 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.

## SECTION C – CONTRACT TERMS AND CONDITIONS

### 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 Make and Model Groups, plus Series Groups
- Exhibit 11 Alaska Supplement
- Exhibit 12 Contractor Provided Helitorch and Services
- Exhibit 13 Standard Interagency Load Calculation Form
- Exhibit 14 Interagency Fire Additional Equipment Requirements
- Exhibit 15 Safety Management System (SMS) Flight Time, Accident History, and FAA Violation Questionnaire
- Exhibit 16 Transportation Worksheet
- Exhibit 17 Unavailability Conversion Chart
- Exhibit 18 Add/Remove Aircraft/Equipment Request Form
- Exhibit 19 Department of Labor Wage Determination Information
- Exhibit 20 Aircraft Questionnaire
- Exhibit 21 Aircraft Information Form

**SECTION C – CONTRACT TERMS AND CONDITIONS**

**EXHIBIT 1  
UNACCEPTABLE AIRCRAFT LAP BELT AND SHOULDER HARNESS CONDITIONS**

<b>Item</b>	<b>Unacceptable Conditions</b>
Webbing	<ol style="list-style-type: none"> <li>1. Frayed: 5 percent or more</li> <li>2. Torn</li> <li>3. Crushed</li> <li>4. Swelling: twice the thickness of original web or if difficult to operate through hardware</li> <li>5. Creased: no structural damage allowed</li> <li>6. Sun deterioration: severe fading, brittleness, discoloration, and stiffness</li> </ol>
Hardware	<ol style="list-style-type: none"> <li>1. Inoperable buckle or other hardware</li> <li>2. Nylon bushing at shoulder-harness-to-lap-belt connection missing or damaged</li> <li>3. Fabricated bushings or tie wraps used as bushings</li> <li>4. Rust/corrosion: only minor surface rust/corrosion allowed</li> <li>5. Wear: wear beyond normal use</li> </ol>
Stitches	<ol style="list-style-type: none"> <li>1. Broken or missing</li> <li>2. Severe fading or discoloring</li> <li>3. Inconsistent pattern</li> </ol>
TSO Tags (see 14 CFR 21.607)	<ol style="list-style-type: none"> <li>1. Missing</li> <li>2. Illegible</li> </ol>
Age	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.

**SECTION C – CONTRACT TERMS AND CONDITIONS**

**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.

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

2. One black and one white blade (two-bladed rotor systems).
3. Paint schemes previously approved under a U.S. Forest Service or Department of the Interior, 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.



**SECTION C – CONTRACT TERMS AND CONDITIONS**

**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 included below for flight activities conducted in Canada and Alaska.

<b>Minimum First Aid Kit Items (includes Alaska)</b>		
Each kit must be in a dust-proof and moisture-proof container. The kit must be readily accessible to the pilot and passengers.		
Item	Passenger Seats 0-9	Passenger Seats 10-50
Adhesive bandage strips, (3 inches long)	8	16
Antiseptic or alcohol wipes (packets)	10	20
Bandage compresses, 4 inches (aka “field dressing”)	4	8
Triangular bandage, 40 inches (sling)	2	4
Roller bandage, 4 inches x 5 yards (gauze)	2	4
Adhesive tape, 1 inch x 5 yards (standard roll)	1	2
Bandage scissors	1	1
Body fluids barrier kit:	1	1
	2 pair nitrile or nonlatex surgical gloves	
	1 face shield	
	1 mouth-to-mouth barrier	
	1 protective gown	
	2 antiseptic towelettes	
	1 biohazard disposable bag	
<b>Note:</b> Splints are recommended if space permits.		
<b>Minimum Aircraft Survival Kit Items</b>		
<ul style="list-style-type: none"><li>• Fire starter (can be two boxes of matches in waterproof containers, “metal match” etc.)</li><li>• Magnesium fire starter</li><li>• Signal mirror</li><li>• Whistle</li><li>• One knife (includes “multi-tools” with knives)</li><li>• Wire saw, axe, hatchet, or machete</li><li>• Nylon rope or parachute cord (50 feet, minimum 1/8 inch [3mm] thick)</li><li>• Collapsible water container (Sealing clear plastic bag(s))</li><li>• Water purification tablets</li><li>• Water (one quart per occupant required except when operating over areas without adequate drinking water)</li><li>• Food (2 days emergency rations per occupant, with a caloric value of 1,000 calories per day)</li></ul>		
<b>Alaska Specific</b>		
Rations for each occupant to sustain life for one week One Axe or hatchet An assortment of fishing tackle such as hooks, flies, lines, sinkers, etc. One mosquito head net for each occupant Mosquito repellent containing minimum 40% DEET Laser rescue light Signal flares (6 each) (non-marine signal flares) Two small signaling devices such as colored smoke bombs, railroad fuses, or Very pistol shells, in sealed metal containers; Personal Locator Beacon (PLB) <b>Note:</b> Required only if aircraft ELT requires tools to be removed.		
<b><u>October 15 to April 1</u></b>		
Pair of snowshoes (1) One sleeping bag (1) Wool blanket or equivalent for each occupant over 4 years of age (1)		
See the following ALSE link for other recommended survival kit items. <a href="https://www.doi.gov/sites/doi.gov/files/uploads/interagency_alse_handbook_v2.8.pdf">https://www.doi.gov/sites/doi.gov/files/uploads/interagency_alse_handbook_v2.8.pdf</a>		

## SECTION C – CONTRACT TERMS AND CONDITIONS

### 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

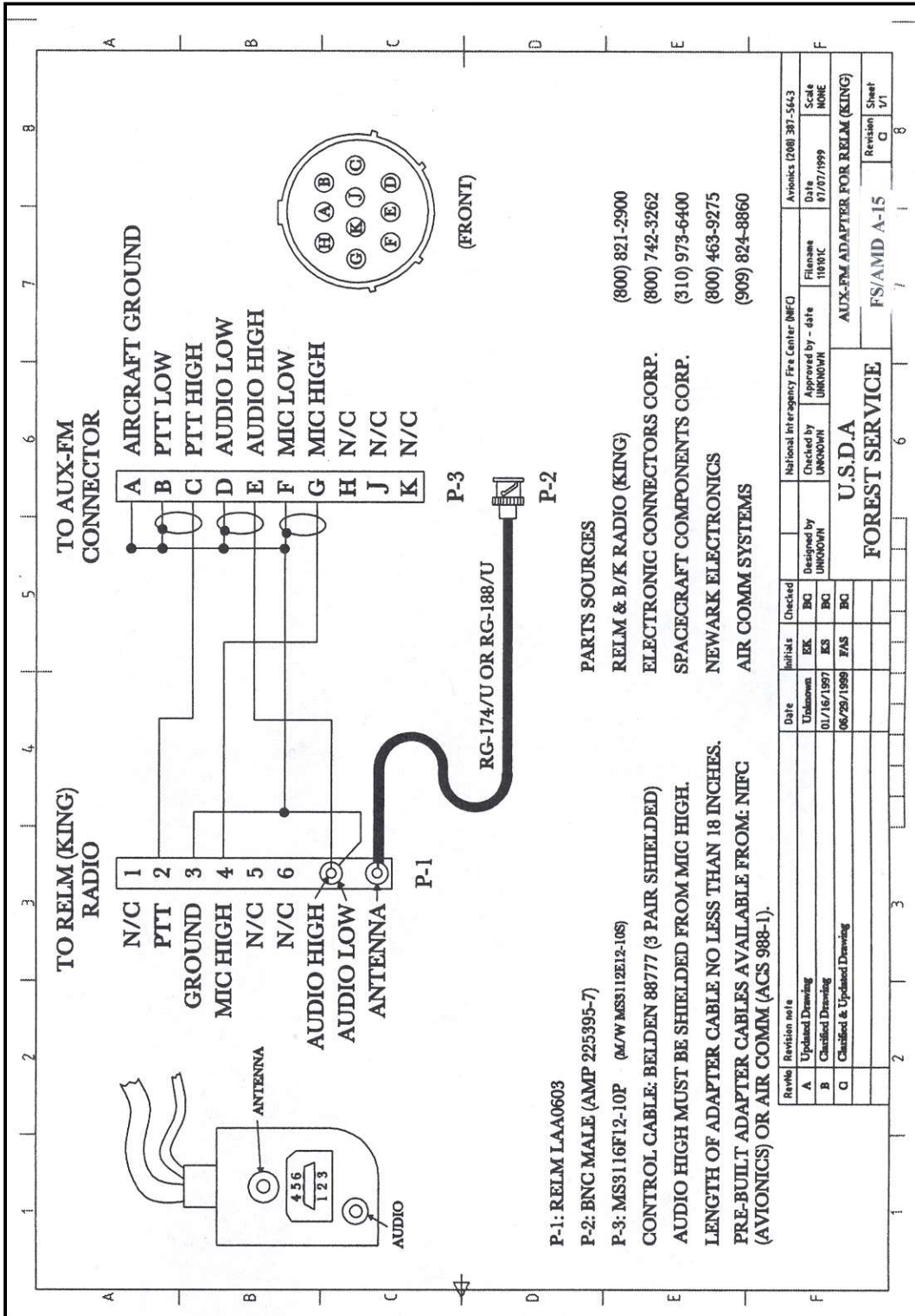
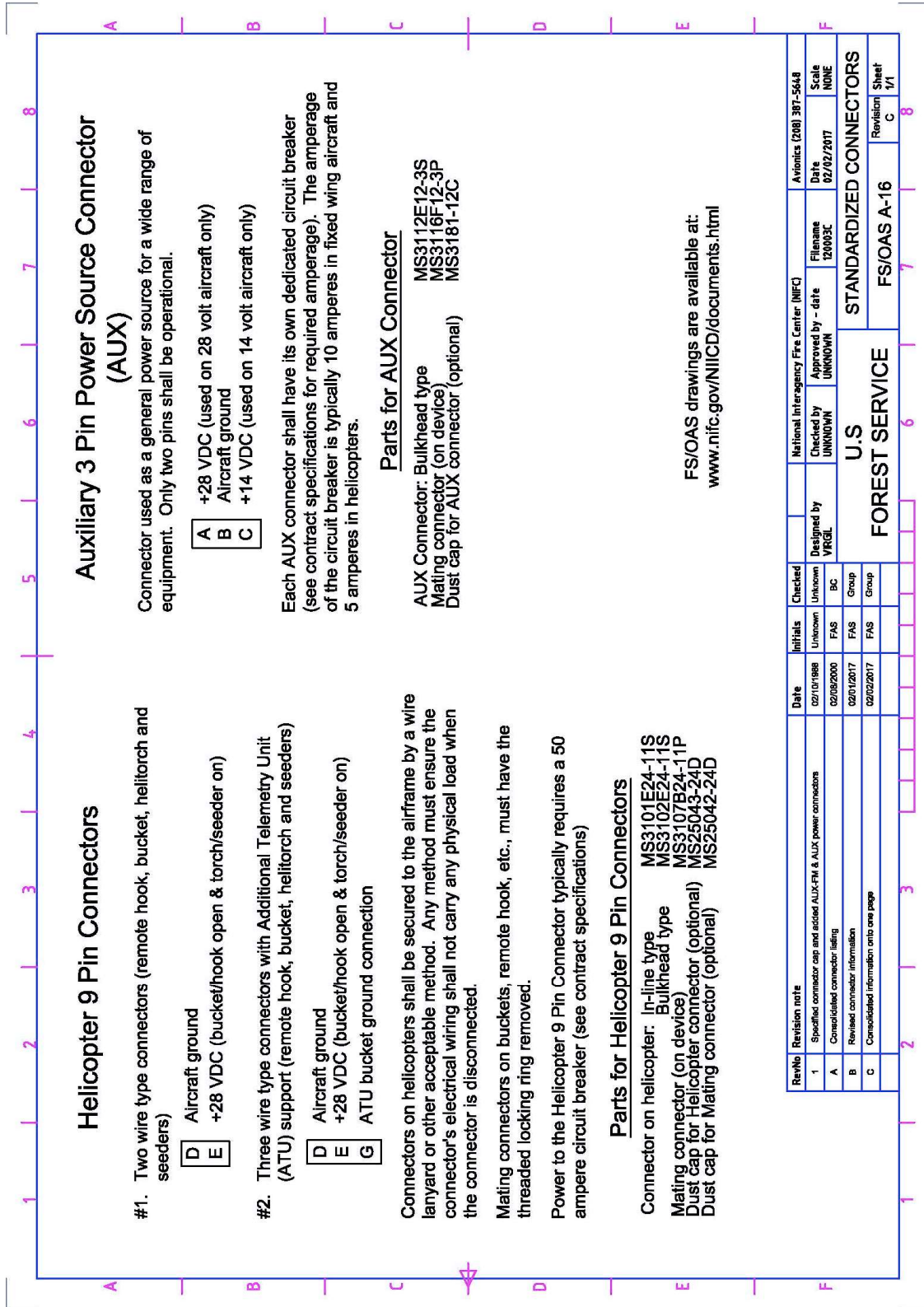


EXHIBIT 6  
DRAWING FS/AMD A-16  
Accessory Connector Pin Assignments



## SECTION C – CONTRACT TERMS AND CONDITIONS

### EXHIBIT 7

#### HELICOPTER 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.

#### HELICOPTER SYNTHETIC LONGLINE REQUIREMENTS

##### 1. Material Type

Helicopter synthetic longlines shall be constructed from the HMWPE or HMPE (High Molecular Weight Polyethylene) family of rope fibers including brand names such as Spectra by Allied Signal or fibers with similar properties. Spectra has very high strength, high flex fatigue life, very low stretch (less than 1 percent elongation at 30 percent of break strength), excellent chemical resistance, and less than 1 percent water absorption. Another high strength, high performance rope fiber is Vectran produced by Hoechst-Celanese. Rope brand names made from these types of fibers include Plasma 12, Spectron II, and Spectron 12 or AmSteel. Ropes from these fibers are usually twelve-strand or double-braid construction.

**2. Rope Diameter:** Minimum rope diameter shall be ½-inch.

##### 3. Working or Rated Load

The working or rated load of a rope is the maximum static load that will be lifted by the rope. Working loads are based on a percentage of the approximate breaking or ultimate strength of the rope when new and unused. The working load shall be appropriate to the lifting capability of the helicopter. For reference, lifting capability for each category of helicopter is as follows:

- Type 1: 8,000 lb to 30,000 lb or greater
- Type 2: 1,600 lb to 4,500 lb
- Type 3: 750 lb to 1,600 lb

##### 4. Factor of Safety

A factor of safety of 7 shall be used for helicopter synthetic longlines. Therefore, all ropes shall have an ultimate strength (minimum breaking strength) of seven times the rated or working load. For example, if a Type II helicopter line will have

## SECTION C – CONTRACT TERMS AND CONDITIONS

a working load of 4,500 pounds, the rope must have a minimum breaking strength when new of at least 31,500 pounds. Rope diameters will vary depending on strength and type of rope.

### **5. Knots and Splices**

No knots are permitted in the synthetic longline. Knots can decrease rope strength by as much as 50 percent. Splices may be used in the assembly of the longline, but no mid-line splicing repairs may be done. Resplicing at the end of the line is permitted only if the rope is in good condition and the new splice is done per the manufacturer's recommended splicing practices. Splices should always follow the manufacturer-recommended splicing practices.

### **6. Protective Coatings and Covers**

Rope manufacturers offer protective coatings such as aromatic urethane coatings, which help with abrasion resistance and provide some UV protection. The coating appears as a dye on the rope and does not change the rope dimension. Heavy plastic coatings are not recommended because the inside of the rope cannot be inspected. Some companies also sell "sleeve" covers that attach with Velcro. These are easily removable for rope inspection and provide the greatest UV and debris protection. It is recommended but not required that synthetic longlines have the UV coating and/or the removable covers to help protect the lines. Consult rope manufacturers for acceptable coating methods.

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

## SECTION C – CONTRACT TERMS AND CONDITIONS

### EXHIBIT 8

#### HELICOPTER OFFSHORE **PLATFORM**/VESSEL LANDINGS AND EXTENDED OVER WATER

Contractors participating in Offshore **Platform**/Vessel Landings and/or Over Water operations must adhere to the additional pilot, equipment and operational requirements as specified in this exhibit.

##### **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 Offshore Operations: These are operations beyond a point where navigation by visual reference to landmarks can be made.

B1.4.1.4 Offshore Platform Landings: Takeoff or landing on an elevated heliport structure surrounded by water.

B1.4.1.5 Vessel Landings: Takeoff and landing operations on vessels, drillships, semi-submersible drilling platforms, barges, or other landing areas subject to pitch and roll of the sea.

##### **B6.22.1 Equipment Requirements (in addition to the requirements in Section B.6 of the solicitation)**

B6.22.1.1 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.

B6.22.1.2 Emergency flotation gear (popout) or standard flotation gear (fixed floats).

B6.22.1.3 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.

##### **B7.7 Avionics Requirements: (in addition to the requirements in Section B.7 of the solicitation)**

###### B7.4 Navigational Systems

~~B7.4.1 One permanently installed, panel mounted global positioning system (GPS-1) utilizing an approved, fixed external aircraft antenna and powered by the aircraft electrical system or an aviation portable GPS unit (Garmin GPSMap 296/396/496 or equivalent) provided the portable unit is securely mounted, is equipped with a remote (i.e., not part of the GPS unit) antenna, and presents information from an overhead orientation (not a drive along the road type), and is powered by the aircraft electrical system. The GPS (permanently installed or portable) must utilize the WGS-84 datum and reference latitude and longitude coordinates in the degrees/minutes/decimal minutes (DM) mode for aircraft positioning. The GPS navigation database must be updated annually covering the geographic areas where the aircraft will operate.~~

**B7.4.1 At least one of the following VFR navigations systems must be installed:**

**B7.4.1.1 One permanently installed, panel-mounted GPS system utilizing an approved, fixed external aircraft antenna. The navigational databases must be updated at least annually.**

**B7.4.1.2 One portable Aviation GPS unit (Garmin GPS 660 or 760 etc..) utilizing aviation-based software providing overhead orientation. Unit must be connected to remote antenna separate from GPS unit. Navigational databases must be updated at least annually.**



## SECTION C – CONTRACT TERMS AND CONDITIONS

B7.4.1.3 One tablet or mobile device, minimum size of 3.0 inches wide x 1.5 inches high, utilizing aviation application software (Foreflight, Gamin Pilot etc..) that incorporates overhead orientation and georeferencing of aircraft position on the map. The display must show aircraft position in relation to airspace boundaries, including military, controlled, and restricted areas. Application software must allow for disabling of internal GPS sourcing and allow for sourcing of external remote GPS antenna signal. Application software subscription must be current.

B7.4.2 All GPS systems must allow for continuous application of aircraft electrical power through circuit protected source.

B7.4.3 All GPS Systems must use WGS-84 datum and reference latitude and longitude coordinates in degrees, minutes, decimal minutes (DM) mode.

B7.4.5 All GPS Systems must ensure secure mounting and shall be located in a position to provide the PIC a clear view of aircraft panel and the unit display and unrestricted access to aircraft and unit controls.

B7.4.6 Portable Aviation GPS units, GPS tablets, or mobile GPS device systems will not be used for aircraft primary navigation in aircraft conducting IFR operations.

### **B9.2 Personnel Requirements (in addition to the requirements in Section B.9 of the solicitation)**

#### **B9.2.1 Offshore Platform Landings:**

B9.2.1.1 A helicopter instrument rating or an airline transport pilot (ATP) certificate with category and class rating not limited to VFR.

B9.2.1.2 Pilots conducting offshore platform landings must have 100 hours PIC of offshore navigation or 50 hours PIC of offshore navigation in the previous 12 months.

B9.2.1.3 Pilots conducting offshore platform landings must have 10 takeoffs and 10 landings to platforms or vessels, drill-ships, semi-submersible drilling platforms, or barges.

#### **B9.2.2 Vessel Landings:**

B9.2.2.1 A helicopter instrument rating or an airline transport pilot (ATP) certificate with category and class rating not limited to VFR.

B9.2.2.2 Experience for **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.

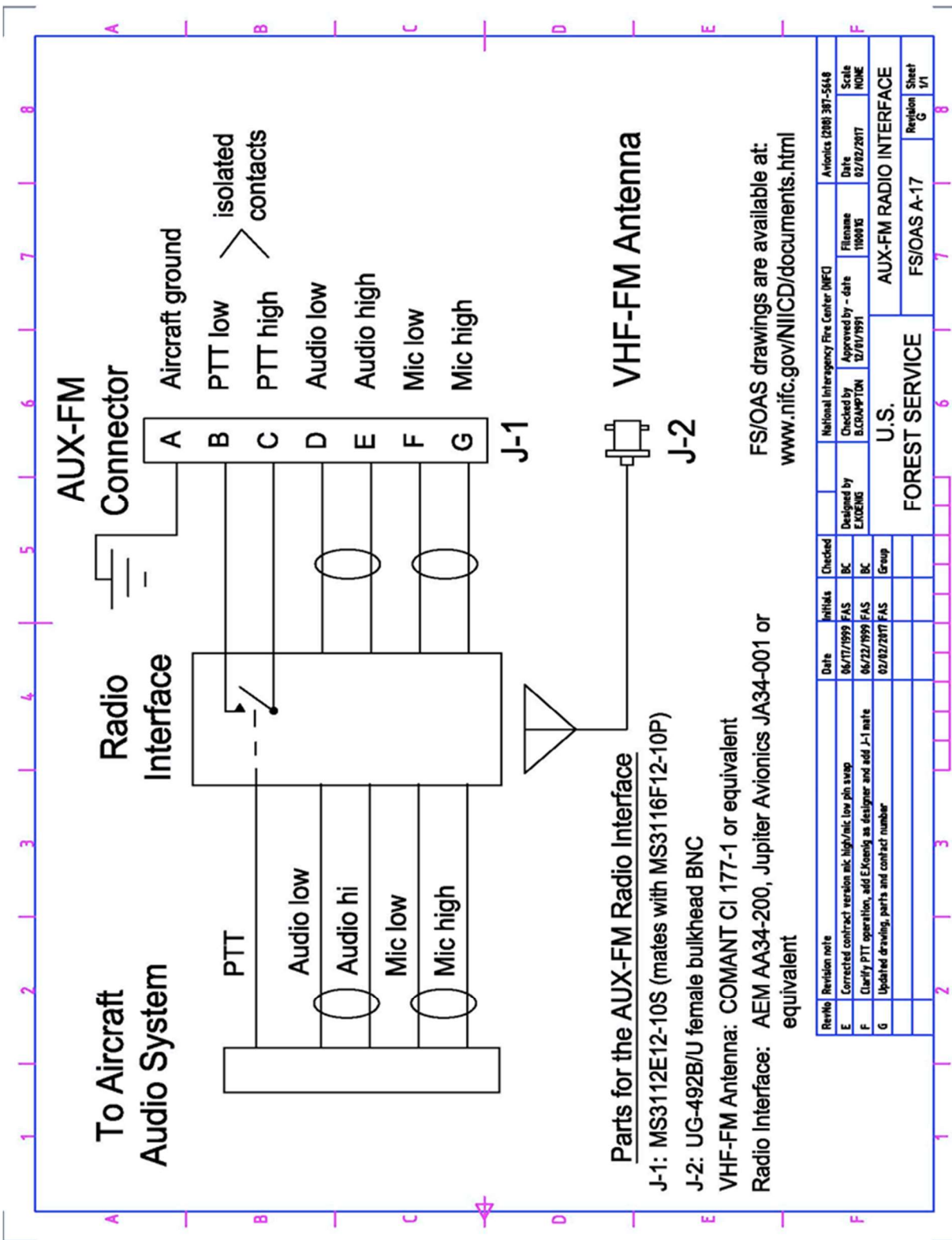
B9.2.2.3 Pilots conducting Vessel Landings must have 10 offshore landings to vessels, drill-ships, semi-submersible drilling platforms, barges, or other landing areas subject to pitch and roll of the sea, this does not include fixed facilities regardless of movement.

### **B20.12 Flight Operations (in addition to the requirements in Section B.20 of the solicitation)**

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.



EXHIBIT 9  
DRAWING FS/AMD A-17  
Auxiliary FM Radio Interface



**SECTION C – CONTRACT TERMS AND CONDITIONS**

**EXHIBIT 10  
HELICOPTER LIKE MAKE AND MODEL GROUP, plus “SERIES” GROUPS  
FOR ON CALL CONTRACTS**

<u>Make</u>	<u>Model Groups*</u>	<u>Series Groups**</u>
Airbus	H125/AS350	All AS350C, AS350D, AS350D1, AS350B, AS350B1, AS350B2, AS350BA
		AS350B3, AS350B3e
		AS350FX, AS350FX2, AS350SD2
	EC-130	EC130B4, EC130T2
	SA 315, SA 316, SA 319	All
	H215, AS 330, 332	All
	H45, EC145, UH-72A, BK 117	All
Bell	204, 205, 210, 212 Single, UH-1 (single engine)	All
	206	All 206B, TH67, OH-58A, OH-58C
		All 206L
	407	407, 407GT, 407GX, OH-58D
		407HP (Eagle)
	212, 412, UH-1N (twin engine)	All 212, All UH-1N (twin engine)
All 412		
214, (except 214ST)	All	
Hiller	UH-12 (except turbine), H-23, OH-23, UH-23	All
Kawasaki	KV107, BV107, CH-46	All
MD Helicopters	369, 500, 520, 530, 600, OH-6	All 369/500 (except 369F, 369FF and 500N)
		369F and 369FF
	900, 902	All
Robinson	R-44	All
Scotts-Bell	47 (except turbine), H-13	All
Sikorsky	S-64, CH-54	All
	S-70, UH-60	All

This list does not specifically follow the FAA guidelines as it relates to 14 CFR 135.293 competency.

Similar military aircraft are not acceptable for grouping.

Grouping of like makes and models of aircraft allows determination of pilot authority. Differences training must be completed for each of the makes/models in a grouping. Make/model qualification and currency are met with time flown in any aircraft in grouping.

SECTION C – CONTRACT TERMS AND CONDITIONS

EXHIBIT 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.

**B2. Certifications.** Contractor’s Operations Specifications must authorize and permit operations 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 When requested by the Government (for Bell medium only): One 90-gallon auxiliary fuel tank in the left or right 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.

**B18 & C37.4 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 C37 of the contract. The Contractor will continue to receive payment of availability in the event no relief crew is ordered.

**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:

AVGAS	JET FUEL
100	Jet A
100LL	Jet A-1
	Jet B
	JP-8

B25.1.1.3 The Contractor must provide a portable fuel servicing system that can be carried on the helicopter. The system must be equipped with a portable hand or electrically operated fuel pump, barrel stem, hoses, aviation fuel servicing nozzle with (dust cap, bonding wire, & screen), and filtration system for refueling in remote areas. The system must be approved for dispensing and filtering petroleum products and include bonding cables, servicing hoses and a fire extinguisher of at least 20-B:C rating.

B25.1.1.4 The dispensing hose must meet EI Bulletin 1529 Aviation Fueling Hose and Hose Assemblies qualifications. The aircraft fuel dispensing nozzle must be equipped with a dust cap, bonding wire and 100-mesh screen.

## SECTION C – CONTRACT TERMS AND CONDITIONS

B25.1.1.5 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 manufacturer's data to determine compatibility. All filtering components must be changed annually or sooner if needed, and the date of the change must be placarded on the canister.

B25.1.1.6 At least two spare filters, seals, and other spare components must be carried with the portable fuel pump.

B25.1.1.7 When not in use, the portable system must be packaged for protection from the weather. The fueling device must be stored in a secure area to prevent tampering with the equipment.

B25.1.1.8 Aircraft must not be refueled while the engine is running.

**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.

**C18. 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.

### **C36 Flight Time**

#### C36.6 Ferry flights through Canada

C36.6.1 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.

C36.6.2 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.

C36.6.3 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.

C36.6.4 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:

## SECTION C – CONTRACT TERMS AND CONDITIONS

C36.6.5 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.

C36.6.6 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.

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.

**C24 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](http://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®	Firegel®	Sure	Petro
Products		Fire®	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.

**SECTION C – CONTRACT TERMS AND CONDITIONS**

<b>HELITORCH INSPECTION CHECKLIST</b>	
Company:	
Helitorch Identification:	Location:
Inspector:	Date:
<b>Tank (55 to 70 Gallons)</b>	
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	
Comments:	
<b>Suspension</b>	
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	
Comments:	
<b>Electrical</b>	
Power Cable in Good Condition – No Cuts or Gaps in Insulation	
Comments:	
<b>Miscellaneous</b>	
Propane Hose - Hose is Compatible With Propane and Has a Braided Metal Cover	
Comments:	

**SECTION C – CONTRACT TERMS AND CONDITIONS**

<b>BATCH MIXER INSPECTION CHECKLIST</b>	
Company:	
Batch Mixer ID:	Location:
Inspector:	Date:
<b>Trailer Mounting</b>	
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:	
<b>Tank (Greater Than 119 Gallons)</b>	
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	
V, K Inspection Current	
I, P Inspection Current	
Comments:	
<b>Engine Installation</b>	
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:	
<b>Electrical</b>	
All Electrical Connections Are Sealed and Secured	
Switch housings covered	
Battery located away from piping joints and pump	
Comments:	
<b>Hoses</b>	
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:	
<b>Pump</b>	
Pump Internals are Non-Sparking (Pump Make & Model _____)	
Pump seals are compatible with gasoline (Viton or Buna N)	
Comments:	



**SECTION C – CONTRACT TERMS AND CONDITIONS**

<b>Miscellaneous</b>	
Safety pins installed on Camlok fittings or self locking Camlok fittings installed	
Pressure gage isolated from Gel	
Valves labeled as to function and flow direction	
Fire Extinguisher Inspected, Mounted and Accessible	
Comments:	

<b>MIX-TRANSFER SYSTEM INSPECTION CHECKLIST</b>	
Company:	
System ID:	Location:
Inspector:	Date:
<b>Drums</b>	
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	
Comments:	
<b>Hoses</b>	
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	
Comments:	
<b>Pump</b>	
Pump internals are non-sparking (Pump Make and Model )	
Pump seals are compatible with gasoline (Viton or Buna N)	
Comments:	
<b>Miscellaneous</b>	
Pressure gage isolated from Gel	
Valves labeled as to function and flow direction	
Comments:	

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EXHIBIT 13

STANDARD INTERAGENCY LOAD CALCULATION METHOD AND FORM

<b>INTERAGENCY HELICOPTER LOAD CALCULATION</b> AMD-67/FS 5700 (07/13)		MODEL	
		N#	
PILOT(S)			DATE
MISSION			TIME
1 DEPARTURE	PA	OAT	
2 DESTINATION	PA	OAT	
3 HELICOPTER EQUIPPED WEIGHT			
4 FLIGHT CREW WEIGHT			
5 FUEL WT ( _____ gallons X _____ lb per gal)			
6 OPERATING WEIGHT (3 + 4 + 5)			
	Non-Jettisonable		Jettisonable
	HIGE	HOGE	HOGE-J
7a PERFORMANCE REF (List page/chart from FM)			
7b COMP GROSS WT (FM performance section)			
8 WT REDUCTION (Req for all non-jettisonable)			
9 ADJUSTED WEIGHT (7b minus 8)			
10 GROSS WT LIMIT (FM limitations section)			
11 SELECTED WEIGHT (Lowest of 9 or 10)			
12 OPERATING WEIGHT (From line 6)			
13 ALLOWABLE PAYLOAD (11 minus 12)			
14 PASSENGERS/CARGO MANIFEST			
15 ACTUAL PAYLOAD (Total of all weights listed in Item 14) Line 15 must not exceed line 13 for the intended mission.			
PILOT SIGNATURE			
MGR SIGNATURE	Hazmat Yes ___ No ___		

## SECTION C – CONTRACT TERMS AND CONDITIONS

### EXHIBIT 14 INTERAGENCY FIRE ADDITIONAL EQUIPMENT REQUIREMENTS

#### **Interagency Fire: Additional Equipment Requirements**

Helicopters approved for Interagency Fire shall meet the following minimum standards:

#### **Aircraft Equipment Requirements:** (in addition to B6 Aircraft Equipment Requirements)

B6.22.3.1 One remote cargo hook with longline as specified in the Helicopter Remote Cargo Hook Equipment and Synthetic Longline Equipment Exhibit (see section C exhibits).

B6.22.3.2 One foldable; electrically operated; variable capacity adjustable water/retardant bucket shall be furnished under this contract. The capacity shall be commensurate with the maximum lifting capabilities of the aircraft as specified in Section A. This bucket shall operate from any section of longline if longline capability is specified. **Note:** Longline is defined as any combined cable length and attached load greater than 50 feet.

B6.22.3.3 The water/retardant bucket operating switch shall be clearly marked for "open" and "closed" and shall be mounted on the collective control to avoid confusion with the cargo hook release. 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.

B6.22.3.4 An MS 3101E-24-11S, nine-pin connector shall be provided as the power source for a helitorch or remote cargo hook. Pin D shall be airframe ground. Pin E shall be switched 28 VDC, protected by a 50-amp circuit breaker. The water bucket open switch shall also activate this circuit. The connector shall be mounted adjacent to the cargo hook (within 12 inches) and be supported in such a way that jettisoning the load will not damage the connector. A lanyard shall be provided for support of the connector.

B6.22.3.4.1 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.

B6.22.3.5 An accessory power source consisting of an MS 3112E-12-3S three-pin connector, accessible in the cabin. Pin B must be airframe ground; pin A must be +28VDC (for 28-volt aircraft); and pin C must be +14VDC (for 14-volt aircraft). The circuit must be protected by a 5-amp circuit protection.

B6.22.3.6 Strobe light (with either a white, or half-white/half-red lens) or a flashing LED (red or white), mounted on top of the aircraft or otherwise visible from above, with an independent activating switch. A red strobe or rotating beacon does not satisfy this requirement.

B6.22.3.7 High visibility, pulsating, forward facing, conspicuity lighting.

B6.22.3.8 High-skid-type landing gear, if manufactured for make and model.

B6.22.3.9 A convex mirror for the pilot to observe the sling load. The convex mirror is not required for aircraft equipped and modified for vertical reference external load operation (i.e., door gauges, modified seat, alternate cargo hook release positions, bubble window) or for aircraft where direct vertical reference is possible.

B6.22.3.10 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.)

B6.22.3.11 Contractor provided helitorch capability must comply with the Contractor Provided Helitorch Services Exhibit (Section C).

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### **Avionics for Interagency Fire Aircraft:** (in addition to B7 Avionics Requirements)

B7.1.2 Helicopters approved under this contract, which meet all avionics requirements for Interagency Fire **and** have a second VHF-AM radio (VHF-2) aeronautical transceiver meeting the requirements of B7.3.2 below, may be approved for Air Tactical missions.

B7.3.2 One panel-mounted VHF-AM (VHF-1) aeronautical transceiver, with a minimum of **760** channels covering 118.000 to **136.975 MHz**. The transceiver must have channels selectable in no greater than 25 kHz increments and a minimum of 5 watts carrier output power. The transceiver's operational controls must be mounted so they are readily visible and accessible to the pilot. Although not required by Federal Aviation Regulations, the aircraft's radio call sign (normally the aircraft registration number) must be displayed on the instrument panel, in view of the flight crew.

B7.3.3 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.

B7.3.3.1 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 CTCSS tones, National Access Codes (NAC's), or Talk Group ID's (TGID's), while in flight. The transceiver must also incorporate a separate, programmable GUARD receiver, with accompanying GUARD transmit capability. Unless instructed by the Government for use on a specific project, all frequencies programmed for use under this Contract must be in the narrowband analog mode.

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

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

B7.3.3.4 The following VHF-FM aeronautical transceivers are known to meet the above requirements:  
Technionics: TDFM-136, TDFM-136A, TDFM-136/NV, TDFM-136A/NV, TDFM-136B, TDFM-136B/NV.

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

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

B7.3.4.2 One weatherproof, external, broadband antenna covering the 150-174 MHz band, with associated RG-58A/U (or equivalent) coaxial cable and connector, terminated in a bulkhead-mounted, female BNC connector (type UG-290A), conveniently located for use by the observer/copilot adjacent to the above 10-pin connector (Comant model CI-177 or equal).

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

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

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

### B7.4 Navigational Systems

~~B7.4.1 One permanently installed, panel mounted global positioning system (GPS 1) utilizing an approved, fixed external aircraft antenna and powered by the aircraft electrical system or an aviation portable GPS unit (Garmin GPSMap 296/396/496 or equivalent) provided the portable unit is securely mounted, is equipped with a remote (i.e., not part of the GPS unit) antenna, and presents information from an overhead orientation (not a drive along the road type), and is powered by the aircraft electrical system. The GPS (permanently installed or portable) must utilize the WGS-84 datum and reference latitude and longitude coordinates in the degrees/minutes/decimal minutes (DM) mode for aircraft positioning. The GPS navigation database must be updated annually covering the geographic areas where the aircraft will operate.~~

B7.4.1 At least one of the following VFR navigations systems must be installed:

B7.4.1.1 One permanently installed, panel-mounted GPS system utilizing an approved, fixed external aircraft antenna. The navigational databases must be updated at least annually.

B7.4.1.2 One portable Aviation GPS unit (Garmin GPS 660 or 760 etc..) utilizing aviation-based software providing overhead orientation. Unit must be connected to remote antenna separate from GPS unit. Navigational databases must be updated at least annually.

B7.4.1.3 One tablet or mobile device, minimum size of 3.0 inches wide x 1.5 inches high, utilizing aviation application software (Foreflight, Gamin Pilot etc..) that incorporates overhead orientation and georeferencing of aircraft position on the map. The display must show aircraft position in relation to airspace boundaries, including military, controlled, and restricted areas. Application software must allow for disabling of internal GPS sourcing and allow for sourcing of external remote GPS antenna signal. Application software subscription must be current.

B7.4.2 All GPS systems must allow for continuous application of aircraft electrical power through circuit protected source.

B7.4.3 All GPS Systems must use WGS-84 datum and reference latitude and longitude coordinates in degrees, minutes, decimal minutes (DM) mode.

B7.4.5 All GPS Systems must ensure secure mounting and shall be located in a position to provide the PIC a clear view of aircraft panel and the unit display and unrestricted access to aircraft and unit controls.

B7.4.6 Portable Aviation GPS units, GPS tablets, or mobile GPS device systems will not be used for aircraft primary navigation in aircraft conducting IFR operations.

### B7.5 Audio Systems

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

B7.5.1.1 Transmitter selection and operation. Separate transmitter selection controls 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

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simultaneously select and utilize a different transmitter (or PA system when installed) via their respective microphone/PTT. Whenever a transmitter is selected, the companion receiver audio must automatically be selected for the corresponding earphone. Transmitter sidetone audio must be provided for the user as well as for cross-monitoring via the corresponding receiver selection switch on the other audio control system.

B7.5.1.2 Receiver selection and operation. Separate controls 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.

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

B7.5.2 An ICS for the pilot, observer/copilot, and the two aft cabin exit positions. ICS audio must mix with, but not 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.

### B7.6 Other Avionics

B7.6.4 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.

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### EXHIBIT 15 - SAFETY MANAGEMENT SYSTEM (SMS), FLIGHT TIME, ACCIDENT HISTORY, AND FAA VIOLATION QUESTIONNAIRE

The Department of the Interior aviation program views Safety Management Systems (SMS) (safety policy, safety risk management, safety assurance, and safety promotion) as a critical element for aviation operations and contract evaluation. This Exhibit, abbreviated to ‘SMS Questionnaire’, seeks to identify safe and effective aviation practices of a Contractor that include implemented policies and practices that support and demonstrate the use of SMS. Refer to Section C15, Safety Management System (SMS), for more information on Contractor SMS review and site visits. Responses to this SMS Questionnaire are due within 30 days after contract award.

The following resources may assist with the completion of the SMS Questionnaire:

- **SMS Questionnaire Supplement:** Explanations of References 1-33 in the SMS Questionnaire, examples of suggested evidence to provide, and common response errors. Located at: <https://www.doi.gov/aviation/library>
- **SMS Questionnaire Form:** An optional form that can be used to complete the SMS Questionnaire. Located at: <https://www.doi.gov/aviation/library>
- **FAA Advisory Circular AC120-92B:** Safety Management Systems for Aviation Service Providers. Located at: [https://www.faa.gov/regulations\\_policies/advisory\\_circulars/](https://www.faa.gov/regulations_policies/advisory_circulars/)
- **International Standard for Business Aircraft Operations (IS-BAO):** Established as a recommended code of (SMS) best practices. Located at: <https://nbaa.org/flight-department-administration/sms/>

#### Overview

The Contractor must provide sufficient evidence of implementation for References 1-33. **Include both evidence of implemented policies and records that indicate the SMS is functioning. Responses are evaluated based on the evidence provided and the results that were achieved from the activities that were performed.** Blank forms do not suffice as evidence of policy or records of practice and responses shall include the Exhibit Reference number (e.g., Reference 1, Reference 2).

**Refer to FAA Advisory Circular AC120-92B and IS-BAO for additional SMS information.** For example, in the SMS Questionnaire, FAA Component 3-3 refers to the Safety Policy section (3-3) in AC120-92B. These references are intended to provide additional guidance to address the Safety Policy and Objectives (References 1-33) in the Exhibit.

#### Scalability

The basic SMS components (safety policy, safety risk management, safety assurance, and safety promotion) remain the same regardless of a Contractor’s size or complexity. The way in which organizations implement such components may be accomplished in a variety of ways but should be appropriate the Contractor’s operations. Per AC120-92B, the “...FAA expects each air carrier to develop an SMS that works for its unique operation.” For example, it will take fewer details to describe safety communication practices for a single-pilot Contractor than a Contractor with multiple employees working in different locations.

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Reference Number	FAA Component Number	IS-BAO Element	Safety Policy and Objectives
<b>Key Safety Personnel and Commitment</b>			
1	3-3	3.1.3.1	Provide evidence that there is an appointed (named) safety manager that is responsible for the effective administration of the SMS.
2	3-3	7.1.1	Provide evidence that the Contractor clearly defines key duties, authorities and accountabilities on their SMS functions.
3	3-3	3.1.1.1	Provide evidence of a strong organizational commitment and clear statement about the provision of necessary resources for the SMS.
Evidence for References 1-3 might consist of duty appointment letters, key safety personnel, duties, position descriptions, organizational structures, and policy that demonstrates that the accountable executive has identified or appointed the structure and key safety personnel and that they are actively involved in the SMS program.			
<b>Contractor Operations Manual</b>			
4	3-3	6.1.1	Provide evidence that Operations Manual contains a flight operations policy and aircraft maintenance policy.
5	3-3	6.2.1	Provide evidence of a distribution process that ensures the current version of the Operations Manual is available to appropriate personnel in all areas of operation.
6	3-3	6.1.1	Provide evidence that the Operations Manual is approved by the appointed accountable executive.
7	3-3	6.1.1	Provide evidence that the Operations Manual is amended or revised as necessary to ensure that the information contained is current.
Evidence for References 4-7 might include documented Operations Manual(s), revision and/or approval pages, SOPs, and procedures that describe how flight crews and maintenance personnel conduct flight and maintenance activities meet organizational expectations and objectives. Operations Manual contains internal instructions to employees and should not be confused with Operations Specifications (Ops Spec) as approved by the FAA.			
<b>Emergency Response Plan</b>			
8	3-3	3.1.4.1	Provide evidence that the Contractor has an established emergency response plan to respond to an accident or emergency.
9	3-3	4.1.1	Provide evidence that the Contractor has provided duties and training for those who have a role in the emergency response plan.
10	3-3	4.3.3	Provide evidence that the emergency response plan is exercised at a minimum of annually to evaluate effectiveness and that results are recorded.
Evidence for References 8-10 might consist of documented and implemented plan that the Contractor will follow in the event of an accident, incident or operational emergency to mitigate the effects, of these events. Provide training records on the plan, how it was exercised, and updated it based on recorded results of using or exercising the plan.			
<b>Safety Risk Management</b>			
11	3-4	3.2.1.1	Provide evidence that the Contractor developed and maintains a formal process to identify <b>and track</b> hazards including risk Analysis (Exposure), Risk Assessment (Severity and likelihood), Decision Making (Mitigations), Validation of Control (Controls effective).
12	3-4	3.2.1.1	Provide evidence that the Contractor has a hazard/threat reporting program.
13	3-4	3.2.1.1	Provide evidence that the Contractor has a policy to conduct operational risk assessment and or use a flight risk assessment tool, customized and appropriate for their operation.



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Reference Number	FAA Component Number	IS-BAO Element	Safety Policy and Objectives
14	3-4	3.1.2.1	Provide evidence that there is a process to mitigate high scoring risk assessments or obtain and record approval of the Contractor’s management when it exceeds a predetermined level.
<p>Evidence for References 11-14 should demonstrate the developed processes to understand the critical characteristics of the Contractor systems and operational environment and apply this knowledge to identify hazards, analyze and assess risk, and design risk controls.</p> <p>Process should include: system description and task analysis, hazard identification, safety risk analysis, safety risk assessment, and safety risk control and mitigation. Mitigation and control processes might include a hazard/threat safety reporting system, a flight risk assessment tool and a documented method to for management to approve risk assessments that reach a predetermined level.</p>			
<b>Safety Assurance</b>			
15	3-5	3.3.1.1	Provide evidence that the Contractor has a policy or process to verify safety performance in reference to the Contractor’s performance indicators.
16	3-5	3.3.2	Provide evidence that the Contractor maintains a process to identify risks associated with change to the Contractor’s structure or service (aircraft type, environment, organizational, or mission).
17	3-5	3.3.3	Provide evidence that the Contractor has a system or policy to monitor and assess its SMS processes to maintain or continuously improve the overall effectiveness of the SMS.
<p>Evidence for References 15-17 should show documented processes that establish benchmarks and safety measurement, identifying risks to organizational changes or new systems and the process of management of change, and how safety risk controls are effective.</p> <p>Examples may include: mishap rates, reporting rates, risk management trends, audit trends and risk mitigations.</p>			
<b>Compliance Monitoring</b>			
18	3-5	3.5	Provide evidence that the Contractor has established the requirements for audits or assessments at determined intervals to ensure that their implemented SMS components, are being followed in daily operations.
19	3-5	3.5	Provide evidence of audits and their results.
20	3-5	3.5	Provide evidence of a policy or process to develop an action plan from the deficiencies identified in the audits.
<p>Evidence for References 18-20 should demonstrate that the organization has a process to perform regularly scheduled audits, internal or externally conducted, that they are documented, and that audit findings are analyzed and included in an action plan.</p>			
<b>Safety Promotion</b>			
21	3-6	3.4	Provide evidence that the Contractor established and maintains a formal means for internal safety communication that promotes the SMS and conveys safety-critical information such as safety bulletins or lessons learned.
22	3-6	3.4	Provide evidence of lessons learned developed from an incident, accident, or operational issue affecting safety, and shared with the Contractor personnel.
23	N/A	N/A	Provide evidence of a Safety Award system in place and in practice.
<p>Evidence for References 21-23 should include a documented process to communicate safety critical outputs of the SMS, rationale behind controls, preventative or corrective actions, and ensure company awareness of the SMS objective to its employees. Items may include lessons learned, impact and safety awards and other programs to provide safety promotion.</p>			

**SECTION C – CONTRACT TERMS AND CONDITIONS**

Reference Number	FAA Component Number	IS-BAO Element	Safety Policy and Objectives
<b>Training Programs</b>			
24	3-6	8.1	Provide evidence that the Contractor has a training program (FAA and internal) that ensures personnel are trained and competent to perform their assigned duties including ground crews and air crews.
25	3-6	3.4.1	Provide evidence that there is a documented training plan for initial <b>and</b> recurrent SMS training.
Evidence for References 24-25 should consist of documented process and or controls to ensure employees are trained and competent to perform their assigned duties. Training programs should ensure that each employee is trained on the SMS program and their responsibilities (e.g., a completed training plan).			
<b>Air Crew Member Qualifications</b>			
26	3-3	8.5	Provide evidence that the Contractor has a program to establish and maintain air crew member records for required certificates, medical category, required training, and proficiency checks.
Evidence for Reference 26 should show a process to ensure that crew members and other personnel are current on their required certificates, medical exams, training, and proficiency checks.			
<b>Maintenance Personnel Qualifications</b>			
27	3-3	15.1	Provide evidence of a process to ensure that the Contractor aircraft maintenance/servicing personnel are certificated by the FAA.
28	3-3	15.2.3	Provide evidence of a process that ensures maintenance personnel are trained and approved by the Contractor to conduct specific maintenance.
Evidence for References 27-28 should show a process to ensure that mechanics and other maintenance personnel are current on their required FAA certificates, training, and that they are trained to conduct specific maintenance.			
<b>Maintenance Control System</b>			
29	3-3	15.1	Provide evidence that the Contractor has a maintenance control system that is appropriate to the type and number of aircraft operated and the manner in which maintenance is conducted.
30	3-3	15.1	Provide evidence that the Contractor Operations Manual includes procedures to obtain and qualify aircraft maintenance services when away from home base to ensure service is performed by qualified personnel.
Evidence for References 29-30 should document a process on how the Contractor will conduct maintenance, manage aircraft records, preventative/deferred maintenance, discrepancy management, technical dispatch, parts inventory and ordering, material control, tool calibration, maintenance arrangements, and maintenance safety programs.			
<b>Flight Time, Accident History, and FAA Violations</b>			
<b>(up to/during the past five calendar years, commencing from the solicitation date)</b>			
31	N/A	N/A	Total number of manned and unmanned flight hours (separately) separating fixed-wing and rotary-wing aircraft regardless of make and model flown by the organization.
32	N/A	N/A	Total number of accidents or incidents as determined by the NTSB that met the “substantial damage” criteria as defined within 49 CFR 830.2. If the accident was reported to the NTSB and it was downgraded to an incident, you must provide evidence from the NTSB.
33	N/A	N/A	Total number of FAA violations (Civil Penalty). If violations were reported, provide Case information.

**SECTION C – CONTRACT TERMS AND CONDITIONS**

Reference Number	FAA Component Number	IS-BAO Element	Safety Policy and Objectives
Evidence for Reference 31 should show total hours for the specified time period; Reference 32 should show total number of accidents/incidents, and if applicable, accident mishap prevention plan(s) should be included for each accident; Reference 33 should show total number of violations, and if applicable, information for each violation.			

**SECTION C – CONTRACT TERMS AND CONDITIONS**

**EXHIBIT 16  
TRANSPORTATION WORKSHEET**

When assigned to an alternate base away from the Designated Base, the Contractor will be paid for actual necessary and reasonable costs associated with transporting authorized personnel. The Contractor is responsible for advising the on-site Government representative(s) of the anticipated cost associated with transporting relief (and/or maintenance) personnel to the alternate base **prior** to the relief exchange. **Claims must be supported by itemized invoices.**

**See contract clause “Transportation Costs Associated with Operating Away From the Designated Base” for detailed information**

<b>DATE</b>	<b>ALTERNATE BASE LOCATION</b>
-------------	--------------------------------

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

<input type="checkbox"/> Pilot Name	<input type="checkbox"/> Fuel Servicing Vehicle Driver Name	<input type="checkbox"/> Mechanic (If required by contract) Name
--	--	---

**Scheduled Maintenance**

<input type="checkbox"/> Mechanic Name	<input type="checkbox"/> Other Name
Maintenance Accomplished	Reason for providing additional personnel

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

Airline Transportation	Name	\$
Airline Transportation	Name	\$
Charter Aircraft	Invoice to include aircraft make/model, flight time, hourly rate, passengers, and departure/destination location, date and time	\$
Rental Car		\$
Rental Car Fuel		\$
POV	Total Mileage From To	\$
Other (explain)		\$
		\$
		\$
		\$
		\$
<b>Total ACTUAL Cost</b>		<b>\$</b>

<b>Yes, the COR was notified of the anticipated cost for this alternate base transportation expense prior to mobilization of the relief personnel</b>	Date
---	------

Contractor Representative Signature

SECTION C – CONTRACT TERMS AND CONDITIONS

EXHIBIT 17  
UNAVAILABILITY CONVERSION CHART

Hours Unavailable	Units of Availability Recorded As:	Units of Unavailability Recorded As:
0	1.00	0.00
1	.93	.07
2	.86	.14
3	.79	.21
4	.71	.29
5	.64	.36
6	.57	.43
7	.50	.50
8	.43	.57
9	.36	.64
10	.29	.71
11	.21	.79
12	.14	.86
13	.07	.93
14	0.00	1.00

**SECTION C – CONTRACT TERMS AND CONDITIONS**

**EXHIBIT 18  
ADD / REMOVE AIRCRAFT/EQUIPMENT REQUEST FORM (C25)  
DOI ON CALL SMALL HELICOPTER CONTRACT**

<b>Contractor Name</b>	
<b>Contractor Telephone Number</b>	
<b>Name of Contractor's representative making this request</b>	
<b>Date and Signature of Above</b>	
<b>DOI Contract Number</b>	
<b>REMOVE – Aircraft Make, Model and Series</b>	
<b>REMOVE – Equipment</b>	
<b>ADD - Check the appropriate request below:</b>	
<input type="checkbox"/> Same Aircraft Make, Model and Series <input type="checkbox"/> Different Aircraft Make, Model and Series (Must include pricing information on following pages)	
<input type="checkbox"/> Equipment (To Existing Contract Aircraft)	
<b>FAA N Number</b>	
<b>Reason for addition/deletion</b>	
<b>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 C25.1.3.</b>	
<b>If adding aircraft, confirm by <i>checking the box</i> to the right and provide data to support that the aircraft is of equal or greater performance capability (C25) (must demonstrate aircraft is of the same make, model and series) as the aircraft originally awarded</b>	
<b>Any other comments or pertinent information</b>	

Submit form and applicable attachments to:

Austin Carter  
 DOI, Boise Acquisition Branch  
 300 E. Mallard Drive, Suite 200  
 Boise, ID 83706-3991

Email: austin\_carter@ibc.doi.gov  
 FAX: 208-433-5032

<b>FOR GOVERNMENT USE</b>		
The above request to ADD is:	ACCEPTED	NOT ACCEPTED
The above request to REMOVE is:	ACCEPTED	
<b>Name and Title</b>	<b>Date</b>	
<b>Contracting Officer</b>		
<b>Signature</b>		

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 (C2.8.1.2) 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.**

OFFEROR'S NAME		PRINCIPAL BASE OF OPERATION			
MAKE/MODEL/SERIES (aircraft identified must be at the same rates)	FAA REGISTRATION NUMBER	INSURED PASSENGER SEATS	SELECT FOR RESOURCE FLIGHTS ONLY (NON-FIRE)	CHECK ONE - POWERPLANT (Turbine engine with a minimum of 317 (takeoff) horsepower)	
	N		<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
	N		<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
	N		<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
PERIOD	DESCRIPTION		PAY ITEM CODE	UNIT	UNIT PRICE
<b>DAILY AVAILABILITY PRICE PER DAY – C34</b>					
<b>Base Year</b>	5/1/22 – 4/30/23	Daily Availability	AV	DAY	\$
<b>Year 2</b>	5/1/23 - 4/30/24	Daily Availability	AV	DAY	\$
<b>Year 3</b>	5/1/24 - 4/30/25	Daily Availability	AV	DAY	\$
<b>Year 4</b>	5/1/25 - 4/30/26	Daily Availability	AV	DAY	\$
<b>Year 5</b>	5/1/26- 4/30/27	Daily Availability	AV	DAY	\$
<b>PROJECT FLIGHT RATE – C35</b>					
<b>Base Year</b>	5/1/22 – 4/30/23	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>Year 2</b>	5/1/23 - 4/30/24	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>Year 3</b>	5/1/24- 4/30/25	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>Year 4</b>	5/1/25 - 4/30/26	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>Year 5</b>	5/1/27 - 4/30/27	Project Flight Rate Without Fuel Truck	P30	HOUR	\$
		Project Flight Rate With Fuel Truck	P31		\$
<b>OPTIONAL ACCESSORY EQUIPMENT</b>					
<b>Check if offering</b>	<b>Pricing offered will be applicable for all years unless pricing permits otherwise</b>				
	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	\$
			P06	HOUR	\$
	Litter Kit		P20	DAY	\$
	Single Seeder with capacity commensurate for the helicopter offered <b>with contractor provided crew</b> (Quantity (price is per unit)		P09	DAY	\$
	Single Seeder with capacity commensurate for the helicopter offered <b>without crew</b> (Quantity (price is per unit)		P10	DAY	\$
	Seeder / Mixer Loader Equipment		P27	DAY	\$
	Concrete bucket with capacity commensurate for the helicopter offered		P07	DAY	\$

**SECTION C – CONTRACT TERMS AND CONDITIONS**

OFFEROR 'S NAME		PRINCIPAL BASE OF OPERATION			
<b>HELITORCH (AERIAL IGNITION, PRESCRIBED FIRE, ETC.) CONTRACTOR FURNISHED</b> 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)					
PERIOD	DESCRIPTION	PAY ITEM	UNIT	UNIT PRICE	
AIRCRAFT MAKE/ MODEL	FAA REGISTRATION #	N	N	N	
Year 2 5/1/23 - 4/30/24	Daily rate for batch truck Includes helitorch equipment, two qualified personnel (per the <a href="http://www.nwcg.gov/publications/interagency-aerial-ignition-guide">Interagency Aerial Ignition Guide</a> - http://www.nwcg.gov/publications/interagency-aerial-ignition-guide)	P17	DAILY	\$	
Year 3 5/1/24 - 4/30/25	Daily rate for batch truck Includes helitorch equipment, two qualified personnel (per the <a href="http://www.nwcg.gov/publications/interagency-aerial-ignition-guide">Interagency Aerial Ignition Guide</a> - http://www.nwcg.gov/publications/interagency-aerial-ignition-guide)	P17	DAILY	\$	
Year 4 5/1/25 - 4/30/26	Daily rate for batch truck Includes helitorch equipment, two qualified personnel (per the <a href="http://www.nwcg.gov/publications/interagency-aerial-ignition-guide">Interagency Aerial Ignition Guide</a> - http://www.nwcg.gov/publications/interagency-aerial-ignition-guide)	P17	DAILY	\$	
Year 5 5/1/26- 4/30/27	Daily rate for batch truck Includes helitorch equipment, two qualified personnel (per the <a href="http://www.nwcg.gov/publications/interagency-aerial-ignition-guide">Interagency Aerial Ignition Guide</a> - http://www.nwcg.gov/publications/interagency-aerial-ignition-guide)	P17	DAILY	\$	
ALL YEARS	Batch truck mileage – is in lieu of fuel servicing vehicle	P18	MILE	\$	
ALL YEARS	Gel – paid per gallons used	SC	GALLON	ACTUAL COST	
ALL YEARS	Subsistence Allowance per Authorized Crew Member (max of 2) – Only allowed when hired under the Project Rate.	PD	OVERNIGHT	PER FTR SCHEDULE	
	Identify the number of torches available				
	Identify the number of batch vehicles available				
<b>OFFSHORE, VESSEL LANDINGS &amp; EXTENDED OVER WATER USE</b> Paid at the originally offered daily availability or project flight rate offered					
AIRCRAFT MAKE/ MODEL	FAA REGISTRATION #	N	N	N	
<input type="checkbox"/> Pop-out floats <input type="checkbox"/> Fixed floats		P12	LUMP SUM	\$	
		If fixed floats, the charge, if any for converting aircraft to and from the fixed floats			



**SECTION C – CONTRACT TERMS AND CONDITIONS**

**EXHIBIT 19  
DEPARTMENT OF LABOR WAGE DETERMINATION INFORMATION**

Please use the following website to find the prevailing wage determinations for this requirement:

<https://beta.sam.gov/search?index=wd>

1. Wage Determination No.: 1995-0222, Revision No. 56

**SECTION C – CONTRACT TERMS AND CONDITIONS**

**EXHIBIT 20**

**AIRCRAFT QUESTIONNAIRE**

You may recreate this form, but it must include all the information listed.

**REPRODUCE AND SUBMIT FOR EACH AIRCRAFT OFFERED - COMPLETE SHADED BLOCKS**

<b>Contractor (Business) Name:</b>			
<b>Minimum Requirements:</b>			
<u>Aircraft Requirement:</u> One light helicopter equipped as specified in Section B.			
<u>Minimum Aircraft Requirements:</u>			
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.			
<b>Aircraft Make and Model</b>	<b>FAA Registration #</b>	<b>Serial #</b>	<b># of Insured Passenger Seats</b> <i>(excludes pilot seat)</i>
<b>Aircraft Equipped Weight</b> <i>(Your aircraft weight &amp; balance report &amp; equipment list will be used to substantiate this weight – see note 1. below)</i>			
<b>Currently Installed Aircraft Equipment to be Removed to Achieve Offered Payload Below</b> <i>(If none, indicate NONE)</i> <i>(Attach additional pages if necessary)</i>		<b>Equipment to be Added to Meet the Aircraft Specifications Requirements</b> <i>(If none, indicate NONE)</i> <i>(Attach additional pages if necessary)</i>	
<b>EQUIPMENT ITEM</b>	<b>WEIGHT</b>	<b>EQUIPMENT ITEM</b>	<b>WEIGHT</b>
<b>ENTER YOUR PROPOSED HOGE-J AIRCRAFT PAYLOAD</b> <i>(The aircraft make, model and HOGE-J payload that we confirm with you will be made a part of your offer and will be binding if your offer is accepted for award)</i>			

**1. By signing below, I acknowledge that I have included the following documentation to support the minimum aircraft requirements in Section A and B:**

- (1) Latest aircraft weight and balance report,
- (2) Aircraft equipment list certified accurate as the time of weighing and any revisions to the list,
- (3) Aircraft appropriate hover ceiling charts used to arrive at the above payload.
- (4) Calculations used to show the performance characteristics of the aircraft. Calculations must include weight of aircraft in contract configuration, crew, and fuel as identified in Section A.

**Failure to include the above information, will affect the evaluation you receive for your aircraft.**

**2. Identify water/retardant bucket sizes appropriate for this contract.** *(Interagency Fire only, see Exhibit A-1)*  
*(Appropriate capacities will be identified in the conformed contract)*

WATER/RETARDANT BUCKET CAPACITY REQUIRED	1ST	2ND

**3. By signing below, I certify to the best of my knowledge that the above information is accurate.**

Name and Signature of Representative Completing this Form	Date
<b>OFFEROR'S NAME</b>	

**SECTION C – CONTRACT TERMS AND CONDITIONS**

**EXHIBIT 21  
AIRCRAFT INFORMATION FORM  
(REPRODUCE AND SUBMIT FOR EACH AIRCRAFT OFFERED)**

Offeror's Name:			
Aircraft Make and Model:		Aircraft Tail Number:	

Aircraft offered  IA Fire  Resource Only (Non-Fire)

Jettisonable Payload (HOGE)   
(with 200 lb. pilot, 25 lb. survival kit and 1.5 hours of fuel at 5,000' PA and 30°C)

Alaska Dispatch  Yes  No

The following equipment requirements from Sections B6 and B7 must be identified on the aircraft equipment list, weight and balance revision, or aircraft questionnaire and be included in the aircraft weight for performance calculations.

**B6 Aircraft Equipment Requirements**

B6.7	Fire Extinguisher	B6.22.3.7	Pulse Lights (IA Fire)
B6.16	First Aid Kit	B6.22.3.9	Convex Mirror (IA Fire)
B6.17	Survival Kit (25 lbs.)	B6.22.3.10	Keeperless Cargo Hook (IA Fire)
B6.20	Wire Strike Kit (if manufactured)		

**B7 Avionics Requirements**

B7.3.1	406 MHz ELT	B7.3.3	FM-1 (IA Fire)	B7.4.1	GPS (IA Fire)
B7.3.2	VHF-1	B7.3.4	AUX-FM / FM-2 (IA Fire)	B7.5.1	2 Audio Control Systems (IA Fire)
B7.3.5	AFF				