

**SECTION A - REQUIREMENTS AND PRICES**

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#### CONTRACT ACRONYMS

AC Advisory Circular  
ACETA Aerial Capture Eradication and Tagging of Animals  
AD Airworthiness Directive  
AMS Aviation Management System  
A&P airframe and power plant  
APCO Association of Public-Safety Communications Officials  
AQD Acquisition Services Directorate  
ASM Aviation Safety Manager  
ASO Aviation Safety Office  
ASTM American Society for Testing and Material  
ATC Air Traffic Control  
AUR Aircraft Use Report  
CFR Code of Federal Regulations  
CO Contracting Officer  
COR Contracting Officer’s Representative  
COTR Contracting Officer’s Technical Representative  
CFR Code of Federal Regulations  
CTCSS Continuous Tone Coded Squelch System  
DM Degrees/minutes/Decimal Minutes  
DOI Department of Interior  
DOT Department of Transportation  
ELT Emergency Locator Transmitter  
EPA Environmental Protection Agency  
ERG Emergency Response Guidebook  
FAA Federal Aviation Administration  
FAR Federal Acquisition Regulations  
FS Forest Service  
FTR Federal Travel Regulations  
GVW Gross Vehicle Weight  
GPM Gallons Per Minute  
GPS global positioning system  
HIGE hover-in-ground effect  
HOGE hover-out-of-ground effect  
IAT interagency aviation training  
IBC Interior Business Center  
ICAO International Civil Aviation Organization  
ICS intercom system  
IFR instrument flight rules  
IP Institute of Petroleum  
IPP Invoice Processing Platform  
MMSB Manufacturer’s Mandatory Service Bulletins  
NFPA National Fire Protection Association  
NTSB National Transportation Safety Board  
NWCG National Wildfire Coordinating Group  
OAS Office of Aviation Services  
PA public address system  
PA pressure altitude  
PFD personal flotation device  
PIC pilot-in-command  
PPE personal protective equipment

PSD plastic sphere dispenser  
PSI pounds per square inch  
PTT push to talk  
RFP Request for Proposals  
RPM revolutions per minute  
SFI Safety Foundation Incorporated  
STEP Single-skid, Toe-In and Hover Exit/Entry Procedures  
TBO time between overhaul  
TSO technical service order  
UL Underwriter’s Laboratory  
USDA United States Department of Agriculture  
VFR visual flight rules  
VNE velocity never exceed  
VOX voice activation  
VSWR voltage standing wave ratio

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SECTION A – SCHEDULE OF SUPPLIES/SERVICES

SCHEDULE OF SUPPLIES/SERVICES

A1. General Information

- a. This requirement is for On Call Turbine or Small Reciprocating Engine Helicopter Services on an as needed basis for transportation of Government personnel, cargo, or both using aircraft operated and maintained by the Contractor. Services under this contract are limited to those operators who maintain an Alaska, Hawaii, or Commonwealth Area of the Pacific as a Base of Operations. Actual quantities to be required are unknown.
- b. This solicitation has provisions which allow the ordering of aircraft for flight services in the Lower 48 States. The use of aircraft under this contract in the Lower 48 States is anticipated to be minimal and only in circumstances of Emergency Use for fire or other natural disaster situations.
- c. This is an unrestricted full and open procurement.
- d. Multiple Awards are anticipated as a result of this solicitation.
- e. Upon contract award the routine ordering process requires a cost comparison of three contractors that meet the mission requirements to ensure best value and fair opportunity is given for each requirement. However the traditional acquisition process of allowing fair opportunity for each IDIQ holder to compete for the provisions of emergency "On-Call" services may not in the best interest of the Government. The contract files will include a class exemption to fair opportunity for all DOI-AQD awarded on-call contracts because of the possibility of the life or death scenarios.

A2 - Item Requirement

- Aircraft Requirement: Small helicopters (12,500-pound or less certified maximum gross weight) equipped as specified in Section B or specific exhibits.
- Fuel Servicing Vehicle Requirement: One vehicle equipped as specified in Section B (Note: Only required for helicopters offered for use in interagency fire when dispatched to the lower 48 contiguous States. May be offered for operations in Alaska and Hawaii)
- Crew Requirements: Pilot-in-Command (PIC). Relief PIC and Relief Fuel Servicing Vehicle Driver, are NOT required, but may be provided only when requested by the Government.

Minimum Helicopter Requirements (see item descriptions 1-8 for specific performance and seating)

- Landing gear: Skid type.
- Powerplant: Turbine engine for Items 2 through 7 listed below.
- Powerplant: Reciprocating engine for Item 8 listed below.

HOGE-J For **turbine engine** helicopters offered in **Alaska**: Payload calculations for the item descriptions below shall be computed using a pilot weight(s) of 200 pounds, a survival kit weight of 35 pounds and a total fuel load for 1.5 hours of flight at 3,000 feet PA with a temperature of 20 degrees C.

HOGE-J For **turbine engine** helicopters offered in **Hawaii**: Payload calculations for the item descriptions below shall be computed using a pilot weight(s) of 200 pounds, a survival kit weight of 25 pounds and a total fuel load for 1.5 hours of flight at 5,000 feet PA with a temperature of 30 degrees Celsius. **NOTE:** For the Commonwealth Areas of the Pacific **Only**, BH206BII or equivalent aircraft are acceptable and do not need to meet the payload requirements.

HOGE-J For **reciprocating engine** helicopters offered: Payload calculations for Item 8 below shall be computed using a pilot weight(s) of 200 pounds, a survival kit weight of 25 pounds and a total fuel load for 1.5 hours of flight at 2,000 feet PA with a temperature of 20 degrees Celsius.

Payload amounts shall be computed by using the Government's Standard Interagency Load Calculation Method and Form and the Helicopter Fuel Consumption and Weight Reduction Chart included under the Exhibits (see Section C) along with the offered aircraft's applicable Hover Ceiling Charts, weight and balance report, and equipment list that you provide. NOTE: Refer to the ACETA Exhibit for performance requirements when offering ACETA capability. Small or medium turbine engine helicopters such as the AS 350 Series, BH 206 series, R66, MD500 series, EC 130, BH 407, BH205, BH212, UH-1, or similar other models may fulfill the minimum requirements for items 2-7. A UH12E, BH-47G3B-1, BH47G3B-2, R-44 I or II or equivalent model may typically fulfill the minimum requirements for item 8. However, offerors should ensure their

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specific helicopter is capable of meeting the minimum requirements listed.

**AIRCRAFT ITEM DESCRIPTIONS:**

**Item #1 Description**

Minimum Guarantee-Initial OAS Inspection/Test of Contractor Aircraft and Pilot(s).

**Item #2 Description**

Type Aircraft: MD 500C, D, E, F; B206B III or equivalent.  
Seating: Three (3) insured passenger seats not including pilot, but including copilot seat in an aircraft normally single-pilot operated.  
Minimum Payload: (HOGE-J): 600 pounds. (525) pounds for MD500C only

**Item #3 Description**

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

**Item #4 Description**

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

**Item #5 Description**

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

**Item #6 Description**

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

**Item #7 Description**

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

**Item #8 Description**

Type Aircraft: UH12E, BH-47G3B-1, BH47G3B-2, R-44-I, II or other equivalent models.  
Seating: Two (2) insured passenger seats not including pilot, but including copilot seat in an aircraft normally single-pilot operated.  
Minimum Payload: (HOGE-J): 500 pounds.

**SECTION A – SCHEDULE OF SUPPLIES/SERVICES (PRICING)**

**A2 Item 0001-0008 Pricing**

**Item #1 Description** – Initial OAS Inspection/Test of Contractor Aircraft and Pilot(s). When the Government requires supplies or services covered by this contract, a minimum of one Government-provided inspection for aircraft and pilot as described in Section C3 will be provided. This line item is not separately priced and is the minimum quantity the Government intends to order (also known as the minimum guarantee) under any resulting contract(s) as required by FAR 16.504 and FAR 52.216-22

**SECTION A – SCHEDULE OF SUPPLIES/SERVICES (PRICING)**

**Item #5 Description**

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

OFFEROR 'S NAME:	BASE OF OPERATION:		
MAKE/MODEL/CONFIGURATION (aircraft identified must be at the same rates)	FAA REGISTRATION NUMBER	INSURED PAX SEATS	MINIMUM PAYLOAD HOGE-J

**SPECIAL USE (EXCLUDES ACETA)**

	PERIOD	DESCRIPTION	PAY ITEM	UNIT	UNIT PRICE
Base	3/1/17 – 2/28/18	Daily Availability	AV	DAY	
		Special Use Flight Rate	FD	HOUR	
1 <sup>st</sup> Option	3/1/18 – 2/28/19	Daily Availability	AV	DAY	
		Special Use Flight Rate	FD	HOUR	
2 <sup>nd</sup> Option	3/1/19 – 2/29/20	Daily Availability	AV	DAY	
		Special Use Flight Rate	FD	HOUR	
3 <sup>rd</sup> Option	3/1/20 – 2/28/21	Daily Availability	AV	DAY	
		Special Use Flight Rate	FD	HOUR	
4 <sup>th</sup> Option	3/1/21 – 2/28/22	Daily Availability	AV	DAY	
		Special Use Flight Rate	FD	HOUR	

**OTHER TRANSPORT**

	PERIOD	DESCRIPTION	PAY ITEM	UNIT	UNIT PRICE
Base	3/1/17 – 2/28/18	Flight Rate	FDP	HOUR	\$-----
		Standby Rate	SB	HOUR	\$-----
1 <sup>st</sup> Option	3/1/18 – 2/28/19	Flight Rate	FDP	HOUR	\$-----
		Standby Rate	SB	HOUR	\$-----
2 <sup>nd</sup> Option	3/1/19 – 2/29/20	Flight Rate	FDP	HOUR	\$-----
		Standby Rate	SB	HOUR	\$-----
3 <sup>rd</sup> Option	3/1/20 – 2/28/21	Flight Rate	FDP	HOUR	\$-----
		Standby Rate	SB	HOUR	\$-----
4 <sup>th</sup> Option	3/1/21 – 2/28/22	Flight Rate	FDP	HOUR	\$-----
		Standby Rate	SB	HOUR	\$-----

**SECTION A – SCHEDULE OF SUPPLIES/SERVICES (PRICING)**

ACETA PROGRAM ITEMS DEFINITIONS AND PROFILES– (Must be used for ACETA Pricing only, if additional bases and or aircraft are offered) Duplicate additional sheets as necessary - Must add Item Number to sheet SEE EXHIBIT 11

Program Item 1 is Inventory and Count Program Item 2 is Classification; Program Item 3 is ACETA Herding; Program Item 4 is ACETA Eradication/Darting (Above 50’ AGL); Program Item 5 ACETA Darting/Marking (Below 50’ AGL); Program Item 6 is ACETA Trapping; Program Item 7 is ACETA Net Gunning. Programs 4, 5 and 7 are split into: A- Contractor and Government Crew; and B-Full Contractor Crew Only. \*An offer may be submitted in response to none, any or all of the 7 Program Items.\*

OFFEROR’S NAME		Mandatory							
MAKE//MODEL/FAA N # OF AIRCRAFT		Mandatory (multiple N numbers may be entered if same make and model)							
OFFEROR’S BASE OF OPERATIONS (FOR PURPOSES OF THIS SOLICITATION)		Mandatory (One location only per sheet)							
Program Items	DESCRIPTION	PAY ITEM CODE	UNIT	*PRICE Base Year	*PRICE Option Year 1	*PRICE Option Year 2	*PRICE Option Year 3	*PRICE Option Year 4	
1	<b>INVENTORY/COUNT</b> (helicopter, pilot, and fuel servicing vehicle driver)	FD	Flight Hour						
2	<b>CLASSIFICATION</b> (helicopter, pilot, and fuel servicing vehicle driver)	FD	Flight Hour						
3	<b>HERDING /ACETA</b> (helicopter, pilot, and fuel servicing vehicle driver)	FD	Flight Hour						
4A	<b>ERADICATION/DARTING (Above 50ft AGL) * 50’ AGL and above limit is mandatory. Pilots conducting Eradication or Darting ops below these limits are in violation of this contract.</b> (helicopter, pilot, and fuel servicing vehicle driver)	P45	Flight Hour						
4B	<b>ERADICATION/DARTING (Above 50ft AGL) * 50’ AGL and above limit is mandatory. Pilots conducting Eradication or Darting ops below these limits are in violation of this contract.</b> <b>*Fully Contractor Provided</b> (helicopter, pilot, fuel servicing vehicle driver, gunner, and animal handler = total of 4 personnel)	P46	Flight Hour						
5A	<b>DARTING/MARKING (Below 50ft AGL)</b> (helicopter, pilot, and fuel servicing vehicle driver)	P35	Flight Hour						
5B	<b>DARTING/MARKING (Below 50ft AGL)</b> <b>*Fully Contractor Provided</b> (helicopter, pilot, fuel servicing vehicle driver, gunner, and animal handler = total of 4 personnel)	P34	Flight Hour						
6	<b>TRAPPING ACETA</b> (Includes herding, drive netting, trapping) (helicopter, pilot, and fuel servicing vehicle driver)	P32	Flight Hour						
7A	<b>NETGUNNING Contractor and Government Provided</b> (helicopter, pilot, and fuel servicing vehicle driver = total of 2 contractor personnel)	P37	Flight Hour						
7B	<b>NETGUNNING *Fully Contractor Provided</b> (helicopter, pilot, fuel servicing vehicle driver, gunner, and animal handler = total of 4 personnel)	P36	Flight Hour						

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**BELOW INFORMATION SHALL BE COMPLETED BY THE CONTRACTING AGENCY AT AWARD, EXCEPT VENDOR TO COMPLETE HIGHLIGHTED AREAS.**

**ADDITIONAL PAY ITEMS SCHEDULE (Reimbursed as Time & Materials IAW FAR 52.212.4 ALT1)**

SCHEDULE SUB-ITEM	ADDITIONAL PAY ITEMS	PAY ITEM CODE	QUANTITY	UNIT	UNIT PRICE
I	Extended Standby (special use-pilot only)	EP	INDEFINITE	HOUR	\$ 56.00
ii	Additional Personnel (Flight/Relief Crew)	AC	INDEFINITE	DAY	
iii	Subsistence Allowance (Per Diem)	PD	INDEFINITE	Overnight	Per FTR Schedule
iv	Fuel Service Vehicle with Driver (L48 Cont. U.S.) (truck's fuel tank capacity)	SD	INDEFINITE	DAY	\$500.00
v	Fuel Servicing Vehicle Mileage (L48 Cont. U.S.) (truck's fuel tank capacity)	SMM	INDEFINITE	MILE	0-349 gallons \$ 1.71 350-749 gallons \$ 2.42 750-1,499 gallons \$ 3.14 1,500 or more gallons \$ 4.33
vi	Fuel Charge	FC	INDEFINITE	GALLON	Actual Cost
vii	Miscellaneous Contractor Costs (Special Charge)	SC	INDEFINITE	EACH	Actual Cost (receipts required)
viii	Mechanic (when required)	MP	INDEFINITE	HOUR	Pricing will be negotiated with vendor when required and there is an additional charge.
ix.	Flight Hour Guarantee (averaged over length of hire)	GT	INDEFINITE	HOUR	Guarantee is set at four (4) hours – applies in accordance with Section C28.4

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## SECTION B – TECHNICAL SPECIFICATIONS

### SECTION B – TECHNICAL SPECIFICATIONS

#### GENERAL REQUIREMENTS

##### B1 Scope of Contract

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

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

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

B1.4 Aircraft furnished under this contract must be operated and maintained by the Contractor.

B1.5 Aircraft furnished under this contract must be subject to the exclusive use and control of the Government, 24 hours per day, 7 days per week throughout the periods specified under Section A when ordered. The aircraft must not be operated except as directed by the Contracting Officer or an authorized representative of the Contracting Officer.

B1.6 Government pilot operations are authorized if that capability is offered and awarded in the Contractor's contract. Award of this item will be discretionary by the Government. (See Section B20.11 and the exhibits in section B.)

B1.7 ACETA, Alaska Fire, Interagency Fire, Offshore, vessel landings, and extended overwater flight activities are permitted under this contract if offered and awarded by the Government (see section B exhibits). Award will be

discretionary by the Government.

B1.8 Aircraft furnished under this contract and their current base of operations may be requested to perform within Alaska, Canada, or any of the conterminous 48 States. Operators who list a Hawaii or Commonwealth Area of the Pacific as their base of operations may be requested to perform within any of the Hawaiian Islands or Commonwealth Area of the Pacific.

##### B2 Certification

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

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

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

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

B2.4 A 14 CFR Part 137 "Agricultural Aircraft Operations" certificate. (Required for all fire operations)

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

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

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

In the event of inconsistencies within the technical specification, the following order will be used in such resolution: (1) typed provisions of these specifications; (2) DOI, OAS supplements and/or exhibits incorporated by reference; (3) 14 CFR incorporated by reference; (4)

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aircraft manufacturer's specifications; (5) other documents incorporated by reference.

### B4 Contract Documents

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

B4.2 The pilot must have task order information (i.e. task number, performance period) in his/her possession prior to any flights under this contract and make this information available to government representatives on request.

B4.3 Electronic copies of contracts and task orders may be used. However, the contractor is responsible for ensuring that the documents are uploaded on an appropriate viewing device (e.g., laptop or tablet), which must be charged and made available at the aircraft for reference by government representatives upon request. Further, the contractor must agree to hold the government harmless for any inadvertent or accidental damage to the device.

### EQUIPMENT REQUIREMENTS

#### B5 Condition of Equipment

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

B5.2 Prior to inspection and acceptance, the Contractor must permanently repair or replace all windows and windshields that have been temporarily repaired. 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 B exhibits) for lap belt and shoulder harness conditions that are not acceptable.

#### B6 Aircraft Equipment Requirements

The Contractor must provide at least one small Reciprocating Engine, (not more than 7,000 pounds approved gross weight) or one turbine (not more than 12,500 pounds approved gross

weight), fully compliant helicopter that meets the minimum aircraft requirements specified in Section A and is equipped as identified herein.

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

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

B6.3 Free air temperature gauge.

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

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

Note: (Applicable to ACETA Eradication, Darting, Marking and Net Gunning only): When the gunner is shooting from the front seat, a rotary type buckle, similar the Pacific Scientific "Saf-T-Matic" is required on helicopters not equipped with an approved shooting window or door.

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 B8.2.1.)

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

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

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

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B6.11 A strobe light (with either a white, or half-white/half- red lens) or a flashing LED (red or white), mounted on top of the aircraft or otherwise visible from above, with an independent activating switch. A red strobe or rotating beacon does not satisfy this requirement.

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

B6.13 High visibility markings on main rotor blades as specified by the Acceptable Paint Schemes Exhibit (see section B exhibits).

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

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

Note: (**Applicable for ACETA Eradication, Darting, Marking and Net Gunning only**), the aircraft must have an approved step in the gunner's position that will aid the gunner in supporting a proper shooting position.

B6.16 Locking fuel cap(s) (if manufactured for the make and model of aircraft offered) on all fuel inlet ports.

B6.17 Cabin heater and window defogger.

B6.18 Cargo compartment. Internal storage compartments or passenger seats of the helicopter cannot be used for any cargo transport unless the seat is unoccupied or the material in the internal storage compartment is soft (e.g., coats).

B6.18.1 Small recip helicopter

B6.18.1.1 External Cargo Rack/Basket: A side mounted external rack/basket attached to the aircraft. The rack/basket(s) must have at a minimum a horizontal surface of approximately 36 by 15 inches, with a depth of 2.5 inches. Cargo carried in the rack must be secured with tie-down net, straps, or bungees.

-OR-

B6.18.1.2 External Cargo Pod: An externally side mounted pod of either fiberglass or Kevlar construction that secures the cargo with a locking lid and is weatherproof. Examples: Simplex Helipod, Simplex VII Ski Pod, Helipod Slimline II, or equal.

B6.18.2 Turbine helicopter (not applicable to restricted category aircraft)

B6.18.2.1 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).

-OR-

B6.18.2.2 External Cargo Rack: A side mounted external rack attached to the aircraft. The racks must have at a minimum a horizontal surface of approximately 48 by 15 inches, with a depth of 2.5 inches. Cargo carried in the rack must be secured with tie-down net, straps, or bungees. Examples: Alaskan Skycraft-style transporters and Garlick cargo racks.

-OR-

B6.18.2.3 External Cargo Pod: An externally side-mounted pod (or belly pod for the MD500) of either fiberglass or Kevlar construction that secures the cargo with a locking lid and is weatherproof. Examples: Heli-Composites Canada Star pod and DART Heli-Utility-Pod.

-OR-

B6.18.2.4 External Cargo Basket: An externally side mounted basket constructed with tubular frame and expanded metal and incorporating a locking lid or tie-down net, straps, or bungees to secure cargo. Examples: DART Heli-Utility-Basket and Aeronautical Accessories utility cargo basket.

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

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

B6.20 An accessory power source consisting of an MS 3112E-12-3S three-pin connector, accessible in the cabin. Pin B must be airframe ground; pin A must be +28VDC (for 28-volt aircraft); and pin C must be +14VDC (for 14-volt aircraft). The circuit must be protected by a 5-amp circuit protection.

Note: An auxiliary power charging receptacle (USB) in addition to the three pin accessory power source above.

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

B6.22 A survival kit for the area of operations (Alaska / Hawaii or the Commonwealth Area of the Pacific) containing items specified in First Aid and Survival Kit Exhibits. Must

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be carried aboard the aircraft on all flights and must be included in weight and balance/load calculations. (see section B exhibits)

B6.23 A convex mirror for the pilot to observe the sling load. The convex mirror is not required for aircraft equipped and modified for vertical reference external load operation (i.e., door gauges, modified seat, alternate cargo hook release positions, and bubble window) or for aircraft where direct vertical reference is possible. A Video camera and monitor may be installed on aircraft with a limited or obscured view of external operations. Installation must be FAA approved.

One cargo hook that may be loaded and locked in a single motion with one hand and is rated at the maximum lifting capacity of the aircraft. (See the cargo hook maintenance requirements in Section B29.5.)

B6.24 If a long line is offered as an equipment option, the external load must be capable of being operated with all increments of the long line; i.e., 50, 100, 150 feet. (See Helicopter Remote Cargo Hook Equipment and Synthetic Longline Requirements).

B6.24.1 A lanyard installed within 12 inches of the cargo hook to support any external remote longline electrical cabling.

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

B6.26 Barrel slings or cargo net to accommodate up to two 55- gallon drums of fuel as the aircraft weight and balance will allow.

B6.26.1 Applicable to Robinson R44I or II models only. An exhaust heat shield kit (factory #KI 165) must be installed or an FAA approved equivalent

B6.27 Tundra boards or snow pads.

B6.28 Auxiliary fuel tank(s)(if offered).

B6.28.1 For Bell medium tank(s), see the Bell Medium Helicopter Exhibit (section B exhibits).

B6.28.2 For the MD500, an internal auxiliary fuel tank similar to the Fargo (21.0 gallons, U.S. capacity) when requested.

B6.28.3 For Bell 206B3s, an approved range extender (applicable only to the 76-gallon capacity tank).

B6.29 Aircraft Security Equipment. See Section B21.1.2 for required locking devices.

B6.30 Optional Equipment. As offered and specified in the Schedule of Items and accepted by the Government. Contractor must comply with applicable exhibits.

B6.30.1 Offshore, vessel landings, and extended overwater flight (if offered), see requirements identified in the Helicopter Offshore, Vessel Landings, and Extended Over Water Exhibit (section B exhibits).

B6.30.2 Longline/remote cargo hook equipment (is offered), see requirements listed in the Helicopter Remote Cargo Hook Equipment and Synthetic Longline Exhibit (section B exhibits).

B6.30.3 Basic fire and/or interagency fire (if offered), see requirements listed the Basic and Interagency Fire Equipment Exhibit. (section B exhibits).

B6.30.4 ACETA operations (if offered), see requirements listed in the ACETA Exhibit (section B exhibits).

B6.30.5 Pop out or standard floats for the aircraft. (When requested).

B6.30.6 Wire strike protection system (mechanical) if dispatched for operations in the Contiguous 48 States. (Note: If manufactured and available for the make and model of helicopter.)

### B7 Avionics Requirements

#### B7.1 General

B7.1.1 The Contractor must provide, install, and maintain the following systems in each aircraft offered 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/NIICD/docs/avionics/FSAMD\\_A24E.pdf](https://www.nifc.gov/NIICD/docs/avionics/FSAMD_A24E.pdf))

#### B7.1.2 Automatic Dependent Surveillance – Broadcast (ADS-B)

B7.1.2.1 Effective no later than January 1, 2020, all aircraft must be equipped to meet the ADS-B OUT requirements of 14 CFR 91.225. ADS-B OUT systems must be approved to either TSO-C154c (978MHz Universal Access Transceiver [UAT]) or TSO-C166b (1090MHz Extended Squitter [1090ES]). Aircraft operating outside of the United States must be equipped with systems approved to TSO-C166b.

B7.1.2.2 ADS-B IN systems are not required, but any such system furnished must be TSO-approved, use diversity

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antennas on both the top and bottom of the aircraft, receive both UAT and 1090ES, and be interfaced to a multifunction display (MFD) capable of displaying TIS-B traffic and FIS-B weather.

B7.1.3 Each aircraft must be equipped to meet the Radar Altimeter requirements of 14 CFR 135.160, where applicable.

### **FOUR SEPARATE SECTIONS OF AVIONICS REQUIREMENTS FOLLOW:**

#### **For Interagency Fire Aircraft:**

B7.1 Reserved

B7.1.1 Reserved

B7.1.2 Helicopters approved under this contract, which also meet all avionics requirements (less any requirement for a 406MHz ELT) under the current OAS Fixed-Wing On-Call Air Tactical contract, may also be approved for Air Tactical missions, at the level commensurate with the aircraft's avionics equipment.

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 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

B7.3.1 One automatic-portable or automatic-fixed 406 MHz Emergency Locator Transmitter (ELT/AP or ELT/AF), meeting FAA TSO-C126 and COSPAS/SARSAT specifications, must be installed in the aircraft per the manufacturer's installation manual, in a conspicuous or marked location. The ELT must also be currently registered with the National Oceanic and Atmospheric Administration (NOAA), or the national civil aviation authority with which the aircraft is registered, and include a 121.5 MHz homing beacon. ELT antennas must be mounted externally to the aircraft unless installed in a location approved by the aircraft manufacturer.

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

B7.3.3 (fire only) 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.

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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:  
Technisolics: TDFM-136, TDFM-136A, TDFM-136/NV, TDFM-136A/NV, TDFM-136B, TDFM-136B/NV.  
Cobham: (formerly NAT) NPX-136D-070.

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 B 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.

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

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

B7.3.5 One 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

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contact the Government of system changes, scheduled maintenance, and planned service outages

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

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

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

B7.3.5.7 This clause incorporates Specification Section Supplement \_\_\_\_\_ available \_\_\_\_\_ at: <https://www.aff.gov/contractspecs> with the same force and affect as if they were presented as full text herein.

### B7.4 Navigational Systems

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

### B7.5 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 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.

B7.5.3 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.

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

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

### **FOR ACETA AIRCRAFT:**

B7.1 Reserved

### 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 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 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.

### B7.3 Communications Systems

B7.3.1 One automatic-portable/automatic-fixed or automatic-fixed Emergency Locator Transmitter (ELT) certified to either Technical Standard Order (TSO)-C91a or TSO-C126, installed per the ELT manufacturer's instructions in a conspicuous or marked location, and meeting the same requirements as those detailed for airplanes in 14 CFR Part 91.207 (excluding section f). ELT antennas must be mounted externally to the aircraft unless installed in a location approved by the aircraft manufacturer. TSO-C126 and newer (406 MHz) ELTs must include a 121.5 MHz homing beacon, and require documentation of current registration with the National Oceanic and Atmospheric Administration (NOAA), or the national civil aviation authority with which the aircraft is registered.

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

### B7.3.3 RESERVED

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 Exhibit 8.

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 43.13-2A specifications.

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Locate and arrange the mounting facilities so that a seated observer/copilot has full and unrestricted movement of the radio's controls, without interference from the 18-inch adapter cable, clothing, cockpit structure, or flight controls.

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

B7.3.4.5 In lieu of the above AUX-FM requirements, the Contractor may substitute one VHF-FM aeronautical transceiver (FM-1) which meets the requirements specified in B7.3.3 (et. seq. of the Interagency Fire Aircraft section above).

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>. The Fire Applications Support Desk (FASD) can be reached at (866) 224-7677 or (360) 326-6002.

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

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

B7.3.5.7 This clause incorporates Specification Section Supplement \_\_\_\_\_ available at: <https://www.aff.gov/contractspecs> with the same force and affect as if they were presented as full text herein.

### B7.4 Navigational Systems

B7.4.1 One permanently installed, panel-mounted global positioning system (GPS-1) utilizing an approved, fixed external aircraft antenna and powered by the aircraft electrical system or an aviation portable GPS unit (Garmin GPSMap 296/396/496 or equivalent) provided the portable unit is securely mounted, is equipped with a remote (i.e., not part of the GPS unit) antenna, and presents information from an overhead orientation (not a drive-along-the-road type), and is powered by the aircraft electrical system. The GPS

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(permanently installed or portable) must utilize the WGS-84 datum and reference latitude and longitude coordinates in the degrees/minutes/decimal minutes (DM) mode for aircraft positioning.

### B7.5 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 ICS and receiver audio output levels.

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 all gunner/mugger 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 (VOX is not acceptable) must be provided at each ICS0-equipped 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.

B7.5.3 Earphones, microphones, PTT's, and jacks designed for operation with 600-ohm earphones and carbon-

equivalent, noise-canceling boom type microphones (Genex electret type model 5060-2, military dynamic type M-87/AIC with type CE-100 TR preamplifier, or equivalent) with U-174/U (single/male) type connector plug. The pilot position only may be configured for low impedance (dynamic) operation.

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

B7.5.3.2 Separate PTT switches for radio transmitter and ICS microphone operation must be provided at the pilot, copilot/observer, 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 copilot/observer's and gunner's PTT switches must be mounted on the cord to the earphone/microphone connector. Any additional ICS-equipped positions must also be furnished with cord-mounted ICS PTT switches.

### **FOR OFFSHORE/PLATFORM LANDING AIRCRAFT:**

#### 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 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 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

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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.

### B7.3 Communications Systems

B7.3.1 One automatic-portable/automatic-fixed or automatic-fixed Emergency Locator Transmitter (ELT) certified to either Technical Standard Order (TSO)-C91a or TSO-C126, installed per the ELT manufacturer's instructions in a conspicuous or marked location, and meeting the same requirements as those detailed for airplanes in 14 CFR Part 91.207 (excluding section f). ELT antennas must be mounted externally to the aircraft unless installed in a location approved by the aircraft manufacturer. TSO-C126 and newer (406 MHz) ELTs must include a 121.5 MHz homing beacon, and require documentation of current registration with the National Oceanic and Atmospheric Administration (NOAA), or the national civil aviation authority with which the aircraft is registered.

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

B7.3.3 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>. The Fire Applications Support Desk (FASD) can be reached at (866) 224-7677 or (360) 326-6002.

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

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:

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### 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.

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B7.5.2 An intercommunications system (ICS) must be provided for the pilot, observer/copilot, 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 switch(es) must be mounted on the flight controls (helicopter cyclic or airplane control yoke), with cord-mounted PTT 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. ICS sidetone audio must be provided for the earphones corresponding with the microphone in use. The ICS audio output must be free of excessive distortion, hum, noise, and crosstalk and must be amplified sufficiently to facilitate ease of use in a noisy cockpit/cabin environment.

B7.5.2.1 The system must be 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).

B7.5.2.2 All earphone/microphone jacks in the aircraft must be U-92A/U (single/female) type, which must accept U-174/U type plugs.

### **FOR POINT TO POINT AIRCRAFT:**

### 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."

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B7.2.3 The aircraft's static pressure system, altimeter instrument system, and automatic pressure altitude reporting system must be maintained in accordance with the IFR requirements of 14 CFR Part 91.411 and inspected and tested every 24 calendar months, as specified by 14 CFR Part 43, appendices E and F.

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 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.

### B7.3 Communications Systems

B7.3.1 One automatic-portable/automatic-fixed or automatic-fixed Emergency Locator Transmitter (ELT) certified to either Technical Standard Order (TSO)-C91a or TSO-C126, installed per the ELT manufacturer's instructions in a conspicuous or marked location, and meeting the same requirements as those detailed for airplanes in 14 CFR Part 91.207 (excluding section f). ELT antennas must be mounted externally to the aircraft unless installed in a location approved by the aircraft manufacturer. TSO-C126 and newer

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(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.

B7.3.2 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.

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>.

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

B7.3.5.7 This clause incorporates Specification Section Supplement \_\_\_\_\_ available at: <https://www.aff.gov/contractspecs> with the same force and affect as if they were presented as full text herein.

B7.4 Reserved

B7.5 Audio Systems

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sidetone audio must be provided for the earphones corresponding with the microphone in use. The ICS audio output must be free of excessive distortion, hum, noise, and crosstalk and must be amplified sufficiently to facilitate ease of use in a noisy cockpit/cabin environment.

B7.5.2 All earphone/microphone jacks in the aircraft must be U-92A/U (single/female) type, which will accept U-174/U type plugs.

### **B8 Fuel Servicing Vehicle Equipment Requirements (required lower 48 state only) (Asterisked items are required for contractor supplied equipment in Hawaii)**

#### B8.1 General

\*B8.1.1 Fuel servicing vehicles must meet the applicable 49 CFR provisions and the following requirements.

B8.1.2 The Contractor must provide one fuel servicing vehicle (fuel truck and trailer combination is acceptable) for each line item (aircraft) awarded. \*The vehicle shall be stationed at the designated base, unless dispatched by the Government to other locations. Vehicle specifications follow:

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

B8.1.2.2 The vehicle's tank(s) must have a capacity of a minimum of 12 hours of useable fuel for the make and model helicopter operating on the contract based on the Helicopter Fuel Consumption and Weight Reduction Chart Exhibit. The vehicle must be capable of carrying all equipment and accessories (i.e., water buckets, water/retardant fixed tank, longlines, remote hook, cargo nets, Contractor crew's overnight gear, and other items) necessary to support a lengthy assignment. \*The vehicle manufacturer's gross vehicle weight (GVW) with full fuel tanks and accessories must not be exceeded.

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

\*B8.1.2.4 Cargo tanks must be securely fastened to the vehicle bed. All tanks must have low point sump and drains that allow water/particulate contamination accumulation and removal during daily preventative maintenance. The activation of the sump and collection of sediments on a mobile fueler must be able to be accomplished from the outside perimeter of the vehicle. **The sump shall be drained daily when the system is used. The draining shall continue until**

**fuel appearance is contamination free. The daily sumping shall be documented on the contractor developed checklist/form.**

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

\*B8.1.2.6 All fuel transfer pumps must be designed for dispensing fuel. Gasoline engines powering pumps must have a shielded ignition system with a flame and spark arresting exhaust system, and a metal shield between the engine and pump. The pump seals must be fuel compatible. Pump impellers should be non-sparking. ITT Marlow and Gorman Rupp manufacture UL listed pumps have the above listed attributes. Terminal connections on electrically-powered pumps must be insulated to prevent sparking in the event of contact with conductive material.

#### B8.2 Equipment.

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

\*B8.2.1 Two fire extinguishers, each having a rating of at least 20-B:C and with one extinguisher mounted on each side of the vehicle. Extinguishers located in enclosed compartments shall be readily accessible, and their location shall be externally marked and placarded in letters at least 50 mm (2in.) high. Fire extinguishers must be maintained in accordance with provisions contained in *National Fire Protection Association (NFPA) 10: Standards for Portable Fire Extinguishers*

\*B8.2.2 The contractor is responsible for compliance with 49 CFR Part 172, including emergency response information.

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

\*B8.2.4 Both over the wing and closed circuit fuel nozzle must include a 100-mesh or finer screen, a dust protective device, and a bonding cable with clip or plug. Over wing nozzle hold-open devices are not permitted. Closed circuit/underwing nozzles do not require bonding wires.

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

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

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

\*B8.2.8 Fuel trucks/equipment performing pressurized/close circuit refueling must meet the deadman control/switch requirements of NFPA 407. Fuel servicing equipment must have a deadman control device meeting NFPA 407 paragraph 3.3.13 requirements. For open port/splash refueling, the fuel flow control valve may be on the nozzle. Otherwise, the fuel control valve must be either at the tank outlet or a separate valve on the tank vehicle.

\*B8.2.9 Rapid/hot refueling operations shall not be performed unless requested and approved by the Government. Equipment used for rapid refueling/hot refueling must meet all requirements detailed in NFPA 407 Section 4.2.14. Government personnel are not allowed in the safety zone while aircraft refueling operations are being accomplished. The Safety Zone is defined as within 50 feet of the aircraft refueling receptacle.

\*B8.3 Filtering system.

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

\*B8.3.2 The filter manufacturer’s operating, installation, and service manual must be carried in the fuel service vehicle. The contractor is responsible for ensuring compliance with the provisions of this service manual.

\*B8.3.3 The aviation fuel filtration system must meet the following contamination removal limits or be certified compliant with EI 1581 *Specifications and Qualifications Procedures for Aviation Jet Fuel Separators* or EI Specification 1583 *Laboratory Tests and Minimum Performance Levels for Aviation Fuel Filter Monitors*. Contractors should consult with filter manufactures data to determine compatibility.

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 shall be clear and bright
Free Water	15 ppmv
Media Migration	10 fibres/litre

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

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

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

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

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

\*B8.4 Markings

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

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

**PERSONNEL REQUIREMENTS**

**B9 Pilot Requirements and Authority**

B9.1 The Contractor must furnish a pilot for each day the 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.

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

**B10 Pilot Qualifications**

**B10.1 General**

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

**B10.2 Minimum Qualifications**

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

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

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

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

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

B10.2.5 Proficient operation of all equipment identified in Section B (e.g., GPS, VHF-FM, longline vertical reference). The agency(s) may require pilots to demonstrate this proficiency during an evaluation flight.

B10.2.6 If a longline/cargo hook is offered as an equipment option, it is the Contractor’s responsibility to verify a pilot’s vertical reference external load experience and proficiency. The COTR will provide the Contractor a form to document this experience and proficiency. This will be required annually prior to pilot inspection by DOI, Office of Aviation Services.

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 and must be capable of precise placement of externally carried cargo

where requested, regardless of the cable length while operating within the helicopter's capability.

B10.2.7 Prior to performing aerial ignition with a plastic sphere dispenser (PSD) and/or helitorch operations. Pilots must be approved in advance of accomplishing these operations. Such approval is identified on the pilot’s approval card. If not approved, a pilot may be required to demonstrate this proficiency during an evaluation flight in an aircraft supplied by the Contractor and at no expense to the Government.).

**B10.2.8 On-line training**

B10.2.8.1 Interagency and basic fire operations: 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.

B10.2.8.2 All personnel involved in hazardous materials transportation: 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. The training of this module is required at least every 36 months.

**B10.2.9 Minimum PIC time accumulated as follows:**

(a) 1,500 hours. . . in helicopters.
(b) 100 hours . . . in helicopters in the last 12 months.
(c) 100 hours . . . in the weight class of the helicopter offered. Defined as: “small” - up to an approved gross weight of 7,000 pounds; “medium” - 7,000 pounds up to 12,500 pounds; “large” - over 12,500 pounds
(d) 200 hours . . . in Reciprocating engine powered helicopters.
(d.1) 100 hours.... in turbine engine helicopters.
(e) 50 hours. . . in the same make and model as the contract helicopter. Pilot flight hour requirements in make and model may be reduced by 50 percent, if the pilot shows evidence of having satisfactorily completed the manufacturer's approved ground school and flight check in the same make, model, and series as the contract

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helicopter. (See the Helicopter Like Makes and Models Exhibit.).
(f) 10 hours. . . in the same make, model, and series as the contract helicopter in the last 12 months. (See the Helicopter Like Makes and Models Exhibit.(Section C)
(g) Last 90 days . . . Compliance with 14 CFR 61.57 or 135.247 as appropriate.
(h) 10 hours. . . in designated mountainous areas in the same make and model as the contract helicopter.
(i) 200 hours . . . Total mountain flight hours. Defined as experience in operating helicopters in mountainous terrain as identified in 14 CFR 95 Subpart B – Designated Mountainous Area. Operating includes maneuvering and numerous takeoffs and landings to ridgelines, pinnacles, and confined areas.
Applicable if offered (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.

NOTE: RE: B10.2.9 (b) Contractors may request that this pilot flight hour requirement be waived for a pilot under special circumstances, however, the waiver may or may not be granted. The Contractor should contact the CO in advance of this need for additional information on this process. No other pilot qualification exceptions will be considered by the Government.

Additional special pilot requirements are required for ACETA or geological flight operations if these operations are offered. See section B exhibits for specific requirements.

**B11 Personnel Duty Limitations**

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

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

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

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

B12.1.1.1 All flight crewmembers must 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 two calendar days off duty.

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

**B12.2 Flight limitations.**

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

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

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

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

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

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

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

**B13 Mechanic Requirements**

B13.1 The Contractor must provide, in addition to the pilot, a mechanic to service and inspect the contract aircraft. The mechanic does not need to remain at the designated base of

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operations. The mechanic may serve as the aircraft fuel servicing vehicle driver.

### **B14 Mechanic Qualifications**

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

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

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

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

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

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

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

### **B15 Mechanic Duty Limitations**

Mechanics deployed to the aircraft's operating location (on-site) must not exceed the following duty time limitations:

B15.1 Within any 24-hour period, mechanics must have a minimum of 8 consecutive hours off duty immediately prior

to the beginning of any duty day. Local travel up to a maximum of 30 minutes each way between the worksite and place of lodging will not be considered duty time.

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

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

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

B15.5 Relief or substitute mechanics reporting for duty under any contract may be required to furnish a record of all duty time during the previous 14 days.

### **B16 Fuel Servicing Vehicle Driver (Required Lower 48 States Operations Only)**

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.

#### **B16.1 Fuel Servicing Vehicle Driver Duty Limitations**

B16.2 The Contractor must ensure that fuel servicing vehicle drivers comply with DOT Safety Regulations 49 CFR Parts 390-399, including duty limitations.

B16.3 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.

B16.4 The fuel servicing vehicle driver must be responsible for keeping the Government apprised of his/her duty limitation status.

B16.5 Relief or substitute fuel servicing vehicle drivers reporting for duty may be required to furnish a record of all DOT duty time during the previous 14 days.

### **B17 Reserved**

### **B18 Relief Crew**

B18.1 When offered by the Contractor and requested by the government the relief crew must consist of a pilot, mechanic (if applicable) and/or fuel servicing vehicle driver that are available to perform duties during the regular crewmember's scheduled days off.

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B18.2 Relief crewmembers must arrive at the operating base before the scheduled duty period begins to ensure compliance with rest periods set forth herein.

### **B19 Pilot Authority and Responsibility**

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

B19.1 Must have the authority to represent the Contractor in all matters except changes in price and time unless the CO is notified otherwise, in writing, prior to performance. The pilot must be familiar with the contract and all applicable task orders assigned to this contract and must be able to provide contract and/or task order information to the project inspector (PI) or manager as requested.

B19.2 Must comply with Government directions, except, when in the pilot's judgment, such compliance would violate Federal or State regulations or contract terms and conditions. The pilot has final authority to determine whether the flight can be accomplished safely and must refuse any flight or landing which is considered hazardous or unsafe.

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

B19.4 Must be responsible for computing the aircraft's weight and balance for all flights and for ensuring that the gross weight and center of gravity do not exceed the aircraft's limitations. The pilot must also properly secure all cargo. When required by the Government, the pilot must utilize the Standard Interagency Load Calculation Method and its form. A sample of the form and the Fuel Consumption and Weight Reduction Chart are included in the exhibits (see section B exhibits).

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

B19.5.1 When the aircraft is not available due to required unscheduled maintenance, a pilot may function as a mechanic only if they meet the requirements of paragraph B14 or if they

are performing preventative maintenance in accordance with 14 CFR 43.3.

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

B19.5.3 Only a certificated mechanic (holding an airframe and powerplant rating) may perform scheduled maintenance and inspections. The primary or relief pilot on duty as a pilot must not perform scheduled maintenance and inspections.

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

- a. Remove and/or install emergency litter kit
- b. Remove and/or install helicopter doors
- c. 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 and operations specifications. 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

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aboard. The briefing must also describe the location/use of the following:

- a. Emergency locator transmitter
- b. First aid/ survival kits
- c. Personal protective equipment
- d. Battery and fuel cut off switch location
- e. Crew Resource Management

B20.3 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 BH 407 helicopters, equipped with both the Paravion Technology, Inc. STC # SR00486DE and the Onboard Sytems International SR01943SE, 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.

B20.3.1 Medium helicopter dual controls may be installed during routine Government use. The pilot must occupy the manufacturer's designated pilot station during all flight operations unless otherwise authorized by the FAA. When dual controls are installed, the pilot must restrict access to the copilot seat. Only the helicopter foreman, manager, or similar crewmember must be allowed to occupy the copilot seat. The pilot must brief to remain clear of the flight controls at all times.

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

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

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

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

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

B20.6 Flight plans. Pilots must file and operate on an FAA, International Civil Aviation Organization (ICAO), or a DOI bureau flight plan. Contractor flight plans are not acceptable. Flight plans must be filed prior to takeoff when possible.

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

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

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

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

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

B20.12 Government Pilot Flight Operations

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

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

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

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Government pilot(s) that will provide service under this contract.

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

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

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

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

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

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

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

1. Keyed magneto
2. Keyed starter switch
3. Keyed master power switch
4. Hidden battery cutoff switches
5. Hidden start relay switches
6. Throttle/power lever lock
7. Mixture/fuel lever lock
8. Locking fuel cutoff
9. Locking tie-down cable

Unacceptable locking devices and methods are:

1. Locking aircraft doors
2. Fenced or gated parking area

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

The Contractor must provide and require personnel to wear PPE for flight operations. The following PPE must be

operable and maintained in accordance with the manufacturer's instructions throughout contract performance.

B22.1 A one-piece hard-shell flight helmet made of polycarbonate, Kevlar, carbon fiber, or fiberglass that must cover the top, sides (including the temple area and to below the ears), and the rear of the head. Flight helmets must be clean, properly adjusted, maintained in accordance with the manufacturer's specifications, and compatible with the required avionics. Chinstraps are required on all flight helmets and must be properly adjusted and fastened.

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

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

B22.2 Fire resistant clothing consisting of:

B22.2.1 Long-sleeved shirt and trousers (or long-sleeved flight suit) made of fire resistant polyamide or aramid material or equal. The shirt, trousers, boots, and gloves must overlap to prevent exposure to flash burns. Clothing must contain labels identifying the material either by brand name or military specifications

B22.2.2 Garments worn over the Nomex flight suit, such as coats, bib pants, and coveralls are acceptable and must also be made of Nomex or other fire resistant material. Outerwear garments made from natural fibers such as leather, cotton, wool, or wool, cotton blends are acceptable substitutes. Materials with low temperature melting characteristics such as synthetics (nylon, Dacron, polyester, etc.) and synthetic blends must not be worn.

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

B22.2.4 Boots with tops which must extend above the ankle and must be constructed so that metal parts, such as shoestring eyes or zippers, do not contact the wearer's skin. Non leather boots must be flight approved in accordance with U.S. military standards for aviation use. During cold weather, insulated boots are acceptable.

B22.2.5 Leather or polyamide or aramid gloves.

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### B22.2.6 Leather or Fire Resistant Clothing Option

B22.2.6.1 The Government recognizes that during cold weather ACETA operations the risks associated with chill, hypothermia, and frost bite may outweigh that of aircraft fire. Accordingly, the contractor may assess the risk and elect to deviate from the above PPE standards provided a written declaration of intent to deviate is provided by the company director of operations, or higher authorized official, to the Contracting Officer within 30 calendar days of contract award. The letter should describe how the contractor intends to deviate from the above requirements cited in paragraph B22.2.

B22.2.6.2 Deviation may only be exercised during open door operations where the ambient temperature is 50 degrees Fahrenheit or less. If government personnel are on board, the pilot must still comply with paragraphs B22.2.1, B22.2.3 and B22.2.5.

B22.2.6.3 Other contract mission personnel (e.g., gunners and handlers) are permitted under this deviation to wear clothing designed for strenuous physical activities in extreme cold and wet weather conditions.

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

### B23 PPE for Ground Operations

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

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

B23.1.2 Fuel servicing personnel must wear non-static (example: cotton/natural fiber) clothing and gloves during all fueling operations. Fuel-servicing personnel must also wear a long-sleeved shirt, long trousers and leather boots. Note: In addition to the above requirements a hard hat or helmet is required if performing a rapid/hot refueling operation.

### B24 Exemption for Transportation of Hazardous Materials.

B24.1 The Contractor may be required to transport hazardous materials. Such transportation must be in accordance with 49

CFR, Department of Transportation Special Permit DOT-SP-9198, and the *DOI/USDA Forest Service Interagency Aviation Transport of Hazardous Materials Handbook/Guide*.

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

B24.32 The Contractor must ensure that each employee who may perform a function subject to this DOT special permit receives required training which can only be satisfied by completing Interagency Aviation Training (IAT) module A-110, Aviation Transportation of Hazardous Materials. The training can be completed online at: <http://www.iat.gov>. The Contractor must document this training in the employee's records and make it available to the Government when requested.

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

### B25 Fuel and Servicing Requirements

B25.1 General.

B25.1.1 The Contractor must supply all fuel and lubricating oils required to operate all equipment during the contract period unless note 1 below is applicable. All fuel must be commercial (or military) grade aviation fuel approved for use by the airframe and engine manufacturer. Only fuels meeting American Society for Testing and Material (ASTM) or military specifications are authorized for use. Fuel for turbine engine powered helicopters must meet one of the following specifications: ASTM D-1655 (Jet A, A-1, or B), Mil T-5624 (JP-4, JP-8, JP-5). Fuel for reciprocating engine powered helicopters must meet ASTM D910 specifications. Contractors must ensure bulk fuel obtained directly from distributors meets the specifications. The Contractor must keep all fuel delivery records through the entire contract period.

**Note 1.** Government fuel may be provided for operations in Alaska; however, if no Government fuel is available, the Contractor shall be capable of purchasing fuel with the understanding the Government will reimburse the Contractor for the fuel purchased as provided under Additional Pay Items in Section C.

B25.2 Fueling Operations

B25.2.1 Rapid refueling is prohibited on this contract unless requested by the Government. The Contractor must have rapid refueling procedures incorporated in their operating specifications. The specific Rapid Refueling requirements

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contained in NFPA 407 Section 4.2.14 must be adhered to. Fuel servicing equipment must have a deadman control device meeting NFPA 407 paragraph 5.1.7.1 requirements. Government personnel shall not be on board the aircraft during rapid refueling operations.

B25.2.2 The pertinent procedures and equipment configurations detailed in NFPA 407 Aircraft Fuel Servicing must be used for helicopter refueling operations. Copies of *NFPA 407: Aircraft Fuel Servicing* can be obtained from the National Fire Protection Association, Batterymarch Park, Quincy, MA 02269.

**Note 2.** Portable fueling is required for this contract and all sections in B25 apply. (See also paragraph B25.3.1.)

**Note 3.** Drum fueling will be required during this contract and must meet all sections listed in the OAS Operational Procedures Memorandum 20 (OPM-20), Drum Fuel Management (<http://OAS.doi.gov/library/opm/index.htm>).

B25.2.3 Government personnel shall not be on board the aircraft during refueling operations.

B25.2.4 Government personnel shall not be involved with refueling of contract aircraft, unless the pilot has determined it is an absolute necessity due to an emergency situation.

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

B25.2.6 Aircraft oil and other lubricants must be Contractor supplied. The Contractor must have a fuel quality assurance program. The program must include procedures for determining fuel quality and equipment serviceability inspections.

B25.3 Portable fuel servicing system and drum fueling requirements.

B25.3.1 The Contractor shall provide a portable fuel dispensing system that can be carried on the helicopter. The fueling shall meet all applicable paragraphs of Section B25, Fuel and Servicing Requirements. The portable fueling system shall be inspected annually by the Government.

B25.3.2 The portable system shall have filtration meeting one of the following qualifications: Energy Institute (EI) 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*. 1581, or Mil-F-8901E

B25.3.3 The system shall be equipped with a portable fuel dispensing pump (approved UL, FM, etc.), barrel stem, aviation fuel qualified hose and aviation an aviation fuel

dispensing nozzle for servicing the aircraft from a holding tank or 55-gallon barrels (Government supplied in Alaska). The system shall be inspected and approved for dispensing and filtering petroleum products. The system will include bonding cables, and a fire extinguisher of at least 20-B:C rating. At least two spare filters, seals, and other spare components shall be carried with the portable fuel pump. The dispensing hose shall meet EI Bulletin 1529 Aviation Fueling Hose and Hose Assemblies qualifications within 2 years of the contract award. Hoses replaced prior to the year window shall be replaced with hose meeting API/EI 1529 specifications. The aircraft fuel dispensing nozzle shall be equipped with a dust cap, bonding wire and 100 mesh screen.

B25.3.5 When not in use, the portable system shall be packaged for protection from the weather. The fueling device shall be stored in a secure area to prevent tampering with the equipment.

### AIRCRAFT MAINTENANCE REQUIREMENTS

#### B26 General - Maintenance

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

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

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

B27.2 The Contractor must provide and make available a list of "issued" MMSBs and FAA ADs identifying all those that are applicable and non-applicable to the contract aircraft in the format shown in AC 43-9C, Appendix 1, complete with authorized signature, certificate, type and number. This list must include all accessories and equipment installed in each aircraft offered. Signatures of persons verifying accuracy of the list is required.

#### B28 Manuals/Records

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

B28.2 If requested by the Government, the Contractor must furnish to the Contracting Officer's Technical Representative

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(COTR) a copy of the Contractor's procedures manuals, as outlined in 14 CFR Part 135.21, along with any revisions made during the contract period.

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

### B29 Maintenance

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

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

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

B29.4 Routine/preventative maintenance must be performed before or after the Government's scheduled daily use period or as approved by the Contracting Officer's Representative (COR).

B29.5 The cargo hook must be maintained in accordance with the manufacturer's operating and maintenance instructions. If there is no hook manufacturers recommended maintenance and overhaul program, completely disassemble, inspect, repair as required, lubricate, and perform a full-load operational check every 24 calendar months. All cargo hook maintenance inspections and repair must be documented.

B29.6 The fire extinguisher must be maintained in accordance with *NFPA 10: Standards for Portable Fire Extinguishers*, or the Contractor's 135 operations manual.

### B30 Maintenance Test Flight

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

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

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

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

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

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

### B32 Weight and Balance

B32.1 The aircraft's required weight and balance data must be determined by actual weighing of the aircraft within 24 calendar months preceding the starting date of the contract, or renewal period, and following any major repair or major alteration or change to the equipment list which significantly affects the center of gravity of the aircraft.

B32.2 All aircraft must be weighed on scales that have been certified as accurate within the preceding 24 calendar months. Any accredited weights and measures laboratory may serve as the certifying agency.

B32.3 The Contractor must compile a list of equipment installed in the aircraft at the time of weighing. Each page of the equipment list must identify the specific aircraft by its serial and registration numbers and must be dated to indicate the last date of weighing or computation. Items which may be easily removed or installed for aircraft configuration

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changes (seats, doors, radios, cargo hook, baskets, special mission equipment, etc.) must also be listed including the name, the weight and arm of each item. The weight and balance must be revised each time new equipment is installed or old equipment is removed. Weight and balance procedures under 14 CFR Parts 23.29 and 23.1589 are acceptable.

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

B33.1 On the first day of operation and no more than each 10 hours of operation thereafter, the Contractor must perform a power assurance check in accordance with the helicopter flight manual (pilot's operating handbook) or approved company performance monitoring program. The results must be recorded and kept with the aircraft. Engines with power output below minimum approved limits must be removed from contract use until the condition is corrected.

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#### CONTRACT CLAUSES

All Offerors must comply with the following FAR, DIAR, and AQD provisions and clauses which apply to this acquisition:

#### **52.252-2 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 their full text available. Also, the full text of a clause may be accessed electronically at this address: <https://www.acquisition.gov/?q=browsefar>

#### **Clauses Incorporated by reference**

#### **52.203-3 Gratuities (Apr 1984)**

#### **52.204-4 Printed or copied Double-sided on recycled paper (May 2011)**

#### **52.204-9 Personal Identity Verification of Contractor Personnel (Jan 2011)**

#### **52.204-13 System for Award Management Maintenance (Oct 2016)**

#### **52.204-18 Commercial and Government Entity Code Maintenance (Jul 2016)**

#### **52.204-19 Incorporation by Reference of Representations and Certifications (Dec 2014)**

#### **52.212-4 Contract Terms and Conditions-Commercial Items (Jan 2017)**

#### **52.212-4 Alt I (Jan 2017)**

#### **52.232-18 Availability of Funds (Apr 1984)**

#### **52.232-40 Providing Accelerated Payments to Small Business Subcontractors (December 2013)**

#### **52.242-13 Bankruptcy (Jul 1995)**

#### **52.253-1 Computer Generated Forms (Jan 1991)**

#### **C1 – C2 Reserved**

#### **ADDENDA TO CONTRACT TERMS AND CONDITIONS**

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

**The following is added:**

#### **C3 Inspection**

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

C3.1.1 At the time of contract award, the minimum guarantee will be satisfied via ordering of the initial inspection via

official letter to the contractor directing them to contact the COTR to schedule an initial inspection of all of the Contractor's proposed aircraft, equipment and personnel to ensure contract compliance. Should option years be exercised, the vendor shall contact the COTR for the annual inspection, upon receipt of the modification exercising the option period. Aircraft inspections will only be conducted for aircraft that are approved for use on this contract. One PIC, and/or SIC (if applicable), will be inspected per each approved aircraft. Additional PIC's and/or SIC's may be inspected on a case by case basis, if requested by the contractor. OAS cards will only be issued for approved aircraft and pilots on this contract. The Office of Aviation Services cannot inspect and issue aircraft and pilot cards for non-federal contracts requiring OAS carding; i.e. state agencies and oil and gas companies.

3.1.2 This inspection is expected to be accomplished when the COTR's inspectors' 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 contact the COTR may result in the use of a different Contractor. The inspection will be conducted at the Contractor's facility or other location acceptable to the Government at a mutually agreeable time. The inspection time and date will be scheduled for between 0730 and 1630 local time, Monday through Friday, unless otherwise agreed upon by the COTR. The COTR will normally confirm the inspection details in writing. Contractor written requests for inspection rescheduling that are received by the COTR at least 10 days prior to the originally scheduled inspection date may be accommodated by the COTR, depending upon their work schedule.

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

C3.2.1 The Contractor must notify the CO, the COR, and the COTR when an action has been imposed by the FAA on the operator's certificate or on any pilot or aircraft carded under this contract. 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).

C3.3 Approved aircraft, fuel servicing vehicles, pilots and mechanics will be issued an Interagency Aircraft Data Card, Interagency Data Card - Fuel Service Vehicle, Interagency Pilot Qualification card, and Interagency Mechanic Qualification Card, as applicable. The aircraft, pilot and mechanic 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

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B, and in no way indicates that the vehicle meets any requirement of 49 CFR.

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

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

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

C3.3.4 The mechanic qualification card must be kept in the possession of the mechanic and available for inspection at all times.

C3.3.4.1 The contractor will provide the COTR or their designated representative, through the Contracting Officer, with a completed OAS-41 Aircraft Maintenance Personnel, for each mechanic provided under paragraph B13. The form must be signed by the individual mechanic and a contractor representative (Director of Maintenance or higher) to indicate that the data listed has been verified from log books, employment records, etc.

C3.4 If the COTR determines any aircraft, equipment, personnel, records, or documents presented for inspection are not completely ready for the inspection or are determined to be nonconforming as required by the contract, the COTR may suspend the inspection(s) and schedule a reinspection for another time/date/site. The Contractor may be charged for the cost of reinspection, in accordance with Section C3.9.

C3.4.1 When an aircraft has not flown under a DOI issued task order within a 12 consecutive month timeframe, the card will be revoked and aircraft removed from the contract.

### C3.5 Equipment.

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

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

### C3.6 Personnel.

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

C3.6.1.1 The COTR's representative may conduct a pilot flight evaluation to further verify pilot(s)' ability to perform under this contract, when determined necessary. The evaluation may include but is not limited to: weight and balance performance, center of gravity limitations, aircraft performance charts, density altitude considerations, load calculation preparation and actual flying of the aircraft. Portions of the evaluation may be evaluated orally. The flight evaluation will be conducted in accordance with the FAA Commercial Practical Test Standards (PTS). A pilot must also be capable of demonstrating proficient operation of all aircraft equipment identified in Section B during an evaluation flight.

C3.6.1.2 The aircraft used for the flight evaluation(s) must be the same make, model and series awarded for this contract and be equipped with dual controls. At COTR discretion, the flight evaluation may be conducted in only one aircraft make, model, and series equipped with dual controls if multiple make, model and series of aircraft are awarded. Flight evaluation(s) will usually be performed in areas that provide access to terrain similar to that to be flown during the contract period. Flight evaluations are conducted at the Contractor's expense.

C3.6.1.3 During the flight evaluation, pilot inspectors retain discretionary authority in determining the competency of the pilot. The Government will make the final determination as to the pilot's ability to successfully meet contract requirements. The Government has the right to conduct interim evaluations of pilot performance throughout the performance period(s).

C3.6.1.4 Services provided under this contract require DOI special use flight activities as identified herein. Pilots must have satisfactorily completed an agency initial and/or periodic flight evaluation(s) for these activities before being approved for use under the contract, unless otherwise indicated in the contract. The COTR will provide detailed information concerning the types and frequency of special use pilot flight evaluations when requested.

Low-level flight (within 500' of the surface)  
Mountain flying (helicopter)  
Resource reconnaissance  
Fire reconnaissance  
STEP: Single-skid, Toe-in and hover Exit/entry Procedures (helicopter)  
External load - short line ≤50' (helicopter)  
External load - longline >50' (helicopter) with remote hook  
Rappel  
Short-haul  
Offshore platform landings (helicopter)  
Vessel landings  
Water landings - floats or hull (helicopter)  
Animal darting, paint ball  
Animal eradication  
Animal gathering and capture

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Animal herding  
Handheld net gun  
Aerial ignition  
Water/retardant application

C3.6.1.5 For Aerial Capture Eradication and Tagging of Animals (ACETA) activities, the COTR will normally schedule pilot evaluation flight(s) a minimum of three days prior to the start of the project or as agreed upon by the COTR. Flight evaluations will be conducted using live animals. Pilot(s) who have not completed a satisfactory DOI – Aviation Management flight evaluation for an ACETA activity within the preceding three-year period from the date of award of this contract or as determined by the COTR will be required to do so at the Contractor's expense.

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

C3.8 Substitute Personnel, Aircraft, or Equipment.

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

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

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

C3.8.4 The bureau may require substitute pilots to obtain up to three hours each of training or orientation flight time at Contractor's expense. (This flight time is in addition to any necessary pilot evaluation flight(s).)

C3.9 Reinspection Expenses.

C3.9.1 The Contractor must be liable for all Government incurred reinspection costs. Inspection expenses will not be deducted from payments due the Contractor. Contractor will

be responsible to make payment as directed in writing by the CO.

C3.9.2 Costs may include, but are not limited to, inspector(s)' time to include travel time at \$75.00 per hour, and transportation and subsistence at actual cost.

C4 Reserved

### 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 contract 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 contract. Examples of taxes and duties that are considered included in the contract prices are:

#### Federal Airport and Airway Excise Taxes

#### Fuel Taxes

#### Transportation Taxes (passengers and cargo)

### C.5 Aircraft Use Report

C5.1.1 The Contractor, or Contractor's representative, and the Government must complete and sign an Aircraft Use Report, OAS-23/23E form or other form as directed by the CO. An electronic report will be initiated by the Contractor in a Department of the Interior electronic reporting system that documents the daily services recorded on the signed OAS-23/23E or other form as directed by the CO. Hard copies of the signed OAS-23/23E are to be uploaded/attached to the electronic report created in the electronic system.

C5.1.2 Supporting documentation as required by the contract to support actual additional pay items (i.e. relief transportation costs, tie-downs, landing fees, etc.) shall be attached electronically to the applicable Aircraft Use Report or other form as directed by the CO. Failure to include such documentation would result in rejection of the report back to the Contractor for inclusion and resubmission.

C5.1.3 Aircraft Use Reports or other form as directed by the CO are to be submitted no sooner than every two weeks or upon conclusion of a project, if less than two weeks duration.

C5.1.4 Subsequent electronic invoicing through IPP (see below, pg. 56) will match the same period as the Aircraft Use Report submission or other form as directed by the CO.

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**52.212-5 Contract Terms and Conditions Required to Implement Statutes or Executive Orders-Commercial Items (JAN 2017)**

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

(1) 52.203-19, Prohibition on Requiring Certain Internal Confidentiality Agreements or Statements (JAN 2017).

(2) 52.209-10, Prohibition on Contracting with Inverted Domestic Corporations (NOV 2015).

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

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

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

(1) 52.203-6, Restrictions on Subcontractor Sales to the Government (SEPT 2006), with Alternate I (OCT 1995) (41 U.S.C. 4704 and 10 U.S.C. 2402).

(2) 52.203-13, Contractor Code of Business Ethics and Conduct (OCT 2015) (41 U.S.C. 3509).

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

(4) 52.204-10, Reporting Executive Compensation and First-Tier Subcontract Awards (OCT 2016) (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).

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

(8) 52.209-6, Protecting the Government's Interest When Subcontracting with Contractors Debarred, Suspended, or Proposed for Debarment (OCT 2015) (31 USC 6101 note).

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

(10) Reserved.

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

(12) 52.219-4, Notice of Price Evaluation Preference for HUBZone Small Business Concerns (OCT 2014) (if the

offeror elects to waive the preference, it shall so indicate in its offer) (15 U.S.C. 657a).

(ii) Alternate I (JAN 2011) of 52.219-4.

(13) [Reserved]

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

(ii) Alternate I (NOV 2011).

(iii) Alternate II (NOV 2011).

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

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

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

(16) 52.219-8, Utilization of Small Business Concerns (NOV 2016)(15 U.S.C. 637 (d)(2) and (3)).

(17)(i) 52.219-9, Small Business Subcontracting Plan (JAN 2017)(15 U.S.C. 637(d)(4)).

(ii)Alternate I (NOV 2016) of 52.219-9.

(iii) Alternate II (NOV 2016) of 52.219-9.

(iv) Alternate III (NOV 2016) of 52.219-9.

(v) Alternate IV (NOV 2016) of 52.219-9.

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

(19) 52.219-14, Limitations on Subcontracting (JAN 2017) (15 U.S.C. 637(a)(14)).

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

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

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

(23) 52.219-29 Notice of Set-Aside for Economically Disadvantaged Women-Owned Small Business (EDWOSB) Concerns (DEC 2015) (15 U.S.C 639(m)).

(24) 52.219-30 Notice of Set-Aside for Women-Owned Small Business (WOSB) Concerns Eligible Under the WOSB Program (DEC 2015) (15 U.S.C 639(m)).

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

(26) 52.222-19, Child Labor-Cooperation with Authorities and Remedies (OCT 2016) (E.O. 13126).

(27) 52.222-21, Prohibition of Segregated Facilities (APR 2015).

(28) 52.222-26, Equal Opportunity (SEPT 2016) (E.O. 11246).

(29) 52.222-35, Equal Opportunity for Veterans (OCT 2015)(38 U.S.C. 4212).

(30) 52.222-36, Equal Opportunity for Workers with Disabilities (Jul 2014) (29 U.S.C. 793).

(31) 52.222-37, Employment Reports on Veterans (OCT 2015) (38 U.S.C. 4212).

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

(33)(i) 52.222-50, Combating Trafficking in Persons (MAR 2015)(22 U.S.C. chapter 78 and E.O. 13627).

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

(34) 52.222-54, Employment Eligibility Verification (OCT 2015) (Executive Order 12989). (Not applicable to the acquisition of commercially available off-the-shelf items or certain other types of commercial items as prescribed in 22.1803.)

(35) 52.222-59, Compliance with Labor Laws (Executive Order 13673) (OCT 2016) (Applies at \$50 million for solicitations and resultant contracts issued from October 25, 2016 through April 24, 2017; applies at \$500,00 for solicitations and resultant contracts issued after April 24, 2017.)

**Note to paragraph (b)(35):** By a court order issued on October 24, 2016, 52.222-59 is enjoined indefinitely as of the date of the order. The enjoined paragraph will become effective immediately if the court terminates the injunction. At that time, GSA, DoD and NASA will publish a document in the *Federal Register* advising the public of the termination of the injunction.

(36) 52.222-60, Paycheck Transparency (Executive Order 13673) (OCT 2016).

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

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

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

(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. 13423 and 13514).

(ii) Alternate I (OCT 2015) of 52.223-13.

(41)(i) 52.223-14, Acquisition of EPEAT®-Registered Television (JUN 2014) (E.O. 13423 and 13514).

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

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

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

(ii) Alternate I (JUN 2014) of 52.223-16.

(44) 52.223-18, Encouraging Contractor Policies to Ban Text Messaging While Driving (Aug 2011) (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. 552a).

(ii) Alternate I (JAN 2017) of 52.224-3.

(48) 52.225-1, Buy American Act-Supplies (MAY 2014) (41 U.S.C. chapter 83).

(49)(i) 52.225-3, Buy American Act - Free Trade Agreements-Israeli Trade Act (MAY 2014) (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 (May 2014) of 52.225-3.

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

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

(50) 52.225-5, Trade Agreements (OCT 2016) (19 U.S.C. 2501, *et seq.*, 19 U.S.C. 3301 note).

(51) 52.225-13, Restriction on Certain Foreign Purchases (JUNE 2008) (E.O.'s, proclamations and statutes administered by the Office of Foreign Assets Control of the Department of the Treasury).

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

(56) 52.232-30, Installment Payments for Commercial Items (JAN 2017) (41 U.S.C. 4505, 10 U.S.C. 2307(f)).

(57) 52.232-33, Payment by Electronic Funds Transfer-System for Award Management (JUL 2013) (31 U.S.C. 3332).

(58) 52.232-34, Payment by Electronic Funds Transfer-Other than System for Award Management (JUL 2013) (31 U.S.C. 3332).

(59) 52.232-36, Payment by Third Party (MAY 2014) (31 U.S.C. 3332).

(60) 52.239-1, Privacy or Security Safeguards (AUG 1996) (5 U.S.C. 552a).

(61) 52.242-5, Payments to Small Business Subcontractors (JAN 2017) (15 U.S.C. 637(c)(12)).

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

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

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

(1) 52.222-17, Nondisplacement of Qualified Workers (MAY 2014) (E.O. 13495).

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(2) 52.222-41, Service Contract Labor Standards (MAY 2014) (41 U.S.C. chapter 67).

(3) 52.222-42, Statement of Equivalent Rates for Federal Hires (MAY 2014) (29 U.S.C. 206 and 41 U.S.C. chapter 67).

(4) 52.222-43, Fair Labor Standards Act and Service Contract Labor Standards-Price Adjustment (Multiple Year and Option Contracts) (MAY 2014) (29 U.S.C. 206 and 41 U.S.C. chapter 67).

(5) 52.222-44, Fair Labor Standards Act and Service Contract Labor Standards-Price Adjustment (MAY 2014) (29 U.S.C. 206 and 41 U.S.C. 351, chapter 67).

(6) 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).

(7) 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).

(8) 52.222-55, Minimum Wages Under Executive Order 13658 (DEC 2015) (Executive Order 13658).

(9) 52.222-62, Paid Sick Leave Under Executive Order 13658 (JAN 2017) (E.O. 13706),

(10) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations (MAY 2014) (42 U.S.C. 1792),

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

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

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

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

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

the Contractor does not maintain in the ordinary course of business or pursuant to a provision of law.

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

(i) 52.203-13, Contractor Code of Business Ethics and Conduct (OCT 2015) (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) 52.219-8, Utilization of Small Business Concerns (NOV 2016) (15 U.S.C. 637(d)(2) and (3)), in all subcontracts that offer further subcontracting opportunities. If the subcontract (except subcontracts to small business concerns) exceeds \$700,000 (\$1.5 million for construction of any public facility), the subcontractor must include 52.219-8 in lower tier subcontracts that offer subcontracting opportunities.

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

(v) 52.222-21, Prohibition on Segregated Facilities (APR 2015).

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

(vii) 52.222-35, Equal Opportunity for Veterans (OCT 2015) (38 U.S.C. 4212).

(viii) 52.222-36, Equal Opportunity for Workers with Disabilities (JUL 2014) (29 U.S.C. 793).

(ix) 52.222-37, Employment Reports on Veterans (FEB 2016) (38 U.S.C. 4212).

(x) 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.

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

(xii)  (i) 52.222-50, Combating Trafficking in Persons (MAR 2015) (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).

(xiii) 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).

(xiv) 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.).

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(xv) 52.222-54, Employment Eligibility Verification (OCT 2015).

(xvi) 52.222-55, Minimum Wage Under Executive Order 13658 (DEC 2015).

(xvii) 52.222-59, Compliance with Labor Laws (Executive Order 13673) (OCT 2016) (Applies at \$50 million for solicitations and resultant contracts issued from October 25, 2016 through April 24, 2017; applies at \$500,00 for solicitations and resultant contracts issued after April 24, 2017.)

**Note to paragraph (e)(1)(xvii):** By a court order issued on October 24, 2016, 52.222-59 is enjoined indefinitely as of the date of the order. The enjoined paragraph will become effective immediately if the court terminates the injunction. At that time, GSA, DoD and NASA will publish a document in the *Federal Register* advising the public of the termination of the injunction.

(xviii) 52.222-60, Paycheck Transparency (Executive Order 13673) (OCT 2016).

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

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

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

(xxi) 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).

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

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

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

### 52.216-18 Ordering (OCT 1995)

(a) Any supplies and services to be furnished under this contract shall be ordered by issuance of delivery orders or task orders by the individuals or activities designated in the Schedule. Such orders may be issued from date of award through the performance period of each year of contract award.

(b) All delivery orders or task orders are subject to the terms and conditions of this contract. In the event of conflict

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

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

### 52.216-19 Order Limitations (OCT 1995)

“(a) Minimum order. When the Government requires supplies or services covered by this contract, a minimum of one Government-provided aircraft and pilot inspection as described in Section C3 will be provided. The 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 \$350,000;

(2) Any order for a combination of items in excess of \$600,000 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.

### 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

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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.

### **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.

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

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

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

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

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

### **Contractor Personnel Security Requirements**

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.

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

### **Contractor Onboarding Procedures**

The Government reserves the right to announce a new competition (onboarding) for the purpose of adding additional multiple award, indefinite delivery, indefinite quantity (IDIQ) contract holders. On boarding 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 (D17PS00164). Bureau customers will 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 FedBizOpps, issue a solicitation amendment, and complete evaluation in the same manner as the initial solicitation (D17PS00164). 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.

### **Add/Remove Aircraft/Equipment after Contract Award**

After contract award and initial inspection, the Contractor may request in writing to the Contracting Officer to add or remove aircraft/equipment, which must be of the same make and model of previously awarded items. The aircraft requested must meet the minimum requirements set forth in this contract. It is at the Government's discretion to approve the additional aircraft. Requests must include an Aircraft Questionnaire for the aircraft type offered and will be considered quarterly by the Contracting Officer. Each request will be evaluated by the DOI based on the needs of the Government. The Contracting Officer will make the final determination to add aircraft to a contract through a bilateral modification. The request to remove aircraft can be done anytime during the contract period.

### **Contractor Performance Assessment Reporting System (DEC 2015)**

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

(b) The past performance evaluation process is a totally paperless process using CPARS. CPARS is a web-based system that allows for electronic processing of the performance evaluation report. Once the report is processed, it is available in the Past Performance Information Retrieval

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System (PIRS) 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 become available in PIRS-RC marked as "Pending" with or without comments and whether or not it has been closed.

(vi) If you do not sign and submit the CPAR within 60 days, it will automatically be returned to the Government and will be annotated: "The report was delivered/received by the contractor on (date). The contractor neither signed nor offered comment in response to this assessment."

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

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

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

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

responsibility determinations, production readiness reviews, or other similar purposes.

(g) If you wish to discuss a past performance evaluation, you should request a meeting in writing to the CO no later than seven days following your receipt of the evaluation. The meeting will be held in person or via telephone or other means during your 60-day review period.

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

### Pework Meetings

A prework meeting between the Government and the Contractor along with their primary crew members may be held at or near the starting designated base and is usually in conjunction with the start of the contract period. The Contractor's primary crew members must attend any prework meeting. The meeting may include, but is not limited to: (1) review of the contract in detail; (2) operational procedures (dispatch, flight following, hazard/risk assessment and reduction, airspace coordination, incident/accident reporting, etc.); and (3) review of the local base procedures.

### 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; or

(5) Obligate in any way, the payment of money by the Government.

(d) The Contractor shall comply with the written or oral direction of the Contracting Officer or authorized representative(s) acting within the scope and authority of the appointment memorandum. The Contractor need not proceed

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with direction that it considers to have been issued without proper authority. The Contractor shall notify the Contracting Officer in writing, with as much detail as possible, when the COR has taken an action or has issued direction (written or oral) that the Contractor considers to exceed the COR's appointment, within 3 days of the occurrence. Unless otherwise provided in this contract, the Contractor assumes all costs, risks, liabilities, and consequences of performing any work it is directed to perform that falls within any of the categories defined in paragraph (c) prior to receipt of the Contracting Officer's response issued under paragraph (e) of this clause.

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

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

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

### **Aircraft Insurance**

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

### **DIAR 1452.228-71 Aircraft and General Public Liability Insurance.**

Aircraft and General Public Liability Insurance Department of the Interior (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.

### **ADMINISTRATIVE MATTERS**

#### **C6-C14 Reserved**

#### **C15 Contracting Officer's Technical Representative (COTR).**

C15.1 The COTR is authorized to take any or all actions necessary to assure compliance with the technical portions of the contract. The COTR will conduct all requested or required inspections.

The COTR for this contract is:

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

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

C15.2 The OAS Safety Manager.

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

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

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

#### **C16 Reserved**

#### **C17 Contractor Responsibilities - Conduct of Business on a Military Installation.**

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

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contract.

### C17.1 Rules Of Conduct And Regulations

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

C17.1.1 The minimum vehicle insurance levels are those prescribed by the State of Alaska. A certificate of insurance is required for entry to Ft. Wainwright. Vehicle operators shall be prepared to show proof of insurance upon request of the Military or BLM personnel.

C17.1.2 Contractor shall submit the vehicle identification number (VIN) for all restricted Bureau of Land Management retardant ramp site vehicles to the Contracting Officer 10 days prior to award or when such vehicles are presented to the site. The Government will reserve the right to require insurance on the restricted ramp site vehicles.

C17.1.3 The Government will issue Fort Wainwright base vehicle passes. Passes are available at the Ft. Wainwright front gate and/or Army Vehicle Registration Office. A driver's license, current registration, and auto insurance must be presented to the Provost Marshal's Office to obtain the pass.

### C17.2 Government Identification Cards - Contractor Employees

C17.2.1 Contractor employees, who are assigned to operate in and out of Ft. Wainwright, Alaska may be issued an U.S. Government Identification Card. The Bureau of Land Management, Alaska Fire Service, will issue this card. The card will be clearly marked as "Contractor Employee" and include the name of the contractor they are employed by. This Identification Card is the property of the U.S. Government.

C17.2.2 Identification cards shall be returned to the COR upon request at any time. Cards shall also be returned to the COR upon the employee's release either at the end of each exclusive use period or upon permanent dispatch to an alternate base.

C17.2.3 The Government may withhold final payment to the contractor until such time as all cards have been turned in.

C17.2.4 Contractor Employee Background Investigation. Contractor employees, who are assigned to operate in and

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

### C17.3 Weapons.

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

### C17.4 Use of Support/staging and Storage Space at Ft. Wainwright, Alaska.

C17.4.1 The Government will assign the Contractor a limited amount of space on or adjacent to the aircraft/fire suppressant material ramp for supporting its aircraft. The space is limited and will be apportioned (by the COR) based upon the number of aircraft furnished by the Contractor, as well as the total space available for this purpose. Only serviceable spare parts and support equipment will be permitted to be stored in this area. The Contractor will be required to keep their designated area clean and orderly. All items must be properly stored and/or disposed. The use of this space is limited to the direct support of the contract aircraft. No other use is permitted.

C17.4.2 The Contractor shall be required to comply with all State, Federal and local Environmental Protection (EPA) laws and regulations as well as those prescribed by the military installation Commander in the handling, storage, transportation, utilization and disposal of hazardous materials and waste such as oil solvents, etc. At the time of space assignment, the Contractor shall designate an individual responsible for hazardous waste management.

C17.4.3 Occupancy of the space shall be limited to a period not to exceed 5 calendar days prior to and after the exclusive use period stated in the schedule or as established in the Notice to Proceed. Storage of a limited number of items outside this time period (i.e., winter period between contract options) shall only be permitted with the written permission of the COR. In the event that the Government does not exercise an option to renew, all items must be removed within 5 calendar days notice, or as otherwise agreed upon. At the end of the contract term, including all options all Contractor equipment, supplies, automobiles, and aircraft must be removed within 5 calendar days after the end of the exclusive use period.

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C17.4.4 All usage of the assigned area is subject to the approval of the COR.

C17.4.5 The Government assumes no responsibility/liability for loss of or damage to the Contractor's equipment stored at the site.

C17.5 Contract Retainage. The Government reserves the right to withhold interim or final payments under this contract pending compliance with the provisions contained in this section

### C18 Personnel Conduct

C18.1 Replacement of Contractor Personnel.

C18.1.1 Contractor employees required to work or reside on Federal property (National Parks, Refuges, Indian Reservations, etc.) are expected to follow the facility manager's rules of conduct that apply to both Government or non-Government personnel working or residing at these facilities. The COR will make available a copy of such rules. The Contractor may be required to replace employees who do not comply with these rules of conduct.

C18.1.2 The Contractor must replace any employee who performs unsafely, ineffectively; refuses to cooperate; is unable or unwilling to adapt to field living conditions; or whose general performance is unsatisfactory, disruptive or detrimental to the purpose for which contracted.

C18.1.3 The CO will notify the Contractor of all known unsatisfactory personnel conduct or unsafe performance. The employee may be afforded an opportunity for corrective action when the conditions warrant. When directed by the CO, the Contractor must replace unacceptable personnel not later than 24 hours after such notification, or as otherwise mutually agreed. The decision as to unacceptability will be at the sole discretion of the CO.

### C18.2 Suspension of Pilot

C18.2.1 Upon receipt of any information that indicates a serious safety concern or notification of a reportable incident as defined within 49 CFR 830.5, the Government (OAS ASM or carding authority) **may** suspend the pilot from their duties and from any other activity authorized under the Interagency Pilot Qualification card(s), pending the outcome of the agency investigation.

C18.2.2 Upon involvement in an Aircraft Accident, a pilot **will** be suspended from pilot duties and from any other activity authorized under the Interagency Pilot Qualification card(s). Their return to service is dependent upon the outcome of the investigation.

C18.2.3 Upon involvement in an Incident with Potential as defined under Mishaps, a pilot **may** be suspended from pilot duties and from any other activity authorized under the Interagency Pilot Qualification card(s), pending the investigation outcome.

C18.2.4 When requested, a suspended pilot must surrender all Interagency Pilot Qualification card(s) to the COTR or other authorized agency representative. A pilot's suspension will continue until the OAS ASM and carding authority determines that no further suspension is required. The Interagency Pilot Qualification card(s) is returned to the pilot; or revoked by the issuing agency if the investigation fails to support a pilot's return to service.

### C19 Safety and Accident Prevention

C19.1 The Contractor shall keep and maintain programs necessary to assure safety of ground and flight operations. The development and maintenance of these programs are a material part of the performance of the contract. Examples of such programs are (1) personnel activities, (2) maintenance, (3) safety, and (4) compliance with regulations.

C19.1.1 The Contractor must submit a copy of all reports required by the Federal Aviation Regulations that relate to pilot and maintenance personnel performance, aircraft airworthiness or operations to the Aviation Safety Manager (ASM).

C19.1.2 Examples of these reports are shown in paragraphs 14 CFR Part 135.415 Mechanical Reliability Reports and Part 135.417 Mechanical Interruption Summary Reports required of the Federal Aviation Regulations, 49 CFR Part 830.5 and 49 CFR 830.15, and FAA Form 8010-4, Malfunction or Defect Report.

C19.2 Following a mishap, the CO will evaluate whether the Contractor was in compliance with contract provisions or with the Federal Aviation Regulations applicable to the Contractor's operations, company policy, procedures, practices, or programs, or whether there was negligence on the part of the company officers or employees that may have caused or contributed to the mishap. The Contractor must fully cooperate with the agency Investigator In Charge (IIC), ASM, and CO during this evaluation.

### C20 Mishaps

Following a mishap, the CO will evaluate whether the Contractor was in compliance with contract provisions or with the Federal Aviation Regulations applicable to the Contractor's operations, company policy, procedures, practices, or programs, or whether there was negligence on the part of the company officers or employees that may have caused or

## SECTION C – CONTRACT TERMS AND CONDITIONS

contributed to the mishap. The Contractor must fully cooperate with the CO during this evaluation.

### C20.1 Mishap Definitions.

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

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

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

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

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

C20.1.4 Incident with Potential. An incident that narrowly misses being an accident and in which the circumstances indicate significant potential for substantial damage or serious injury. Classification of an incident as an "Incident with Potential" is determined by the agency ASM.

C20.1.5 Maintenance Deficiency. An equipment defect or failure which affects or could affect the safety of operations, or that causes an interruption to the services being performed.

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

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

### C20.2 Mishap Reporting.

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

C20.2.1 The OAS ASM must immediately be notified for any mishap involving the Department of the Interior that results in an accident, incident involving damage or injury, or overdue aircraft suspected of having an accident by the most expeditious means available (888-4MISHAP). In an effort to prevent future aircraft mishaps, it is the responsibility of the Contractor to report known aircraft accidents, aviation hazards, and maintenance deficiencies. It is the Department of the Interior's responsibility to investigate Interior aircraft mishaps using one of the following investigation procedures.

C20.2.3 On-site investigations will be conducted whenever possible for all aircraft accidents and selected incidents with potential.

C20.2.4 Limited investigations will be conducted for selected incidents with potential. A limited investigation will not normally include a visit to the incident site.

C20.2.5 Administrative investigations will be conducted for reports of conditions, observances, acts, maintenance problems, or circumstances, which may have the potential to cause an aircraft mishap.

C20.2.6 The toll free 24-hour Interagency Aircraft Accident Reporting Hot Line number is:

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

### C20.3 Forms Submission.

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

C20.3.2 The Contractor must submit a "SafeCom" to the OAS ASM within 5 days upon the occurrence of any condition, observance, act, maintenance problem, or circumstance which has potential to cause an aviation-related mishap. Submission via the internet at <https://www.safecom.gov/> is preferred. Blank SafeComs can be obtained from the above internet site. The submission of an NTSB Form 6120.1/2 does not replace the Contractor's responsibility to submit a "SafeCom". Hard copy documents can be mailed or faxed to:

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

### C20.4 Pilot Suspension.

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See Suspension of Pilot clause C18.2.

### C20.5 Preservation Requirements.

C20.5.1 Preservation Requirements. The Contractor must not permit removal or alteration of the aircraft, aircraft equipment, or records following an Aircraft Accident, Incident, or Incident with Potential until authorized to do so by the NTSB. Following release by the NTSB, the OAS ASM, CO or other authorized agency representative may retain or release the aircraft. Permitted exceptions to this requirement are when life or property are threatened, when the aircraft is blocking an airport runway, etc. The Contractor must immediately notify the OAS ASM, NTSB and the CO when taking such actions.

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

### C20.6 Mishap Investigations

C20.6.1 The Contractor must maintain an accurate record of all aircraft accidents, incidents, aviation hazards, and injuries to Contractor or Government personnel arising during this contract.

C20.6.2 Following a mishap, the Contractor must ensure that pilots, mechanics or other personnel associated with the aircraft remain in the vicinity of the mishap until released by the CO or their designated representative. The Contractor must cooperate with the agency during any investigation and make available personnel and aircraft records, and any equipment, damaged or undamaged, that the agency deems necessary.

### C20.7 Costs Related to Investigation.

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

### C20.8 Rescue and Salvage Responsibilities.

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

### C21 Economic Price Adjustment – Fuel (Lower 48 & HI)

C21.1 During the contract period, including any renewal, the contractor may request in writing an hourly flight rate adjustment as set forth herein to reflect increases and decreases in the cost of commercial aviation fuel.

C21.2 The Contractor warrants that the prices offered for this contract do not include any allowances for any contingency to cover increased costs for which adjustment is provided under this clause.

C21.3 **Base Price.** The base price is the commercial price obtained by the Government for the specific fuel type at the specified Fuel Source Location. The Fuel Source Location is normally at or near the designated base specified by the vendor in the price schedule. The base price may also be an average price of more than one fuel source location if the solicitation is for on-call flight services or more than one designated base.

C21.4 **Reference Price.** The reference price is the commercial fuel price at the Fuel Source Location in effect at the time of adjustment. No other locations will be considered when making adjustments. The CO will establish an updated Base Price in a bilateral modification to the contractor once the new flight rates are established.

C21.5 **Flight Rate Adjustment.** Adjustment to the hourly flight rate is the difference between the Reference Price and the Base Price multiplied by the hourly fuel consumption rate for the type aircraft involved as shown in Exhibit 2 Helicopter Fuel Consumption and Weight Reduction Chart. Amounts of 50 cents or less will be rounded down and amounts of 51 cents or more will be rounded up.

C21.6 The hourly flight rate will be adjusted upward by the CO in a bilateral contract modification, whenever the CO confirms the contractor's Reference Price is more than 10 percent higher than the Base Price at the Fuel Source Location.

C21.7 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 Location.

C21.8 Fuel price adjustments are subject to review by the CO at any time during the contract period. The revised Base Price will remain in effect for the duration of the contract, including option years.

C21.9 The effective date of the flight rate adjustment will be stated on the bilateral modification signed by the CO. All flight hour adjustments will be made in AMS based upon the effective date stated in the modification.

### CONTRACT PERIOD AND RENEWAL

#### C22 Contract Period

The contract period will be from date of award through February 28, 2018, unless otherwise extended as allowed herein.

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**Option Year 1: March 1, 2018 through February 28, 2019**  
**Option Year 2: March 1, 2019 through February 29, 2020**  
**Option Year 3: March 1, 2020 through February 28, 2021**  
**Option Year 4: March 1, 2021 through February 28, 2022**  
**Short Option: March 1, 2022 through September 30, 2022**

### C23 Reserved

### C24 Orders for Services

#### C24.1 Ordering

C24.1.1 All written orders for service shall be placed by a warranted DOI Contracting Officer. Orders will be placed using an AQD 91 which will be filled out and submitted using the AQD email located at the bottom of the form. An oral order for services may be issued under urgent and compelling circumstances by a Dispatcher, Incident Commander, or warranted DOI Contracting Officer and followed up in writing by the Contracting Officer. Vendors must notify the Contracting Officer within three business days of receipt of an oral order from anyone besides the Contracting Officer. The order will identify the reporting and releasing base (plus the embarkation and debarkation points if other than the reporting and releasing base). Orders will be issued as not to exceed orders and will estimate the number of days of exclusive use plus the estimated number of hours of flight, including specific aircraft requirements and pilot skills, including additional personnel that may be required.

C24.2 Orders for service placed under this contract will be placed with the contractor who is determined to be the best value to the Government. Factors that will be considered are aircraft capability, pilot qualifications and past performance, aircraft location, availability and price.

C24.2.1 For individual project orders, the Government will use flight time estimates for each project multiplied by the flight rates bid by individual offerors. Estimated flight costs, added to estimated availability (project days multiplied by availability rate), including other estimated project costs (ie: mechanic, additional crew, etc) will be used to determine which offeror represents the best offered price.

C24.2.2 Pilot Qualifications and Past Performance. We will consider proposed pilots based on the extent to which they have performed services similar to those required for the project and in make and model of aircraft offered. Pilots possessing qualifications less than the minimum required in paragraph B3 will not be considered.

**C24.3 The Government's urgency in acquiring services may be a factor and override any other criteria identified above. An order may be placed orally or electronically, but will be confirmed in writing by a Government order.**

C24.4 The Government **does not guarantee** the placement of orders for service under this contract, and the contractor is not obligated to accept an order. However, once the contractor accepts an order, the contractor is obligated to perform in accordance with the terms and conditions stated herein.

C24.5 Aircraft furnished shall be subject to the exclusive use and control of the Government 24 hours per day, seven days per week throughout the ordered period of use. The date of hire and date of release shall be recorded on form AMD-23e, Aircraft Use Report.

C24.6 The Government will not consider any contract aircraft to be under its operational control when the Contractor is not available or capable of providing Government scheduled services. The Contractor is not under the operational control of the Government upon release from an incident, during demobilization and when the Contractor is not available or capable of providing service as scheduled by the Government.

C24.7 The Contractor will be advised at the time a project is offered of the time allowed for contractor acceptance. If the Contractor fails to accept (or reject) an offer within this time period, the Government reserves the right to offer that project to another Contractor. Late acceptance of an offer is at the discretion of the Contracting Officer.

C24.8 Contractors may decline to accept an order if an aircraft, and/or personnel are not available for service. Contractors not able to furnish additional personnel (pilot and/or mechanic), will not be considered for orders requiring such services. A Contractor who declines acceptance of an order under this contract may be precluded from consideration of this same requirement under any concurrent AM Aircraft Rental Agreement.

### AVAILABILITY REQUIREMENTS

#### C25 Availability Requirements (FIRE ONLY)

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

C25.1 Extended standby is intended to provide the Contractor compensation for employee time when ordered services are provided in excess of the first 9 hours of service. Ordered standby must not exceed individual crew members' daily duty

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limitations. Extended standby is not intended to compensate the Contractor on a one-to-one basis for all hours necessary to service and maintain the aircraft.

### **C26 Schedule of Operations and Reaction Time (FIRE ONLY)**

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:

**C26.1 Standby.** Personnel must be on standby each day as scheduled and must be ready for takeoff/dispatch within 15 minutes (or longer as authorized by the Government; e.g. flight planning purposes for long range dispatch) after the Government attempts to contact the Contractor's representative.

**C26.2 Alert.** After standby Contractor personnel may be authorized to leave the immediate vicinity of the work site, but remain in an on call status subject to call back. When authorized to leave, they must maintain communications acceptable to the Government and must be ready for takeoff/dispatch within 60 minutes (or longer, if authorized by the Government) after the Government attempts to contact the Contractor's representative. Failure to return to service as required will result in loss of availability status and extended standby, as applicable.

**C26.3 Release From Duty.** Contractor personnel may be released and considered to be off duty prior to lapse of their individual crew duty limitation period. Once released, they cannot be required to return to duty status that day and service will be recorded as fully available status, provided the COR/PI has approved in advance release of the Contractor's personnel.

### **C27 Maintenance During Availability Period (FIRE ONLY)**

**C27.1** The COR may approve Contractor requests to remove the aircraft from service to permit the Contractor to perform scheduled or unscheduled maintenance. The Government will continue to measure and pay for service availability throughout periods approved for maintenance. The COR/PI may require the Contractor to resume service within 60 minutes or any other agreed upon time period. Failure to do so would result in unavailability status.

**C27.2** If the aircraft is not scheduled for service or service is unavailable, the aircraft may be removed from the operating base for maintenance, provided the Contractor: (1) Obtains the schedule of operations from the COR/PI, (2) returns the aircraft to service before the beginning of the next availability period, AND (3) uses the aircraft for maintenance test flights, or flight to and from maintenance facilities, only.

### **C28 Unavailability and Damages (FIRE ONLY)**

**C28.1** The Contractor will be considered to be unavailable when they are not in compliance with all contract requirements or are not capable of providing service as scheduled by the Government. Unavailability status will continue until the Contractor has notified the COR or PI, that they are available and the COR is satisfied that all the conditions below have been met.

**C28.1.2** The contractor may be required to demonstrate their availability by providing documented evidence to the COR and COTR that the deficiency has been corrected. Evidence may be in the form of pictures and/or aircraft record/logbook entries documenting the corrective action, including the date, signature and certificate number of the person clearing the deficiency. Depending on the magnitude of the deficiency, the COR and/or COTR may also require a physical inspection by an OAS inspector.

**C28.1.3** Once the documented evidence is approved by the COTR, the COR will consider the contractor available from the time the contractor notified the COR of their availability (C27.1). If the COTR requires additional actions from the contractor, the COR will consider the contractor available from the actual date that all deficiencies were corrected and approved by the COTR.

**C28.2** During periods of Contractor unavailability, the CO may obtain replacement services elsewhere and charge the Contractor for any resulting excess costs. The Contractor may be liable for any additional actual damages to the Government resulting from such failure to perform.

**C28.3** If the contractor is unable to be in compliance due to conditions beyond their control (i.e. AFF subscription service inoperable, etc.) contractor may not be considered unavailable. The contractor needs to notify the COR or PI of the situation immediately.

## **MEASUREMENT AND PAYMENT**

### **C29 Daily Availability**

**C29.1** Availability is measured in full days for the daily period of time (maximum of 14 hours) scheduled by the Government and provided by the Contractor. Payment for availability will be made as actual services are provided and paid at the rate and for the number of days set forth in Section A. The Government will measure unavailability in full hours and will round up periods of unavailability to the next whole hour. For each instance of unavailability, payment will be reduced by one hour for each hour, or portion thereof, in accordance with the Unavailability Conversion Chart Exhibit, when services are unavailable or when the aircraft has been released for the Contractor's benefit.

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C29.2 Standby (for Other Transport use only). The Government will pay for standby time when properly invoiced and reported on the Aircraft Use Report Form, at the rate stipulated on the Pricing Sheet in Section A2. If the pilot is held away from the Contractor's base of operations or standby is specifically ordered at the base of operations, standby time will be computed subject to the following:

C29.2.1 Standby will be earned when the pilot is held in a ready standby status, and is not required to remain away from base of operations overnight (i.e., at the airport ready to takeoff).

C29.2.2 The Contractor may offer more favorable standby terms (e.g., free standby equal to hours flown) in advance with Contracting Officer approval on a case-by-case basis.

C29.2.3 Standby will **not** be earned for stops involving passenger exchange, cargo loading/unloading, fuel stops, lunch breaks, or acts of God, such as weather, which prevent continuation of the flight.

C29.2.4 When prolonged standby is anticipated, the government traveler may release the Contractor, upon the Contractor's request, to utilize the aircraft for their own purposes, provided the Contractor returns the aircraft one hour in advance of the departure time specified by the Government traveler. No standby charge shall accrue if this option is chosen, and no ferry time will be earned while the Contractor is operating the aircraft for their own purposes.

C29.3 Extended Standby. The Government will measure extended standby in full hours and will round up to the next whole hour, not to exceed each crew member's duty limitations specified in Section B. Payment for extended standby will be made at the prices set forth in Section A, and as measured above. If unavailability occurs, extended standby will be measured and paid only for full hours of service provided.

C29.4 Guarantee. (for Other Transport use only) Payment of Guarantee Averaged over Period of Hire. When the Contractor is required to remain overnight away from the Contractor's aircraft base of operations identified in Section A, the Government will pay the Contractor a flight hour guarantee when documented on the Aircraft Use Report Form for payment. Payment will be made, by individual project, for the greater of (1) actual flight time including ferry time to and from the project location, or (2) a total guarantee determined by multiplying the number of days of ordered service by the guarantee of flight per day. Guarantee will not accrue after the aircraft is released, even though the aircraft may not depart the work site immediately after release (See C30, flight hours for mobilization/demobilization will still count towards guarantee).

C29.4.1 A minimum guarantee will also apply when the aircraft is required to be available for the Government's exclusive use for four (4) or more hours during a day.

C29.4.2 Whenever service is unavailable, the minimum guarantee as specified above will be reduced by the length of time service is unavailable not to exceed the daily guarantee.

C29.4.3 Guaranteed flight hours due will be billed upon **conclusion** of the project. A one-line entry should be included on the Aircraft Use Report form, showing the flight time due with GTD used as the Pay Item Code. Payment for the guarantee due will be made at the flight rate specified in Section A.

**NOTE: It is the Contractor's responsibility to calculate and claim guaranteed flight hours due on the Aircraft Use Report form and submitting via the DOI electronic invoice/use report system as stated in Section C5.2. It is not the Government's responsibility to ensure Contractors are claiming any guarantee due.**

### C30 Flight Time

C30.1 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.

C30.2 Payment for Flight Time. The Government will pay for all flights ordered by the CO and flown by the Contractor at the rates set forth in Section A. The Government does not guarantee any minimum or maximum number of flight hours under this contract.

C30.3 Flights Associated with Inspections. Flight time associated with the DOI, Office of Aviation Services (agency) inspection **unless otherwise specified in this contract** will be at the expense of the Contractor and will not be measured for payment.

C30.4 Flights for Contractor's Benefit. The Government will not pay for flights benefiting the Contractor, such as flights for maintenance testing, for ferrying to and from maintenance facilities, flights required following an engine change, commercial charters, and flights solely for transporting Contractor's personnel.

C30.5 Vertical Reference Proficiency Flight(s). The primary pilot may be provided up to one hour of vertical reference proficiency flight time at Government expense when vertical reference activity has not occurred during a 30-consecutive day period.

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### C31 Mobilization/Demobilization

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

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

C31.1 Measurement of daily availability: Reporting for service – contractors required to report to a designated base prior to 12:00 noon (local time) will be paid for one full day availability, unless they are officially released from service at/ or prior to noon.

Those required to report at 12:00 noon or after shall be paid for one half day of availability. For purposes of this clause, time is computed based on the time zone at the point of each departure.

C31.2 For incidents where the Contractor elects not to immediately return to the original location of hire or departs for a new work site when released from the project, all payable items for the order end at the time of release.

C31.3 For one-day incidents where the Contractor is unable to immediately return to the location of hire because sufficient time is not available for the return trip, it is appropriate for the Government to make payment for subsistence, flight time and fuel vehicle mileage, as it is incurred, for return to the hired location the following morning. (i.e. release occurs at 8:00 p.m. but sufficient time is not available for the aircraft to immediately return to its location of hire the same day, it would be appropriate to pay subsistence, flight time and vehicle mileage to the hired location the following morning when it is actually incurred, but daily availability ended at the time of release the previous day.)

C31.4 Flight Time. Flight distance will be measured using the most direct route taken from low level en route aeronautical charts. The net distance will be converted into hours of flight using the most economical cruise speed of the aircraft. The adjustment will be determined by multiplying the difference in distance (hours of flight) by the flight rate stipulated in Section A.

C31.5 Fuel service/support vehicle mileage will be measured using the most direct route taken from the Household Goods Carriers' Bureau Mileage Guide developed by Rand McNally and Company or Mapquest.

### C32 Additional Pay Items (from Schedule of Items)

Claims for additional pay items addressed herein must be documented on the invoice for payment and supported by invoice(s) and/or document(s), as required below, and IAW FAR

52.212-4 Alt I. The Government will not pay claims submitted with incomplete or missing supporting documentation.

C32.1 Subsistence Allowance. A claim for a subsistence allowance (lodging and/or meals) may be made for each authorized crewmember's overnight stay, including mandatory days off, when assigned to a base away from the contractor's base of operation if on-call, subject to the following:

C32.1.1 The Government, at its option, may provide meals and/or lodging (which may be remote field or fire camp accommodations). If not Government provided, the Contractor may claim an overnight allowance equal to the Federal Travel Regulation (FTR) standard rate (or high rate, if applicable, for the location of the overnight).

C32.1.1.1 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.

C32.1.1.2 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.

C32.1.2 If the Contractor does not use Government provided meals and/or lodging, the Government will not pay for Contractor costs incurred for travel to alternate meal or lodging locations.

C32.1.3 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.

C32.1.4 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.

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

C32.1.5 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

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personnel, this intermittent availability does not create an ongoing Government obligation to furnish at every site/location.

**C32.2 Fuel Servicing Vehicle Mileage.** The Contractor will be paid the rate per mile stipulated in Section A for a fuel servicing vehicle meeting the requirements of this contract when it is dispatched to provide support to the aircraft away from the designated base.

The Government will pay for fuel servicing vehicle mileage between designated bases.

**C32.3 Fuel Supply Expense.** The Contractor is responsible for the cost of all fuel required for contract performance. When the Contractor is ordered to operate from an alternate base, the Government will, at its option:

**C32.3.1** The Government may direct the Contractor to transport required fuel with the fuel servicing vehicle, subject to payment for fuel servicing vehicle mileage, if so provided in Section A.

**C32.3.2** The Government may furnish fuel and deduct from payment the fuel cost based upon commercial rates at the nearest point fuel is commercially available.

**C32.4 Transportation Costs Associated with Operating Away From the Designated Base.** When operating from an alternate base, the Contractor is required to provide for transporting relief personnel, unless otherwise directed by the Government. Prior to the exchange, the Contractor must advise the COR of the anticipated costs. The Contractor will be paid actual necessary and reasonable costs for transporting personnel and required equipment listed below.

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

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

**C32.4.1** The Contractor must complete and submit the Transportation Worksheet Exhibit, attach supporting transportation invoices to the Transportation Worksheet, and enter the total dollar amount as a line entry on the invoice for payment (SC pay item code). Claims that do not include these items or other documents necessary to verify incurred costs will be returned to the Contractor for proper completion.

**C32.4.2** Unless approved in advance by the CO, payment for crew member exchanges is limited to one round trip for one crew members once every 12 days. Additional payment may be appropriate for circumstances such as personnel reaching

flight or duty time limits including agency imposed temporary flight or duty restrictions as specified in Section B.

**C32.4.3** Examples of acceptable expenses are airline tickets; car rentals; privately owned vehicle (POV) at the government mileage rate (currently .54 cents) (Internet site <http://www.gsa.gov>) and charter airplane showing aircraft make/model, flight time, hourly rate and departure and destination locations. Unless authorized in advance by the COR, the expense for charter resources must not exceed reasonable costs by common carrier. The Government will not reimburse the Contractor for salary and subsistence costs for Contractor personnel in travel status.

**C32.5 Miscellaneous Contractor Costs.** Miscellaneous unforeseeable costs that cannot be recovered through the contract payment rates and that are the direct result of ordered services away from the designated base may be paid at actual costs, when authorized in advance by the COR. Examples of such items are airport use costs (tie-downs) and truck permits at ports-of-entry, etc. The Contractor must support any cost exceeding \$75.00 with an itemized, paid invoice.

**C32.6 Landing Fees.** The Government will pay the Contractor for all landing fees the Contractor is required to pay. The Contractor must support any cost exceeding \$75.00 with an itemized, paid invoice.

### **C33 Government Miscellaneous Charges**

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

### **Electronic Invoicing and Payment Requirements – Invoice Processing Platform (IPP) (APR 2013)**

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

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

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

- Documents required are Aircraft Use Reports (OAS Form 23/23E) or other form as directed by the CO documenting daily services provided as set forth by their contract. This form must have the appropriate

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Government Representative signature approving the services.

- Supporting documentation as required by the contract to support actual additional pay items (i.e. relief transportation costs, tie-downs, landing fees, etc.).

The Contractor must use the IPP website to register, access and use IPP for submitting requests for payment. The Contractor Government Business Point of Contact (as listed in SAM) will receive enrollment instructions via email from the Federal Reserve Bank of Boston (FRBB) prior to the contract award date, but no more than 3–5 business days of the contract award date. Contractor assistance with enrollment can be obtained by contacting the IPP Production Helpdesk via email [ippgroup@bos.frb.org](mailto:ippgroup@bos.frb.org) or phone (866) 973-3131.

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

### Section C

Exhibit 15-Statement of Equivalent Rates for Federal Hires  
Exhibit 16-Department of Labor Wage Determination Information  
Exhibit 17-Unavailability Conversion Chart  
Exhibit 18-Transportation Worksheet  
Exhibit 19-Contiguous United States Supplement

## EXHIBITS

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

### Section B

Exhibit 1-Standard Interagency Load Calculation Form  
Exhibit 2-Helicopter Fuel Consumption and Weight Reduction Chart  
Exhibit 3-Unacceptable Lap Belt and Shoulder Harness Conditions  
Exhibit 4-Acceptable Paint Schemes  
Exhibit 5-First Aid Kit and Survival Kit  
Exhibit 6-FS/OAS Drawing A-16  
Exhibit 7-Helicopter Synthetic Longline Requirements  
Exhibit 8- Drawing FS/OAS A-17  
Exhibit 9-Helicopter Like Makes and Models  
Exhibit 10- Water Bucket Use Procedures  
Exhibit 11- Aerial Capture Eradication Tagging of Animals (ACETA)  
Exhibit 12-Additional Pilot Requirements for Selected Geology Projects  
Exhibit 13-Alaska Fire and Interagency Fire additional Equipment Requirements. (Basic Fire Equipment Requirements)  
Exhibit 14-Bell Medium Helicopter Additional Equipment Requirements

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**EXHIBIT 1**

**STANDARD INTERAGENCY LOAD CALCULATION METHOD AND FORM**

<b>INTERAGENCY HELICOPTER</b> <b>LOAD CALCULATION</b> OAS-67/FS 5700 (10/06)		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 ___		

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EXHIBIT 1 (cont.)

STANDARD INTERAGENCY LOAD CALCULATION METHOD AND FORM (CONT.)

Interagency Helicopter Load Calculation Instructions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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**EXHIBIT 2**

**HELICOPTER FUEL CONSUMPTION AND WEIGHT REDUCTION CHART**

		<b>Fuel Consumption</b>	<b>Load Calculation</b>
		<b><u>Gallon/Hour</u></b>	<b><u>Weight Reduction-Lb</u></b>
<b>EUROCOPTER</b>	AS-330J	179	NOT ESTABLISHED
	AS-332L-1	160	NOT ESTABLISHED
	AS-350B/350BA	45	130
	AS-350B-1	46	160
	AS-350B-2	48	160
	AS-350B-3	50	175
	AS-350D	38	130
	AS-355F-1/355F-2	58	140
	AS-365N-1	87	275
	BK-117	77	160
	BO-105CBS	55	180
	SA-315B	58	180
	SA-316B	58	170
	SA-318C	56	80
	SA-319B	55	NOT ESTABLISHED
	SA-341G	56	170
	EC-120	31	NOT ESTABLISHED
	EC-130-B4	53	NOT ESTABLISHED
	EC-135	64	220
	EC-145	80	NOT ESTABLISHED
	EC-155B1	95	NOT ESTABLISHED
	EC-225	183	NOT ESTABLISHED
	<b>BELL</b>	47	17A
47/SOLOY		23	120
204B (UH-1 SERIES)		86	200
204 Super B		90	200
205A-1		88	260
205A-1++		90	260
206B-II		25	100
206B-III		27	130
206L-1		32	150
206L-3 (Incl L-1 C30P)		38	180
206L-4		38	180
210		90	260
212		100	390
214B		160	380
214B1		145	380
214ST		133	NOT ESTABLISHED
222A		70	NOT ESTABLISHED
222B		83	NOT ESTABLISHED
222UT		83	NOT ESTABLISHED
407		45	155
412		110	390
412HP		110	390
UH-1B		86	N/A
UH-1B Super		88	N/A
UH-1F		88	N/A
UH-1H (-13 engine)		88	N/A
UH-1H (-17 engine)		90	N/A
TH-1L	88	N/A	
<b>MD</b>	500C	23	110
	500D/E	28	120
	520N	32	100

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	530F	34	120
	600N	41	155
	900/902	69	210
<b>HILLER</b>	SL-3/4	21A	90
	UH-12	17A	90
	1100B	22	130
	UH-12/SOLOY	23	100
<b>SIKORSKY</b>	S-55T	47	170
	S-58D/E	83A	OGE 000 IGE 400
	S-58T/PT6T-3	115	OGE 000 IGE 400
	S-58T/PT6T-6	115	OGE 000 IGE 460
	S-62A	70	300
	S-70	160	N/A
	S-76C+	90	NOT ESTABLISHED
	S-92	178	NOT ESTABLISHED
<b>ROBINSON</b>	R-44	15	75
	R-66	24	130

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

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**EXHIBIT 3**

**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> <li>6. Use of any devices such as tie-wraps, safety wire, clamps etc., to attach shoulder harness buckles to lap belts buckles.</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.

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**EXHIBIT 4**

**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, ICB, 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.

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**EXHIBIT 5**

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

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One pair of snowshoes  
Wool blanket or equivalent for each occupant over 4 years of age  
One sleeping bag

**EXHIBIT 5 (CONTINUED)**

**Minimum Aircraft Survival Kit Items**

These are the minimum required items for the **Hawaiian Islands  
and the Commonwealth Areas of the Pacific.**

Fire starter (can be two boxes of matches in a waterproof container)  
One knife  
Signal flares (six each) Flares carried shall be capable of penetrating above a forest canopy of 60 feet.  
Candles  
Collapsible water bag  
Magnesium fire starter  
Signal mirror  
Food (2 days' emergency rations per occupant)  
Water purification tablets  
Whistle  
Space blanket (one per occupant)  
Nylon rope or parachute cord (50 feet)  
Heavy plastic sheeting or waterproof tarps (2 each: 8 feet by 10 feet)  
Machete (2 each)  
Water (one quart per occupant required when operating over areas without adequate drinking water)

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**EXHIBIT 6**

**DRAWING FS/OAS A-16**

**Accessory Connector Pin Assignments**

		<u>Griffith Bucket (7 wire)</u>	
	MS 3101E-24-11S (Helicopter)	MS 3107B-24-11P (Bucket)	
<b>Pin</b>	<b>Function</b>	<b>Function</b>	
A	Up limit relay coil	Up limit switch	(Green)
B	Up switch	Up limit switch	(White #16)
F	28VDC/Ground (up)	28VDC/Ground (up)	(White #12)
G	Down limit relay coil	Down limit switch	(Red #16)
H	Ground/28VDC (down)	Ground/28VDC (down)	(Black #12)
I	Down switch	Down limit switch	(Black #16)

		<u>Sims Bucket (3 wire)</u>	
	MS 3101E-24-11S (Helicopter)	MS 3107B-24-11P (Bucket)	
<b>Pin</b>	<b>Function</b>	<b>Function</b>	
B	28VDC/Ground	28VDC/Ground	(Green)
G	Ground (close)	Ground (close)	(White)
I	28VDC (open)	28VDC (open)	(Black)

		<u>Sims Bucket (8 wire)</u>	
	MS 3101E-24-11S (Helicopter)	MS 3107B-24-11P (Bucket)	
<b>Pin</b>	<b>Function</b>	<b>Function</b>	
A	28VDC (open)	28VDC (open)	(White/Black)
D	Ground	System Ground	(Blue/Green)
F	28VDC	System Power	(White, Red, Black)
H	Indicator light	Indicator light return	(Red/Black)
I	28VDC (close)	28VDC (close)	(Orange)

		<u>Chadwick Bucket (2 wire)</u>	
	MS 3101E-24-11S (Helicopter)	MS 3107B-24-11P (Bucket)	
<b>Pin</b>	<b>Function</b>	<b>Function</b>	
B	28VDC/Ground (open)	28VDC/Ground (open)	
H	Ground/28VDC (close)	Ground/28VDC (close)	

		<u>Brackett Carousel/Chadwick Bucket (3 wire)</u>	
	MS 3101E-24-11S (Helicopter)	MS 3107B-24-11P (Bucket)	
<b>Pin</b>	<b>Function</b>	<b>Function</b>	
C	28VDC Reset/bucket close	28VDC Reset/bucket close	
D	Airframe Ground	System Ground	
E	28VDC Hook/bucket open	28VDC Hook/bucket open	

		<u>Simplex Helitorch, Bambi Bucket, Remote Hook, And Seeders (2 wire)</u>	
	MS 3101E-24-11S (Helicopter)	MS 3107B-24-11P (Bucket)	
<b>Pin</b>	<b>Function</b>	<b>Function</b>	

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D	Airframe Ground	System Ground
E	28VDC (bucket open)	28VDC Bucket/Hook Open-Torch/Seeder on

### EXHIBIT 7

#### HELICOPTER SYNTHETIC LONGLINE REQUIREMENTS

##### 1. Material Type

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

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

##### 3. Working or Rated Load

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

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

##### 4. Factor of Safety

A factor of safety of 7 shall be used for helicopter synthetic longlines. Therefore, all ropes shall have an ultimate strength (minimum breaking strength) of seven times the rated or working load. For example, if a Type II helicopter line will have a working load of 4,500 pounds, the rope must have a minimum breaking strength when new of at least 31,500 pounds. Rope diameters will vary depending on strength and type of rope.

##### 5. Knots and Splices

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

##### 6. Protective Coatings and Covers

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

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

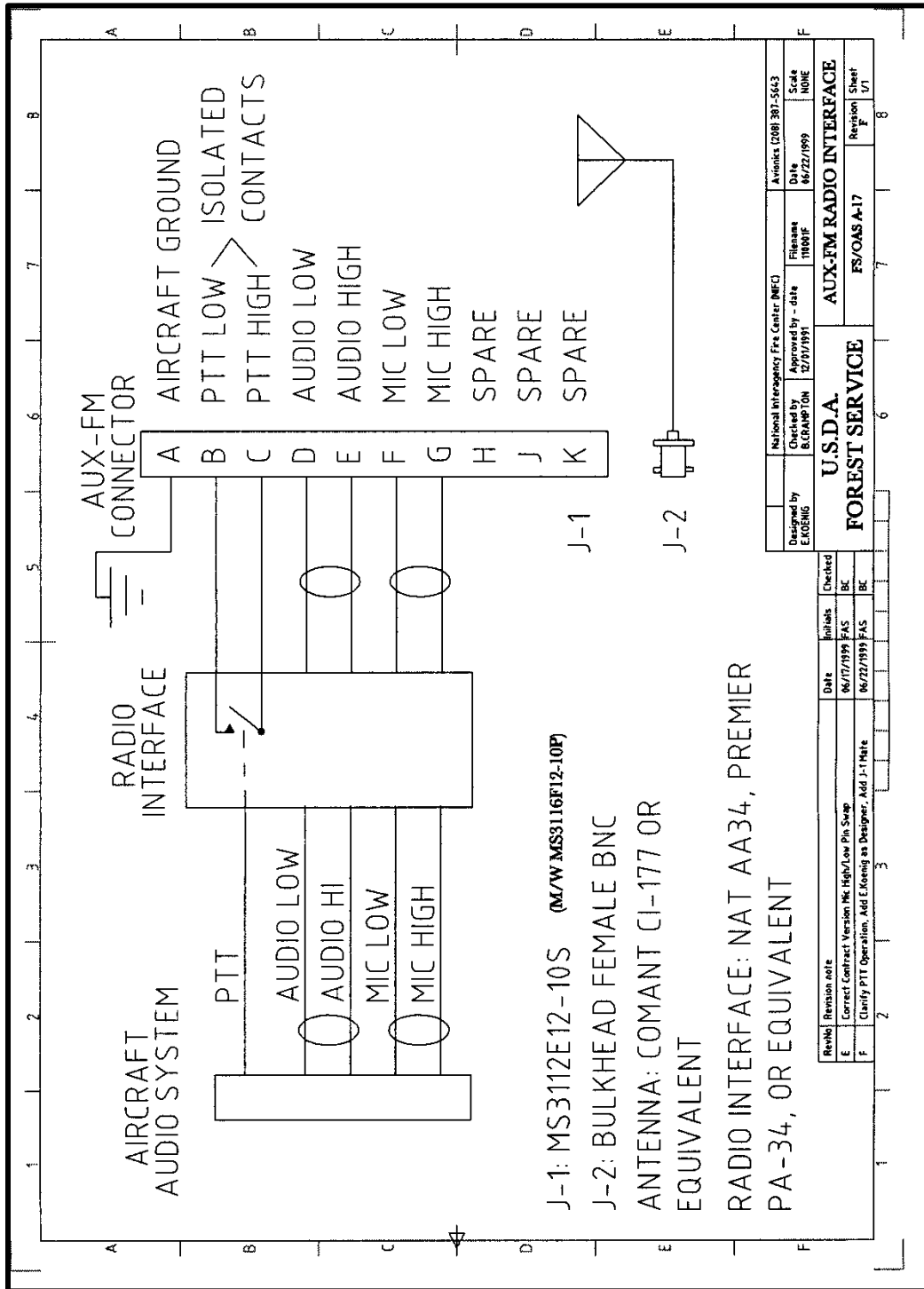
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EXHIBIT 8

DRAWING FS/OAS A-17

Auxiliary FM Radio Interface



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**EXHIBIT 9**

**HELICOPTER LIKE MAKES AND MODELS  
FOR ON CALL CONTRACTS**

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

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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.

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### EXHIBIT 10

#### 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.

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EXHIBIT 11

AERIAL CAPTURE ERADICATION TAGGING OF ANIMALS (ACETA)

PROGRAM ITEM	ACETA MISSION	Mission Profile Based Upon Typical Expected Flight Complexity and Associated Risk Level Associated with the Mission. (See Pricing Schedule for Breakdown of Full Contractor Crew Only and Contractor and Government Crew).
1	<p><b>INVENTORY/COUNT</b></p> <p><b>NON-ACETA</b> Requires pilot approval for “Low Level Reconnaissance”</p>	<p>Inventory flights are not considered ACETA. Flights are conducted at altitudes of 100 feet AGL or higher (if plausible and practical). Inventory is the assessment of overall numbers of animals in a specific area and are neither gender nor age specific. This type of flight does not require the pilot to know specifics of the animals being inventoried. The operation is conducted with passenger(s). Pilot Skills required are those needed for carding endorsement for reconnaissance and survey</p>
2	<p><b>CLASSIFICATION</b></p> <p><b>NON-ACETA</b> Requires pilot approval for “Classification”</p>	<p><b>Classification (Survey, Census)</b> This an operational function conducted to gain information about a group of animals, as to numbers, age class, gender or structure or to perform a visual evaluation of their overall condition. Many times a herd of animals must be split and directed so they do not immediately reassemble and confound the classification process. This operation often requires a pilot to maneuver below 50’ AGL and much closer to the animals to gain the desired effect. It is often necessary for the biologist to see a specific part of the animal’s anatomy (i.e. the head) to determine accurate age or sex classification, thus requiring more aggressive maneuvering. Classifications are always performed with qualified non crew members onboard. <b>Pilot skills</b> required to perform this operation safely are advanced due to all the factors of wind, terrain, vegetation animal behavior and sometimes elevation, compounded with a high degree of maneuvering, requiring rapid speed (aircraft attitude) changes and bank angles close to the ground.</p>
3	<p><b>HERDING</b></p> <p><b>ACETA</b> Requires pilot endorsement of ACETA/(or ACETA (Herding only)</p>	<p><b>Herding</b> Used to move an animal or group of animals along the surface. The pilot applies the aircraft’s presence in a manner necessary to influence animal movement in a direction needed to accomplish the mission, never approaching an animal closer than 50’ horizontal distance and not lower than 50’ AGL. Herding normally used to relocate horses, bison, elk and other animals can be and is routinely accomplished without the employment of a trap or pen as the objective. (Herding for the purpose of penning, drive traps, corral traps, etc., see “Trapping”). Normally there is no crew onboard. However when required government personnel may serve as qualified non crew members. <b>Pilot skills</b> required are more advanced than those conducting an inventory. The pilot must maneuver the aircraft to accommodate animal behavior, terrain, vegetation, and wind. The aircraft proximity to the ground and vegetation, wires etc., elevates risk.</p>
4A & 4 B	<p><b>ERADICATION/DARTING (Above 50’ AGL)</b></p> <p>ACETA-Requires pilot endorsement of ACETA/( or ACETA -“Eradication/Darting only”)</p>	<p><b>ERADICATION/DARTING, (Pilot must remain above fifty feet AGL at all times and clear of obstacles while conducting these special use missions)</b></p> <p><b>*Intentional darting or Eradication conducted below the clearance limit minimums identified (50’) AGL and clear of obstacles, in this contract, by pilots that are endorsed for ERADICATION/DARTING “ONLY” would violated the terms of this contract.</b></p> <p><b>Eradication</b>, for the purpose of this program is defined as the lethal removal (killing) of animals by the use of a firearm fired from an aircraft. <b>Minimum height above ground level is 50 feet and clear of obstacles</b>, for the use of this ACETA approval. This requires close coordination between pilot and gunner. Pilot skills are similar to those required for darting. Best practices dictate using the maximum effective range of the firearm in use to enhance safety of the aircraft and crew by allowing the mission to be conducted at an above ground level that</p>

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		maintains the aircraft above obstacles and reduce the chance of ricochet and obstacle blade strike by main or tail rotor blades.
<b>PROGRAM ITEM</b>	<b>ACETA MISSION</b>	<b>Mission Profile Based Upon Typical Expected Flight Complexity and Associated Risk Level Associated with the Mission.</b> (See Pricing Schedule for Breakdown of Full Contractor Crew Only and Contractor and Government Crew).
<b>5a &amp; 5B</b>	<p><b>DARTING/MARKING (Below 50’AGL)</b></p> <p><b>Darting</b> of Animals by use of a specialized dart gun.</p> <p><b>Marking</b>- use of a paint ball gun to mark specific animals.</p> <p><b>Eradication</b>- any altitude</p> <p>ACETA-Requires pilot endorsement of ACETA/(or ACETA Darting/Marking only)</p> <p>ACETA (<b>Darting/Marking only</b>) qualifies approved pilot to perform <b>Eradication/Darting and Herding.</b></p>	<p><b>DARTING/MARKING pilot endorsement allows pilot to operate at all altitudes including below fifty (50) feet AGL</b>, the active use of a <b>device</b> firing a dart to immobilize, vaccinate (animals with barbless darts against various diseases/purposes) or to collect data from animals ( DNA samples). All involves the use of a dart gun. Darting may be used for chemically restraining an animal for various purposes. (see ACETA definitions for complete darting info as it applies to this program.)</p> <p><b>Marking</b>-The use of paint or other substance, normally paintballs, to mark and identify similar looking animals for various purposes, to prevent confusion with unmarked animals.</p> <p><b>Eradication</b> as defined above without altitude restrictions, consideration must be given to weapon effects and risk of ricochet.</p>
<b>6</b>	<p><b>TRAPPING</b></p> <p>ACETA- Requires pilot endorsement of ACETA/(or ACETA (Trapping only)</p> <p>ACETA (Trapping only) qualifies approved pilot to perform <b>Herding</b></p>	<p><b>Trapping</b></p> <p>This exercise is the result of successful herding of animals to a pre-established location for the purpose of capturing the target animal(s) either in a corral type trap or a net trap resulting in entanglement.</p> <p>May require operations below 50 ft in close proximity to the animal, ground and manmade obstacles</p>
<b>7A &amp; 7B</b>	<p><b>NETGUNNING</b> (Aerial capture of animals by deploying a net over the animal from a helicopter utilizing a specialized net gun.)</p> <p>ACETA-Requires pilot endorsement of ACETA</p> <p>Qualifies pilot for all ACETA operations.</p>	<p><b>Net Gunning</b> (for this program is defined as an aerial capture method)</p> <p>Net gunning is a means of capture where a net is deployed from a handheld gun in order to capture animals. The net gun has four separate barrels that are pointed in slightly diverging directions to allow for a net to be deployed in a fully open position to capture animals. The successful deployment of nets from an aircraft requires a coordinated effort between the pilot and a trained gunner. For the purpose of this program, definition of net gunning is used in conjunction with its use from helicopters.</p>

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### Additional Equipment Requirements

Gunner Safety Harnesses. (Applicable for ACETA Eradication, Darting, Marking and Net Gunning only). An adjustable full-body harness must be provided by the Contractor that meets the requirements of American National Standards Institute (ANSI). A safety strap must be attached to the aircraft in a manner that meets the requirement of 29 CFR 1926.502(e)(2).

The harness is a secondary fall restraint device and utilized with the seatbelt to assist in proper positioning. It is **not** to be used in lieu of seatbelts and shoulder harness for takeoff and landing. The gunner safety harness **and** seatbelt, with appropriate seatbelt extension if necessary, **must** be used when doors are removed from the helicopter. The seat belt extension will be utilized when the aircraft installed seat belt does not provide enough adjustment to allow the gunner to established correct shooting position. The gunner's safety harness will not be required if the helicopter is equipped with an OAS-approved shooting door. The seatbelt is still mandatory.

A shooting door/window for cold weather capture operations.

### Minimum helicopter capability

- Light helicopter(s).
- Minimum of 2 passenger seats not including pilot.

### Helicopter Performance:

Helicopters provided must be capable of performing in at least one of the following categories below. This performance must be accomplished/calculated with 1 pilot @ 200 lb, 2 crewmembers @ 200 lb per person, survival kit @ 25 lb, and fuel for 1 hour and 30 minutes of flight plus 20 minutes reserve as defined in 14 CFR 91.151(b). (Use fuel consumption chart provided in the exhibits.) (Calculations must be performed utilizing the Interagency Load Calculation Form provided in the exhibits.) (**Note: The required performance, specified below is based on density altitude at the actual time of any flight. For calculation purposes for this solicitation, please use the standard temperature per International Standard Atmosphere (ISA) for the altitudes specified below).**

### For operations up to 4,000 feet density altitude

**(DA).** Hover out-of-ground effect (HOGE) at 4,000 feet DA.

### For operations above 4,000 to 7,000 feet (DA).

Hover out-of-ground effect (HOGE) at 7,000 feet DA.

### For operations above 7,000 to 9,000 feet (DA).

Hover out-of-ground effect (HOGE) at 9,000 feet DA.

### For operations above 9,000 feet (DA).

The aircraft must meet hover out-of-ground effect (HOGE) performance for the highest anticipated DA.

- **Minimum crew requirement per helicopter (all program descriptions):** Pilot-in-Command (PIC), (relief crew not required)
- **Additional personnel (required for Eradication Darting and Net Gunning when ordered):** Aerial gunner, animal handler(s), and veterinary support.

Examples of aircraft type: UH12E, UH12E Soloy, BH-47G3B-1, BH47G3B-2, BH47 Soloy BH, R-44II, and/or other makes and models may fulfill the above requirements. Offerors must ensure their specific helicopter is capable of meeting at least one of the above helicopter performance categories. Note: Helicopters offered under this solicitation equipped with non-turbocharged reciprocating engines having less than 300 rated horsepower will be limited to operations below 4,000 feet density altitude.

Offers may include multiple aircraft pricing for different makes and models of aircraft. The Government however reserves the right to accept and make award only for makes and models that are considered most suitable for fulfilling the work to be done. It is totally at the Government's discretion to determine aircraft make and model suitability and the number of aircraft needed to fulfill the expected program needs.

### Additional Pilot, Support Personnel, and Operational Requirements for ACETA

For pilots not previously carded, the contractor must, within 10 calendar days of receipt of order for service, submit a complete Pilot Experience Verification Form (OAS-64C) with the name and qualifications of all pilots to be employed under the contract, including substitute pilots. The submittal must include the names of all pilots, must identify the item or items under which each pilot will be employed, and must provide a complete description of each pilot's qualifications as required above, including:

1. Brief description of the geographic area and terrain of operations and brief description of helicopter operations for each season.

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2. The seasons in which the experience was gained and the amount of experience from each season.
3. The employer's name, address, and telephone number.
4. The party chiefs or project supervisor's name, present employer, present address, and telephone number (OAS-64C).
5. Failure to provide complete information may preclude consideration of an individual. A subjective evaluation of previous hunting, tagging, or capture experience may be used to identify pilots acceptable for this project.
6. Any pilot intended for this contract as either a temporary or permanent replacement must be found to meet the qualification specifications before the start of the contract, or, in unusual cases involving unanticipated change, before being dispatched to the field.

combination thereof. or 25 hours of ACETA training in trapping conducted by approved ACETA training pilot

**Net Gunning:** 150 hours in aerial wildlife operations conducting marking, eradication, darting, or net gunning.

(a) 50 of these hours PIC must have been in aerial live capture of wildlife utilizing net gunning and/or darting. The above 50-hour PIC requirement may be reduced to 25 hours PIC if the pilot provides evidence of satisfactory completion of a net gun manufacturer’s training school.

(b) A minimum of 10 hours PIC in make and model conducting aerial live capture, net gun, or darting.

**Darting, Marking and Net Gunning:** Pilots must be qualified for Classes A and B external load operations.

**ACETA Pilot Training Option**

The contractor may submit a written request to the Contracting Officer justifying the need to exercise the option to train an additional pilot in ACETA operations. If the Government concurs, the Contractor may designate a highly experienced approved ACETA pilot as a “Pilot Trainer” for the purposes of training a second pilot who does not currently meet the special pilot requirements in B10.2.9. The second pilot will be designated as a “Trainee” pilot. This option allows for training of the second pilot in capture techniques for which the Pilot Trainer is approved. The designated Pilot Trainer and

“Trainee” pilot must be specifically approved as such by the COTR prior to conducting any training operation. The Pilot Trainer must remain pilot-in-command (PIC) at all times. However, the flight time accumulated by the “Trainee” while sole manipulator of the controls may be used to meet the special pilot PIC experience requirements in B10.2.9.

ACETA “Pilot Trainer” must have the following minimum qualifications.

Qualified for 3 years as a DOI approved ACETA pilot.

500 hours PIC in ACETA operations

75 hours PIC in the specific ACETA mission for which training is to be conducted.

Hold a current Certified Flight Instructor Certificate with a Rotorcraft-Helicopter rating.

ACETA “Trainee” pilot must meet all the minimum qualifications set forth in B10 with the exception of additional pilot requirements specified in B10.2.9.

Upon verification of experience and qualifications on OAS-64C, pilots must satisfactorily demonstrate the required skills during an OAS ACETA flight evaluation for the specific ACETA special use activity required. In addition to experience required in B10.2.9, the following <u>additional qualifications and/or PIC requirements specific for each ACETA program descriptions</u> are as follows:
<b>Classification:</b> 40 hours of “Animal Classification” as defined in section *, documented on a OAS 64C. <b>or</b> 10 hours of ACETA training conducted by approved ACETA training pilot per section.
<b>Herding:</b> 50 hours in classification, aerial animal herding, eradication, darting/marking, trapping or a combination thereof or 25 hours of ACETA training conducted by approved ACETA training pilot.
<b>Eradication/Darting above 50ft AGL:</b> 50 hours in classification, aerial animal herding, eradication, darting/marking, trapping, net gunning or a combination thereof or 25 hours of ACETA training conducted by approved ACETA training pilot
<b>Marking/Darting below 50 ft. AGL:</b> 100 hours in aerial animal herding, eradication, <b>or</b> 50 hours marking/darting, trapping, net gunning or a combination thereof. or 25 hours of ACETA training in Marking/Darting (below 50 ft. AGL) conducted by approved ACETA training pilot
<b>Trapping:</b> 100 hours in aerial animal herding, eradication, <b>or</b> 50 hours darting/marking, trapping, or net gunning or a

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### **Additional Personnel option for Gunners, Animal Handlers and Veterinary Services** (Applicable to full service Darting, Marking and Net Gunning and only.)

The Contractor must provide the following personnel if offered and ordered by the Government. All capture personnel involved in actual flight operations must be trained for STEP landing operations in accordance with the Contractor's plan required in B20.3.

Contractor-provided gunners. The Contractor is responsible for ensuring Contractor-provided gunners(s) have been adequately trained and are proficient in aerial gunning, darting, or net gunning operations.

Contractor-provided animal handler(s). It is the Contractor's responsibility to ensure Contractor-provided animal handler(s) are trained and knowledgeable about the handling of a variety of wildlife and processes that may be used to tag, collar, or sample the animals.

Contractor-provided Veterinary Services. It is the Contractor's responsibility to ensure Additional Contractor-provided Veterinary Support are trained and knowledgeable about the handling of a variety of wildlife and processes that may be used to tag, collar, or sample the animals.

### **Flight Operations for ACETA**

In addition to B20 the following apply

ACETA briefings. Contractor (and Government, if involved) personnel must perform an ACETA briefing each day that ACETA operations are contemplated. This briefing must include discussion of communications, safety concerns, and a walk through of the planned capture on the ground. The walk-through trial must be a mockup of the planned mission and must be performed with all personnel who will be involved in the mission. This briefing must also include information about the specific firearm, dart gun/net gun, or other capture device/method being used. If a net gun is utilized, a discussion must include the appropriate safety and operational protocol. If a tranquilizer/dart-gun is to be used, the discussion must include the mission flight profile, drug(s) to be used, signs and symptoms of accidental exposure to that drug and appropriate ANTAGONIST (Reversal) administration protocol, including access to the ANTAGONIST (Reversal). The briefing must also include appropriate handling and containment of all sharps involved in the capture or processing of captured animals. The briefing must address the placement, security and use of the sharps container.

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Note: If additional personnel are added during the course of a day, another complete briefing must be performed to include another walk-through capture.3 Dual controls must be removed and/or deactivated prior to contract performance except when a trainee pilot is flying under the supervision of a trainer pilot in accordance with paragraph B10-3 and B20-12. The pilot must brief passengers to remain clear of the flight controls at all times.

Restrictions while carrying weapons. (Eradication, Darting, Marking and Net Gunning only.) The designated gunner may carry aboard the aircraft and operate appropriate weapon(s) for accomplishment of the mission. The weapon must not be loaded or cocked (bolt closed) unless the muzzle is outside of and pointed away from the aircraft.

STEP landings. (Eradication, Darting, Marking and Net Gunning only) Single-skid, toe-in, hover exit/entry procedure (STEP) landings are authorized only during actual animal capture operations. These techniques must not be used as standard protocol during other operations.

**The Contractor must have an established training program relative to STEP landings.** The training program must include a procedure that identifies and tracks those individuals who have been trained; if requested, this information will be made available to the Government. Pilots must receive approval by the Contracting Officer's Technical Representative (COTR) Office of Aviation Services (OAS) prior to performing STEP landings.

For Contractor- and Government-provided services. The Government may participate in STEP landing operations. Participation of these personnel must include training requirements that must include participation by the Contractor's pilot(s).

### **Optional ACETA Pilot Training Operations**

Use of a trainee pilot, on any ACETA project, must be requested in advance of the flight by the contractor and approved by the Government.

The approved "Pilot Trainer" must be onboard for all training flights and will be responsible for safety and training.

The "Trainee" pilot must remain at the controls during all phases of the flight training and must not be utilized to assist as an animal handler while the aircraft is configured with dual controls installed.

No government personnel are allowed on board during the training of the second (trainee) pilot.

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Training of the second pilot must be discontinued when requested by the government due to concerns over animal welfare or when the training is having a substantial negative impact on project completion.

**Capture Support Minimum Equipment List for Full Service Contractor for Darting and Net Gunning (Items 4B, 5B and 7B)**

Based on requirements, appropriate firearm(s) for eradication, paintball gun for marking, tranquilizer (dart) gun, darts and charges for chemical immobilization, net gun, charges, and nets must be required. Contractors must provide appropriately sized nets for the wildlife species to be net gunned. When requested, the Contractor must self-certify that nets have not been used in an area known to be exposed to any disease such as Chronic Wasting Disease, etc. The Contractor must provide the appropriate animal subduing items such as hobbles, blindfolds, etc. The Contractor may be required to transport the animals from remote sites to a staging area and must have the appropriate animal capture support equipment as identified in the Capture Support Minimum Equipment List for Full Service Contractor for Darting and Net Gunning Exhibit to transport the animal in an apparatus that supports the animal’s body weight, adequately protects the animal’s airway, and protects the animal from injury.

NOTE: All equipment required for ACETA will be inspected by OAS. Net guns must be Bureau of Alcohol, Tobacco and Firearms (BATF) approved or be registered and meet the requirements under the National Firearms Act (26 U.S.C. Chapter 53 and 27 CFR Part 479). Documentation of approval or registration of the net gun must be provided to the OAS inspector. Any net guns that are not approved or registered by the BATF will be considered illegal and reported to the appropriate authorities.

**Darting: (Chemical Immobilization)**

1	Dart gun and appropriate charges
6	Blindfolds * <b>(Deer, Sheep)</b>
4	Blindfolds * <b>(Elk size)</b>
6 pair	Leg restraints/belt-type material at least 1¼” wide and 48” min. in length. Adjustable in 1” increments (Deer/Sheep Size)
4	Transport equipment capable of transporting single animals of the Deer/Sheep size**
1	Sharps container capable of retaining & preventing used needles and or darts from injuring people/ chemical

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	exposure/ biological exposure protection or leaking in AC
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\* Blindfold must be designed to protect the animal’s eyes and not restrict the animal’s airway. They must be easily applied and removed and must be designed to be secured behind the animal’s ears.

\*\* Transport equipment must transport the animal in an upright manner, which supports the animal’s weight without using the animal as part of the lifting system. **Note: Animals will not be transported by their extremities!**

**Net Gunning:**

1(ea)	Net Gun with appropriate barrels and blanks
12(ea)	Nets/Small for small animals (7” mesh) such as Deer, Sheep etc.
12(ea)	Canisters designed for small nets
6 (ea)	Nets/Large for large animals (9” mesh) such as Elk, Moose etc.
6 (ea)	Canisters designed for large nets
6(ea)	Blindfolds * <b>(Deer, Sheep)</b>
4 (ea)	Blindfolds * <b>(Elk size)</b>
12 (ea) (6 pair)	Leg restraints/Belt-type material at least 1¼” wide and 48” min. in length. Adjustable in 1” increments (Deer/Sheep Size)
12(ea) (6 pair)	Leg restraints/Belt-type material at least 1 ½ “ wide 48” min in length adjustable in 1” increments (Elk/Moose Size)
4ea	Transport equipment capable of transporting single animals of the Deer/Sheep size**
4ea	Transport equipment capable of transporting single animals of Elk/Moose/Horse size**

\* Blindfold must be designed to protect the animal’s eyes and not restrict the animal’s airway. They must be easily applied and removed and must be designed to be secured behind the animal’s ears.

\*\* Transport equipment must transport the animal in an upright manner, which supports the animal’s weight without using the animal as part of the lifting system. **Note: Animals will not be transported by their extremities!**

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**Exhibit 12**  
**Additional Pilot Requirements for Selected Geology Projects**

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

1. Pilots shall have logged the following additional flying time as pilot-in-command in addition to the basic pilot requirements in B10:

600 hours            Geologic mapping and surveying type operations in remote and rugged terrain similar to areas of operation for this contract involving numerous landings and takeoffs at different elevations and under varied wind conditions, and sometimes involving heavy timber or brush, all requiring a high degree of pilot skill.

2. The Contractor shall, within 10 calendar days of receipt of order for service, submit a complete Pilot Experience Verification Form (OAS-64C) with the name and qualifications of all pilots to be employed under the contract, including substitute pilots. The submittal shall include the names of all pilots, shall identify the item or items under which each pilot will be employed, and shall provide a complete description of each pilot's qualifications as required above, including:
  - a. A brief description of the geographic area and terrain of operations and a brief description of helicopter operations for each season.
  - b. The seasons in which the experience was gained and the amount of experience from each season.
  - c. The employer's name, address, and telephone number.
  - d. The party chief's or project supervisor's name, present employer, present address, and telephone number (forms provided).
3. Failure to provide complete information may preclude consideration of an individual.
4. Any pilot intended for use under this supplement as either a temporary or permanent replacement must be found to meet the qualification specifications before the start of the contract, or, in unusual cases involving unanticipated change, before being dispatched to the field. Unavailability will apply to any delay due to flight check or pilot qualification verification required by such unanticipated change.

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**Exhibit 13**

**Alaska Fire and Interagency Fire Additional Equipment Requirements**

**Basic Fire Equipment Requirements**

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

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

**Interagency Fire: Additional Equipment Requirements (Required only if accepting dispatch to the Lower 48 States. Also see Contiguous United States Supplement Exhibit)**

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

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

## SECTION C – CONTRACT TERMS AND CONDITIONS

### Exhibit 14

#### Bell Medium Helicopters Additional Equipment Requirements

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

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

SECTION C – CONTRACT TERMS AND CONDITIONS

**EXHIBIT 15-16 RESERVED**

**EXHIBIT 17**

**UNAVAILABILITY CONVERSION CHART**

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



**SECTION C – CONTRACT TERMS AND CONDITIONS**

**EXHIBIT 18**

**TRANSPORTATION WORKSHEET**

When assigned to an alternate base away from the Designated Base, the Contractor will be paid for actual <u>necessary and reasonable</u> 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 <b>prior</b> to the relief exchange. <b><u>Claims must be supported by itemized invoices.</u></b> See contract clause “Transportation Costs Associated with Operating Away From the Designated Base” for detailed information				
<b>DATE</b>		<b>ALTERNATE BASE LOCATION</b>		
<b>Relief Exchange – Involved Crew Member(s)</b>				
<input type="checkbox"/> Pilot Name		<input type="checkbox"/> Fuel Servicing Vehicle Driver Name		<input type="checkbox"/> Mechanic (If required by contract) Name
<b>Scheduled Maintenance</b>				
<input type="checkbox"/> Mechanic Name			<input type="checkbox"/> Other Name	
Maintenance Accomplished			Reason for providing additional personnel	
<b>ITEMIZATION OF COSTS – Invoices and/or receipts are attached (copies are acceptable)</b>				
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 19  
CONTIGUOUS UNITED STATES SUPPLEMENT**

The following contract provisions are added and shall apply when operating in the contiguous United States. All other provisions of the contract not expressly changed herein continue to apply when operating in the contiguous United States. The reference numbers below correspond to the contract provision(s) numbering.

**SECTION B**

**B7 Avionics Requirements (For Interagency Fire Aircraft Only):**

B7.6.2 The Contractor must furnish a cellular telephone for use by the PIC. The cellular telephone must be provided with service to the area of operation. Each cellular telephone must be equipped with both 110VAC and 12VDC adapter cord assemblies for charging use. The Contractor must provide the number of the cellular telephone to Government personnel when requested.

**B8 Fuel Servicing Vehicle Equipment Requirements**

See B8 in the body of the solicitation. (Only required in L48)

**B16 Fuel Servicing Vehicle Driver**

See B16 in the body of the solicitation. (Only required in L48)

**B17 Fuel Servicing Vehicle Driver Duty Limitations**

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

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

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

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

**SECTION C**

**C21.10 Flight Rate Adjustment, Contiguous United States Operations.**

The flight rate will be increased to add a fixed fuel (wet rate) allowance for all Contiguous United States operations. The fuel allowance will be calculated using the fuel consumption rate contained in Exhibit entitled - Helicopter Fuel Consumption and Weight Reduction Chart multiplied by the average cost of fuel derived by a Western States fuel price survey conducted each April. A contract modification will be prepared for adjustment of the flight rate.

**C31.6 Mobilization and Demobilization to and from the Contiguous United States**

Upon dispatch to the 48 Conterminous United States, (including ferry through Canada) the Contractor shall be reimbursed for fuel in accordance with this Subsection until such time as the contractor crosses the U.S. L48 – Canadian Border. Upon release from the service in the Contiguous United States and dispatch for return to the designated (Alaskan) base, the Contractor shall be reimbursed in accordance with this Subsection for fuel purchased only after crossing the 48 Conterminous United States – Canadian Border. Conversion from dry rate to wet rate (and wet to dry rate) shall coincide with first landing and refueling after crossing the border. Pilot shall record fuel on board at time of fueling. Credit for Government reimbursed fuel shall be recorded on the AMD-23 Flight Use Report prior to commencement of flight using wet rate. When changing from a dry to a wet or wet to dry rate, the pilot shall start a new Flight Use Report.