PERFORMANCE WORK STATEMENT
Bell Helicopter 429 Pilot Qualification Training

A. PROJECT/TITLE

Bell 429 Helicopter Pilot Flight Training for Flight Standards Operations Inspectors and Aircraft Certification Test Pilots Employed by the Federal Aviation Administration (FAA).

B. BACKGROUND

Under Title 49 of the United States Code (49 U.S.C.), the FAA is authorized to acquire and expend funds for the acquisition, operation, and maintenance of aircraft as necessary in the exercise and performance of the powers and duties of the Administrator. The interests of the public, the safety of the workforce, and the credibility of the organization are best served by having qualified, proficient, and current inspectors conducting pilot evaluating, testing, and checking functions.

C. SCOPE

The contractor is to provide initial and recurrent ground school and flight simulation training device training to FAA inspectors/pilots in the applicable aircraft specified in schedule B. Student quotas for these courses will be assigned by the Flight Standards Service Training Division, AFS-500 and/or Aircraft Certification Service – Planning and Program Division AIR-900. The courses covered under this contract will meet the requirements for FAA formal flight training. FAA formal flight training consists of training courses with agency level course numbers that will be officially recorded in the employee's personnel records.

D. DEFINITIONS

The following definitions are used to define the terminology contained herein and are applicable as required by Title 14 of the Code of Federal Aviation Regulations (14 CFR):

1. Flight Time: Pilot Time that commences when the aircraft moves under its own power for the purpose of flight and ends when the aircraft comes to rest after landing.

2. Flight Simulation Training Device (FSTD): A Full Flight Simulator (FFS) or a Flight Training Device (FTD).

3. Full Flight Simulator (FFS): A replica of a specific type, make, model, or series aircraft. It includes the equipment and computer programs necessary to represent aircraft operations in ground and flight conditions, a visual system providing an out-of-the-flight deck view, a system that provides cues at least equivalent to those of a three-degree-of-freedom motion system, and has the full range of capabilities of the systems installed in the device as described in (14 CFR) Part 60 and the Qualification Performance Standard (QPS) for a specific FFS qualification level.

4. Flight Training Device (FTD): A replica of aircraft instruments, equipment, panels, and controls in an open flight deck area or an enclosed aircraft flight deck replica. It includes the equipment and computer programs necessary to represent aircraft (or set of aircraft) operations

in ground and flight conditions having the full range of capabilities of the systems installed in the device as described in (14 CFR) Part 60 and the Qualification Performance Standard (QPS) for a specific FTD qualification level.

5. Crew Concept: When one inspector/pilot is receiving Pilot-In-Command (PIC) training in a simulator/training device, the other inspector/pilot shall receive second-in-command training or flight engineer training (if applicable). When one inspector/pilot is receiving PIC training in the left seat of an airplane flight deck the other inspector/pilot shall receive observer time (flight deck seating permitted). No additional charge shall be made for the presence of, or instruction provided to, such additional FAA inspector/pilot.

6. Approved Training Program: The contractor's FAA approved training course to include a (14 CFR) Part 121 or Part 135 training program, a (14 CFR) Part 141 training course outline, or a (14 CFR) Part 142 course which addresses the training required for a Bell Helicopters BH-429 type rating. The contractor shall provide documentation of an approved training program by submitting one of the following items: a signed approval letter from the Principal Operations Inspector who approved the training program, the approved course syllabus, or the training specifications paragraph authorizing the training course.

E. APPLICABLE DOCUMENTS

Title 14 of the Code of Federal Regulations (14 CFR), Parts 61, 121, 135, 141, and 142. The applicable regulations are available for download, in PDF format, from www.faa.gov/regulations_policies/faa_regulations/

Practical Test Standards available at:
http://www.faa.gov/training_testing/testing/airmen/test_standards/

FAA Order 4040.9E or as revised and available for download, in pdf format, from www.faa.gov

F. GENERAL REQUIREMENTS

1. GENERAL

(a) The contractor shall submit the number of hours to complete an FAA approved training program. The contractor is requested, within the limits of their program, to delete company-specific training such as employee/customer relations, filling out company forms, evacuation training, company communications, or other items not directly related to the completion of the training and substitute training directly related to the successful completion of the type rating.

(b) It is expected that additional supplementary training may be required for some inspectors/pilots. Supplementary training must be **approved in advance** on a case-by-case basis by the Contracting Officer. All simulator time is considered "wet", consisting of the simulator and the required complement of instructors required by the contractors approved training program or required by the PWS. This is to include the hours used for any flight check.

(c) Training of FAA inspectors/pilots is **not** to be conducted between the hours of midnight and 6:00 a.m., including flight simulator pre and post-flight briefings. A maximum of four hours of simulator/flight instruction per day or eight hours of ground school per day per

inspector class is permitted. If ground and flight instruction are combined in a single day, then a maximum of ten hours of training per day is permitted to include breaks and lunch. To maintain continuity between flight training sessions, the contractor is requested to minimize the switching of flight instructors between sessions.

(d) FAA personnel do not ordinarily operate the aircraft in which they are rated on a regular basis. Therefore, it is necessary that they receive the most complete review possible when attending recurrent training. If the contractor's approved program allows for a partial review of systems and procedures during successive recurrent training periods, it is required that the contractor supplement their approved program to achieve a complete review for FAA inspectors/pilots during each recurrent course.

(e) This solicitation requires flight simulation training. At a minimum it must be conducted in a level 6 or equivalent flight simulation training device (FTD). Any level FTD time may be substituted for the minimum required ground school time. Flight simulation Training Device pre/post briefing may be considered as ground school training. The contractor's approved training program must allow any substitutions the contractor makes.

(f) Inspectors/pilots attending training under this contract should present the contractor with a copy of FAA Form 4040-2, Pilot Flight Record and Application for Check Flight, signed by the inspector's supervisor. If the form is presented, the contractor's instructor, training center evaluator (TCE), or the FAA inspector administering a practical test or an instrument proficiency check shall complete the form and return it to the inspector.

2. QUALIFICATIONS

(a) INITIAL PILOT QUALIFICATION:

The contractor shall provide the aircraft and training necessary to enable the FAA inspector/pilot to pass the practical test to Airline Transport Pilot (ATP) standards for a Bell 429 Helicopter type rating without any limitations, in accordance with (14 CFR) Part 61.57(d), the contractor's FAA approved training program, and the terms and conditions of the resulting contract/task order.

Types of training shall include the following categories:

1. Initial pilot qualification ground school, and;
    a. Optional Flight Test Engineers to attend ground school with Flight Test pilot
2. Initial pilot qualification flight training when all or part of flight training is to be conducted in an aircraft and <u>including an end-of-course practical test.</u>
    a. Optional Flight Test Engineers observation flight training in the back seat of the aircraft.

(b) RECURRENT PILOT QUALIFICATION:

The contractor shall provide the aircraft and training necessary to enable the FAA inspector/pilot to pass the proficiency check for the Airline Transport Pilot (ATP) standards for the Bell 429 Helicopter type rating without limitations, in accordance with (14 CFR) Part 61.57(d), the contractor's approved training program, and the terms and conditions of the resulting contract/task order.

Types of training shall include the following categories:

1. Recurrent Bell 429 pilot ground school and

a. Optional Flight Test Engineers to attend ground school with Flight Test Pilots.

2. Recurrent Bell 429 pilot flight training when all flight training is to be conducted in an aircraft and including an end-of-course proficiency check.

a. Optional Flight Test Engineers observation flight training in the back seat of the aircraft.

(c) SUPPLEMENTARY TRAINING HOURS:

The Contracting Officer may authorize hours in addition to those specified under Initial or Recurrent Pilot Qualification training when required by the individual inspector/pilot to successfully complete the course. These hours shall be provided at the prices set forth in the item entitled “Supplementary Training Hours”, Part I, Schedule B.

3. TRAINING REQUIREMENTS

(a) All instruction shall comply with the contractor's approved training program.

(b) Flight simulation training device (FSTD) shall begin within one working day after completion of ground school, if applicable. FSTD training may be integrated with ground school training if it is a part of the contractor's program.

(c) Ground school instruction shall be presented in a classroom environment. If Computer-Based Instruction (CBI) is used to accomplish ground school training, then the following requirements shall be met:

(1) Inspectors/pilots shall receive a thorough briefing on the operation and use of the CBI equipment.

(2) At least one instructor shall be present or readily accessible by electronic means to resolve any problems or questions that the inspector/pilot may have regarding the material presented in the CBI program.

(3) All material presented by CBI shall be reviewed and reinforced by a Bell 429 qualified rated instructor in classroom discussion or one-on-one with the inspector/pilot.

(d) Upon scheduling an FAA inspector/pilot for training the contractor shall contact their FAA certificate holding office in order to arrange for the applicable check to be given by an FAA inspector qualified in the aircraft. The contractor shall make the applicable FSTD or aircraft and appropriate personnel available for the purpose of administering the check(s) required. If required check(s), the contractor shall immediately notify the Contracting Officer’s Representative (COR).

(e) In the event the FAA inspector/pilot fails to report for training as scheduled, or should become ill, injured or incapacitated during the training period the contractor must promptly notify the COR/CO and the inspector/pilot’s emergency contact if known.

(f) If the inspector/pilot has not passed the applicable pilot practical test after completion of the training outlined in Schedule B and in accordance with the specifications herein, the contractor shall withhold further training and promptly notify the COR who will

arrange the authorization of additional training.

(g) The contractor shall notify the COR of the inspector's/pilot's completion status within 5 working days after completion of the training program.

(h) The contractor shall issue a Certificate of Training to each inspector/pilot who completes all training for the Initial Pilot Qualification or the Recurrent Pilot Qualification. One copy of each such certificate shall be submitted to the COR.

(i) The contractor shall furnish all training aids and facilities which meet the following minimum requirements:

(1) Sufficient chalk, dry erase or electronic boards for effective teaching shall be provided.

(2) All training aids, including any audio-visuals, mockups, charts or aircraft components listed in the submitted training program shall be accurate and appropriate to the course for which they are used.

(3) The classroom shall be well-lighted.

(4) Inspectors/pilots shall be seated at suitable tables which provide sufficient space for writing and accomplishing assigned tasks.

(5) The classroom shall be kept clean.

(6) Sanitary restroom facilities shall be available near the classroom.

(7) The classroom facilities shall be adequately ventilated, heated in winter, and cooled in summer.

(8) Ambient noise shall be below the distraction point. The instructor's voice level shall be easily heard from any position in the classroom.

(9) The contractor shall comply with safety standards specified by the National Electrical Code, the National Fire Code, and the United States of America Standards Institute in conducting contract training.

(10) Local environmental distractions adversely affecting student learning shall be eliminated.

(11) The contractor shall maintain sufficient aircraft inventory for use in the training course to ensure availability of back-up Bell 429 when maintenance is necessary. All aircraft shall be airworthy and certificated by the FAA.

(12) A copy of the syllabus, training schedule and description of all maneuvers and procedures to be conducted in the training course shall be provided each inspector/pilot on the first training day of each course.

(13) A copy of the Bell 429 operating limitations shall be provided each inspector/pilot on the first training day of each training course for the subject aircraft and will be retained by the inspector/pilot.

(14) The contractor shall use only instructors authorized under their submitted training program to instruct under this contract. All instructors used in flight training under this contract shall be authorized by the contractor to conduct all maneuvers and procedures required.