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## SECTION A – REQUIREMENTS AND PRICING

### ACRONYMS AS USED THROUGHOUT THIS CONTRACT ARE AS FOLLOWS:

ASM	Aviation Safety Manager
ASO	Aviation Safety Office
CFR	Code of Federal Regulations
CO	Contracting Officer
COR	Contracting Officer’s Representative
COTR	Contracting Officer’s Technical Representative
FAA	Federal Aviation Administration
FAR	Federal Acquisition Regulations
FTR	Federal Travel Regulations
ICAO	International Civil Aviation Organization
NBC	National Business Center
NTSB	National Transportation Safety Board
PI	Project Inspector
PIC	Pilot in Command
RFP	Request for Proposals

## SECTION A – REQUIREMENTS AND PRICING

### PRICING

#### A1. GENERAL

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

Multiple Awards are anticipated as a result of this solicitation.

### REQUIREMENTS

#### A2. ITEM PRICING

**Description: On-Call Light Helicopter Services located in the Hawaii & Common Wealth Properties of the Pacific**

Use Period:	Date of award through Sep 30, 20xx on an on-call basis
Type Aircraft:	Weight class of light helicopter up to 7,000 pounds (i.e. - MD 500D, E, F, B206B-III, B206L, AS350B2, B407, MD530F, EC-130 or equal). <b>For the Commonwealth Areas of the Pacific Only, a BH206-B2 or equal is acceptable</b>
Minimum Aircraft Requirements:	--Seating: Minimum 3 passenger seats --Cruising airspeed: Minimum 100 statute miles per hour at sea level --Useful load: Minimum (HIGE) 1,200 pounds at +5 degrees c. at 5,000 feet pressure altitude --Range: Minimum 200 statute miles at sea level --Minimum Turbine engine rated at 420 shaft horsepower exclusive of installation limitations

NOTE: Aircraft under Item 1 may be used in support of law enforcement. (Ref B15.10)

ADDITIONAL PILOT REQUIREMENTS: The pilot must meet the additional requirements – Section B15.10 “Law Enforcement Activities”

**SECTION A – REQUIREMENTS AND PRICING**

**BASE PERIOD**

**Date of Award through September 30, 2010**

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

Base	Make/Model	Pay Item Code	Quantity	Unit	Unit Price	Extended Total Amount
		FT	INDEF	HOUR		INDEF
Comment (i.e. – Over Water Rate)		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>1b. Additional Pay Items</b>						
Service Truck and Driver		SD	INDEF	DAY		INDEF
Service Truck Mileage (truck’s fuel tank capacity)						
(1) 0 – 349 gals fuel		SM	INDEF	MILE	\$ .95	INDEF
(2) 350 – 749 gals fuel			INDEF	MILE	\$1.40	INDEF
(3) 750 – 1499			INDEF	MILE	\$2.00	INDEF
(4) 1500 + gals fuel			INDEF	MILE	\$2.30	INDEF
Additional Personnel (Flight Crew)		AC	INDEF	DAY		INDEF
Additional Personnel (Mechanic)		MC	INDEF	DAY		INDEF
Overnight Allowance		PD	Rates as established by the “Federal Travel Regulations”			
Contractor-furnished fuel		FC	Actual Allowable Cost			
Miscellaneous Costs		SC	Actual Allowable Cost			
Flight Hour Guarantee (Averaged Over Length of Hire)		GT	<p align="center"><b>Guarantee is set at four (4) hours</b>                      Applies when aircraft is hired to be away from his designated base for greater than 24 hours</p>			

**SECTION A – REQUIREMENTS AND PRICING**

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

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

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

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

**SECTION A – REQUIREMENTS AND PRICING**  
**Oct 1, 2010 through Sept 30, 2011**

**1st OPTION YEAR**

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

Base	Make/Model	Pay Item Code	Quantity	Unit	Unit Price	Extended Total Amount
		FT	INDEF	HOUR		INDEF
Comment (i.e. – Over Water Rate)		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>2b. Additional Pay Items</b>						
Service Truck and Driver		SD	INDEF	DAY		INDEF
Service Truck Mileage (truck's fuel tank capacity)						
(1) 0 – 349 gals fuel		SM	INDEF	MILE	\$ .95	INDEF
(2) 350 – 749 gals fuel			INDEF	MILE	\$1.40	INDEF
(3) 750 – 1499			INDEF	MILE	\$2.00	INDEF
(4) 1500 + gals fuel			INDEF	MILE	\$2.30	INDEF
Additional Personnel (Flight Crew)		AC	INDEF	DAY		INDEF
Additional Personnel (Mechanic)		MC	INDEF	DAY		INDEF
Overnight Allowance		PD	Rates as established by the "Federal Travel Regulations"			
Contractor-furnished fuel		FC	Actual Allowable Cost			
Miscellaneous Costs		SC	Actual Allowable Cost			
Flight Hour Guarantee (Averaged Over Length of Hire)		GT	<p align="right"><b>Guarantee is set at four (4) hours</b></p> Applies when aircraft is hired to be away from his designated base for greater than 24 hours			

**SECTION A – REQUIREMENTS AND PRICING**

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

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

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

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

**SECTION A – REQUIREMENTS AND PRICING**  
**Oct 1, 2011 through Sep 30, 2012**

**2nd OPTION YEAR**

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

Base	Make/Model	Pay Item Code	Quantity	Unit	Unit Price	Extended Total Amount
		FT	INDEF	HOUR		INDEF
Comment (i.e. – Over Water Rate)		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
		FT	INDEF	HOUR		INDEF
Comment		FD	INDEF	HOUR		INDEF
		SB	INDEF	HOUR		INDEF
<b>3b. Additional Pay Items</b>						
Service Truck and Driver		SD	INDEF	DAY		INDEF
Service Truck Mileage (truck’s fuel tank capacity)						
(1) 0 – 349 gals fuel		SM	INDEF	MILE	\$ .95	INDEF
(2) 350 – 749 gals fuel			INDEF	MILE	\$1.40	INDEF
(3) 750 – 1499			INDEF	MILE	\$2.00	INDEF
(4) 1500 + gals fuel			INDEF	MILE	\$2.30	INDEF
Additional Personnel (Flight Crew)		AC	INDEF	DAY		INDEF
Additional Personnel (Mechanic)		MC	INDEF	DAY		INDEF
Overnight Allowance		PD	Rates as established by the “Federal Travel Regulations”			
Contractor-furnished fuel		FC	Actual Allowable Cost			
Miscellaneous Costs		SC	Actual Allowable Cost			
Flight Hour Guarantee (Averaged Over Length of Hire)		GT	<b>Guarantee is set at four (4) hours</b> Applies when aircraft is hired to be away from his designated base for greater than 24 hours			

**SECTION A – REQUIREMENTS AND PRICING**

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

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

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

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

**SECTION A – REQUIREMENTS AND PRICING**

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

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

Requested and Effective Date This Adjustment		Type Aircraft	<input checked="" type="checkbox"/> Jet Fuel <input checked="" type="checkbox"/> Av Gas
Fuel Source Location	<b>Air Service of Hawaii - Honolulu</b>		<b>808-839-5003</b>
Base Price	<b>\$3.75 Jet A \$5.17 Av Gas</b>	Reference Price	
Effective Date	<b>Jun 29, 2009</b>	Effective Date	
Source Document	<b>Solicitation</b>	Source Document	
Difference of	\$ X consumption rate	Increase Due	
Old Flight Rate		New Flight Rate	
Re-established Base Price		Effective Date	

## SECTION B –SPECIFICATIONS

### B1. GENERAL REQUIREMENTS

#### B1.1 Scope of Contract

B1.1.1 The intent of this contract is to obtain commercial flight services to support government programs. Fulfillment of these programs can only be accomplished through an effective working relationship between the Government and Contractor. The Contractor's employees' cooperation, professionalism and positive attitude towards accomplishment of the mission and aviation safety is essential to establish the necessary relationship that must exist to successfully complete these missions.

B1.1.2 Aircraft furnished under this contract must be operated and maintained by the Contractor.

B1.1.3 Aircraft furnished under this contract must be subject to the exclusive use and control of the Government, throughout the periods specified in the order for service. The aircraft must not be operated except as directed by the Contracting Officer or an authorized representative of the Contracting Officer.

B1.1.4 The Department of Interior has interagency and cooperative agreements with other federal agencies, state agencies and private landholders, and may dispatch aircraft under this contract for such cooperative use.

B1.1.5 Aircraft furnished for performance of the contract may be used in support of law enforcement activities. Refer to Subsection B15.10 for information on flight operations.

#### B2 CERTIFICATION

B2.1 The Contractor must be certified under the provisions of Federal Aviation Regulations (14 CFR) Part 119, "Certification: Air Carriers and Commercial Operators." The Contractor's approved operation specifications must authorize the following operation: category and class of aircraft and conditions of flight required under this contract which are: VFR day/night, passengers, and cargo.

B2.1.1 Aircraft used on this contract will be operated and maintained under provisions of 14 CFR 135 and carried on the list required by 14 CFR 135.63 unless otherwise authorized by the Contracting Officer (CO).

B2.2 The Contractor must be certificated under 14 CFR 133, Rotorcraft External Load Operations.

B2.3 When requested, the Contractor must be certificated under 14 CFR 137, Agricultural Aircraft Operations for flight activities requiring water/retardant bucket operations.

B2.4 The aircraft offered for this contract must have a Standard Airworthiness Certificate. The installation of any equipment required by this contract must be Federal Aviation Administration (FAA) approved.

### B3 ORDER OF PRECEDENCE (SPECIFICATIONS)

B3.1 In the event of inconsistencies within the technical specifications, the following order will be used in such resolution: (i) typed provisions of these specifications; (ii) AMD supplements and/or exhibits incorporated by reference; (iii) 14 CFR incorporated by reference; (iv) aircraft manufacturer's specifications; (v) other documents incorporated by reference.

### B4 CONTRACTS

B4.1 The Contractor must keep a copy of their on-call contract and all modifications to this contract in each aircraft while operating the aircraft for the government.

### EQUIPMENT REQUIREMENTS

#### B5 Condition of Equipment

B5.1 Contractor-furnished aircraft and equipment must be operable, free of damage, and in good repair. Aircraft systems and components must be free of leaks except where limits are specified by the manufacturer.

B5.2 All windows and windshields must be clean and free of scratches, cracks, crazing, distortion or repairs, which hinder visibility. Repairs, such as safety wire lacing and stop drilling of cracks, are not acceptable permanent repairs. Prior to acceptance, all temporarily repaired windows and windshields must have permanent repairs completed, or must be replaced.

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

B5.3.1 These conditions of equipment concerns are in addition to airworthiness requirements.

## SECTION B –SPECIFICATIONS

### B6 EQUIPMENT AND ACCESSORIES

The following equipment and accessories are required:

B6.1 Navigational publications to include a complete set of current sectional aeronautical charts covering the area of operation.

B6.2 First aid kit (aeronautical) in accordance with Exhibit B1.

B6.3 Survival kit in accordance with Exhibit B1.

B6.4 Aircraft must have approved lighting for night operation in accordance with 14 CFR 91, including instrument lights.

B6.5 Free air temperature gauge.

B6.6 Seat belts for all seats. One set of individual lap belts for each occupant.

B6.7 FAA-approved double-strap shoulder harness with automatic locking inertia reels for each front seat occupant. Shoulder straps and lap belts must fasten with one single-point, metal-to-metal, and quick-release mechanism. Standard factory shoulder harnesses are acceptable for Aerospatiale and Bell transport category helicopters. Military style harnesses are acceptable.

B6.8 FAA approved shoulder harness integrated with seat belt with one single point metal-to-metal quick release mechanism for each passenger position.

B6.9 Lap belt and Shoulder Harness condition. The following items are not acceptable:

#### 1. Webbing

- a. Frayed webbing: 5 percent or more
- b. Torn webbing
- c. Crushed webbing
- d. Swelling: twice the thickness of original web, or if difficult to operate through hardware
- e. Creased webbing: no structural damage allowed
- f. Sun deterioration: severe fading, brittleness, discoloration, and stiffness

#### 2. Hardware

- a. Inoperable buckle
- b. Other inoperative hardware
- c. Nylon bushing at shoulder harness-to-lap belt connection missing or damaged

- d. Fabricated bushings or tie wraps used as bushings
- e. Rust/corrosion: only minor surface rust/corrosion allowed
- f. Wear: wear beyond normal use

#### 3. Stitches

- a. Broken or missing stitches
- b. Severe fading or discoloring
- c. Inconsistent stitch pattern

#### 4. TSO Tags (see FAR 21.607)

- a. Missing
- b. Illegible

#### 5. Age

- a. Belts/fabric over 10 years from date of manufacture require close inspection because of the elements they are exposed to, but do not have to be replaced if it can be determined they are in serviceable condition.

B6.10 Helicopters: a digital hour meter is required. 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 equivalent means to record flight time (time in service) for payment purposes .

B6.11 Fire extinguisher(s) as required by 14 CFR 135.155, must be a handheld bottle with a minimum 2-B: C: rating, mounted and accessible to the flight crew while seated. The fire extinguisher must be maintained in accordance with NFPA Manual #10, Standards for Portable Fire Extinguishers or the Contractor's 135 operations manual.

B6.12 Dual controls are required for initial pilot performance evaluation. Dual controls must be removed prior to contract performance.

B6.13 Cabin heater with windshield defogger.

B6.14 Aircraft manufactured with a parcel/storage area behind the rear passenger seats must be equipped with a cargo restraint system for that area.

**B6.15 Extended (height) skid-type landing gear.** Required for all helicopters ordered in skid configuration when approved extended gear kits are available from the manufacturer. (Exception: The Bell 206 Long Ranger and Bell mediums provide adequate tail rotor clearance on low skid for selected utility missions; however, high skid gear is mandatory for fire management.)

**B6.16 Personnel access step.** Helicopters equipped with extended gear must have a personnel access step to assure safe entrance and exit from each door of the helicopter. A

## SECTION B –SPECIFICATIONS

section of external cargo rack may be utilized as a step by providing a clear space covered with nonskid material. Steps must be available in the field to be installed when cargo racks are removed for weight reduction.

B6.17 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.

B6.17.1 The cargo hook and associated systems must be completely disassembled, inspected, lubricated, if required, and subjected to an operations check in all operating modes at 2-year intervals. The inspection and maintenance must be accomplished in accordance with the manufacturers operating and maintenance instructions as supplemented by this requirement.

B6.18 The aircraft must be equipped with a convex mirror for observation of the sling load by the pilot. For aircraft equipped and modified for vertical reference external load operation (i.e., door gauges, modified seat, alternate cargo hook release positions, bubble window, etc.) or for helicopters such as the MD Model 500 where direct vertical reference is possible the convex mirror is not required.

B6.19 All installations and modifications prescribed above must comply with 14 CFR Part 43 and must be FAA-approved.

### **B6.20 Portable fuel servicing equipment**

The Contractor must furnish with each aircraft a portable fuel pump (UL/FM listed), barrel stem, hoses and filtration system for refueling in remote areas.

B6.20.1 The filtration system must be qualified to Institute of Petroleum (IP) effluent quality specifications. The following cartridges meet IP effluent quality specifications.

Velcon: ACQUACON Spin-on filters (ACO-40501SPK, ACO-40901SPK)

B6.20.2 All filter cartridges must be changed when fuel flow is reduced from normal flow rates. Fuel filter cartridges must be changed annually. The filter cartridge change date will be placarded on the filter vessel.

B6.20.3 The Contractor must have on the aircraft two spare refueling system filter cartridges. The filter cartridges must be new and stored in sealed containers to prevent contamination.

B6.20.4 The pump must be hand or electrically operated.

B6.20.5 Aircraft refueling systems must have a bonding system with cable and clips to allow system bonding with aircraft.

### **B6.21 Additional Aircraft 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.

B6.21.1 Flight instruments for low visibility flight conditions, including gyroscopic bank and pitch indicator (ADI), directional gyro, vertical speed indicator and rate of turn indicator or skid/slip indicator or inclinometer.

B6.21.2 Standard flotation gear.

B6.21.3 Emergency flotation gear (popouts).

B6.21.4 **If External.** One of the following will meet the specifications:

B6.21.4.1 Cargo Rack. A side mounted external rack attached to the aircraft. The racks must have at a minimum a horizontal surface of approximately 48 X 15 inches, with a depth of 2.5 inches. Cargo carried in the rack is secured with tie-down net, straps or bungees. Examples – Alaskan Skycraft style Transporters and Garlick Cargo Racks.

B6.21.4.2 Cargo Pod. An externally side mounted Pod of either fiberglass or Kevlar construction that secures the cargo with a locking lid and is weatherproof. Examples – Heli-Composites Canada Star Pod and Dart Heli-Utility-Pod.

B6.21.4.3 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.

B6.21.4.4 Belly Pod. A Pod attached to the belly of the helicopter constructed of fiberlass or Kevlar that provides protection to the cargo from the weather and access to the cargo from either the front, side or both. Examples – Viking Cargo Pod and Dart Belly-Spacepod.

B6.21.5 If Internal: 15 cubic-foot baggage compartment within the aircraft fuselage specifically designed to carry cargo separate from the cabin. This compartment must be

## SECTION B –SPECIFICATIONS

capable of accommodating 58-inch long shovels, rakes, and other tools (requiring rear bulkhead modification of baggage compartment of some models).

B6.21.5.1 All construction methods must be as prescribed by Advisory Circular 43.13-1B and 43.13-2A or other FAA approval.

B6.21.6 **Auxiliary fuel tank.** For the MD 500D an internal auxiliary fuel tank similar to the Fargo (21.0-gal. U.S. capacity).

B6.21.6.1 **For Bell 206BIII's**, an approved range extender (applicable only to 76-gallon capacity aircraft). Not required for Bell 206B Jet Ranger III with 91-gallon U.S. fuel capacity.

B6.21.7 **Remote Cargo Hook.** Additional requirements for external load when utilizing a remote hook:

B6.21.7.1 One electrically activated remote cargo hook that automatically closes and resets the release mechanism after use and is rated at the maximum lifting capacity of the helicopter. The remote hook must be protected by a metal ring or cage that does not interfere with the use or function of the hook. The hook must be inspected as per manufacturer's recommendation or no later than 24 months.

B6.21.7.2 Electric cables must be protected from pinching by hooks or shackles and damage caused by stretching of the line. The electrical wire must be long enough at the aircraft cargo hook end to prevent a swinging load from unplugging the electrical connector.

B6.21.7.3 When a remote hook is ordered, the aircraft must be wired with a switch available to the pilot to release the remote hook electrically. Remote hook operating switch must be mounted on the collective control, be clearly marked for "open" and "closed", and must be spring loaded to the closed position to avoid confusion with the helicopter cargo hook release. This must be the same switch that operates the water bucket/helitorch.

B6.21.8 Counterwound or rotation resistant wire rope with swaged fittings having a minimum breaking strength of 3.75 times the working load with appropriate placards.

B6.21.8.1 The length of the wire rope must be readily adjustable from 50-150 feet in 50-foot increments (a single 50-foot and a single 100-foot rope is the desired method for meeting this requirement).

B6.21.9 Synthetic rope longline requirements.

B6.21.9.1 Diameter. Minimum rope diameter must be ½ inch.

B6.21.9.2 Material type. Helicopter synthetic longlines must 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.

B6.21.9.3 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 must 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

B6.21.9.4 Factor of safety. A factor of safety of 7 must be used for helicopter synthetic longlines. Therefore, all ropes must 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.

B6.21.9.5 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 midline 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.

B6.21.9.6 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

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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.

B6.21.9.7 Manufacturer’s recommended maintenance and inspection procedures must be complied with.

B6.21.9.8 Electric cables must be protected from pinching by hooks or shackles, and damage caused by stretching of the line. The electrical wire must be long enough at the aircraft cargo hook end to prevent a swinging load from unplugging the electrical connector.

B6.21.9 Two (2) “Barrel slings” or lifters to transport two 55-gallon drums by external load.

B6.21.10 Cargo nets, two each, appropriately rated for the lifting capacity of the cargo hook. An assortment of sling gear to include lead lines, swivels, etc. must be provided to accommodate the cargo nets.

B6.11 All installations and modifications prescribed above must comply with 14 CFR Part 43 and must be FAA-approved.

### B7 AVIONICS REQUIREMENTS

#### B7.1 General

The following systems must be furnished, installed and maintained by the Contractor in accordance with the manufacturer’s specifications and the installation and maintenance standards of section B5.3.

#### B7.2 Communication/Navigation/Other Systems

B7.2.1 One automatic-portable/automatic-fixed or automatic-fixed ELT, certified to either TSO-C91a or TSO0C126, utilizing an external antenna and meeting the same requirements as those detailed for airplanes in 14 CFR Part 91.207 (excluding section f.), must be installed per the manufacturer’s installation manual, in a conspicuous or marked location.

B7.2.1.1 In lieu of the ELT requirement above, an automatic fixed emergency locator transmitter (ELT AF) meeting TSO-C91A or an ELT that requires tools to remove from the aircraft may be acceptable when a handheld portable ELT/EPIRB is furnished. The

ELT/EPIRB must be compact and easily carried by the PIC.

B7.2.2 One panel-mounted VHF-AM aeronautical transceiver (VHF-1), operating in the frequency band of 118.000 to 136.975 MHz, with a minimum of 720 channels, and a minimum of 5 watts carrier output power.

B7.2.3 **Audio Control System(s).** At the pilot position, a single headset/boom-microphone plugged into a single jack system must access all communication systems and navigation receivers (that the pilot is required to operate) in the aircraft.

B7.2.3.1 The respective controls of each audio system must be located conveniently for the pilot and observer. Labeling and marking of controls must be correctly referenced, legible and permanent.

B7.2.3.2 Earphones and microphones

B7.2.3.3 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 CE-100 TR preamplifier, or equivalent) with U-75/U type connector plug. The pilot position only may be configured for low impedance (dynamic) operation.

#### B7.3 Transmitter selection and operation

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.

#### B7.4 Receiver audio selection and operation

Performance specifications for receiver audio to all earphone connectors are as follows:

B7.4.1 **Audio output:** with an input of 10 mW (600 ohms) from any selected receiver, the audio output must be capable of 100 mW (600 ohms) with less than 10% distortion.

B7.4.2 **Hum and noise:** 40 dB below specified audio output (100 mW).

B7.4.3 **Crosstalk:** 40 dB below specified audio output (100 mW).

B7.4.4 Voice Activated (VOX) interphone is not acceptable in lieu of push-to-talk (PTT) switches.

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B7.4.5 None of the headset jacks must be paralleled, but must be fed from the interphone amplifier with separate impedance matching networks to assure equal output to each headset jack.

**Note:** The audio input is an adjustable output from any of the selected receivers. This is typically an adjustment of the radio volume control which can range from 0 to 100 mW (600 ohms).

### **B7.5 Interphone system**

An interphone system must be provided for the pilot and observer. Interphone audio must mix with, but not mute, selected receiver audio. An interphone audio level control must be provided for the positions above. Adjustment of the interphone audio level at any position must not affect the level at any other position. The observer PTT switches should be on the cord of the earphone/microphone connector or a floor switch. If a floor switch is used a labeled toggle switch controlling intercom/transmit must be mounted convenient to the observer seat position. The operation of a push-to-talk switch at any one position must not energize the microphone at any other position.

### **B7.6 Push-to-talk operation**

Separate PTT switches must be provided for radio transmitter and interphone microphone operation at the pilot and observer positions. The pilot's PTT switches must be mounted on the cyclic control. The observer PTT switches should be on the cord of the earphone/microphone connector or a floor switch. If a floor switch is used a labeled toggle switch controlling intercom/transmit must be mounted convenient to the observer seat position. The operation of a push-to-talk switch at any one position must not energize the microphone at any other position.

B7.6.1 **Audio output:** with an audio input test tone level of 250 mV at 1 kHz, the audio output must be capable of 100 mW (600 ohms) with less than 10% distortion.

### **B7.7 Installation and Maintenance Standards**

B7.7.1 All avionics systems used in or on the aircraft for this contract and their installation and maintenance must comply with all applicable Federal Aviation Regulations contained within 14 CFR notwithstanding any exclusions for public aircraft allowed in 14 CFR.

B7.7.2 Adherence to the recommendations in AC 43.13-1B Chapter 11, "Aircraft Electrical Systems," and Chapter 12, "Aircraft Avionics System," as well as AC

43.13-2A Chapter 1, "Structural Data," Chapter 2, "Radio Installation," and Chapter 3, "Antenna Installation," is required.

B7.7.3 All avionics systems requiring an antenna must be installed with a properly matched aircraft certified antenna unless otherwise specified.

B7.7.4 Antennas must be polarized as required by the avionics system, and have a VSWR less than 2.5 to 1.

B7.7.5 Avionics equipment mounting locations and installation must not interfere with passenger safety, space, and comfort. Avionics equipment will not be mounted under seats designed for deformation during energy attenuation. In all instances, the designated areas for collapse must be protected.

B7.7.5.1 Although the aircraft to be provided may not be certified for IFR flight, 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 91.411 and inspected and tested every 24 calendar months as specified by 14 CFR Part 43, appendices E and F.

### **B7.8 Additional Avionics 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.

B7.8.1 **Wide Band FM** One VHF-FM transceiver (FM-1), such as Wulfsberg RT-9600/C-962A, Wulfsberg RT-138/C-1000, BK Radio KFM-985, NAT NT150/TH250, Technisonics TFM-138/150 series, or other VHF-FM transceiver which has been previously approved for Interagency Fire aviation usage and meets the following criteria:

B7.8.1.1 The transceiver's operations frequency range must include the band of 150 to 174 MHz, with user programmable channels in selectable 2.5 kHz increments, and with channel spacing of no greater than 25 kHz.

B7.8.1.1.1 **Commonwealth Areas of the Pacific Only.** Marine band frequency FM's are permitted.

B7.8.1.2 Carrier output power must be 10 watts nominal value (original design specification). The transceiver must be capable of displaying receiver and transmitter operating frequency, and must provide both receiver and

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transmitter activation indicators for MAIN and GUARD. Simultaneous monitoring of both MAIN (150-174 MHz) and GUARD (168.625 MHz) receivers is required. Single bandwidth guard receivers which operate in the wideband (25.0 kHz) mode are acceptable. Scanning of the GUARD frequency is not acceptable. The transceiver's/encoder's operational controls must be located and arranged so that both the pilot and observer/co-pilot, when seated have full and unrestricted movement of each control without interference from their clothing, the cockpit structure, or the flight controls.

B7.8.1.3 One CTCSS sub-audible tone encoder (which may be an integral part of the transceiver), with the lowest 32 TIA/EIA-603 tone frequencies being selectable, must be interfaced to the above transceiver. It is desired that the encoder provide a display of the selected tone or tone frequency.

B7.8.2 The encoder/transceiver system must be capable of encoding a 110.9 Hz tone on all GUARD (168.625 MHz) transmissions.

**B7.8.3 Narrow and Wide Band FM** One VHF-FM Aeronautical transceiver (FM-1) which provides selection of both narrowband (12.5 kHz) and wide-band (25.0 kHz) channel spacing operation on each channel.

B7.8.3.1 The transceiver's operational frequency range must include the band of 150 to 174 MHz. The operator must be able to program any usable channels within that band while in flight.

B7.8.3.2 Carrier output power must be 10 watts nominal value (original design specification). The transceiver must be capable of displaying receiver and transmitter operating frequency, and must provide both receiver and transmitter activation indicators for MAIN and GUARD. Simultaneous monitoring of both MAIN (150-174 MHz) and GUARD (168.625 MHz) receivers is required. Single bandwidth guard receivers which operate in the wideband (25.0 kHz) mode are acceptable. Scanning of the GUARD frequency is not acceptable. The transceiver's/encoder's operational controls must be located and arranged so that both the pilot and observer/co-pilot, when seated have full and unrestricted movement of each control without interference from their clothing, the cockpit structure, or the flight controls.

B7.8.3.3 One CTCSS sub-audible tone encoder (which may be an integral part of the transceiver), with the lowest 32 TIA/EIA-603 tone frequencies being selectable, must be interfaced to the above transceiver. It is desired that the encoder provide a display of the selected tone or tone frequency.

B7.8.3.4 The encoder/transceiver system must be capable of encoding a 110.9 Hz tone on all GUARD (168.625 MHz) transmissions.

B7.8.3.5 The following models of VHF-FM aeronautical transceivers are known to meet the above requirements:

Eureka Radio ERS-96000NB w/external tone encoder  
NAT (Northern Airborne Technology) NPX-138N-050  
NAT (Northern Airborne Technology) NPX-138N-070  
NAT (Northern Airborne Technology) NTX-138-050  
Technisonics TFM-138 (serial number 1540 and up)  
Technisonics TFM-138B/C/D, TFM-500 (all)  
Technisonics TDFM-136 (all)  
Wulfsberg RT-5000/C-5000 with Guard option<?>”:>,”>”  
Wulfsberg RT-9600N w/C-962A control head

B7.8.3.5.1 Bendix-King /BK Radio model KFM-985 multi-mode transceivers do not meet the referenced requirements for interagency fire helicopters.

### **B7.9 One Global Positioning System (GPS) meeting the following requirements**

B7.9.1 One panel-mounted GPS must be permanently installed in the aircraft. The GPS must utilize the WGS-84 datum, with airport database installed, reference latitude and longitude coordinates in the DM (degrees/minutes/decimal minutes) mode for aircraft positioning, utilize an approved, fixed, external aircraft antenna, and be powered by the aircraft electrical system. The GPS installation must be FAA-approved (or approval pending). Handheld and/or marine type equipment is not acceptable.

B7.9.2 The GPS unit must be mounted in the aircraft's radio/instrument panel. The unit must be convenient for use by both the pilot and front seat observer.

B7.9.3 The GPS must utilize an external mounted aircraft antenna.

B7.9.4 The GPS must have a Light Emitting Diode (LED), or other displays with high contrast. Some examples of acceptable displays are electroluminescence or film super-twisted LCD with backlight display.

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### **B7.10 One ATC transponder system**

One ATC transponder system 4096 code and altitude reporting system meeting the requirements of 14 CFR Part 91.215 (a) and (b) and tested and inspected per 14 CFR Part 91.413. The transponder must have been last tested during the one year period preceding the start or renewal date of the contract.

### **B7.11 One Automated Flight Following (AFF) System. (Required only when requested by the Government when an order is placed).**

One Automated Flight Following (AFF) System compatible with the Government's AFF network (Webtracker). Not all available systems are compatible with Webtracker, nor do they meet Webtracker's requirements. It is critical that the Contractor ensure that the AFF system offered is compatible with Webtracker. Refer to the Government website at <https://www.aff.gov>, for a list of previously successful AFF equipment manufacturers.

B7.11.1 The AFF system must be powered by the aircraft's electrical system, installed per the manufacturer's installation manual, and operational in all phases of flight. AFF equipment must utilize as a minimum: satellite communications, an externally-mounted antenna, provide data to the Government's Webtracker software, use aircraft power via a dedicated circuit breaker for power protection, be mounted so as to not endanger any occupant from AFF equipment during periods of turbulence. Any AFF manufacturer-required pilot display(s) must be visible/selectable by the pilot(s). Remote equipment having visual indicators should be mounted in such a manner as to allow them to be easily observed.

B7.11.2 AFF communications must be fully operational and provide coverage compatible with operations in Hawaii or Commonwealth Areas of the Pacific.

B7.11.3 The contractor must maintain a subscription service through the AFF equipment provider furnishing AFF position reporting for satellite tracking via Webtracker. The position-reporting interval must be every two minutes while the aircraft is in flight. The Contractor must register their AFF equipment with the Boise Help Desk providing: complete tail number; manufacturer and serial number of the AFF transceiver; aircraft make and model; and Contractor contact information. If the Contractor relocates previously registered AFF equipment into another aircraft, the Contractor must contact the Help Desk making the appropriate changes prior to aircraft use. In all cases, the

Contractor must ensure that the correct aircraft information is indicated within Webtracker. The Contractor must notify the Boise Help Desk of any system changes, scheduled maintenance, and planned or unplanned service outages.

B7.11.4 The contractor provided subscription services must be capable of meeting or exceeding the data management requirements set forth in the contract.

B7.11.5 Registration contact information, a web-accessible feedback form, and additional information is available on the government's AFF website at <https://www.aff.gov>. The Boise Help Desk can be reached at (800) 253-5559 or (208) 387-5290.

B7.11.6 Prior to the annual Contract inspection of the aircraft, the Contractor must ensure compliance with all AFF systems requirements. The Contractor must additionally perform an operational check of the system. When the AFF system passes its operational check, the Contractor must make an entry denoting such in the aircraft log book.

This clause incorporates Specification Section Supplement, and Exhibits 1 through 4, Version 1.1, found at <https://www.aff.gov/contractspecs> with the same force and effect as if they were presented as full text herein.

## **B8 CONTRACTOR CERTIFICATION OF PILOT REQUIREMENTS**

B8.1 For a pilot that has not been previously inspected and approved by the Aviation Management or US 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, Contractor's Verification of Individual Helicopter Pilot Requirements and Experience For Initial Agency Approval, (AMD-60B) to document this verification. This will be required prior to pilot inspection by Aviation Management.

## **PERSONNEL REQUIREMENTS**

### **B9 Pilot Requirements**

B9.1 Pilots must have at least a FAA commercial pilot certificate with a rotorcraft-helicopter rating.

B9.2 Pilots must hold at least a current second class medical certificate issued under provisions of 14 CFR 67.

B9.3 Pilots must show evidence of satisfactorily passing all required FAA flight checks in accordance with

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provisions of 14 CFR 135. All pilots must meet the currency requirements of 14 CFR 61.57.

B9.4 Pilot flying hours must be verified from certified pilot records. Further verification of flying hours may be required at the discretion of the CO.

B9.5 Each pilot must, at the discretion of the Government, pass an agency flight evaluation check. The flight evaluation will be in an aircraft supplied by the Contractor, at no expense to the Government. The satisfactory completion of the evaluation flight will not substitute for any of the total flight hour requirements listed in this contract.

B9.6 Pilots must have logged minimum flying time as pilot-in-command as follows:

B9.6.1 1,500 hours Total time, helicopter hours.

B9.6.2 100 hours Total time in last 12 months, helicopter.

B9.6.3 100 hours Total time in weight class of helicopter offered. Defined as: Small – up to an approved gross weight of 7,000 pounds; Medium – above 7,000 pounds up to 12,500 pounds; Large – above 12,500 pounds.

B9.6.4 100 hours Total time in turbine engine helicopters.

B9.6.5 50 hours Total time in make and model of the helicopter offered. Pilot flight hour requirements in make and model may be reduced by 50% if the pilot shows evidence of satisfactorily completing the manufacturer’s approved ground school and flight check in make, model and series of the helicopter used on this contract. (See Exhibit B7)

B9.6.6 10 hours Total time in make, model and series of helicopter offered, last 12 months. (See Exhibit B7)

B9.6.7 10 hours Total time in typical terrain in the make and model helicopter offered. Defined as terrain where the aircraft will operate during the contract period that has the same features, to include density altitude and remoteness.

B9.6.8 200 hours Total mountain flying. 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.

B9.7 Pilots must display evidence of experience in using all equipment specifically identified in Section B for performance of contract work (GPS, etc). Pilots may be required to demonstrate proficiency during the agency evaluation flight.

B9.7.1 Pilots must demonstrate their ability to perform the following functions with the required GPS. The pilot may use only an abbreviated checklist in the performance of this evaluation.

B9.7.2 Determine the geographic coordinates of a destination identified on a sectional aeronautical chart.

B9.7.3 Install destination coordinates.

B9.7.4 Acquire distance/bearing information to a destination.

B9.7.5 Record as a waypoint, coordinates of various locations while enroute to a primary destination.

B9.7.6 Navigate from a present position to a selected recorded waypoint or between two recorded waypoints.

B9.8 The **precision placement** of externally carried cargo is an operational requirement of this contract. Any combination of load and line that is 50 feet or less in length will require a basic external load endorsement. Sling loads that have a combined length greater than 50 feet will require a Vertical Reference Longline endorsement. Pilots will be required to demonstrate their ability during an agency evaluation flight with a 150 foot

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line. Pilots must provide written evidence of qualification in accordance with 14 CFR 133 to transport Class A, B, or C external loads as appropriate, using Vertical Reference External Load Training and Proficiency form (AMD-89) or the equivalent.

### **B9.8.1 Commonwealth Areas of the Pacific Only.**

Vertical Reference longline operations are permitted with a 75 foot length line.

B9.9 Aerial ignition with a Plastic Sphere Dispenser (PSD) is an operational requirement of this contract when requested by the government. Pilots must provide written evidence of qualification or pass an agency flight evaluation in make and model of aircraft to be flown on this contract. **This evaluation may be completed at the time of the bureau need.** The flight evaluation will be in an aircraft supplied by the Contractor, at no expense to the Government.

B9.10 The Contractor must make available a complete Pilot Information Form (AMD-64B) for each pilot that will be utilized during the Availability Period on any helicopter covered by this contract. The Pilot Information Form, available from the Contracting Officer, must list the pilot's qualifications with reference to the specifications listed.

## **B10 AIRCRAFT MAINTENANCE PERSONNEL REQUIREMENTS**

**B10.1 Maintenance Personnel Qualifications.** The maintenance person must possess a valid FAA certificate with both Airframe and Powerplant ratings, and must have held the certificate or foreign equivalent certificate with both ratings for a minimum of 24 months, and meet the following experience requirements:

B10.1.1 18 of the last 24 months... Total time actively involved in aircraft maintenance as a certificated Airframe and Powerplant maintenance person immediately preceding the start of this contract.

B10.1.2 12 months... Total experience in maintaining aircraft of the same category specified in this contract.

B10.1.3 12 months... Total time maintaining an aircraft of the same make and model offered on this contract (satisfactory completion of the manufacturer's maintenance course or an equivalent Contractor's program for the make and model aircraft offered will meet this requirement).

B10.1.4 One Field Season. Total time maintaining an aircraft of the same make and model as offered under field conditions (three months maintaining the helicopter away from the Contractor's base of operations with minimal supervision will meet this requirement).

B10.2 The Contractor must make available, prior to the initial inspection, a maintenance personnel qualification form (AMD-41) for each maintenance personnel that will perform maintenance during the Availability Period on any helicopters covered by this contract. The qualification form, available from the Contracting Officer, must list the maintenance personnel's qualifications with reference to the specifications listed above.

## **B10.3 Availability of Maintenance Personnel**

A maintenance person must be present at the designated base of operations and when ordered by the Government, accompany the helicopter to alternate bases of operations. The maintenance personnel must be present to service, inspect and repair the helicopter.

## **B11 PERSONNEL DUTY LIMITATIONS**

B11.1 The Government may remove any Contractor personnel for fatigue or other causes before reaching their daily duty or flight limitations.

B11.2 During times of prolonged heavy fire activity, federal agencies may issue a notice reducing the pilot duty day and/or increasing days off on a geographical or agency-wide basis.

## **B12 FLIGHT CREW MEMBERS DUTY AND FLIGHT LIMITATIONS**

**B12.1 Duty Limitations.** Duty includes flight time, ground duty of any kind, and standby or alert status. Local travel up to a maximum of 30 minutes each way between the work site and place of lodging will not be considered duty time. Flight crewmembers will be subject to the following duty hour limitations:

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

B12.1.2 Pilots must be given two calendar days of rest within any 14 consecutive calendar days.

B12.1.3 The pilot must be given a minimum of ten consecutive hours of rest (off duty), not to include any pre-flight or post-flight activity, prior to any assigned duty period.

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### **B12.2 Flight Limitations**

B12.2.1 All flight time, regardless of how or where performed, except personal pleasure flying, will be reported by each flight crewmember and used to administer flight time and duty time limitations. Flight time to and from a duty station as a flight crewmember (commuting) will 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 61.56 flight review; flight examinations by FAA designees; any flight time for which a flight crew member is compensated; or any other flight time of a commercial nature whether compensated or not. Pilot flight time computation must begin at liftoff and end at touchdown and will be computed from the flight hour meter installed in the aircraft. Flight crewmembers will be limited to the following flight hour limitations which must fall within their duty hour limitations.

B12.2.2 A maximum of eight hours flight time during any assigned duty period.

B12.2.3 When a pilot acquires 36 or more flight hours in a consecutive six-day period, the pilot will be given the following one calendar day off for rest, after which a new six-day cycle will begin. Flight time must not exceed a total of 42 hours in any 6 consecutive days.

### **B12.3 Maintenance Personnel Duty Limitations (Applicable when a mechanic is ordered by the government to accompany the aircraft.)**

B12.3.1 Maintenance personnel must not exceed the following duty time limitations:

B12.3.1.1 Within any 24-hour period, maintenance personnel must have a minimum of eight consecutive hours off duty immediately prior to the beginning of any duty day. Travel, not local in nature, may be counted as duty time. Local travel up to a maximum of 30 minutes each way between the work site and place of lodging must not be considered duty times.

B12.3.1.2 Mechanics must have two full days off during any 14-day period during the performance of this contract. Off duty days need not be consecutive.

B12.3.1.3 Duty time includes availability and work or alert status at any job site.

B12.3.1.4 The government may further restrict daily duty hours and may remove maintenance personnel for fatigue

or other causes before reaching their daily duty limitations.

B12.3.1.5 Maintenance personnel will be responsible for keeping the Government apprised of his/her duty limitation status.

B12.3.1.6 When the maintenance person is serving as the fuel servicing vehicle driver, the more stringent (AMD, DOT, etc.) duty limitations will apply.

### **B12.4 Fuel Servicing Vehicle Driver Duty Limitations**

B12.4.1 Fuel Servicing Vehicle Drivers must comply with Department of Transportation (DOT) Safety Regulation 49 CFR Parts 390-399, including duty limitations. It is the Contractor's responsibility to insure that employees comply with DOT regulations. The fuel servicing vehicle driver must have a minimum of two (2) full calendar days of rest during any 14-day period. Off duty days need not be consecutive.

B12.4.2 The fuel servicing vehicle driver will be responsible for keeping the Government apprised of his/her duty limitation status.

B12.4.3 Relief or substitute fuel servicing vehicle drivers reporting for duty under any contract may be required to furnish a record of all DOT duty time during the previous 14 days.

B12.4.4 Fuel servicing vehicle drivers may be removed from duty for fatigue or other causes created by unusually strenuous or severe duty before reaching duty limitations.

## **B13 OPERATIONS**

B13.1 Notwithstanding 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 Subsection B2, unless otherwise authorized by the CO.

## **B14 PILOT AUTHORITY AND RESPONSIBILITIES**

B14.1 The pilot is responsible for operating the aircraft within its operating limits, safety of the aircraft, its occupants, and cargo. The pilot must comply with the directions of the Government, except, when in the pilot's judgment such compliance will be a violation of applicable federal or state regulations or contract provi-

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sions. The pilot must refuse any flight or landing which the pilot considers hazardous or unsafe.

B14.2 The pilot must not permit any passenger to ride in the aircraft or any cargo to be loaded therein unless authorized by the CO or his authorized representative.

B14.3 Pilots are responsible for computing the weight and balance for all flights and for assuring that the gross weight and center of gravity does not exceed the aircraft's limitations. Pilots must be responsible for the proper securing of all cargo. When required by the Government, the pilot will utilize the approved Standard Interagency Load Calculation Method and its forms. (See Exhibit B2)

B14.4 The pilot, under the terms of this contract, may perform preventive maintenance in accordance with their company's operations specifications.

B14.5 The assigned pilot on this contract may function as a mechanic when the aircraft is not available due to required maintenance, provided the following requirements are met:

B14.5.1 The pilot meets all of the qualifications and experience requirements of the mechanic on this contract, including Airframe and Powerplant (A&P) ratings.

B14.5.2 Any time that the pilot is engaged in mechanic duties will apply against the pilot's duty limitations. In addition, all time in excess of two hours (not necessarily consecutive) will apply against the pilot's flight limitations.

B14.5.3 A pilot functioning as a mechanic must not accomplish scheduled maintenance, such as 50 and 100-hour inspections.

B14.6. All maintenance performed will be recorded in accordance with 14 CFR Part 43.9 and 14 CFR 91.417.

### B15 FLIGHT OPERATIONS

B15.1 Pilot must remain at 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. No passengers must be on board or inside the arc of the rotor(s) when the pilot exits the aircraft.

B15.2 **Day/Night and IFR Aircraft Use.** Single-engine aircraft operations must not be conducted into instrument meteorological conditions (IMC) or night conditions as defined in 14 CFR with Government personnel on board. Daylight hours are defined as 30 minutes before official sunrise to 30 minutes after official sunset.

B15.3 **Flight Plans.** Pilots must file and operate on a FAA, ICAO, or a DOI bureau flight plan. Contractor flight plans are **not** acceptable. Flight plans must be filed prior to takeoff when possible.

B15.4 **Flight Following.** Pilots are responsible for flight following with the FAA, ICAO, and/or in accordance with the DOI bureau's approved flight following procedures. Check-in intervals must not exceed one-hour intervals under normal circumstances.

B15.5 **Manifesting.** The pilot-in-command must ensure that a manifest of all crewmembers and passengers on board has been completed. A copy of this manifest must remain at the point of initial departure. Manifest changes will be left at subsequent points of departure when practical. In those instances where multiple short flights will be made in a specific geographical area that involves frequent changes of passengers, a single manifest of all passengers involved may be left with an appropriate person to preclude unreasonable administrative burden.

B15.6 **Passenger Briefing.** Before each takeoff, the pilot-in command must ensure that all passengers have been briefed in accordance with the briefing items contained in 14 CFR Part 135. In those instances where short flights are made, the briefing does not need to be repeated unless new passengers come aboard. Additionally, the briefing should include location/use of the following:

- a. No smoking
- b. Use of seat belts
- c. Placement of seat backs
- d. Location of emergency exits
- e. Operation of Doors
- f. Location of fire extinguishers
- g. First aid kit, survival kit and ELT
- h. Supplemental oxygen
- i. Shut off procedures for battery & fuel

B15.7 There must be **No Smoking** in the aircraft.

B15.8 **Toe-in, Single-Skid, Step-out Landings.** Due to the hazardous nature of these types of landings; toe-in, single-skid, and step-out landings are prohibited except where specifically [requested by the bureau in accordance with DOI regulations and training approved by AMD.](#)

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B15.9 Flights with any doors open or removed is required when requested by the government. The aircraft external registration number must be displayed in such a manner as not to be compromised by this requirement. The Contractor's representatives are responsible for removal and security of the doors, however, if the pilot requests assistance from the Government, the Contractor will assure Government personnel have been adequately briefed and trained on appropriate removal and storage of doors.

B15.10 Upon offer by the government and acceptance by the contractor, aircraft must fly law enforcement missions. Missions include transporting federal personnel to a law enforcement location, low-level reconnaissance or surveillance flying, and prisoner transportation. The pilot is the final authority for the conduct of flight operations.

### B16 SECURITY OF AIRCRAFT AND EQUIPMENT

B16.1 The Contractor is responsible for the security of their aircraft, vehicles, and associated equipment used in support of this contract.

B16.2 Aircraft Physical Security. Any aircraft used under this contract will be physically secured and disabled via a dual-lock method whenever the aircraft is unattended. Any combination of anti-theft devices designed to lock aircraft flight control surfaces when not in use, or designed to secure an aircraft to the ground, are 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.

B16.2.1 Removal and/or disabling of locking devices and methods must be incorporated into preflight checklists to prevent accidental damage to the aircraft and must be installed in a manner which precludes its inadvertent interference with in-flight operations.

**B16.2.2 Examples of Acceptable Locking Devices & Methods are identified below.** Utilization of other means of securing or disabling an aircraft are acceptable provided they achieve a level of security equal to or greater than the following example methods.

- Keyed Magneto
- Keyed Starter Switch
- Keyed Master Power Switch
- Hidden Battery Cut-Off Switches
- Hidden Start Relay Switches
- Throttle/Power Lever Lock
- Mixture/Fuel Lever Lock

- Locking Fuel Cut-Off
- Locking Tie-Down Cable

### B16.2.3 Examples of Unacceptable Locking Devices & Methods

- Locking aircraft doors
- Fenced or gated parking area

## B17 PERSONAL PROTECTIVE EQUIPMENT (PPE)

B17.1 The following items must be furnished by the contractor, worn by the pilot, and inspected for condition at the start of the contract:

B17.1.1 An aviator's flight helmet consisting of a one-piece hard shell made of polycarbonate, Kevlar, carbon fiber, or fiberglass must cover the top, the sides (including the temple area and to below the ears), and the rear of the head and compatible with required avionics. The helmet must be equipped with a chinstrap appropriately adjusted for proper fit.

B17.1.2 Flight helmets approved for helicopter use must conform to a U.S. military standard or be approved for use by a branch of the U.S. military, or American National Standard Institute (ANSI) Z90.1B-1992 ("American National Standard for Protective Head Gear: For Motor Vehicle Users: Specifications"). Flight helmets currently known to meet this requirement include: SPH-5, HGU-84P, SPH-4B, and HGU-56P manufactured by Gentex; Alpha 200, Alpha 400, and Alpha Eagle (900) manufactured by Interactive Safety Products; MSA Gallet LH050 (single inner visor), LH150 (single outer visor), and LH250 (dual visor, one inner and one outer). Helmets designed for use in fixed-wing aircraft **do not** provide adequate protection for helicopter occupants and **are not approved for helicopter use**.

B17.2 Contractor personnel while flying must wear a long-sleeved shirt and trousers (or long-sleeved flight suit) made of fire-resistant polyamide or aramid material, leather boots, and leather, polyamide, or aramid gloves. The long-sleeved shirt must overlap the gloves, and the pants must overlap the boots by at least 2 inches. Personnel must not wear clothing made of non-fire-resistant synthetic material under the fire-resistant clothing described above. Note: Reference *Aviation Life Support Handbook* for additional information located at <http://amd.nbc.gov>.

B17.3 Pilots must wear a personal floatation device when conducting hovering flight operations (water bucket dipping, snorkeling) over water sources such as ponds, streams, lakes, rivers and coastal waters. This equipment must be maintained in serviceable condition in accordance with the manufacturer's instructions.

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Automatic inflation (water activated) PFDs are not authorized.

B17.3.1 Personal Floatation Devices (PFD) required by 14 CFR 91 or Life Preserver(s) (TSO-C13) required by 14 CFR 135 must be on board all aircraft operated over water and beyond power-off gliding distance to shore.

B17.3.2 All occupants of aircraft operated over water and beyond power-off gliding distance to shore must wear an FAA approved PFD or Life Preserver, or a U.S. Coast Guard Type III PFD except in multiengine airplanes.

B17.4 Personal Protective Equipment For Ground Operations

B17.4.1 While within the safety circle of an operating helicopter, all personnel must wear the following PPE:

B17.4.2 Shirt with sleeves overlapping gloves and pants with legs overlapping boots, hardhat or flight helmet with chin strap fastened, hearing protection and eye protection.

B17.4.3 Maintenance personnel working on a running aircraft are exempt from glove and hardhat requirements.

B17.4.4 In addition, fuel service vehicle operators must wear non-static (example: cotton/natural fiber) clothing and gloves.

### **B18 EXEMPTION FOR TRANSPORTATION OF HAZARDOUS MATERIALS**

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

B18.1 A copy of the current exemption, DOI handbook, and *DOT Emergency Response Guidebook* (ERG) must be carried aboard each aircraft transporting hazardous materials.

B18.2 The Contractor must ensure that each employee who may perform a function subject to this DOT exemption receives required training which can only be satisfied by completing Interagency Aviation Training (IAT) module A-110, Aviation Transportation of Hazardous Materials. The training can be completed online at <http://www.iat.gov>. The Contractor must document this training in the employee's records and make it available to the Government when requested.

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

### **B19 FUEL REQUIREMENTS**

B19.1 All aircraft fuel to be used by the aircraft during the contract period must be supplied by the Contractor.

B19.1.1 Grades of Government-furnished fuel vary from location to location, and the Contractor must use the grade available. Jet fuel in one of the following grades, will be available at each location.

Jet Fuel  
Jet A  
Jet A-50

B19.1.2 All lubricating oil, parts and supplies must be furnished and transported by the Contractor to the designated base or any alternate bases.

B19.1.3 All fuel must be approved commercial or military grade aviation fuel. Only fuels meeting the specifications of the American Society for Testing Material (ASTM) D-1655 (Type Jet A, A-1, or B); Mil-T-5624 (Grade JP-4 or JP-5); or MIL-T-83133A (Grade JP-8) for turbine powered aircraft, and ASTM-D-910 or MIL G-5572 (AvGas Grade 80, 100, or 100LL), for reciprocating powered aircraft, are authorized for use.

B19.1.4 Contractors obtaining bulk fuel directly from the distributors must obtain certification that the fuel delivered to the Contractor's vehicle or storage tanks meets the specifications of paragraph B19.1.3. Certificates will be kept with the aircraft records until the completion of the contract period or 30 days after the delivery date of the fuel, whichever comes first.

B19.1.5 Fueling operations, including storage and handling, must comply with the airframe and engine manufacturer's recommendations and all applicable FAA standards. The contractor must have a fuel quality assurance program. The National Fire Protection Association fuel-handling handbook must be used as a guide. Copies of "Aircraft Fuel Servicing: NFPA Manual #407, can be obtained from the National Fire Protection Association, Batterymarch Park, Quincy, MA 02269. Maintenance and security of fueling facilities is the Contractor's responsibility.

B19.1.6 If Contractor storage facilities contain more than 1320 gallons total or any one container contains more

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than 660 gallons, the regulations of the EPA must apply (40 CFR 112).

B19.1.7 Fuel must pass through a filtering system as outlined in Paragraph B22.3.4.3 in accordance with the filter manufacturer's recommendations.

B19.2 Helicopters must not be refueled while engines are running or rotor blades are turning unless the helicopter and refueling facility is equipped with an approved closed-circuit refueling system and requested/approved by the Contracting Officer.

### **B20 MAINTENANCE REQUIREMENTS**

#### **B20.1 General**

The aircraft must be operated and maintained in accordance with the manufacturer's specifications and applicable FARs.

B20.1.1 Transportation of required support personnel and supplies to bases of operation must be provided by the Contractor.

B20.1.2 Any unscheduled maintenance events during the performance of this contract that affects the airworthiness of the aircraft or impacts the mission requires notification of the COTR by the most expeditious means possible. The COTR will issue a Return to Availability (AMD-68) upon confirmation the aircraft has been Returned to Service by the appropriate contractor personnel.

#### **B20.2 Inspection**

Aircraft must be maintained in accordance with the Contractor's 14 CFR 135 certificate.

B20.2.1 All maintenance, including inspection, rebuilding, alteration, and installation must be accomplished by a person authorized to perform maintenance in accordance with 14 CFR 43.

B20.2.2 The Contractor's maintenance facility must be capable of providing field maintenance support for each aircraft during extended periods of heavy use.

B20.2.3 The Contractor must maintain an adequate supply of those repair or replacement parts most frequently used on the contract aircraft, and the materials necessary to efficiently perform the functions required by the contract. The Contractor must further provide those tools and special equipment recommended by the manufacturer of the contract aircraft, for maintenance of that aircraft. Such parts and materials must be located at

the designated base(s) from which the helicopter(s) will operate or within 24 hours from the base(s).

B20.2.4 Routine maintenance must be performed before or after the daily use or as approved by the CO or the COR.

B20.2.5 All component overhauls and repairs will be performed by an FAA repair station.

B20.2.6 The following requirements are established to insure that sulfidation and corrosion does not compromise flight safety.

B20.2.6.1 Engine power assurance checks must be accomplished at least once every 10 hours. The results of this check must be entered on the aircraft's daily flight record and a trend analysis chart. The Contractor must review, monitor, and evaluate the health of the powerplant each time a power check is accomplished. This information will be maintained at the Contractor's base of Operations.

B20.2.6.2 Engine internal washing must be accomplished following the last flight of the day. To prevent centrifuging of the cleaning solution, the wash should be accomplished while the engine is motored by the starter at low RPM.

B20.2.6.3 For aircraft operating on the Island of Hawaii or Commonwealth Areas of the Pacific with Allison turbine engines, the turbine outer combustion chamber must be removed each 300 hours. Turbine wheels will be inspected for corrosion, pitting, and erosion as per the Manufacturer's Maintenance Manuals.

#### **B20.3 Maintenance Test Flight**

A functional maintenance test flight must be performed, at the Contractor's expense, following installation, overhaul, major repair, or replacement of any engine, power train, rotor system, or flight control system. This must be accomplished before the aircraft resumes service under the contract. The result of this test flight must be entered in the aircraft records by the pilot.

#### **B20.4 Time Between Overhaul (TBO) and Life Limited Parts**

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. Unless otherwise authorized by the Contracting Officer, time/life limited components, including engines, transmissions, main rotor head components and rotating controls, must have sufficient hours remaining to retirement or overhaul at the start of the first day of availability for each

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exclusive use period. This does not include items that can easily be changed overnight (10 hours or less) in the field without resulting in unavailability.

B20.4.1 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.

B20.4.2 The Contractor must supply, at the time of the initial agency inspection, a list of all items installed on the aircraft which are required to be overhauled or replaced on a specified time basis. This list must include the components name, part number, serial number, total time, service life (or inspection/overhaul time interval), and time and date when component was overhauled, replaced, or inspected.

### **B20.5 Airworthiness Directives (ADs) & Manufacturer's Mandatory Service Bulletins (MMSBs)**

All applicable FAA ADs and MMSBs must be complied with prior to the performance of this contract. A list of FAA ADs and required MMSBs on the make and model of the aircraft offered must be made available. The list will include items described in 14 CFR 91.417 and signature of persons verifying accuracy of the list. All ADs and required MMSBs published during the contract must be complied with.

### **B20.6 Weight and Balance**

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.

B20.6.1 All weighing of aircraft must be performed on scales that have been certified as accurate within the preceding 24 calendar months. The certifying agency may be any accredited weights and measures laboratory.

B20.6.2 A list of equipment installed in the aircraft at the time of weighing must be compiled. The equipment list must include the name of each item installed. Items which may be easily removed or installed for aircraft configuration changes (sets, doors, radios, cargo hook baskets, special mission equipment, survival kit, etc.) must also be listed including the name, weight, and arm of each item. Each page of the equipment list must identify the specific aircraft by at least serial number or registration number of the aircraft. Each page of the

equipment list must be dated indicating the last date of weighing or computation and signature of authorized personnel. 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 135.23(b) and 135.185 are acceptable.

### **B20.7 Manuals/Records**

The Contractor must ensure that all maintenance performed on the contract aircraft is recorded in the affected aircraft's maintenance record in accordance with 14 CFR 43 and 91 (reference 14 CFR 43.9, 43.11 and 91.417).

B20.7.1 A copy of the contract aircraft's current maintenance record, containing as a minimum the information required by 14 CFR 91.417, must be kept at the designated or alternate base of operations.

B20.7.2 If requested by the Government, a copy of the Contractor's Procedures Manuals, as outlined in 14 CFR 135.21, must be furnished to the CO or the COR. Revisions made during the period of this contract must be forwarded to the CO or the COR.

B20.7.3 Before the start date of the contract, all maintenance deficiencies must be 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. Those deficiencies occurring during performance under the contract must be corrected in accordance with the appropriate FARs or the Approved Maintenance Program.

### **B20.8 Turbine Engine Power Assurance Checks**

A Power Check shall be accomplished on the first day of operation and thereafter within each 10 hour interval of contracted flight operation unless prohibited by environmental factors (e.g. weather, smoke). The power assurance check shall be accomplished by the contractor in accordance with the Rotorcraft flight manual or approved (per AMD/USFS maintenance) company performance monitoring program. The results shall be recorded and either kept in the helicopter or at the assigned work station. A current record of the power check will be maintained with the aircraft under the contract and any renewal period. Helicopters with power output below the minimum published performance charts shall be removed from service. The below power minimum power condition shall be corrected before return to service and contract availability.

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**B21 Substitution of Aircraft or Personnel**

At the discretion of the Government, the Contractor may substitute aircraft or personnel during performance of the contract provided each substitution is inspected and accepted in accordance with Section C.

**B22 Following is a list of Special Use Missions identifying additional pilot/equipment requirements:**

- B22.1 ACETA Aircraft and Pilot Requirements
- B22.2 Local Fire Aircraft and Pilot Requirements
- B22.3 Fuel Servicing Vehicles
- B22.4 Short-haul Aircraft and Pilot Requirements

**B22.1 ACETA Missions**

Additional Pilot and Aircraft Equipment Requirements for Aerial Capture, Eradication or Tagging of Animals (ACETA)

B22.1.1 Additional Pilot Requirements for Aerial Capture, Eradication or Tagging of Animals (ACETA) Pilots utilized for selected animal eradication or tagging projects on this contract must meet the following requirements:

B22.1.1.1 Pilots must have logged flying time as pilot-in-command of at least the following amounts:

- B22.1.1.1.1 3,000 hours Total time, helicopter hours.
- B22.1.1.1.2 100 hours Total time in last 12 months
- B22.1.1.1.3 100 hours Total time in weight class of helicopter offered. Defined as: Light – up to an approved gross weight of 7,000 pounds; Medium – above 7,000 pounds up to 12,500 pounds; Large – above 12,500 pounds.
- B22.1.1.1.4 100 hours Total time in turbine helicopter.
- B22.1.1.1.5 50 hours Total time in make and model offered.

**Note:** Total time requirements in make and model may be reduced by 50 percent if pilot shows evidence of satisfactorily completing the manufacturer's approved

ground school and flight checkout in make, model and series used on this contract.

B22.1.1.1.6 500 hours Total time cross country

B22.1.1.1.7 10 hours Make, model and series offered last 60 days.

B22.1.1.1.8 5 hours Make, model and series offered last 30 days.

B22.1.1.1.9 200 hours Total mountainous flying experience 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.

B22.1.1.1.10 50 hours The pilot must have previously conducted aerial capture, hunting, or tagging operations in which the helicopter was consistently flown and maneuvered close to the ground.

**Note:** Ten hours of the above requirement must have been flown in the type of helicopter (make and model) offered on the contract.

B22.1.1.2 Pilots must demonstrate the following:

- B22.1.1.2.1 Positive flying safety attitudes and habits.
- B22.1.1.2.2 Positive attitude regarding requirements and procedures for aerial capture and tagging of animals.
- B22.1.1.2.3 Emotional stability under the stress of low-level aircraft operations required for aerial capture and tagging operations.
- B22.1.1.2.4 Positive personality characteristics required to work and communicate effectively with field personnel.
- B22.1.1.2.5 Knowledge of and/or willingness to learn animal habits and how to effectively and efficiently hunt them.
- B22.1.1.2.6 Ability to safely identify and maintain effective airborne contact with the target animal.

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B22.1.1.2.7 Willingness to work unusual hours and lodge at remote field locations.

B22.1.1.2.8 If, in the opinion of the Contracting Officer's designated representative(s), the pilot fails to demonstrate any of the above, he must be replaced by the Contractor. The Contractor will be notified in writing, stating the condition of unsatisfactory performance and stating a time limit by which a replacement pilot must be provided.

B22.1.1.3 The Contractor must, within 10 calendar days of receipt of order for service, submit a complete Pilot Experience Verification Form (AMD-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:

B22.1.1.3.1 Brief description of geographic area and terrain of operations and brief description of helicopter operations for each season.

B22.1.1.3.2 The seasons in which the experience required under Subsection B22.1 was gained, and the amount of experience from each season.

B22.1.1.3.3 Employer's name, address and telephone number.

B22.1.1.3.4 Party chiefs or project supervisor's name, present employer, present address and telephone number (AMD-64C).

B22.1.1.3.5 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.

B22.1.1.3.6 Any pilot intended for this contract as either a temporary or permanent replacement must be found to meet the qualification specifications before the start of the contract, or, in unusual cases involving unanticipated change, before being dispatched to the field. Unavailability specifications will apply to any delay due to flight check or pilot qualification verification required by such unanticipated change.

### **B22.1.2 EQUIPMENT REQUIREMENTS.**

B22.1.2.1 Shoulder harness/gunner's harness.

B22.1.2.1.1 Front seat occupants. Helicopters will have double-strap shoulder harness with self-locking inertia or locking reel and lap belt for pilot and gunner. Shoulder straps and lap belts will fasten with metal-to-metal, single point, quick-release mechanism. A rotary-type buckle, similar to Pacific Scientific "Saf-T-Matic", will be required for gunners on helicopters not equipped with an approved shooting door or window.

B22.1.2.1.2 Rear seat occupants without door. The gunner must wear a DOI AM approved adjustable full-body harness equipped with a quick release system. A safety strap will be attached to the harness and the aircraft, at a location and in a manner approved by DOI AM. The DOI AM Division of Technical Services will establish requirements for specific aircraft types. Harness not required when shooting door is used.

B22.1.2.1.3 If a shooting door is not installed, the aircraft must be capable of flight with door(s) removed for shooting. (Not applicable for net guns attached to the aircraft exterior.)

B22.1.2.1.4 For the Bell 206, sliding windows in the rear passenger area are required to enable the biologist to shoot from that location. Standard sliding windows on the Bell 206B/L are acceptable for a variety of animal tagging projects. For certain animals, greater range of motion for the gunner is required. In those instances, a shooting door or window acceptable to the Government is required.

B22.1.2.2 Functioning dual controls are required for pilot performance evaluations. Dual controls must be removed prior to use under this agreement.

### **B22.1.3 AVIONICS REQUIREMENTS.**

B22.1.3.1 General. The following systems must be furnished, installed and maintained by the Contractor in accordance with the manufacturer's specifications and the installation and maintenance standards of 14CFR 43.

B22.1.3.1 Communications systems.

B22.1.3.1.1 Provisions for Auxiliary VHF-FM (AUX-FM) Portable Radio.

B22.1.3.1.2 The Contractor must furnish the necessary provisions for installing and properly operating an auxiliary VHF-FM portable radio through the aircraft's audio control

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system(s). Provision must consist of the appropriate wiring from the audio control system, terminated in an ITT/Cannon type MS3112E12-10S 10-pin connector conveniently located for use by the observer/copilot, and utilizing the contact assignments as specified by drawing FS/OAS A-17 in Exhibit 6.

B22.1.3.1.3 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).

B22.1.3.1.4 Mounting facilities, in accordance with the specifications of FAA AC 43.13-2A, for secure installation of the auxiliary VHF-FM portable radio in the cockpit must be provided. The location of the mounting facilities must be such that, when connected with an 18-inch adapter cable, the radio's controls must be located and arranged so that the observer/copilot, when seated, has full and unrestricted movement of the radio's controls, without interference from clothing, the cockpit structure, or the flight controls.

B22.1.3.1.5 Positive-polarity microphone excitation voltage must be 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).

B22.1.3.1.6 In lieu of the above AUX-FM requirements, the Contractor may substitute one VHF-FM aeronautical transceiver (FM-1) which is capable of communicating with the Government's VHF-FM portable radios.

B22.1.3.4 Navigational systems. No requirements.

B22.1.3.5 Audio Control System.

B22.1.3.5.1 One audio control system must be installed for the pilot and spotter/gunner, which provides control, selection and operation of multiple radio transceivers. Separate audio system controls must be provided for the pilot to select specific receiver audio outputs and transmitter microphone/PTT inputs of multiple radios. An intercom system must also be provided for the pilot and spotter/gunner position. Audio level controls must be provided for the pilot and observer to adjust audio outputs to their respective earphones.

B22.1.3.5.1.1 Transmitter selection and operation. Whenever a transmitter (or PA system, when installed) 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 at the other position for cross monitoring.

B22.1.3.5.1.2 Receiver Audio Selection and Operation. Controls must be provided for selection of receiver audio from any one or combination of all receivers. 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.

B22.1.3.5.1.3 Location and Marking. The respective controls of each audio control system must be located conveniently for the pilot. Labeling and marking of controls must be clear, understandable, and permanent. Electronic label maker marking is acceptable.

B22.1.3.5.2 Earphones, Microphones, and PTT Switches.

B22.1.3.5.2.1 The system must be designed for operation with 600 ohm earphones and 150 ohm carbon-equivalent, noise-canceling boom type microphones (Gentex electret type Model 5060-2, military dynamic type M-87/AIC with CE-100 TR preamplifier, or equivalent) with U-174/U (single/male) type connector plug. The only exception to this is the pilot's position, which may be a low impedance (dynamic) configuration.

B22.1.3.5.2.2 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.

B22.1.3.5.2.3 Push-to-Talk (PTT) Operation. Separate PTT switches must be provided for radio transmitter and intercom operation at the pilot's position. The pilot's switches must be located on the stick or cyclic control, as applicable. The spotter/gunner must be provided with an interphone PTT switch located on the cord to the earphone/microphone connector.

B22.1.3.5.3 Intercom System. An intercom system must be provided to serve the pilot and spotter/gunner. Intercom audio must mix with, but not mute, selected receiver audio (Override Type). The intercom must provide switchable "hot mike" and "push-to-talk" capability for the pilot and the spotter/gunner. An intercom audio level control must be provided for adjusting the earphone audio to a comfortable listening level. 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,

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noise, and crosstalk; and must be amplified sufficiently to facilitate ease of use in a noisy cockpit/cabin environment.

B22.1.3.6 Avionics Installation and Maintenance Standards (in addition to those of the Basic Aircraft Rental Agreement)

B22.1.3.6.1 Although the aircraft to be provided may not be certified for IFR flight, 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 91.411 and inspected and tested every 24 calendar months as specified by 14 CFR Part 43, appendices E and F.

### B22.1.4 MAINTENANCE REQUIREMENTS.

B22.1.4.1 **Weight & Balance.** 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 agreement, or renewal date, and following any major repair or major alteration or change to the equipment list which significantly affects the center of gravity of the aircraft.

### B22.2 Additional Equipment Requirements for Fire Management Activities (Local Fire)

Definitions

**Interagency Fire Suppression** requires aircraft to meet the standards agreed upon between the USDA and DOI. Aircraft equipped and approved for Interagency Fire Suppression may also be used for Local Fire Suppression.

**Local Fire Suppression** requires aircraft to meet the standards for DOI.

**Helicopter Weight Class** is defined as “Light” – up to an approved gross weight of 7,000 pounds; “medium” – above 7,000 pounds up to 12,500 pounds.

### B21.2.1 CERTIFICATION

B21.2.1.1 The Contractor must be certificated under 14 CFR Part 133, Rotorcraft External Load Operations. This certificate must include Class A, B, or C as appropriate.

B21.2.1.2 The Contractor must be certificated under 14 CFR Part 137, Agricultural Aircraft Operations, when dispensing fire suppressant chemicals.

### B22.2.2 FLIGHT OPERATIONS

B22.2.2.1 **Water Bucket Use.** The following procedure **must** be used for all bucket operations:

B22.2.2.1.1 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).

B22.2.2.1.2 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,

B22.2.2.1.3 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.

B22.2.2.1.4 Helicopters may be exempt from B22.2.2.1.2 above if they are equipped with electronic hook load measuring systems that provide 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.

B22.2.2.1.5 Fly at a speed that does not exceed 80 knots indicated or the airspeed limitation established by the rotorcraft flight manual, whichever is less.

B22.2.2.1.6 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.

### B22.2.3 PERSONNEL REQUIREMENTS

B22.2.3.1 Pilots must have recorded minimum flying time as pilot-in-command as follows:

B22.2.3.1.2 200 hours PIC in category over typical terrain, involving flights of low-level (below 500 feet above the surface) and over mountains when applicable.

B22.2.3.1.2.1 Pilots must show evidence of experience in low-level operations and be knowledgeable of all

## SECTION B – SPECIFICATIONS

specialized mission requirements. This may include low level operations, special flight techniques, terrain considerations, use of specialized navigation equipment, or operation of other equipment as appropriate for the specific mission. Pilots may be required to demonstrate their ability during an agency evaluation flight.

B22.2.3.2 When operating in mountainous terrain as identified in 14 CFR 95 Subpart B – Designated Mountainous Area, pilot must have recorded minimum flying time as PIC as follows:

B22.2.3.2.1 200 hours experience operating helicopters in mountainous terrain. Operating includes, maneuvering and numerous takeoffs and landings to ridgelines, pinnacles and confined areas.

B22.2.3.2.2 10 hours experience in offered make and model flying mountainous terrain.

B22.2.3.3 The precision placement of externally carried cargo is an operational requirement of this supplement. Pilots must be required to place external cargo precisely where requested regardless of the cable length while operating within the helicopter's capability. Pilots must provide written evidence of qualification to transport Class A, B, or C external loads as appropriate. Pilots will be required to demonstrate their Vertical Reference Longline/water retardant ability during an agency evaluation flight.

NOTE: Longline is defined as any combination of load and line, attached to the cargo hook of the aircraft for the purpose of carrying an external load, greater than 50 feet in length. Pilots requesting vertical reference/longline approval will demonstrate their ability using a 150 foot line.

B22.2.3.4 Personal Protective Equipment (PPE). The following items must be worn by contractor personnel, be operable, and maintained in good repair: Refer to Sec B17

### B22.2.4 EQUIPMENT REQUIREMENTS

B22.2.4.1 A strobe light, with either a white, or ½ white and ½ red lens, mounted on top of the aircraft, or otherwise visible from above. If the aircraft certification requires the anticollision light to be aviation red, then a white strobe light with an independent activating switch must be provided in addition to the red strobe. An STC'd red LED strobe is also permitted.

B22.2.4.2 High visibility markings on main rotor blades as specified in Exhibit 7.

B22.2.4.3 **Water Bucket Equipment.** One (1) collapsible, variable capacity water/retardant bucket may be furnished under this contract. The capacity must be commensurate with the maximum lifting capability of the aircraft. The bucket to be provided must have a manufacturer's capacity adjustment commensurate with the maximum lifting capability of the offered aircraft at the environmental conditions specified in the order for services. If the water bucket must be utilized on a longline, the bucket must be capable of being operated with all increments of the longline (i.e., 50, 100, 150 feet). See CAUTION under B9.8.

NOTE: When bucket is used in conjunction with a line, the minimum length must be 50 feet and the pilot will meet the requirements of B9.8.

B22.2.4.4 **Optional aerial ignition equipment.** If one or both of the following electrical connectors is installed, the aircraft may be approved for aerial ignition.

B22.2.4.4.1 **Sphere dispenser:** An auxiliary power source consisting of an MS 3112E-12-3S three-pin connector, accessible to the passenger compartment. 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 breaker.

B22.2.4.4.2 **Helitorch:** An MS 3101E-24-11S, nine-pin connector must be provided as the power source for a helitorch or remote cargo hook. Pin D must be airframe ground. Pin E must be switched 28VDC, protected by a 50-amp circuit breaker. The water bucket open switch must also activate this circuit. The connector must be mounted adjacent to the cargo hook (within 12 inches) and be supported in such a way that jettisoning the load must not damage the connector. A lanyard must be provided for support of the connector.

NOTE: This connector has multiple circuit capacity sufficient to provide power and control for government furnished equipment. Wiring instructions can be found in FS/DOI AM Drawing A-16 (Exhibit 4).

B22.2.4.5 For Light helicopters, dual controls must be removed/deactivated after agency evaluation flights.

### B22.3 FUEL SERVICING VEHICLE

B22.3.1 Fuel and Servicing Requirements: General

B22.3.1.1 The Contractor must supply all aircraft fuel unless the Government exercises the option of providing fuel. All fuel provided by the Contractor will be commercial grade aviation fuel. Only fuel meeting the specifications of American Society for Testing and

## SECTION B –SPECIFICATIONS

Materials (ASTM) D-1655 (Type Jet A, A-1, or B), MIL T-5624 (Grade JP-4 or JP-5) for turbine engine powered aircraft and ASTM D-910 (Avgas Grade 80,100, or 100LL) for reciprocating engine powered aircraft is authorized for use. Copies of fuel purchase documents will be kept with the fuel service vehicle.

B22.3.1.2 Fueling operations, including storage and handling, must comply with the airframe and engine manufacturer's recommendations and all applicable FAA standards. National Fire Protection Association 407 Standard Aircraft Fuel Servicing, must be followed. No passengers may be on board during fueling operations. Additionally, if storage facilities contain more than 1,320 gallons in total or any one single container contains more than 660 gallons, then the regulations of the Environmental Protection Agency (EPA) must apply; see Title 40, Code of Federal Regulations, Part 112 (40 CFR 112).

B22.3.1.3 Fuel must pass through a filtering system as outlined in section B22.3.4.3 in accordance with the filter manufacturer's recommendations.

### B22.3.2 Fuel Servicing Vehicle: General

B22.3.2.1 As stated in the contract terms and conditions, the Contractor must comply with all applicable federal, state, and local laws. Contractor fuel servicing vehicles must meet all requirements of 49 CFR applicable to the type of fuel being transported. **NOTE:** 49 CFR 171(c) pertains to persons under contract to the federal government.

B22.3.2.2 An approved fuel-servicing vehicle (truck, trailer, pump house) must be provided with each aircraft when requested by the government. The fuel-servicing vehicle must be inspected annually by the Government and must be stationed at the base of operation unless dispatched by the Contracting Officer. The vehicle must display a current USDA/USFS or USDI/AMD inspection sticker.

B22.3.2.2.1 The fuel-servicing vehicle must be capable of transporting fuel over rough mountainous terrain to include grades of up to 9 percent or more.

B22.3.2.2.2 The fuel tank capacity must be sufficient to sustain eight hours flight. Barrels are not acceptable. The fuel servicing vehicle manufacturer's gross vehicle weight (GVW) with a full fuel tank must not be exceeded.

B22.3.2.3 Fuel servicing vehicles must be properly maintained, clean, and reliable. Tanks, plumbing, filters, and other required equipment must be free of rust, scale, dirt, and other contaminants. Trailers used for storage and

transport of fuel must have an effective wheel braking system.

B22.3.2.4 All tanks will be securely fastened to the vehicle bed and must have a sump or sediment settling area.

B22.3.2.5 A 10-gallon-per-minute flow rate delivered by the filter and pump from the nozzle is the minimum size acceptable. Filter and pump sizes must be compatible with the aircraft being serviced.

B22.3.2.6 Gasoline engine driven pumps must have a shielded ignition system and an approved spark arrestor muffler. All refueling pumps regardless of power source must be listed for use with petroleum products. (UL, FM, etc.)

### B22.3.3 Fuel Servicing Vehicle: Equipment

B22.3.3.1 Each aircraft fuel servicing tank vehicle must have two fire extinguishers, each having a rating of at least 20-B: C: with one extinguisher mounted on each side of the vehicle. Extinguishers must comply with NFPA 10 Standards for Portable Fire Extinguishers.

B22.3.3.2 Fuel tanks must be designed to allow contaminants to be removed from the sediment settling area.

B22.3.3.3 Only hoses designed for dispensing of the type of aviation fuel being utilized will be used. Hoses that comply with API BULL 1529 hose Type C, Type F and Type CT are known to meet this requirement. Hoses must be kept in good repair and stored on a mechanized reel on the fuel-servicing vehicle.

B22.3.3.4 The fuel nozzle must include a 100 mesh or finer screen, a dust protective device, and a bonding cable with clip or plug. Nozzle hold-open devices are not permitted.

B22.3.3.5 An accurate fuel-metering device for registering quantities in U.S. gallons of fuel pumped must be provided. The meter must be positioned in full view of the fuel handler while fueling the aircraft.

B22.3.3.6 Fuel servicing vehicles must have adequate bonding cables with clips.

B22.3.3.7 Fuel servicing vehicles must comply with Department of Transportation and Environmental Protection Agency requirements for transportation and storage of fuel, and must carry sufficient petroleum product absorbent pads or materials to absorb or contain up to a 5-gallon petroleum product spill. The Contractor is

## SECTION B –SPECIFICATIONS

responsible for cleanup of all product spills and disposal of all products used in the cleanup of a spill in accordance with the EPA, CFR 40 Part 261 and 262.

### B22.3.4 Fuel Servicing Vehicle: Filtering System

B22.3.4.1 Filtration must be sized to withstand fuel system pressures and flow rates.

B22.3.4.2 A filter manufacturer's Operating, Installation and Service Manual must be with the fuel-servicing vehicle. Filters must be changed in accordance with the manual's instructions.

B22.3.4.3 Filtration must meet one of the following qualifications: Institute of Petroleum (IP), API 1581, or MIL-F-8901E. Examples of IP qualified elements are Velcon CDF 210K, CDF 220K, ACO 51201K, ACO 21201K, ACO 40501SPK, and ACO 40901SPK. The first and third stage elements of a three-stage system and the elements of a single-stage system must be new and installed by the Contractor during the annual inspection and witnessed by the Government Inspector. The separator element (Teflon screen) of the three-stage system must be inspected and tested as prescribed by the manufacturer during the inspection. The filter assembly must be placarded with that data.

B22.3.4.4 Spare filters must be available to allow periodic and emergency filter changes.

B22.3.4.5 Differential pressure gages must be installed on refueling systems if required by the filter manufacturer or in systems operating at 25 PSI and above.

B22.3.4.6 If equipped with a drain, the bottom of the filter assembly must be mounted to allow for draining and pressure flushing into a container. If the unit is drained overboard, the fuel must not come in contact with the exhaust system or the vehicle's wheels. If the unit is equipped with a water sight gauge, the balls must be visible.

B22.3.4.7 Three-Stage (filter, water separator, monitor) System: Fueling systems must utilize a three-stage system such as a Facet Part Number 050970-M2 for a 20 gallon-per-minute pump, or equal. A Facet Part Number 050971-M2 for a 10 gallon-per-minute (gpm) pump, or equal. An acceptable third stage (monitor) unit is Velcon C.F.220K for 20 gpm flow or Velcon C.F.210K for 10 gpm systems.

B22.3.4.8 Single-Stage System or Three-in-One Filter Canister: Fueling systems must utilize a single element system such as a Velcon filter canister with Aquacon cartridge of a size compatible with pumps flow rate.

Differential pressure gauge(s) must be installed and readable.

Example: Velcon™ VF-61 canister with an ACO-51201K cartridge.

B22.3.4.9 Spare filters, seals, and other components of the fuel-servicing vehicle filtering system must be stored in a clean dry area. A minimum of one set is required to be with the vehicle.

### B22.3.5 Fuel Servicing Vehicle: Markings

B22.3.5.1 Each fuel-servicing vehicle must have "NO SMOKING" signs with three-inch minimum letters visible from both sides and rear of vehicle.

B22.3.5.2 Each vehicle must also be conspicuously and legibly marked to indicate the nature of the fuel. The marking must be on each side and the rear in letters at least 3 inches high on a background of sharply contrasting color such as Avgas by grade or jet fuel by type.

Example: "Jet-A" white on black background, "Avgas 100" white on green background. All fuel servicing vehicles must be placarded in accordance with 49 CFR 172.

### B22.3.6 Fuel Servicing Vehicle: Operations

B22.3.6.1 Government personnel must not be involved with refueling of agreement aircraft.

B22.3.6.2 Smoking is prohibited within 50 feet of the aircraft and fuel servicing vehicles.

### B22.3.7 Fuel Servicing Vehicle: Driver Duty Limitations

B22.3.7.1 Fuel servicing vehicle drivers must comply with Department of Transportation Safety Regulation Part 390-399, including duty limitations. It is the Contractor's responsibility to ensure that employees comply with Department of Transportation Regulations.

- Duty includes standby, work, or alert status at any location.
- Fuel servicing vehicle drivers may be removed from duty for fatigue or other causes created by unusually strenuous or severe duty before reaching duty limitations.
- The fuel servicing vehicle driver will be responsible to keep the Government apprised of his/her ground duty limitation status.

## SECTION B –SPECIFICATIONS

- During all refueling operations, fuel service vehicle operators will wear non-static clothing consisting of a long sleeve shirt, full-length pants, leather boots and gloves.
- Notwithstanding Department of Transportation Safety Regulation Part 390-399, the fuel-servicing vehicle driver must have a minimum of two (2) full calendar days off duty during any 14-day period. Off duty days need not be consecutive. **Note:** fuel-service vehicle drivers assigned to a Type 1 helicopter must work the same days off schedule as the pilots assigned to the aircraft.

### B22.3.8 Fuel Servicing Vehicle Driver Qualifications

B22.3.8.1 The Contractor must furnish a fuel-servicing vehicle driver for each day the helicopter is required to be available and supply a relief driver for the fuel vehicle driver's day off. Each driver will be expected to demonstrate an acceptable knowledge of correct fueling procedures and fueling and safety equipment installed on the fueling vehicle.

B22.3.8.2 The Contracting Officer may suspend any fuel-servicing vehicle driver who drives recklessly, exhibits fatigue or conduct detrimental to the purpose for which contracted.

### B22.3.9 Quality Control Procedures for Fueling

B22.3.9.1 Fueling operations must conform to NFPA 407, Standard for Aircraft Fuel Servicing.

#### 1. Daily

- Check for and remove any water from fueler tanks. A water check will be performed each morning before the vehicle is moved, after every reloading of fuel, washing of equipment, and after a heavy rain or snowstorm.
- Drain all filter/separator drain valves and check for water and other contaminants. Draw off any accumulation of water.
- Draw off a sample from the fuel nozzle. Sample must be collected in a clean, clear glass jar and examined visually. Any visual water, dirt, or filter fibers are not acceptable.

#### 2. During Aircraft Fueling Process

- Check sight gauge for water, if equipped.
- Visually inspect fueler for leaks. Repair as necessary.

#### 3. Weekly

- With pump operating, pressure flush filter assembly. Continue flushing operation until sample is clear, clean, and bright.
- Time flow rate with full open flow from nozzle. Record gpm to nearest 1/10 gallon.
- Check condition of covers, gaskets, and vents.
- Inspect all fire extinguishers for broken seals, proper pressure, and recharge date. Recharge as necessary.
- Inspect hoses for abrasions, separations, or soft spots. Weak hoses will be replaced.

### B22.3.10 Record Keeping

B22.3.10.1 The fuel handler will keep a record containing the following information:

#### 1. Condition of: (clean, clear, bright, etc.)

- Nozzle Sample
- Filter Sump Sample
- Tank Sump Sample

2. Flow rate in gallons per minute to the nearest 1/10 gallon.

#### 3. Filter change

- Reason
- Date

4. Record of source, location, when and quantity of fuel loaded into servicing vehicle.

**The procedural tasks stated are not intended to be all-inclusive, although they may be. Ensuring that uncontaminated fuel is used is the sole responsibility of the Contractor.**

## B22.4 SHORThAUL

### Definitions

**Short-haul-** The transportation of personnel suspended under a helicopter on a fixed line to or from the closest available landing site from which a helicopter can safely operate.

### B22.4.1 CERTIFICATION

B22.4.1.1 In addition to the requirements of this contract, Government equipment and personnel must be furnished to the Contractor to meet the requirements of this contract.

## SECTION B –SPECIFICATIONS

B22.4.1.2 Contractor must have one year as a 135 operator on his current FAA Operations Specifications.

### **B22.4.2 FLIGHT OPERATIONS**

B22.4.2.1 Short-haul is a high risk special use activity. This method is not utilized until all other alternatives have been exhausted. Helicopter Short-haul operations must be approved by the appropriate bureau national headquarters. Requests for training and qualification of helicopter Short-haul operations must be forwarded to the Associate Director, DOI AM. This request must include a copy of the bureau's headquarters approval and proposed operational plan indicating when and how helicopter Short-haul will be utilized.

### **B22.4.3 PERSONNEL REQUIREMENTS – SHORT-HAUL OPERATIONS**

B22.4.3.1 Pilot Qualifications. Pilots must meet all the following requirements:

B22.4.3.1.1 Meet the appropriate requirements of this contract (See B.9).

B22.4.3.1.2 100 hours in weight class during last 12 months.

B22.4.3.1.3 25 hours – Short-haul or external load (sling) experience (long line requiring precision placement), last 12 months.

B22.4.3.1.4 Attend Short-haul training annually. This training must be conducted and documented by a qualified spotter, and include the following:

B22.4.3.1.4.1 Seating arrangement for spotters.

B22.4.3.1.4.2 Cargo placement/location and deployment sequence and method.

B22.4.3.1.4.3 Exit procedures and sequences.

B22.4.3.1.4.4 Perform a minimum of six ground mockups in the aircraft model to be used, including:

- (i) Rigging aircraft for Short-haul missions.
- (ii) Deploying cargo.
- (iii) Deploying Short haulers.

B22.4.3.1.4.5 Briefing on any peculiarities of the specific model.

B22.4.3.2 Demonstrate ability to operate helicopter during a series of simulated cargo letdowns.

B22.4.3.2.1 Short-haul: the pilot must demonstrate the ability to perform precision placement of a dummy load in accordance with the prescribed procedures and line-length of the [DOI Short-haul Handbook standards](#) and the [bureau Short-haul plan](#) being utilized.

B22.4.3.2.2 Demonstrate ability to coordinate with the spotter.

B22.4.3.3 Upon meeting the above requirements, the pilot will only be approved for helicopter Short-haul operations, as appropriate by a DOI AM Inspector Pilot.

B22.4.3.4.1 10 hours Mountainous Terrain in Make and Model

B22.4.3.5 Pilot Proficiency.

B22.4.3.5.1 Short-haul. The pilot must perform at least one proficiency Short-haul within 90 days of the last Short-haul mission to the satisfaction of the check spotter. The check spotter may request the pilot to demonstrate the ability for precision placement on a more frequent basis.

B22.4.3.6 Short-haul Pilot Qualification

B22.4.3.6.1 Initial Short-haul pilot training must be conducted by DOI AM Training Specialists to the guidelines established in the Short-haul Handbook, and operation plans.

B22.4.3.7 Personal Protective Equipment (PPE). For PPE requirements, refer to B17.

### **B22.4.4 EQUIPMENT REQUIREMENTS**

B22.4.4.1 The helicopter must have a Short-haul system designed for the specific make/model. The Short-haul system must be approved by DOI AM prior to use.

B22.4.4.2 For M/D Hughes 500D, the passenger handholds at each exit are required to be free of damage and in good condition.

B22.4.4.3 For M/D Hughes 500D, both aft passenger step welds must be dye penetrate inspected annually for cracks. Inspection must be entered in the aircraft records.

B22.4.4.4 A first aid kit containing items specified in Exhibit 1 must be furnished by the Contractor and carried aboard the aircraft on all flights.

B22.4.4.5 A survival kit containing items specified in Exhibit 1 must be furnished by the Contractor and carried aboard the aircraft on all flights.

## SECTION B –SPECIFICATIONS

### B22.4.5 AVIONICS REQUIREMENTS

B22.4.5.1 General. The following systems must be furnished, installed and maintained by the Contractor in accordance with the manufacturer's specifications and applicable Federal Aviation Administration (FAA) regulations. Refer to B7.

B22.4.5.2 The aft spotter position must be equipped to transmit on the radio(s). Unless the spotter position is equipped with its own audio control system, whenever a radio (or PA, when so equipped) microphone input is selected at the observer/copilot's audio control panel, the aft spotter's radio microphone inputs must automatically be connected to the same radio, and they must then be capable of transmitting on that radio via the radio transmit PTT switch.

B22.4.5.4.2 An intercommunications system (ICS) must be provided for the pilot, observer/copilot, the aft spotter, and one additional aft exit passenger positions. ICS audio must mix with, but not mute, selected receiver audio. An ICS audio level control must be provided for each position above. Adjustment of the ICS audio level at any position must not affect the level at any other position. A "hot mic" capability, controlled via an activation switch or voice activation (VOX), must be provided for the pilot and observer/copilot. 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.

B22.4.5.5 Other Avionics. - PA/Siren system.

B22.4.5.5.1 The amplifier must produce 95 watts rms siren power, 45 watts rms voice power with less than 10% distortion.

B22.4.5.5.2 The speaker must be weatherproof, rated for 100 watts rms continuous input power, and have an efficiency and directivity sufficient to produce 100 dB of siren and 97 dB of voice at 100 feet from the aircraft. The speaker must be mounted on the observer's side of the aircraft, at a 45-degree angle down from the horizontal plane of the aircraft.

B22.4.5.5.3 The system must be connected through the aircraft audio control system in such a manner as to utilize the same microphones and PTT switches as those employed in radio transmit operation.

B22.4.5.6 Installation and Maintenance Standards (in addition to those specified in this contract.

### B22.4.6 MAINTENANCE REQUIREMENTS

B22.4.6.1 **Weight & Balance.** 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 agreement, or renewal date, and following any major repair or major alteration or change to the equipment list which significantly affects the center of gravity of the aircraft.

B22.4.6.1.1 All weighing of aircraft must be performed on scales that have been certified as accurate within preceding 24 calendar months. The certifying agency may be any accredited weights and measures laboratory.

### B22.4.7 MAINTENANCE RELIABILITY

B22.4.7.1 The suitability of the aircraft for Short-haul operations will be determined from a subjective evaluation of the overall performance and maintenance history of the aircraft. Additionally, the maintenance history of the aircraft with respect to premature component changes/failures, unscheduled maintenance, and engine trend analysis history will also be evaluated. The overall safety record and operating history of the contractor will also be considered in determining the suitability for Short-haul operations.

B22.4.7.2 Aircraft Requirements for Short-haul Endorsement:

B22.4.7.2.2 Contractor aircraft by serial number must have been under that contractor's operational control and maintenance system for the past 12 months.

B22.4.7.2.3 Aircraft and engine components as a unit must have accumulated a minimum of 300 hours 135 operational time in the last 12 months or if a new aircraft (factory or rebuilt), 100 hours flight time.

B22.4.7.2.4 Any change of major components requires a run-in time of 50 hours prior to being re-certified for Short-haul operations.

B22.4.7.2.5 A power assurance check every 10 hours of flight time for the last 12 months must be maintained.

B22.4.7.2.6 The cargo hook must be overhauled in accordance with the manufacturer's recommended O/H specifications within the last 12 months.

## SECTION C – CONTRACT TERMS AND CONDITIONS

### SECTION C – CONTRACT TERMS AND CONDITIONS

#### CONTRACT CLAUSES

##### C1 Contract Terms and Conditions – Commercial Items (52.212-4 FEB 2007) [Tailored SEPT 2005]

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

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

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

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

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

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

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

common carriers. The Contractor must notify the CO in writing as soon as it is reasonably possible after the commencement of any excusable delay, setting forth the full particulars in connection therewith, must remedy such occurrence with all reasonable dispatch, and must promptly give written notice to the CO of the cessation of such occurrence.

(g) *Invoice.*

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

(i) Name and address of the Contractor;

(ii) Invoice date and number;

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

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

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

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

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

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

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

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

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

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

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

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

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

(i) *Payment.* –

## SECTION C – CONTRACT TERMS AND CONDITIONS

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

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

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

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

(5) *Overpayments.* If the Contractor becomes aware of a duplicate contract financing or invoice payment or that the Government has otherwise overpaid on contract financing or invoice payment, the Contractor must immediately notify the Contracting Officer and request instructions for disposition of the overpayment.

(j) *Risk of loss.* Unless the contract specifically provides otherwise, risk of loss or damage to the supplies provided under this contract must remain with the Contractor until, and must pass to the Government upon:

(1) Delivery of the supplies to a carrier, if transportation is f.o.b. origin; or

(2) Delivery of the supplies to the Government at the destination specified in the contract, if transportation is f.o.b. destination.

(k) *Taxes.* The contract price includes all applicable Federal, State, and local taxes and duties.

(l) *Termination for the Government's convenience.* The Government reserves the right to terminate this contract, or any part hereof, for its sole convenience. In the event of such termination, the Contractor must immediately stop all work hereunder and must immediately cause any and all of its suppliers and subcontractors to cease work. Subject to the terms of this contract, the Contractor must be paid a percentage of the contract price reflecting the percentage of the work performed prior to the notice of termination, plus reasonable charges the Contractor can demonstrate to the satisfaction of the Government using its standard record keeping system, have resulted from the termination. The Contractor must not be required to comply with the cost accounting standards or contract cost principles for this purpose. This paragraph does not give the Government any right to audit the Contractor's records. The Contractor must not be paid for any work performed or costs incurred which reasonably could have been avoided.

(m) *Termination for cause.* The Government may terminate this contract, or any part hereof, for cause in the event of any default by the Contractor, or if the Contractor fails to comply with any contract terms and conditions, or fails to provide the Government, upon request, with adequate assurances of future performance. In the event of termination for cause, the Government must not be liable to the Contractor for any amount for supplies or services not accepted, and the

Contractor must be liable to the Government for any and all rights and remedies provided by law. If it is determined that the Government improperly terminated this contract for default, such termination must be deemed a termination for convenience.

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

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

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

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

(r) *Compliance with laws unique to Government contracts.* The Contractor agrees to comply with 31 U.S.C. 1352 relating to limitations on the use of appropriated funds to influence certain Federal contracts; 18 U.S.C. 431 relating to officials not to benefit; 40 U.S.C 3701, *et seq.*, Contract Work Hours and Safety Standards Act; 41 U.S.C. 51-58, Anti-Kickback Act of 1986; 41 U.S.C. 265 and 10 U.S.C. 2409 relating to whistleblower protections; 49 U.S.C 40118, Fly American; and 41 U.S.C. 423 relating to procurement integrity.

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

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

(1) Unless exempted by an addendum to this contract, the Contractor is responsible during performance and through final payment of any contract for the accuracy and completeness of the data within the CCR database, and for any liability resulting from the Government's reliance on inaccurate or incomplete data. To remain registered in the CCR database after the initial registration, the Contractor is required to review and update on an annual basis from the date of initial registration or subsequent updates its information in the CCR database to ensure it is current, accurate and complete. Updating information in the CCR does not alter the terms and conditions of this contract and is not a substitute for a properly executed contractual document.

## SECTION C – CONTRACT TERMS AND CONDITIONS

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

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

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

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

### **C2 Contract Terms and Conditions Required to Implement Statutes or Executive Orders-Commercial Items (52.212-5 JUNE 2008)**

(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) 52.233-3, Protest after Award (AUG 1996) (31 U.S.C. 3553).
- (2) 52.233-4, Applicable Law for Breach of Contract Claim (OCT 2004) Public L. 108-77, 108-78)

(b) The Contractor shall comply with the FAR clauses in this paragraph (b) that the Contracting Officer has indicated as being incorporated in this contract by

reference to implement provisions of law or Executive orders applicable to acquisitions of commercial items:

- (1) 52.203-6, Restrictions on Subcontractor Sales to the Government (SEPT 2006), with Alternate I (SEPT 2006) (41 U.S.C. 253g and 10 U.S.C. 2402).
- (2) 52.219-3, Notice of Total HUBZone Small Business Set-Aside (JAN 1999) (15 U.S.C. 657a).
- (3) 52.219-4, Notice of Price Evaluation Preference for HUBZone Small Business Concerns (JULY 2005) (if the offeror elects to waive the preference, it shall so indicate in its offer) (15 U.S.C. 657a).
- (4) [Reserved]
- (5) (i) 52.219-6, Notice of Total Small Business Set-Aside (JUNE 2003)(15 U.S.C. 644).
- (ii) Alternate I (OCT 1995) of 52.219-6.
- (iii) Alternate II (MAR 2004) of 52.219-6.
- (6)(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.
- (7) 52.219-8, Utilization of Small Business Concerns (MAY 2004)(15 U.S.C. 637 (d)(2) and (3)).
- (8)(i) 52.219-9, Small Business Subcontracting Plan (NOV 2007)(15 U.S.C. 637(d)(4)).
- (ii) Alternate I (OCT 2001) of 52.219-9.
- (iii) Alternate II (OCT 2001) of 52.219-9.
- (9) 52.219-14, Limitations on Subcontracting (DEC 1996) (15 U.S.C. 637(a)(14)).
- (10)(i) 52.219-16, Liquidated Damages – Subcontracting Plan (JAN 1999) (15 U.S.C. 637(d)(4)(F)(i)).
- (11)(i) 52.219-23, Notice of Price Evaluation Adjustment for Small Disadvantaged Business Concerns (SEPT 2005)(10 U.S.C. 2323) (if the offeror elects to waive the adjustment, it shall so indicate in its offer).
- (ii) Alternate I (JUNE 2003) of 52.219-23.
- (12) 52.219-25, Small Disadvantaged Business Participation Program-Disadvantaged Status and Reporting (OCT 1999)(Pub. L. 103-355, section 7102, and 10 U.S.C. 2323).
- (13) 52.219-26, Small Disadvantaged Business Participation Program-Incentive Subcontracting (OCT 2000) (Pub. L. 103-355, section 7102, and 10 U.S.C. 2323).
- (14) 52.219-27, Notice of Total Service-Disabled Veteran-Owned Small Business Set-Aside (MAY 2004) (15 U.S.C. 657f).
- (15) 52.219-28, Post Award Small Business Program Representation (JUNE 2007) (15 U.S.C. 632(a)(2)).
- (16) 52.222-3, Convict Labor (JUNE 2003)(E.O. 11755).
- (17) 52.222-19, Child Labor-Cooperation with Authorities and Remedies (FEB 2008)(E.O. 13126).
- (18) 52.222-21, Prohibition of Segregated Facilities (Feb 1999).

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(19) 52.222-26, Equal Opportunity (MAR 2007)(E.O. 11246).

(20) 52.222-35, Equal Opportunity for Special Disabled Veterans, Veterans of the Vietnam Era, and Other Eligible Veterans (SEPT 2006)(38 U.S.C. 4212).

(21) 52.222-36, Affirmative Action for Workers with Disabilities (JUN 1998) (29 U.S.C. 793).

(22) 52.222-37, Employment Reports on Special Disabled Veterans, Veterans of the Vietnam Era, and Other Eligible Veterans (SEPT 2006)(38 U.S.C. 4212).

(23)(i) 52.222-39, Notification of Employee Rights Concerning Payment of Union Dues or Fees (DEC 2004)(E.O. 13201).

(24)(i) 52.222-50, Combating Trafficking in Persons (AUG 2007) (Applies to all contracts).

(ii) Alternate I (AUG 2007) of 52.222-50

(25)(i) 52.223-9, Estimate of Percentage of Recovered Material Content for EPA-Designated Products (AUG 2000)(42 U.S.C. 6962(c)(3)(A)(ii)).

(ii) Alternate I (AUG 2000) of 52.223-9 (42 U.S.C. 6962(i)(2)(C)).

(26) 52.223-15, Energy Efficiency in Energy-Consuming Products (DEC 2007)(42 U.S.C. 8259b).

(27) 52.223-16, IEEE 1680 Standard for the Environmental Assessment of Personal Computer Products (DEC 2007)(E.O. 13423).

(28) 2.225-1, Buy American Act-Supplies (JUNE 2003)(41 U.S.C. 10a - 10d).

(29)(i) 52.225-3, Buy American Act - Free Trade Agreements-Israeli Trade Act (AUG 2007) (41U.S.C. 10a - 10d, 19U.S.C. 3301 note, 19U.S.C. 2112 note, Pub. L. 108-77, 108-78, 108-286, 109-53 and 109-169).

(ii) Alternate I (JAN 2004) of 52.225-3.

(iii) Alternate II (JAN 2004) of 52.225-3.

(30) 52.225-5, Trade Agreements (NOV 2007)(19 U.S.C. 2501, *et seq.*, 19 U.S.C. 3301 note).

(31) 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).

(32) 52.226-4, Notice of Disaster or Emergency Area Set-Aside (NOV 2007) (42 U.S.C. 5150).

(33) 52.226-5, Restrictions on Subcontracting Outside Disaster or Emergency Area (NOV 2007) (42.U.S.C. 5150)

(34) 52.232-29, Terms for Financing of Purchases of Commercial Items (FEB 2002)(41 U.S.C. 255(f), 10 U.S.C. 2307(f)).

(35) 52.232-30, Installment Payments for Commercial Items (OCT 1995)(41 U.S.C. 255(f), 10 U.S.C. 2307(f)).

(36) 52.232-33, Payment by Electronic Funds Transfer-Central Contractor Registration (OCT 2003)(31 U.S.C. 3332).

(37) 52.232-34, Payment by Electronic Funds Transfer-Other than Central Contractor Registration (MAY 1999)(31 U.S.C. 3332).

(38) 52.232-36, Payment by Third Party (MAY 1999)(31 U.S.C. 3332).

(39) 52.239-1, Privacy or Security Safeguards (AUG 1996)(5 U.S.C. 552a).

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

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

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

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

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

(3) 52.222-43, Fair Labor Standards Act and Service Contract Act-Price Adjustment (Multiple Year and Option Contracts) (NOV 2006) (29 U.S.C. 206 and 41 U.S.C. 351, *et seq.*).

(4) 52.222-44, Fair Labor Standards Act and Service Contract Act-Price Adjustment (FEB 2002)(29 U.S.C. 206 and 41 U.S.C. 351, *et seq.*).

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

(6) 52.222-53, Exemption from Application of the Service Contract Act to Contracts for Certain Services – Requirements (NOV 2007) (41U.S.C. 351, *et seq.*).

(7) 52.237-11, Accepting and Dispensing of \$1 Coin (AUG 2007) (31U.S.C. 5112(p)(1)).

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

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

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

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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 listed in paragraphs (i) through (vii) of this paragraph in a subcontract for commercial items. Unless otherwise indicated below, the extent of the flow down shall be as required by the clause –

(i) 52.219-8, Utilization of Small Business Concerns (MAY 2004)(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 \$550,000 (\$1,000,000 for construction of any public facility), the subcontractor must include 52.219-8 in lower tier subcontracts that offer subcontracting opportunities.

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

(iii) 52.222-35, Equal Opportunity for Special Disabled Veterans, Veterans of the Vietnam Era, and Other Eligible Veterans (SEPT 2006)(38 U.S.C. 4212);

(iv) 52.222-36, Affirmative Action for Workers with Disabilities (JUNE 1998)(29 U.S.C. 793);

(v) 52.222-39, Notification of Employees Rights Concerning the Payment of Union Dues or Fees (DEC 2004)(E.O. 13201);

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

(vii) 52.222-50, Combating Trafficking in Persons (AUG 2007) (22 U.S.C. 7104(g)). Flow down required in accordance with paragraph (f) of FAR clause 52.222-50.

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

(ix) 52.222-53, Exemption from Application of the Service Contract Act to Contracts for Certain Services – Requirements (NOV 2007) (41U.S.C. 351, *et seq.*).

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

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

## ADDENDA TO CONTRACT TERMS AND CONDITIONS

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

#### C3.1 Inspection Scheduling and Process

C3.1.1 After either contract award or renewal, the COTR will schedule a date to inspect the Contractor's proposed aircraft, equipment and personnel to ensure contract compliance. The inspection will be conducted at the designated base, Contractor's facility or other location acceptable to the Government. The inspection will be scheduled to commence as early as 60 days and not later than three days (excluding weekends and holidays) prior to the established reporting date, unless otherwise mutually agreed upon by the COTR and the Contractor. The inspection time and date will be scheduled for between 0730 and 1630 local time, Monday through Friday, unless otherwise agreed upon by the COTR. The COTR will confirm the inspection details in writing. Contractor written requests for inspection rescheduling that are received by the COTR at least 10 days prior to the originally scheduled inspection date may be accommodated by the COTR, depending upon their work schedule.

C3.1.2 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.

C3.1.3 Approved aircraft, fuel servicing vehicles, pilots and mechanics will be issued an Interagency Aircraft Data Card, an Interagency Data Card - Fuel Service Vehicle, Interagency Pilot Qualification card or Interagency Mechanic Qualification Card, as applicable. The aircraft and pilot cards detail the activities for which they are authorized. The fuel servicing vehicle card only indicates that the vehicle meets the additional equipment specified in Section B, and in no way indicates that the vehicle meets any requirement of 49 CFR. The Contractor must ensure that:

C3.1.3.1 The aircraft data card must be kept in the aircraft and available for inspection at all times.

C3.1.3.2 The pilot qualification card must be kept in the possession of the pilot and available for inspection at all times.

C3.1.3.3 The fuel service vehicle data card must be kept in the fuel servicing vehicle and available for inspection at all times.

C3.1.3.4 The mechanic qualification card, if applicable, must be kept in the possession of the mechanic and available for inspection at all times.

## SECTION C – CONTRACT TERMS AND CONDITIONS

C3.1.4 If the COTR determines any aircraft/equipment/personnel and records/documents presented for inspection are not completely ready for the inspection or are determined to be nonconforming as required by the contract, the COTR may suspend the inspection(s) and schedule a reinspection for another time/date/site. The Contractor may be charged for the cost of reinspection, in accordance with Section C3.5.

### C3.2 Equipment

C3.2.1 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.

C3.2.2 (**As applicable**) Fuel servicing vehicle(s), fuel cache(s) and other equipment will be inspected to ensure contract compliance.

### C3.3 Personnel

C3.3.1 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.

C3.3.2 The COTR will conduct a pilot flight evaluation to further verify pilot(s)' ability to perform under this contract, when determined necessary. The evaluation may include but is not limited to: weight and balance performance, center of gravity limitations, aircraft performance charts, density altitude considerations, load calculation preparation and actual flying of the aircraft. Portions of the evaluation may be evaluated orally. A pilot must also be capable of demonstrating proficient operation of all aircraft equipment identified in Section B during an evaluation flight.

C3.3.2.1 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.

C3.3.3.2 During the flight evaluation, pilot inspectors retain discretionary authority in determining the competency of the pilot and may add, delete, or revise elements of the flight evaluation to determine competency. The Government will

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

C3.3.3 Services provided under this contract require DOI special use flight activities as identified herein. Pilots must have satisfactorily completed an agency initial and/or periodic flight evaluation(s) for these activities before being approved for use under the contract, unless otherwise indicated in the contract. The COTR will provide detailed information concerning the types and frequency of special use pilot flight evaluations when requested.

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

C3.3.4 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.

C3.3.5 Mechanics will be inspected to ensure they meet the contract requirements. Only those individuals whose past experience can be verified from log books, employment records, etc., will be approved for contract use.

### C3.4 Substitute Personnel, Aircraft, or Equipment

C3.4.1 The Contractor may request the use of substitute personnel, aircraft, or equipment that was not initially approved for use. All proposed substitutes must meet pertinent contract specifications and be subject to inspections and approvals identified herein prior to use. The Contractor must submit a written request for inspections of substitutes to the COTR seven days prior to the scheduled arrival at the site. Requests received with fewer than seven days' notice will be accomplished as permitted by the COTR's schedule. The

## SECTION C – CONTRACT TERMS AND CONDITIONS

Government may charge the Contractor for the cost of any substitute inspections in accordance with Section C3.5

C3.4.2 The Contractor must transport substitute personnel, aircraft, or equipment to the point of use at their expense.

C3.4.3 The bureau may require substitute pilots to obtain up to three hours each of training or orientation flight time at Contractor's expense. (This flight time is in addition to any necessary pilot evaluation flight(s)).

### C3.5 Reinspection Expenses

C3.5.1 The Contractor must be liable for all Government incurred reinspection costs. Inspection expenses may be deducted from payments due the Contractor.

C3.5.2 Costs may include, but are not limited to, inspector(s)' time to include travel time at \$75.00 per hour, and transportation and subsistence at actual cost.

C3.5.3 Government user time. Costs will be based upon actual employee time and hourly salary expense.

### C4 Personal Identity Verification of Contractor Personnel (52.204-9 SEPT 2007)

(a) The Contractor must comply with agency personal identity verification procedures identified in the contract that implement Homeland Security Presidential Directive-12 (HSPD-12), Office of Management and Budget (OMB) guidance M-05-24, as amended, and Federal Information Processing Standards Publication (FIPS PUB) Number 201.

(b) The Contractor must insert this clause in all subcontracts when the subcontractor is required to have routine physical access to a Federally-controlled facility and/or routine access to a Federally-controlled information system.

#### C4.1 Contractor Personnel Security Requirements

C4.1.1 It has been determined that Contractor personnel utilized in the support of this contract will not be allowed routine and regular unsupervised access to a federally controlled facility for more than 180 days, nor will they need unsupervised access to a Federally controlled Level 3 or 4 information system.

C4.1.2 Contractor employees utilized in support of this contract, will be treated as visitors (uncredentialed Contractor) and not be required to receive background investigations and credentialing. However, uncredentialed Contractors may be subject to the screening processes utilized at each federally controlled facility where the Contractor services are required. As a minimum, Contractor employees will be issued a temporary/visitor badge and must display it at all times during contract performance when accessing a federally controlled

facility. The using agency is responsible for ensuring that all Contractor employees are issued a temporary/visitor badge.

### C5 Availability of Funds for the Next Fiscal Year (52.232-19 APR 1984)

Funds are not presently available for performance under this contract beyond September 30th. The Government's obligation for performance of this contract beyond that date is contingent upon the availability of appropriated funds from which payment for contract purposes can be made. No legal liability on the part of the Government for any payment may arise for performance under this contract beyond September 30th until funds are made available to the Contracting Officer for performance and until the Contractor receives notice of availability, to be confirmed in writing by the Contracting Officer.

### C6 Aircraft Insurance

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

### C7 Reserved

### C8 Pre-work Meeting

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

### C9 Authority of Government Representatives

#### C9.1 Contracting Officer (CO)

The CO is the appointed Government official with authority to enter into, administer and terminate this contract. **No one but the CO is authorized under any circumstances to:**

C9.1.1 Award, agree to, or execute any contract, contract modification, or notice of intent.

C9.1.2 Obligate in any way the payment of money by the Government.

C9.1.3 Make a final decision on any contract matter that is subject to the Disputes clause of this contract.

## SECTION C – CONTRACT TERMS AND CONDITIONS

C9.1.4 Terminate, for any cause, the Contractor's right to proceed.

### C9.2 Contracting Officer's Technical Representative (COTR)

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

The COTR for this contract is:

Mr. Doug Drury  
DOI – Aviation Management  
Alaska Regional Office  
4405 Lear Court  
Anchorage, AK 99502

Phone: 907-271-5043/3728  
Cell: 907-351-0137  
Fax: 907-271-4788

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

Mr. Steve Rauch  
DOI – Aviation Management  
300 E. Mallard Drive, Suite 200  
Boise, ID 83706-3991

Phone: 208-433-5073  
Fax: 208-433-5007

### C9.3 Contracting Officer's Representative (COR)

The COR is authorized to take any or all actions with respect to administrative functions.

The CORs for this contract are:

\*Ms. Jan Bennett (907) 271-3935  
\*Ms. Lark Wuerth (907) 271-6032

U.S. Department of the Interior  
Aviation Management  
4405 Lear Court  
Anchorage, Alaska 99502

## C10 ADMINISTRATIVE MATTERS

### C10.1 Orders

C10.1.1 Orders for service will be placed with the Contractor offering the best value to the Government for aircraft services conforming to Government requirements.

Most favorable price will be an initial factor in determining contractor selection. However the right is reserved to select other than the lowest priced offer, if determined to be in the best interests of the Government, consistent with the provisions contained herein.

C10.1.2 All orders for service will be placed by the individuals referenced below. Orders will be placed using a “*DOI On-Call Helicopter Contract Ordering Record*” (**Exhibit C5**) which will be sent to the contractor for acceptance. An oral order for services may be issued when a need arises and followed up in writing afterwards. The order will identify the base of operation. Orders will be offered as not to exceed orders and will **estimate** the number of days of exclusive use plus the estimated number of hours of flight, including specific aircraft requirements and pilot skills, additional personnel that may be required, and other estimated expenses.

C10.1.3 The Contractor will be advised at the time a project is offered of the time allowed for contractor acceptance. If the Contractor fails to accept (or reject) an offer within this time period, the Government reserves the right to offer that project to another Contractor. Late acceptance of an offer is at the discretion of the Contracting Officer.

C10.1.4 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.

C10.1.5 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-23, Aircraft Use Report. The Contractor is responsible for including or attaching the “*DOI On-Call Helicopter Contract Ordering Record*” to the invoice, and identifying the Item Number order was placed under when submitting for payment. Invoices received without this Form information may be returned to the Contractor for resubmission with the above information.

C10.1.6 The Government will not consider any contract aircraft to be under its operational control when the Contractor is not available or capable of providing Government scheduled services. The Contractor is not under the operational control of the Government upon release from an incident, during mobilization/demobilization and when the Contractor is not available or capable of providing service as scheduled by the Government.

## SECTION C – CONTRACT TERMS AND CONDITIONS

### C10.2. Authorized Ordering Offices –

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

#### C10.2.1 Aviation Management Directorate

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

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

#### C10.2.2 Agency Ordering Offices -

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

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

b. If an organization is not included on this list they are not authorized to use this contract. Organizations not on this list and require services provided by this contract, must contact the Flight Coordination Specialist identified in C10.2.1 at the top of this section for information on how they may use this contract.

#### C11 Personnel Conduct

C11.1 Replacement of Contractor Personnel C11.1.1 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.

C11.1.2 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.

C11.1.3 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.

#### C11.2 Suspension of Pilot

C11.2.1 Upon receipt of written correspondence which indicates a serious safety concern, the Government may suspend the pilot.

C11.2.2 Upon involvement in an Aircraft Accident or National Transportation Safety Board (NTSB) Reportable Incident (see 49 CFR Part 830), a pilot **will** be suspended from pilot duties and from any other activity authorized under the Interagency Pilot Qualification card(s), pending the investigation outcome.

C11.2.3 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.

C11.2.4 When requested, a suspended pilot must surrender all Interagency Pilot Qualification card(s) to the COTR or other authorized agency representative. Pilot suspension will continue until the investigation findings and decision indicate no further suspension is required and the Interagency Pilot Qualification card(s) is returned to the pilot; or revoked by the issuing agency.

#### C12 Safety and Accident Prevention

C12.1 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).

C12.1.1 Examples of these reports are shown in paragraphs 14 CFR Part 135.415 Mechanical Reliability Reports and Part 135.417 Mechanical Interruption Summary Reports required of the Federal Aviation Regulations, 49 CFR Part 830.5 and 49 CFR 830.15, and FAA Form 8010-4, Malfunction or Defect Report.

## SECTION C – CONTRACT TERMS AND CONDITIONS

C12.2 Following a mishap, the CO will evaluate whether the Contractor was in compliance with contract provisions or with the Federal Aviation Regulations applicable to the Contractor's operations, company policy, procedures, practices, or programs, or whether there was negligence on the part of the company officers or employees that may have caused or contributed to the mishap. The Contractor must fully cooperate with the CO during this evaluation.

C12.3 The Contractor must develop and maintain programs necessary to ensure safe practices during ground and flight operations. These programs are a material part of contract performance.

C12.3.1 Examples of such programs are (1) personnel activities, (2) maintenance, (3) safety, and (4) compliance with regulations.

### C13 Mishaps

#### C13.1 Mishap Definitions

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

C13.1.1 The following terms are as defined in 49 CFR Part 830:

Aircraft Accident  
Fatal Injury  
Incident.  
Operator  
Serious Injury  
Substantial Damage

C13.1.2 Airspace Conflict. A near mid-air collision, intrusion, or violation of airspace rules.

C13.1.3 Aviation Hazard. Any condition, act, or set of circumstances that exposes an individual to unnecessary risk or harm during aviation operations.

C13.1.4 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.

C13.1.5 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.

C13.1.6 SafeCom. An agency Aviation Safety Communique used to report any condition, observance, act, maintenance problem, or circumstance which has potential to cause an aviation related accident (Form AMD-34 or FS 5700-14).

#### C13.2 Mishap Reporting

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

C13.2.1 The ASM must immediately be notified when an "Incident with Potential" occurs.

C13.2.2 The toll free 24-hour Interagency Aircraft Accident Reporting Hot Line number is:

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

#### C13.3 Forms Submission

C13.3.1 Following an "Aircraft Accident" or when requested by the NTSB following notification of a reportable "Incident," the Contractor must provide the agency ASM with information necessary to complete a NTSB Form 6120.1/2 "Pilot/Operator Aircraft Accident Report".

C13.3.2 The Contractor must submit a "SafeCom" to the agency ASM within 5 days upon the occurrence of any condition, observance, act, maintenance problem, or circumstance which has potential to cause an aviation-related mishap. Submission via the internet at <http://www.safecom.gov/> is preferred. Blank SafeComs can be obtained from agency ASMs. The submission of an NTSB Form 6120.1/2 does not replace the Contractor's responsibility to submit a "SafeCom".

C13.4 Pilot Suspension

See Suspension of Pilot clause above.

#### C13.5 Preservation Requirements

C13.5.1 The Contractor must not permit removal or alteration of the aircraft, aircraft equipment, or records following an Aircraft Accident, Incident, or Incident with Potential until authorized to do so by the CO or other authorized agency representative. Permitted exceptions to this requirement may be when life or property are threatened, when the aircraft is blocking an airport runway, etc. The Contractor must immediately notify the CO when taking such actions.

C13.5.2 The NTSB's release of the wreckage does not constitute a release by the CO.

#### C13.6 Mishap Investigations

C13.6.1 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.

## SECTION C – CONTRACT TERMS AND CONDITIONS

C13.6.2 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.

### C13.7 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.

### C13.8 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.

### C14 Federal Airport and Airway Excise Taxes

Chapters 31 and 33 of the Internal Revenue Code, (26 U.S.C. 4041, 4261 et seq) impose an excise tax on aviation in one of two ways (1) as a fuel tax or (2) as a transportation tax on transportation of passengers and cargo for aircraft having maximum certificated weights in excess of 6,000 pounds.

4C13.1 Fuel Tax. Fuel tax is applicable, and this contract requires Contractor-furnished fuel. The Contractor is responsible for paying the fuel tax and including such taxes in their bid price.

C14.2 Transportation Tax. If the transportation tax on passengers and cargo is applicable and the Contractor is required to pay the transportation tax for those services, the Contractor must add the tax to their invoice for payment as a separate item; and the Government will reimburse the Contractor for the amount of such taxes.

### C15 Economic Price Adjustment - Fuel

C15.1 During the contract period, including any renewal, the hourly (wet) flight rate may be adjusted as set forth herein to reflect increases and decreases in the cost of aviation fuel.

C15.2 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.

C15.3 **Base Price.** The base price will be the commercial price obtained by the Government for jet fuel or aviation

gasoline (whichever is appropriate) at or near the designated base and at the time the solicitation is issued. The base price for fuel is identified in Section A, Requirements and Prices.

C15.4 **Reference Price.** The reference price will be the commercial fuel price in effect at the time of economic price adjustment. The reference price will be obtained from the same source as the base price. The reference price will become the base price for the subsequent adjustment.

C15.5 **Flight Rate Adjustment.** Adjustment to the hourly flight rate is the difference between the reference price and the base price multiplied by the hourly fuel consumption rate for the type aircraft involved as shown in the Helicopter Fuel Consumption and Weight Reduction Chart Exhibit B3.

C15.5.1 The hourly flight rate will be adjusted upward whenever the Contractor notifies the CO in writing that the reference price is more than 10 percent higher than the base price. The hourly flight rate will be adjusted downward whenever the CO notifies the Contractor in writing that the reference price is more than 10 percent lower than the base price. The adjusted price will apply to flight time occurring after receipt of said notice.

C15.6 Fuel price adjustments will be subject to review by the CO.

## CONTRACT PERIOD AND RENEWAL

### C16 Contract Period

The contract period will be from date of award through October 1, 2010, unless otherwise extended as allowed herein.

### C17 Option to Extend the Term of the Contract (48 CFR 52.217-9, Mar 2000)

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

(b) If the Government exercises this option, the extended contract must 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, must not exceed 3 years, 6 months.

## C18 ORDERED SERVICE REQUIREMENTS

During the period of ordered service and any extension, the Contractor must be in compliance with all contract requirements. Pre- and post-flight activities must be accomplished within the order for service timeframe not to exceed a 14- hour duty day. Routine maintenance must be

## SECTION C – CONTRACT TERMS AND CONDITIONS

performed before or after the period of hire, or as permitted elsewhere in the contract.

### **C19 Maintenance During Period of Hire**

C19.1 The COTR 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 ordered service throughout periods approved for maintenance. The COTR 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.

C19.2 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 using agency point of contact, (2) returns the aircraft to service before the beginning of the next scheduled flight period, AND (3) uses the aircraft for maintenance test flights, or flight to and from maintenance facilities, only.

### **C20 Unavailability and Damages**

C20.1 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 COTR that they are available and have provided documentation to the COTR referencing the aircraft repairs accomplished.

C20.2 Whenever ordered service is unavailable, the minimum guarantee will be reduced by the length of time service is unavailable not to exceed the minimum guarantee per day.

C20.3 During periods of Contractor unavailability, the Government may obtain replacement services elsewhere and charge the Contractor for any resulting excess costs. The Contractor may be liable for any additional actual damages to the Government resulting from such failure to perform.

### **C21.GUARANTEE, MEASUREMENT AND PAYMENT**

#### **C21.1 Guarantee**

C21.1.1 The Government does not guarantee any minimum number of flight hours except as defined in C21.3.4.

#### **C21.2 Measurement**

C21.2.1 Flight time will be measured from lift off to touchdown and recorded in hours and tenths of hours. Flight time will be measured by means of an approved electrical time recorder as required in the specifications.

C21.2.3 Standby time will be measured and recorded in 24-hour clock time. It will be recorded on the AMD-23 as it occurs, under start/stop time, converted to hours and tenths/hundredths, and shown in the elapsed time column.

#### **C21.3 Payment.**

C21.3.1 Flight Time. Payment will be made for all flights ordered by the Contracting Officer or the Government representative and flown by the vendor at the rates set forth in Section A.

C21.3.2 Flight For the Vendor's Benefit. Payment will not be made for flight for the benefit of the vendor such as maintenance test flight, ferrying to and from maintenance facilities, training or familiarization flights, flights required following an engine change, or transportation of vendor's support personnel.

C21.3.3 Standby (for periods of service of less than 24 hours). The Government will pay standby time when properly invoiced and reported on Form AMD-23 at the rates stipulated in Section A subject to the following:

C21.3.3.1 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.

C21.3.4 Guarantee (for periods of service in excess of 24 hours). The Vendor will be compensated for standby time through a flight hour guarantee as follows:

C21.3.4.1 When properly invoiced and reported on Form AMD-23, payment will be made for the greater of (1) actual flight time including required ferry, or (2) the total guarantee determined by multiplying the number of days of ordered service by the daily guarantee set forth in Section A.

C21.3.4.2 Payment for un-flown guarantee will be computed at the dry rate.

C21.3.4.3 Services terminating before 1200 or beginning at 1200 hours or after will be measured as one-half the guarantee set forth in Section A.

C21.3.4.4 Whenever ordered service is unavailable, the minimum guarantee will be reduced by the length of time service is unavailable not to exceed the minimum guarantee per day set forth in Section A.

C21.3.4.5 Guarantee will not accrue after the aircraft is released, regardless of the location and the circumstances at the time of release (i.e., adverse weather conditions, etc.).

## SECTION C – CONTRACT TERMS AND CONDITIONS

C22 (Paragraph Number not used)

### **C23 Additional Pay Items** - (from Schedule of Items)

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

#### **C23.1 Measurement of Additional Personnel.**

C23.1.1 Additional personnel must be measured for payment in man-days and paid at the applicable rate stipulated in Section A. A man-day is defined as one person delivered and available to the Government for a period of 24 hours, midnight to midnight. Payment for additional personnel commences at the aircraft designated base and ends upon return of the additional personnel to the same base, unless otherwise agreed upon in writing.

C23.1.2 Arrival at and departure from the designated base must be recorded as separate line entries on the AMD-23, Aircraft Use Report, by the Contractor. Each line entry must identify the start time and stop time in hours and minutes.

C23.1.3 Reporting For Service: Additional personnel reporting for service prior to 1200 must be paid for one full day at the rate set forth in Section A. Those required to report at 1200 or after must be paid for one-half day of the rate set forth in Section A.

C23.1.4 Release From Service: Additional personnel released from service at or prior to 1200 must be paid one-half day of the rate set forth in Section A. Those released after 1200 must be paid for one full day at the rate set forth in Section A.

C23.1.5 The Government is obligated to provide transportation and return additional crew to the Contractors designated base from which the aircraft was hired. This includes payment of both daily rates, including transportation charges. If the Government elects to release additional personnel at an alternative site, reasonable travel time must be allowed, immediately following release. However, the Government must not be liable for additional costs as a result of the Contractor's personnel who elect to delay departure for personal reasons.

C23.1.6 Service must be recorded as unavailable whenever additional crewmen, who are also pilots, are unavailable during that portion of the day when they have been scheduled to perform under the contract. Availability of the aircraft may also be affected due to the unavailability of the additional crew.

**C23.2 Subsistence Allowance.** A subsistence allowance (lodging and meals) may be claimed for each authorized

crewmember for each overnight stay, including mandatory days off, when assigned to a base away from the designated base.

C23.2.1 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 will be paid an overnight allowance equal to the standard Federal Travel Regulation (FTR) rate (or high rate, if applicable). The Contractor may claim overnight expenses using either of the two following methods:

C23.2.2 Payment of the Standard or High Rate, if applicable) lodging and M&IE rate EXCLUDING lodging tax (does not require lodging receipts to be submitted with the invoice) or;

C23.2.3 Payment of actual lodging amount and M&IE rate not to exceed that authorized in accordance with the FTR plus lodging tax. An itemized lodging invoice detailing lodging cost and tax must be submitted with the invoice.

(a) The lodging and payment invoices must clearly show the county or city where the overnight stay occurred. High rate claims for subsistence that do not include this information will be reduced to the standard rate.

C23.2.4 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.

C23.2.5 Unless the Government makes three meals available to the Contractor's employees, the appropriate total rate for meals and incidental expenses will be paid.

C23.2.6 If partial subsistence, either three meals or lodging, is provided by the Government, the Contractor will be paid at current FTR rates for the portion that is Contractor provided. Lodging will be handled as stated above. Current rates established by the FTR are located at <http://perdiem.hqda.pertagon.mil/perdiem>.

**C23.3 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.

#### **C23.4 Fuel Expense -**

C23.4.1 When hired on a "Wet" rate, the Contractor is responsible for the cost of all fuel required for contract performance. The cost of fuel is included in the wet flight rate appearing in Section A, Schedule of Items and Prices.

## SECTION C – CONTRACT TERMS AND CONDITIONS

C23.4.2 When hired on a “Dry” rate the Government must reimburse the contractor for the purchase of fuel. All reimbursements must be supported by a legible fuel receipt.

C23.4.2.1 On “Dry” rate hires, the contractor must record fuel on board at the time of hire. The contractor must be entitled to compensation for the fuel on board at the rate specified in Section A, Schedule of Items and Prices, Fuel Adjustment Section, Page 8. The contractor must not charge any fuel directly to the Government.

**C23.5 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.

C23.5.1 The Contractor must complete and submit the Transportation Worksheet Exhibit, attach supporting invoices identified above to the invoice for payment, 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.

C23.5.2 Unless approved in advance by the CO, payment for crew member exchanges is limited to one round trip for two crew members once every 12 days. Additional payment may be appropriate for circumstances such as personnel reaching flight or duty time limits including agency imposed temporary flight or duty restrictions as specified in Section B.

C23.5.3 Examples of acceptable expenses are airline tickets; car rentals; privately owned vehicle (POV) at the government mileage rate (currently 50.5 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.

**C23.6 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. The Contractor must support any cost exceeding \$75.00 with an itemized, paid invoice.

C23.6.1 **Landing Fees.** The Government will pay the Contractor for all landing fees the Contractor is required to pay. The Contractor must support any cost exceeding \$75.00 with an itemized, paid invoice.

### **C23.7 DEPLOYMENT TO AN ALTERNATE OPERATING BASE.**

If a contractor is required to operate on an island other than where their home base is located, that will be defined as an “alternate” operating base. All equipment and other items required for deployment to/redeployment from an alternate operating base shall be the responsibility of the contractor. All costs necessary for these operations will be the responsibility of the Contractor and shall be paid as a Firm-fixed price for each deployment/redeployment at the rates under “Additional Pay Items” of the schedule.

### **C24 Government Miscellaneous Charges**

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

## **BILLING AND REPORTING REQUIREMENTS**

### **C25 Designated Agency Office and Payment Office**

The office identified in Block 18a of the SF 1449 is the office designated by the contract to first receive and review invoices. This office is also the office issuing payments. It is the Contractor’s responsibility to submit invoices to the identified office. All contractor invoices, must be supported by signed and completed AMD 23 Flight Use Reports.

### **C26 Invoice Submissions**

The Contractor may submit invoices every two weeks starting the first day services begin or upon conclusion of a project. Services provided must be shown on a daily basis. All invoices must be accompanied by a completed and signed (by the using Agency) AMD 23 Flight Use Report. Invoices not having the completed AMD 23 Flight Use Report attached will be returned to the Contractor. A copy of the signed “DOI On Call Helicopter Contract Ordering Record (Exhibit C5) must be included with the invoice.

### **C27 Aircraft Use Report**

The Contractor, or Contractor's representative, and the Government must complete and sign an Aircraft Use Report, AMD-23 form. Instructions for proper completion of the

## SECTION C – CONTRACT TERMS AND CONDITIONS

Aircraft Use Report are contained in the AMD-23 booklet. The Contractor may use the completed and signed Aircraft Use Reports as their invoice.

### **C28 EXHIBITS**

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

#### Section B

- Exhibit B1 First Aid Kit and Survival Kit
- Exhibit B2 Standard Interagency Load Calculation Form
- Exhibit B3 Helicopter Fuel Consumption and Weight Reduction Chart
- Exhibit B4 FS/AMD Drawing A-16
- Exhibit B5 Acceptable Paint Schemes
- Exhibit B6 FS/AMD Drawing A-17
- Exhibit B7 Helicopter Like Makes and Models
- Exhibit B8 Suggested Rack & Step Installation Hughes 500 C&D

#### Section C

- Exhibit C1 Statement of Equivalent Rates for Federal Hires
- Exhibit C2 Department of Labor Wage Determination Information
- Exhibit C3 Transportation Worksheet
- Exhibit C4 Ordering Offices
- Exhibit C5 DOI On Call Helicopter Contract Ordering Record

**FIRST AID & SURVIVAL KITS**

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

<b>Minimum First Aid Kit Items</b>		
<u>Item</u>	<u>Passenger Seats 0-9</u>	<u>Passenger Seats 10-50</u>
Adhesive bandage strips, (3" long)	8	16
Antiseptic or alcohol wipes (pkts)	10	20
Bandage compresses, 4"	2	4
Triangular bandage, 40" (sling)	2	4
Roller bandage, 4" x 5 yds (gauze)	2	4
Adhesive tape, 1" x 5 yds (std 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		

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

**MINIMUM AIRCRAFT SURVIVAL KIT ITEMS**

These are minimum required items for special use activities in the Hawaiian Islands and 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 (two 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’ x 10’)
- Machete (2 each)
- Water (one quart per occupant required when operating over areas without adequate drinking water)

INTERAGENCY HELICOPTER LOAD CALCULATION AMD-67/FS 5700 (11/03)		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          lbs 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 ___		

**INTERAGENCY HELICOPTER LOAD  
CALCULATION INSTRUCTIONS**

A load calculation must be completed for all flights. A new calculation is required when operating conditions change ( $\pm 1000'$  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 & 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 & OAT at destination. If destination conditions are unknown, use MSL elevation from a map and Standard Lapse Rate of  $2^{\circ}\text{C}/1000'$  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. Co-pilot, flight engineer, navigator) plus the weight of their personal gear.

**5. FUEL WEIGHT** – Number of gallons onboard **X** the weight per gallon (**Jet Fuel = 7.0 lbs/gal**; AvGas = 6.0 lbs/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 & 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 & model, can be found in the current helicopter 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 Take-Off 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/User must review and sign the form.** Check if HazMat is being transported. Manager must inform the pilot of type, quantity and location of HazMat onboard.

## HELICOPTER FUEL CONSUMPTION AND WEIGHT REDUCTION CHART

		Fuel Consumption	Load Calculation	
		<u>Gallon/Hour</u>	<u>Weight Reduction-Lb</u>	
<b>EUROCOPTER</b>	AS-330J	179	NOT ESTABLISHED	
	AS-332L-1	160	NOT ESTABLISHED	
	AS-350B	45	130	
	AS-350B-1	46	160	
	AS-350B-2	48	160	
	AS-350B-3	50	175	
	AS-350D	38	130	
	AS-355F-1	58	140	
	AS-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-135	64	220	
	<b>BELL</b>	47	17A	90
		47/SOLOY	23	120
204B (UH-1 SERIES)		88	200	
205A-1		89	260	
206B-II		25	100	
206B-III		27	130	
206L-1		32	150	
206L-3 (Incl L-1 C30)		38	180	
206L-4		38	180	
212		100	390	
214B		160	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	
<b>MD</b>		500C	23	110
		500D/E	28	120
	520N	32	100	
	530F	34	120	
	600N	41	155	
	900/902	69	210	
	<b>HILLER</b>	SL-3/4	21A	90
UH-12		17A	90	
1100B		22	130	
UH-12/SOLOY		23	100	
<b>SIKORSKY</b>	S-55T	47	170	
	S-58D/E	83A	OGE 000 IGE 400	
	S-58T/PT6T-3	115	OGE 000 IGE 400	
	S-58T/PT6T-6	115	OGE 000 IGE 460	
	S-62A	70	300	
	S-70	160	N/A	

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

12/01

**ACCESSORY CONNECTOR PIN ASSIGNMENTS**

**Griffith Bucket (7 wire)**

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

**Sims Bucket (3 wire)**

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

**Sims Bucket (8 wire)**

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

**Chadwick Bucket (2 wire)**

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

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

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

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

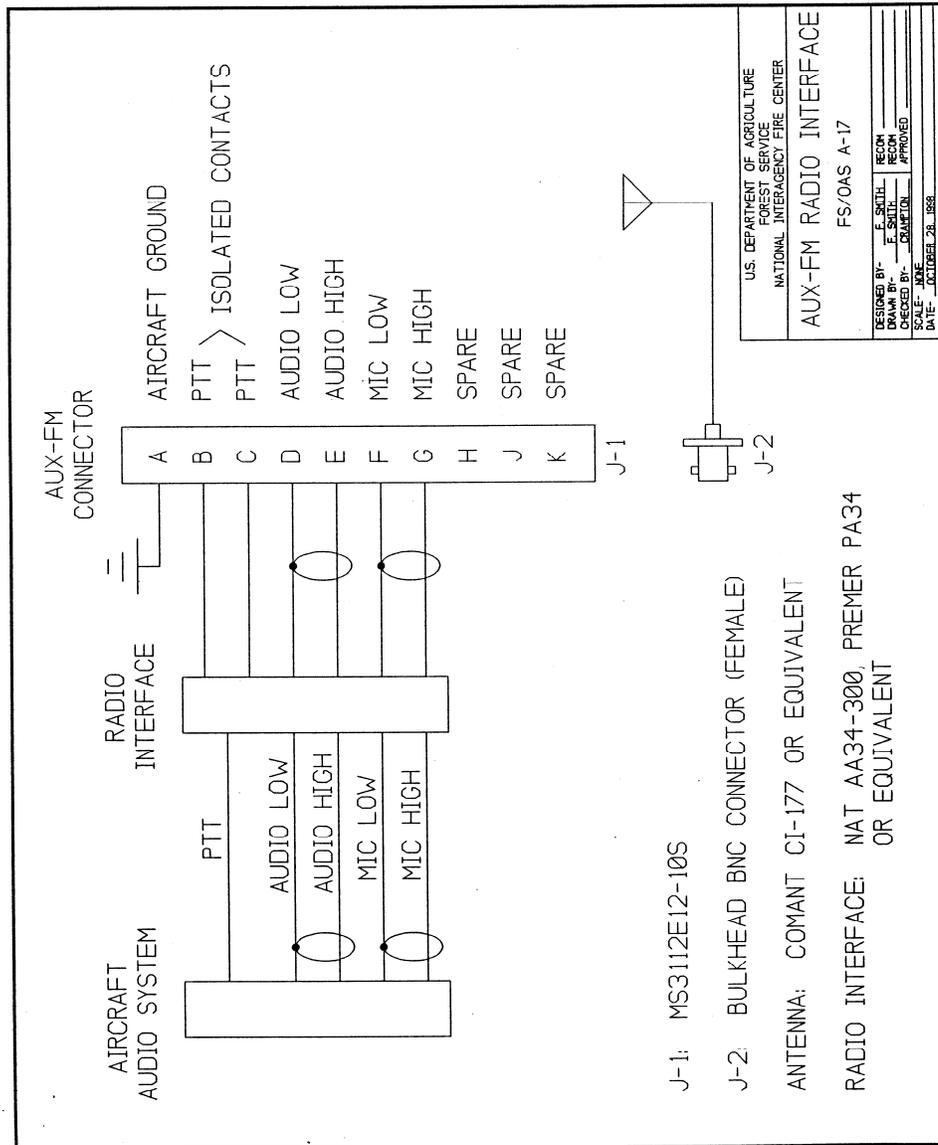
	<b>MS 3101E-24-11S (Helicopter)</b>	<b>MS 3107B-24-11P (Bucket)</b>
<b>Pin</b>	<b>Function</b>	<b>Function</b>
D	Airframe Ground	System Ground
E	28VDC (bucket open)	28VDC Bucket/Hook Open-Torch/Seeder on

ACCEPTABLE PAINT SCHEMES

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

HUB										
W	Y	W	Y	W		W	Y	W	Y	W
1/6	1/6	1/6	1/3	1/6		1/6	1/3	1/6	1/6	1/6

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



AUXILIARY FM RADIO INTERFACE

Helicopter Like Make and Models	
Make	Model
Bell	47 series (all Recips)
Bell	47 series Soloy
Bell	206A, 206B, series
Bell	206L series
Bell	212, 412,
MD	369 (500) series
MD	520N, 600
MD	MD-900, 902
Enstrom	28, 280 series
Eurocopter	SA 315, SA 316, SA 319
Eurocopter	AS 350/355 series
Hiller	12 series (Recips)
Hiller	12 series (Soloy)
Schweizer	269, 300 series (Recips)

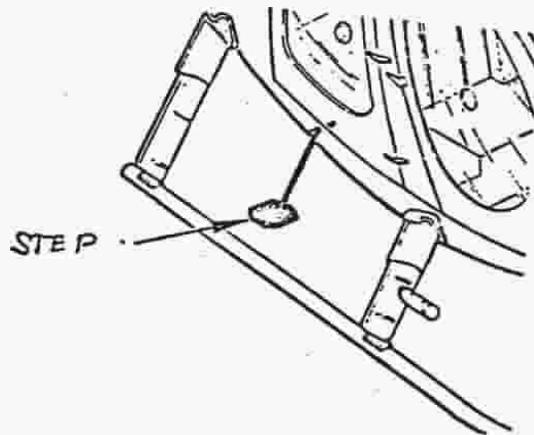
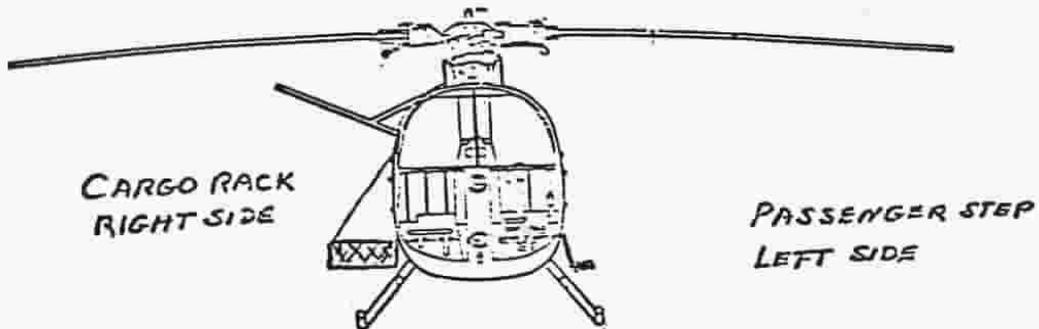
This list does not specifically follow the FAA guidelines as it relates to 14 CFR 135.293 competency.

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 make/models in a grouping. Make/model qualification and currency are met with time flown in any aircraft in grouping.

SUGGESTED RACK AND STEP INSTALLATION

HUGHES 500 C & D



OAS 2-78-1

SECTION C – CONTRACT TERMS AND CONDITIONS

EXHIBIT C1

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

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

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

*(See following page)*

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

<u>A. EMPLOYEE CLASS</u>	<u>MONETARY WAGE</u>
Aircraft Pilot, GS-11	\$ 24.61 plus COLA*
Aircraft Mechanic WG 10	\$ 28.55
Fuel Servicing Vehicle Driver (Truck Driver, WG-5)	\$ 19.84

\* Honolulu County, 25%; Hawaii County, 17%; Kauai County, 25% and Maui/Kalawo County 25%

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

C. Paid holidays are:

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

D. The amount of paid vacation time allowed is as follows:

1. Two (2) hours of annual leave each week for an employee with less than three (3) years of service.
2. Three (3) hours of annual leave each week for an employee with three (3) but less than fifteen (15) years of service.
3. Four (4) hours of annual leave each week for an employee with fifteen (15) or more years of service.

E. The percentage of the basic hourly rate that is contributed by the contracting agency for retirement is currently 7 to 17.5 percent.

SECTION C – CONTRACT TERMS AND CONDITIONS

EXHIBIT C2

DEPARTMENT OF LABOR WAGE DETERMINATION INFORMATION

This solicitation includes Department of Labor (DOL) wage determinations as identified below. In order that this solicitation may be accessed electronically, the following DOL wage determination information has been extracted from the wage determination(s) listed below and identifies the occupations of service employees that would typically be employed on this type of a solicitation. This information should be considered when submitting an offer. The DOL wage determination information identified herein will be included in the awarded contract with complete copies of the wage determinations being provided to the successful Contractor. *To receive the wage determinations in their entirety, please contact the issuing office at 907-271-6061 or submit a written facsimile request to 907-271-4788.*

Wage Determination No. 1995-0222 Revision 28, dated 05/26/2009  
Nationwide: Applicable in the Continental U.S., Alaska, Puerto Rico, Hawaii and Virgin Islands.

Airplane Pilot (31010) Minimum Wage: \$24.36 per hour

Wage Determination No. 2005-2153, Revision 10, dated 5/26/2009

Aircraft Mechanic I (23021) Minimum Wage \$26.99 per hour  
Truck Driver, Medium (31362) Minimum Wage \$17.01 per hour

Fringe Benefits

**1. Health & Welfare: (WD 2005-2153 R10)** \$1.40 an hour or \$56.00 a week or \$242.66 a month. For all employees on whose behalf the contractor provides health benefits pursuant to the Hawaii prepaid Health Care Act. For those employees who are not receiving health cared benefits mandated by the Hawaii prepaid Health Care Act, the new health and welfare benefit rate will be \$3.35 per hour.

**2. Health & Welfare: (WD 1995-0222 R28)** \$1.40 an hour or \$56.00 a week or \$242.66 a month. For all employees on whose behalf the contractor provides health benefits pursuant to the Hawaii prepaid Health Care Act. For those employees who are not receiving health cared benefits mandated by the Hawaii prepaid Health Care Act, the new health and welfare benefit rate will be \$3.35 per hour.

**3. Vacation: (Both Wage Determinations)** 2 weeks paid vacation after 1 year of service with a contractor or successor; 3 weeks after 10 years, and 4 weeks after 15 years. Length of service includes the whole span of continuous service with the present contractor or successor, wherever employed, and with the predecessor contractors in the performance of similar work at the same federal facility. (Reg. 29 CFR 4.173).

**4. Holidays: (Both Wage Determinations)** A minimum of eleven paid holidays per year: New Year's Day, Martin Luther King JR's Birthday, Washington's Birthday, Good Friday, Memorial Day, Independence Day, Labor Day, Columbus Day, Veterans' Day, Thanksgiving Day, and Christmas Day. A contractor may substitute for any of the named holidays another day off with pay in accordance with a plan communicated to the employees involved. (See 29 CFR 4.174)

**5. HAZARDOUS PAY DIFFERENTIAL:** An 8 percent differential is applicable to employees employed in a position that represents a high degree of hazard when working with or in close proximity to ordinance, explosives, and incendiary materials. This includes work such as screening, blending, dying, mixing, and pressing of sensitive ordinance, explosives, and pyrotechnic compositions such as lead azide, black powder and photoflash powder. All dry-house activities involving propellants or explosives. Demilitarization, modification, renovation, demolition, and maintenance operations on sensitive ordinance, explosives and incendiary materials. All operations involving regarding and cleaning of artillery ranges.

A 4 percent differential is applicable to employees employed in a position that represents a low degree of hazard when working with, or in close proximity to ordinance, (or employees possibly adjacent to) explosives and incendiary materials which involves potential injury such as laceration of hands, face, or arms of the employee engaged in the operation, irritation of the skin, minor

## SECTION C – CONTRACT TERMS AND CONDITIONS

burns and the like; minimal damage to immediate or adjacent work area or equipment being used. All operations involving, unloading, storage, and hauling of ordnance, explosive, and incendiary ordnance material other than small arms ammunition. These differentials are only applicable to work that has been specifically designated by the agency for ordnance, explosives, and incendiary material differential pay

**6. Uniform Allowance:** If employees are required to wear uniforms in the performance of this contract (either by the terms of the Government contract, by the employer, by the state or local law, etc.), the cost of furnishing such uniforms and maintaining (by laundering or dry cleaning) such uniforms is an expense that may not be borne by an employee where such cost reduces the hourly rate below that required by the wage determination. The Department of Labor will accept payment in accordance with the following standards as compliance:

The contractor or subcontractor is required to furnish all employees with an adequate number of uniforms without cost or to reimburse employees for the actual cost of the uniforms. In addition, where uniform cleaning and maintenance is made the responsibility of the employee, all contractors and subcontractors subject to this wage determination must (in the absence of a bona fide collective bargaining agreement providing for a different amount, or the furnishing of contrary affirmative proof as to the actual cost), reimburse all employees for such cleaning and maintenance at a rate of \$3.35 per week (or \$.67 cents per day). However, in those instances where the uniforms furnished are made of “wash and wear” materials, may be routinely washed and dried with other personal garments, and do not require any special treatment such as dry cleaning, daily washing, or commercial laundering in order to meet the cleanliness or appearance standards set by the terms of the Government contract, by the contractor, by law, or by the nature of the work, there is no requirement that employees be reimbursed for uniform maintenance costs.

**Request for Authorization of Additional Classification and Wage Rate (Standard Form 1444 (SF 1444)):** If the offeror intends to employ a class of service employee that is not listed above, the offeror should immediately contact the issuing office of this solicitation and request a complete copy of the wage determination. The offeror can then view the wage determination in its entirety and if needed can make a request for authorization of an additional classification and wage rate through the conformance process as set forth in the wage determinations.

*To receive a wage determination in its entirety or from an area other than Alaska, please contact the issuing office at 907-271-6061 or submit a written facsimile request to 907-271-4788.*

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

**EXHIBIT C3**

**TRANSPORTATION WORKSHEET**

<p>When assigned to an alternate 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>  <b>See contract clause “Transportation Costs Associated with Operating Away From the Designated Base” for detailed information</b></p>			
<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>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 E – OFFEROR’S REPRESENTATIONS, CERTIFICATIONS, AND OTHER STATEMENTS**

**EXHIBIT C-4 - AUTHORIZED ORDERING OFFICES**

Note: Ordering offices must have a current Agreement with Department of the Interior, National Business Center, Aviation Management Directorate.

<u>Agency</u>	<u>Office Name</u>	<u>Billee Code</u>
U.S. Fish & Wildlife Service	Hakalau Forest NWR	FX40
	Ecological Service	F120
	Hawaii & Pacific Islands NWR Complex	7430
	O’Ahu NWR Complex	W750
U. S. National Park Service	Haleakala, National Park	50F0
	Kalaupapa National Historic Site	53X0
	Hawaii Volcanoes National Park	5310
	Pu’uhonua O Honaunau NHP	55M0
	Pacific Islands Support Office	56W0
	Pu’Ukohola Heiau NHS	58A0
	PWRO Honolulu Inventory & Monitoring	58C0
	Kaloko-Honokohau NHP	54T0
Biological Resources Division		
	Hawaii Volcano Field Station	N150
	Haleakala National Park – Field Station Maui	N350
	Hawaii Volcanoes National Park Field Station	N370
U.S. Geological Survey	Hawaiian Volcano Observatory GD	4710
	Honolulu Field Station	4X90
	Honolulu	4N30
Biological Resource Division		
	Pacific Island Ecosystems RS	N330
	University of Hawaii, CPSU – Honolulu	N360
	Honolulu WHR Station	N600
National Oceanic & Atmospheric Administration (NOAA)	PIFSC Coral Reef Ecosystem Kewalo	XM00
	National Marine Sanctuary	XM10
	National Weather Service – Pacific	X950
	Pacific Region	9M20
National Marine Fisheries Service	Honolulu	9AY0
U.S. Coast Guard	Civil Engineering – Contracting Office	M560
Federal Aviation Administration	Flight Standards District Office	XM70
National Resources Conservation Service	Honolulu	9PN0
Department of the Army	Headquarters	
	U.S. Army Garrison Hawaii	9TN0

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

## Exhibit C5 - DOI On Call Helicopter Contract Ordering Record

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

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

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

<b>CONTRACTOR SELECTED</b>			
<b>CONTRACT #</b>	Enter last 4 digits – located on the contract and pricing information document 1406 - 09 - 81 - _ _ _ _		
<b>CONTRACTOR PHONE</b>		<b>FAX or EMAIL</b>	
<b>INDIVIDUAL ACCEPTING ORDER</b>			
<b>A/C N # CONFIRMED</b>		<b>AIRCRAFT MAKE/MODEL</b>	
<b>PILOT CONFIRMED</b>			
<b>TOTAL ESTIMATED AMOUNT OF ORDER:</b>	<b>\$</b>		
<b>NAME AND SIGNATURE OF AUTHORIZED ORDERING OFFICIAL</b>			<b>DATE</b>
<b>TELEPHONE NO:</b>			
<b>NAME AND SIGNATURE OF CONTRACTOR REPRESENTATIVE ACCEPTING THE ORDER</b>			<b>DATE</b>
<b>TELEPHONE NO:</b>			