This requirement is being issued by the Department of the Interior (DOI), Interior Business Center (IBC), Acquisition Services Directorate (AQD) on behalf of the Department of the Interior, U.S. Wildland Fire Service (USWFS).

This is a combined synopsis/solicitation for commercial products or commercial services prepared in accordance with part 12. This announcement constitutes the only solicitation. Offers are being requested and a separate written solicitation will not be issued.

Solicitation number 140D0426R0075

This acquisition *is* set-aside for small business concerns. This solicitation incorporates provisions and clauses by reference. The full text of provisions and clauses may be accessed electronically at www.acquisition.gov.

This Solicitation will result in a multiple award Firm Fixed Price indefinite delivery/indefinite quantity type contract for On Call Turbine and/or Small Reciprocating Engine Helicopter Services on an as needed basis for transportation of Government personnel, cargo, or both using aircraft operated and maintained by the Contractor. Services under this contract are limited to those operators who are authorized to conduct flight services in Hawaii and maintain a Hawaii Base of Operations

52.252-1 Solicitation Provisions Incorporated by Reference (FEB 1998)

This solicitation incorporates one or more solicitation provisions by reference, with the same force and effect as if they were given in full text. Upon request, the Contracting Officer will make their full text available. The offeror is cautioned that the listed provisions may include blocks that must be completed by the offeror and submitted with its quotation or offer. In lieu of submitting the full text of those provisions, the offeror may identify the provision by paragraph identifier and provide the appropriate information with its quotation or offer. Also, the full text of a solicitation provision may be accessed electronically at this address: https://www.acquisition.gov/

52.252-5 Authorized Deviations in Provisions (NOV 2020)

(a) The use in this solicitation of any Federal Acquisition Regulation (48 CFR Chapter 1) provision with an authorized deviation is indicated by the addition of "(DEVIATION)" after the date of the provision.

(b) The use in this solicitation of any DIAR 1452.233-2 Service of Protest Department of the Interior (SEP 2006) (Deviation) (48 CFR Chapter 14) provision with an authorized deviation is indicated by the addition of "(DEVIATION)" after the name of the regulation.

(End of provision)

Provisions Incorporated by reference

52.204-7 System for Award Management (Deviation Date March 31, 2026)
52.216-31 Time-and-Materials/Labor-Hour Proposal Requirements-Commercial Acquisition (NOV 2021)
52.217-5 Evaluation of Options (July 1990)

52.209-7 Information Regarding Responsibility Matters (Deviation May 18, 2026)

(a) Definitions. As used in this provision—

Administrative proceeding means a non-judicial process that is adjudicatory in nature in order to make a determination of fault or liability (e.g., Securities and Exchange Commission Administrative Proceedings, Civilian Board of Contract Appeals Proceedings, and Armed Services Board of Contract Appeals Proceedings). This includes administrative proceedings at the Federal and State level but only in connection with performance of a Federal contract or grant. It does not include agency actions such as contract audits, site visits, corrective plans, or inspection of deliverables.

Federal contracts and grants with total value greater than $10,000,000 means—

(1) The total value of all current, active contracts and grants, including all priced options; and

(2) The total value of all current, active orders including all priced options under indefinite-delivery, indefinite-quantity, 8(a), or requirements contracts (including task and delivery and multiple-award Schedules).

Principal means an officer, director, owner, partner, or a person having primary management or supervisory responsibilities within a business entity (e.g., general manager; plant manager; head of a division or business segment; and similar positions).

(b) The offeror □ has □ does not have current active Federal contracts and grants with total value greater than $10,000,000.

(c) If the offeror checked "has" in paragraph (b) of this provision, the offeror represents, by submission of this offer, that the information it has entered in the Federal Awardee Performance and Integrity Information System (FAPIIS) is current, accurate, and complete as of the date of submission of this offer with regard to the following information:

(1) Whether the offeror, and/or any of its principals, has or has not, within the last five years, in connection with the award to or performance by the offeror of a Federal contract or grant, been the subject of a proceeding, at the Federal or State level that resulted in any of the following dispositions:

(i) In a criminal proceeding, a conviction.

(ii) In a civil proceeding, a finding of fault and liability that results in the payment of a monetary fine, penalty, reimbursement, restitution, or damages of $5,000 or more.

(iii) In an administrative proceeding, a finding of fault and liability that results in–

(A) The payment of a monetary fine or penalty of $5,000 or more; or

(B) The payment of a reimbursement, restitution, or damages in excess of $100,000.

(iv) In a criminal, civil, or administrative proceeding, a disposition of the matter by consent or compromise with an acknowledgment of fault by the Contractor if the proceeding could have led to any of the outcomes specified in paragraphs (c)(1)(i), (c)(1)(ii), or (c)(1)(iii) of this provision.

(2) If the offeror has been involved in the last five years in any of the occurrences listed in (c)(1) of this provision, whether the offeror has provided the requested information with regard to each occurrence.

(d) The offeror shall post the information in paragraphs (c)(1)(i) through (c)(1)(iv) of this provision in FAPIIS as required through maintaining an active registration in the System for Award Management, which can be accessed via https://www.sam.gov (see 52.204-7).

(End of provision)

DIAR 1452.233-2 Service of Protest Department of the Interior (JUL 1996) (Deviation)

(a) Protests, as defined in section 33.101 of the Federal Acquisition Regulation, that are filed directly with an agency, and copies of any protests that are filed with the Government Accountability Office (GAO), shall be served on the Contracting Officer (addressed as follows) by obtaining written and dated acknowledgment of receipt from:

Heather Armstrong Contracting Officer
REF: Solicitation # 140D0426R0075
Heather_armstrong@ibc.doi.gov

(b) The copy of any protest shall be received in the office designated above within one day of filing a protest with the GAO.

(c) A copy of the protest served on the Contracting Officer shall be simultaneously furnished by the protester to the Department of the Interior Assistant Solicitor, Acquisitions and Intellectual Property, 1849 C Street, NW, Room 6511, Washington, DC 20240.

(End of provision)

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

FAR 52.252-2 Clauses Incorporated by Reference. (FEB 1998)

SECTION A - REQUIREMENTS AND PRICES

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

FAR Clause	Title	Date
52.203-19	Prohibition on Requiring Certain Internal Confidentiality Agreements or Statements	Jan 2017
52.204-13	System for Award Management Maintenance	Deviation 03/31/2026
52.209-10	Prohibition on Contracting with Inverted Domestic Corporations	Deviation 05/18/2026
52.212-4	Contract Terms and Conditions – Commercial Products and Commercial Services	Deviation 03/31/2026
52.222-3	Convict Labor	Deviation 05/04/2026
52.222-19	Child Labor-Cooperation with Authorities and Remedies	Deviation 05/04/2026
52.222-50	Combating Trafficking in Persons	Deviation 05/04/2026
52.222-90	Addressing DEI Discrimination by Federal Contractors	Deviation 05/04/2026
52.223-23	Sustainable Products and Services	Deviation 05/18/2026
52.226-8	Encouraging Contractor Policies to Ban Text Messaging While Driving	Deviation 03/31/2026
52.232-33	Payment by Electronic Funds Transfer-System for Award Management	Oct 2018
52.232-40	Providing Accelerated Payments to Small Business Subcontractors	Mar 2023
52.233-3	Protest After Award	Aug 1996

52.233-4	Applicable Law for Breach of Contract Claim	Oct 2004
52.240-91	Security Prohibitions and Exclusions	Deviation 03/31/2026
52.244-6	Subcontracts for Commercial Products and Commercial Services	Deviation 05/18/2026

Clauses Incorporated by Full Text

Local Clauses

Electronic Invoicing and Payment Requirements – Invoice Processing Platform (IPP) (February 2021)

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

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

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

1. Description of deliverable
2. Quantity & Price of deliverable
3. Date deliverable was provided to the Government for inspection

The Contractor must use the IPP website to register, access and use IPP for submitting requests for payment. The Contractor Government Business Point of Contact (as listed in SAM) will receive enrollment instructions via email from the Federal Reserve Bank of St. Louis (FRBSTL) within 3 – 5 business days of the contract award date. Contractor assistance with enrollment can be obtained by contacting the IPP Production Helpdesk via email IPPCustomerSupport@fiscal.treasury.gov or phone (866) 973-3131.

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

(End of Local Clause)

Notice to Contractors – Contractor Performance Assessment Reporting System

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

b) The past performance evaluation process is a totally paperless process using CPARS. CPARS is a web-based system that allows for electronic processing of the performance evaluation report. Once the report is processed, it is available for Government use in evaluating past performance as part of a source selection action.

c) We request that you furnish the Contracting Officer (CO) with the name, position title, phone number, and email address for each person designated to have access to your firm's past performance evaluation(s) for the contract no later than 30 days after award. Each person granted access will have the ability to provide comments in the Contractor portion of the report and state whether or not the Contractor agrees with the evaluation, before returning the report to the Assessing Official (AO). Information in the report must be protected as source selection sensitive information not releasable to the public.

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

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

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

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

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

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

5) Your response is due within 60 calendar days after receipt of the CPAR. On day 15, the evaluation will become available in CPARS marked as "Pending" with or without comments and whether or not it has been closed.

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

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

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

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

3) Prohibit the use of or reference to evaluation data for advertising, promotional material, pre-award surveys, responsibility determinations, production readiness reviews, or other similar purposes.

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

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

(End of Local Clause)

SECTION A - REQUIREMENTS AND PRICES

DIAR Clauses:

1452.201-70 Authorities and Delegations (SEP 2011)

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

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

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

(1) Promise, award, agree to award, or execute any contract, contract modification, or notice of intent that changes or may change this contract;

(2) Waive or agree to modification of the delivery schedule;

(3) Make any final decision on any contract matter subject to the Disputes Clause;

(4) Terminate, for any reason, the Contractor's right to proceed;

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

(d) The Contractor shall comply with the written or oral direction of the Contracting Officer or authorized representative(s) acting within the scope and authority of the appointment memorandum. The Contractor need not proceed with direction that it considers to have been issued without proper authority. The Contractor shall notify the Contracting Officer in writing, with as much detail as possible, when the COR has taken an action or has issued direction (written or oral) that the Contractor considers to exceed the COR's appointment, within 3 days of the occurrence. Unless otherwise provided in this contract, the Contractor assumes all costs, risks, liabilities, and consequences of performing any work it is directed to perform that falls within any of the categories defined in paragraph (c) prior to receipt of the Contracting Officer's response issued under paragraph (e) of this clause.

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

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

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

(End of clause)

INSTRUCTIONS TO OFFERORS--COMMERCIAL ITEMS (52.212-1 SEP 2023) (DECIATION MARCH 2026)

Offers

The Contracting Officer is the point of contact for this acquisition. Address any questions or concerns you may have to the Contracting Officer in accordance with D3.3.1.

One (1) electronic copy of the proposal must be submitted to the Contracting Officer via email. Depending on the size of the files, multiple emails may be required to ensure proper receipt of all volumes. The Contracting Officer may acknowledge receipt of all submitted documentation, but the Contractor will remain responsible for on-time delivery to, and receipt by, the CO. The proposal must be prepared clearly and concisely to demonstrate the offeror has a complete understanding of the requirements. Offerors must prepare the proposal on the presumption that the Government has no previous knowledge of the offeror's capabilities. The proposal will be evaluated only on the information specifically presented within the proposal, with the exception of the Past Performance evaluations as explained at Section D11.

To be considered as a prospective Contractor for the requirement identified in this solicitation, an offeror must deliver a proposal consisting of a valid offer to the individual identified below. Only emailed proposals will be accepted.

Proposals are due September 28, 2026, 2:00 pm Eastern Time (ET).

Please submit any questions by September 1, 2026 at 2:00 EST (ET)

Hard copy or facsimile offer transmissions will not be accepted. By email ONLY, deliver proposals to the Contracting Officer

Contracting Officer

Heather Armstrong
U.S. Department of the Interior
Acquisition Services Directorate
Heather_armstrong@ibc.doi.gov
703-964-8416

Email proposal "subject line" must be in this format:

Subject: Name of Company (The Company's SAM, 13-digit Unique Entity Identifier – UEI in Parenthesis) followed by the word "Proposal" and Solicitation Number.

EXAMPLE of Subject line to email the proposal: "Company X (UEI: 123A456B789C1) Proposal 140D0426R0075"

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SECTION A - REQUIREMENTS AND PRICES

CONTRACT ACRONYMS

AC Advisory Circular
ACETA Aerial Capture Eradication and Tagging of Animals
AIRS Aviation Invoice Reporting Support Application
AD Airworthiness Directive
AFF Automated Flight Following
A&P Airframe and Powerplant
AOM Aviation Operations and Management
APCO Association of Public-Safety Communications Officials
AQD Acquisition Services Directorate
ASM Aviation Safety Manager
ASTM American Society for Testing and Material ATC Air Traffic Control
AUR Aircraft Use Report
CFR Code of Federal Regulations
CO Contracting Officer
COR Contracting Officer's Representative
CTCSS Continuous Tone Coded Squelch System
CFR Code of Federal Regulations
CTCSS Continuous Tone Coded Squelch System DM Degrees/minutes/Decimal Minutes
DOI Department of the Interior
DOT Department of Transportation
ELT Emergency Locator Transmitter
EPA Environmental Protection Agency
ERG Emergency Response Guidebook
FAA Federal Aviation Administration
FAR Federal Acquisition Regulations
FS Forest Service
FTR Federal Travel Regulations
GVW Gross Vehicle Weight
GPM Gallons Per Minute
GPS Global Positioning System
HIGE Hover-in-Ground Effect
HOGE Hover-out-of-Ground Effect
HOGEJ Hover-out-of-Ground Effect, Jettisonable
IAT Interagency Aviation Training
IBC Interior Business Center
ICAO International Civil Aviation Organization
ICS Intercom System
IFR Instrument Flight Rules
IP Institute of Petroleum
IPP Invoice Processing Platform
MMSB Manufacturer's Mandatory Service Bulletins
NFPA National Fire Protection Association
NTSB National Transportation Safety Board
NWCG National Wildfire Coordinating Group

PA Public Address System
PA Pressure Altitude
PFD Personal Flotation Device
PIC Pilot-in-Command
PPE Personal Protective Equipment
PSD Plastic Sphere Dispenser
PSI Pounds per Square Inch
PTT Push to Talk
RFO Revolutionary FAR Overhaul
RPM Revolutions per Minute
SFI Safety Foundation Incorporated
STEP Single-skid, Toe-In and Hover Exit/Entry Procedures
TBO Time Between Overhaul
TERO Tribal Employment Rights Ordinances
TSO Technical Service Order
UL Underwriter's Laboratory
USDA United States Department of Agriculture
USWFS United States Wildland Fire Service
VFR Visual Flight Rules
VNE Velocity Never Exceed
VOX Voice Activation
VSWR Voltage Standing Wave Ratio

SECTION A – REQUIREMENTS AND PRICES

A1. General Information

This multiple award indefinite delivery/indefinite quantity type contract is for On Call Turbine and/or Small Reciprocating Engine Helicopter Services on an as needed basis for transportation of Government personnel, cargo, or both using aircraft operated and maintained by the Contractor. Services under this contract are limited to those operators who are authorized to conduct flight services in Hawaii and maintain a Hawaii Base of Operations.

A2. Item Requirement

All equipment, facilities, and personnel required under this contract shall be delivered to and removed from various location(s) as ordered and needed. Contractor designated base location(s) are identified on the following pricing pages.

Minimum Aircraft Requirement:

Small or medium helicopters (12,500-pound or less certified maximum gross weight) equipped as specified in Section B; plus, any additional mission specific requirements (if offered) as listed in the exhibits.

Crew Requirements:

Pilot-in-Command (PIC).

Minimum Helicopter Requirements (see item descriptions 1-7 for specific performance and seating)

Landing gear: Skid type.

Powerplant: Turbine engine for Items 2 through 6 listed below.

Powerplant: Reciprocating engine for Item 7 listed below.

HOGE-J For **turbine engine** helicopters offered: Payload calculations for the item descriptions below shall be computed using a pilot weight(s) of 200 pounds, a survival kit weight of 25 pounds and a total fuel load for 1.5 hours of flight at 5,000 feet PA with a temperature of 30 degrees Celsius.

HOGE-J For **reciprocating engine** helicopters offered: Payload calculations for Item 7 below shall be computed using a pilot weight(s) of 200 pounds, a survival kit weight of 25 pounds and a total fuel load for 1.5 hours of flight at 2,000 feet PA with a temperature of 20 degrees Celsius.

Payload amounts shall be computed by using the Government's Standard Interagency Load Calculation Method and Form and the Helicopter Fuel Consumption and Weight Reduction Chart included under the Exhibits (see Section C) along with the offered aircraft's applicable Hover Ceiling Charts, weight and balance report, and equipment list provided by the Offeror. NOTE: Refer to the ACETA Exhibit 12 for performance requirements when offering ACETA capability.

Small or medium turbine engine helicopters such as the AS 350 Series, BH 206 series, R66, MD500 series, EC 130, BH 407, BH205, BH212, UH-1, or similar other models may fulfill the minimum requirements for items 2-6. A UH12E, BH-47G3B-1, BH47G3B-2, R-44 I or II or equivalent model may typically fulfill the minimum requirements for item 7. However, offerors should ensure their specific helicopter is capable of meeting the minimum requirements listed.

Item #1 Description

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

Item #2 Description

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

Item #3 Description

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

Item #4 Description

Type Aircraft:	BH206L-1, BH206L-3, BH206L-4, AS 350BA, AS 350B1, AS 350B2, BO-105, or equivalent.
Seating:	Five (5) insured passenger seats not including pilot but including copilot seat in an aircraft normally single pilot operated.
Minimum Payload:	Payload: (HOGE-J): 600 pounds (375) pounds for AS 350BA

Item #5 Description

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

Item #6 Description

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

Item #7 Description

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

Item #2 Description

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

OFFEROR S NAME:	**BASE(s) OF OPERATION:**		
	Each aircraft shall have only one pricing schedule		
MAKE/MODEL/CONFIGURATION (aircraft identified must be at the same rates)	**FAA REGISTRATION NUMBER**	**INSURED PAX SEATS**	**MINIMUM PAYLOAD HOGE-J**
	N		
	N		
	N		
	N		

	PERIOD	**DESCRIPTION**	**PAY ITEM**	**UNIT**	**UNIT PRICE**
Base	3/1/27 - 2/28/28	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
1st Ordering Period	3/1/2028 – 2/29/29	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
2nd Ordering Period	3/1/29 – 2/28/30	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
3rd Ordering Period	3/1/30 – 2/28/31	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
4th ordering period	3/1/31 – 2/28/32	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$

ACETA PROGRAM ITEMS, DEFINITIONS AND PROFILES – Please refer to ACETA Exhibit 12.

Item #3 Description

Type Aircraft:	R-66 or equivalent
Seating:	Four (4) insured passenger seats not including pilot but including copilot seat in an aircraft
Minimum Payload:	normally single pilot operated.

OFFEROR S NAME:	**BASE(s) OF OPERATION:**		
	Each aircraft shall have only one pricing schedule		
MAKE/MODEL/CONFIGURATION (aircraft identified must be at the same rates)	**FAA REGISTRATION NUMBER**	**INSURED PAX SEATS**	**MINIMUM PAYLOAD HOGE-J**
	N		
	N		
	N		
	N		

	PERIOD	**DESCRIPTION**	**PAY ITEM**	**UNIT**	**UNIT PRICE**
Base	3/1/27 - 2/28/28	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
1st Ordering Period	3/1/2028 – 2/29/29	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
2nd Ordering Period	3/1/29 – 2/28/30	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
3rd Ordering Period	3/1/30 – 2/28/31	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
4th ordering period	3/1/31 – 2/28/32	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$

ACETA PROGRAM ITEMS, DEFINITIONS AND PROFILES – Please refer to ACETA Exhibit 12.

Item #4 Description

Type Aircraft:	BH206L-1, BH206L-3, BH206L-4, AS 350BA, AS 350B1, AS 350B2, BO-105, or equivalent.
Seating:	Five (5) insured passenger seats not including pilot but including copilot seat in an aircraft normally single pilot operated.
Minimum Payload:	(HOGE-J): 600 pounds (375) pounds for AS 350BA

OFFEROR S NAME:	**BASE(s) OF OPERATION:**		
	Each aircraft shall have only one pricing schedule		
MAKE/MODEL/CONFIGURATION (aircraft identified must be at the same rates)	**FAA REGISTRATION NUMBER**	**INSURED PAX SEATS**	**MINIMUM PAYLOAD HOGE-J**
	N		
	N		
	N		
	N		

	PERIOD	**DESCRIPTION**	**PAY ITEM**	**UNIT**	**UNIT PRICE**
Base	3/1/27 - 2/28/28	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
1st Ordering Period	3/1/2028 – 2/29/29	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
2nd Ordering Period	3/1/29 – 2/28/30	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
3rd Ordering Period	3/1/30 – 2/28/31	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
4th ordering period	3/1/31 – 2/28/32	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$

ACETA PROGRAM ITEMS, DEFINITIONS AND PROFILES – Please refer to ACETA Exhibit 12.

Item #5 Description

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

OFFEROR S NAME:	**BASE(s) OF OPERATION:**		
	Each aircraft shall have only one pricing schedule		
MAKE/MODEL/CONFIGURATION (aircraft identified must be at the same rates)	**FAA REGISTRATION NUMBER**	**INSURED PAX SEATS**	**MINIMUM PAYLOAD HOGE-J**
	N		
	N		
	N		
	N		

	PERIOD	**DESCRIPTION**	**PAY ITEM**	**UNIT**	**UNIT PRICE**
Base	3/1/27 - 2/28/28	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
1st Ordering Period	3/1/2028 – 2/29/29	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
2nd Ordering Period	3/1/29 – 2/28/30	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
3rd Ordering Period	3/1/30 – 2/28/31	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
4th ordering period	3/1/31 – 2/28/32	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$

ACETA PROGRAM ITEMS, DEFINITIONS AND PROFILES – Please refer to ACETA Exhibit 12.

Item #6 Description

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

OFFEROR S NAME:	**BASE(s) OF OPERATION:**		
	Each aircraft shall have only one pricing schedule		
MAKE/MODEL/CONFIGURATION (aircraft identified must be at the same rates)	**FAA REGISTRATION NUMBER**	**INSURED PAX SEATS**	**MINIMUM PAYLOAD HOGE-J**
	N		
	N		
	N		
	N		

	PERIOD	**DESCRIPTION**	**PAY ITEM**	**UNIT**	**UNIT PRICE**
Base	3/1/27 - 2/28/28	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
1st Ordering Period	3/1/2028 – 2/29/29	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
2nd Ordering Period	3/1/29 – 2/28/30	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
3rd Ordering Period	3/1/30 – 2/28/31	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
4th ordering period	3/1/31 – 2/28/32	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$

ACETA PROGRAM ITEMS, DEFINITIONS AND PROFILES – Please refer to ACETA Exhibit 12

Item #7 Description

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

OFFEROR S NAME:	**BASE(s) OF OPERATION:**		
	Each aircraft shall have only one pricing schedule		
MAKE/MODEL/CONFIGURATION (aircraft identified must be at the same rates)	**FAA REGISTRATION NUMBER**	**INSURED PAX SEATS**	**MINIMUM PAYLOAD HOGE-J**
	N		
	N		
	N		
	N		

	PERIOD	**DESCRIPTION**	**PAY ITEM**	**UNIT**	**UNIT PRICE**
Base	3/1/27 - 2/28/28	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
1st Ordering Period	3/1/2028 – 2/29/29	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
2nd Ordering Period	3/1/29 – 2/28/30	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
3rd Ordering Period	3/1/30 – 2/28/31	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$
4th ordering period	3/1/31 – 2/28/32	Flight Rate	FT	HOUR	$
		Standby Rate	SB	HOUR	$
		ACETA Rate	P24	HOUR	$

ACETA PROGRAM ITEMS, DEFINITIONS AND PROFILES – Please refer to ACETA Exhibit 12

A2.1 Funding will not be obligated under the Indefinite-Delivery Indefinite-Quantity (IDIQ) contract. The Contracting Officer will issue task orders for services which will obligate funding for the payment of aircraft services.

SECTION A - REQUIREMENTS AND PRICES

Additional Pay Items Schedule
(Reimbursed as Time & Materials IAW RFO 52.212.4 ALT1)

SCHEDULE SUB-ITEM	ADDITIONAL PAY ITEMS	PAY ITEM CODE	QUANTITY	UNIT	UNIT PRICE
i	Subsistence Allowance (Per Diem)	PD	INDEFINITE	DAILY	Per FTR Schedule- Actual cost for lodging - receipt(s) required; M&IE authorized daily rate
ii	Miscellaneous Contractor Costs (Special Charge)	SC	INDEFINITE	EACH	Actual Cost – receipt(s) required
iii	Mechanic (when required)	MP	INDEFINITE	HOUR	Pricing will be negotiated with vendor when required and there is an additional charge.
iv	Flight Hour Guarantee (averaged over length of hire)	GT	INDEFINITE	HOUR	Guarantee is set at three (3) hours – applies in accordance with Section C17.3

SECTION B TECHNICAL SPECIFICATIONS

GENERAL REQUIREMENTS

B1 Scope of Contract

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

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

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

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

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

B1.6 ACETA, Basic Fire, Offshore, Vessel Landings, and Extended Overwater flight activities are permitted under this contract if offered and awarded by the Government (see section C exhibits). Award will be discretionary by the Government.

B1.7 Operators who list Hawaii or Commonwealth Area of the Pacific as their base of operations may be requested to perform within any of the Hawaiian Islands or Commonwealth Area of the Pacific.

B2 Certification

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

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

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

B2.3 A 14 CFR Part 133 "Rotorcraft External Load Operations" certificate which authorizes Class A and/or B loads, as a minimum. (Required for all fire operations and any other operations conducted under part 133)

B2.4 A 14 CFR Part 137 “Agricultural Aircraft Operations” certificate. (Required for all fire operations and any other operations conducted under part 137)

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

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

B3 Order of Precedence (Specifications)

In the event of inconsistencies within the technical specification, the following order will be used in such resolution: (1) typed provisions of these specifications; (2) USWFS AOM supplements and/or exhibits incorporated by reference; (3) 14 CFR incorporated by reference; (4) aircraft manufacturer's specifications; (5) other documents incorporated by reference.

B4 Contracts

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

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

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

EQUIPMENT REQUIREMENTS

B5 Condition of Equipment

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

B5.2 Prior to inspection and acceptance, the Contractor must permanently repair or replace all windows and windshields that have been temporarily repaired. All windows and windshields must be maintained at all times and must be clean and free of scratches, cracks, crazing, distortion, repairs, or tinting which hinder visibility.

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

B5.4 See the Unacceptable Lap Belt and Shoulder Harness Conditions Exhibit 3 (section C exhibits) for lap belt and shoulder harness conditions that are not acceptable.

B6 Aircraft Equipment Requirements

The Contractor must provide at least one small Reciprocating Engine, (not more than 7,000 pounds approved gross weight) or one turbine (not more than 12,500 pounds approved gross weight), fully compliant helicopter that meets the minimum aircraft requirements specified in Section A and is equipped as identified herein.

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

B6.2 One digital hour meter installed in a location visible by the pilot and front seat observer while seated. Location of meter is optional for aircraft with limited panel space (R44, R66 and MD500). Meter must be able to be observed without removal of panels and from a location at or forward of the cockpit doors. The meter must be wired in series with a switch on the collective control, and a switch activated by engine or transmission oil pressure or by equivalent means, to record flight time only.

B6.3 Free air temperature gauge.

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

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

B6.6 Shoulder harnesses (inertia reel, if manufactured for the make and model of aircraft offered), either single-strap or double-strap for each aft cabin occupant. Shoulder harness straps and lap belts must fasten with a single-point, metal-to-metal, quick-release mechanism.

B6.7 Fire extinguisher(s), as required by 14 CFR Part 135, must be a handheld bottle, minimum 2-B:C rating, mounted and accessible to the flight crew while seated. (See the fire extinguisher maintenance instructions in Section B29.5.)

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

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

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

Note: In lieu of these listed instruments, a single, new generation electronic instrument providing combined data meeting at minimum the following TSO's: C3e, C4c and C113A.

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

B6.12 High visibility, pulsating, forward facing, conspicuity lighting (pulse lights), if manufactured for make and model of aircraft offered.

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

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

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

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

B6.17 Cargo restraint system for aircraft manufactured with a parcel/storage area behind the rear passenger seats.

B6.18 Reserved

B6.19 A first aid kit containing items specified in the First Aid and Survival Kits Exhibit 5 (see section C exhibits) must be carried aboard the aircraft on all flights.

B6.20 A survival kit containing items specified in First Aid and Survival Kit Exhibits 5 Must be carried aboard the aircraft on all flights and must be included in weight and balance/load calculations. (see section C exhibits)

B6.21 A convex mirror for the pilot to observe the sling load. The convex mirror is not required for aircraft equipped and modified for vertical reference external load operation (i.e., door gauges, modified seat, alternate cargo hook release positions, and bubble window) or for aircraft where direct vertical reference is possible. A Video camera and monitor may be installed on aircraft with a limited or obscured view of external operations. Installation must be FAA approved.

B6.22 One cargo hook that may be loaded and locked in a single motion with one hand and is rated at the maximum lifting capacity of the aircraft. (See the cargo hook maintenance requirements in Section B29.6.) (not required for reconnaissance only aircraft)

B6.23 Aircraft Security Equipment. See Section B21 for required locking devices.

B6.24 Applicable to Robinson R44I or II models only. An exhaust heat shield kit (factory #KI 165) must be installed or an FAA approved equivalent.

Optional Equipment (if offered)

B6.25 Cargo compartment. (if offered)

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

B6.25.1 Small reciprocating helicopter

B6.25.1.1 External Cargo Rack/Basket: A side mounted external rack/basket attached to the aircraft. The rack/basket(s) must have at a minimum a horizontal surface of approximately 36 by 15 inches. Cargo carried in the rack must be secured with tie-down net, straps, bungees or any other method approved by the STC.

-OR-

B6.25.1.2 External Cargo Pod: An externally side mounted pod of either fiberglass or Kevlar construction that secures the cargo with a locking lid and is weatherproof. Examples: Simplex Helipod, Simplex VII Ski Pod, Helipod Slimline II, or equal.

B6.25.2 Turbine helicopter (not applicable to restricted category aircraft)

B6.25.2.1 Internal: 15-cubic-foot baggage compartment within the aircraft fuselage specifically designed to carry cargo separate from the cabin. This compartment must be capable of accommodating 58-inch long shovels, rakes, and other tools (requiring rear bulkhead modification of baggage compartment of some models).

-OR-

B6.25.2.2 External Cargo Rack: A side mounted external rack attached to the aircraft. The racks must have at a minimum a horizontal surface of approximately 48 by 15 inches, with a depth of 2.5 inches. Cargo carried in the rack must be secured with tie-down net, straps, or bungees. Examples: Alaskan Skycraft-style transporters and Garlick cargo racks.

-OR-

B6.25.2.3 External Cargo Pod: An externally side-mounted pod (or belly pod for the MD500) of either fiberglass or Kevlar construction that secures the cargo with a locking lid and is weatherproof. Examples: Heli-Composites Canada Star pod and DART Heli-Utility-Pod.

-OR-

B6.25.2.4 External Cargo Basket: An externally side mounted basket constructed with tubular frame and expanded metal and incorporating a locking lid or tie-down net, straps, or bungees to secure cargo. Examples: DART Heli-Utility- Basket and Aeronautical Accessories utility cargo basket.

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

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

B6.27 Auxiliary fuel tank(s). (if offered)

B6.27.1 For Bell medium tank(s), see the Bell Medium Helicopter Exhibit (section C exhibits).

B6.27.2 For the MD500, an internal auxiliary fuel tank similar to the Fargo (21.0 gallons, U.S. capacity) when requested.

B6.27.3 For Bell 206B3s, an approved range extender (applicable only to the 76-gallon capacity tank).

B6.28 Pop out or standard floats for the aircraft. (if offered)

B6.29 Longline/remote cargo hook equipment (if offered). If a long line is offered as an equipment option, the long line must be counter wound or rotation resistant wire rope with swaged fittings having a minimum breaking strength of 3.75 times the working load with appropriate placards and/or synthetic rope meeting the requirements of the Helicopter Synthetic Long Line Requirements in Exhibit 8

B6.29.1 The external load must be capable of being operated with all increments of the long line; i.e., a 50 ft, a 100 ft, to equal 150 feet.

B6.29.2 A lanyard installed within 12 inches of the cargo hook to support any external remote longline electrical cabling.

B6.30 Other equipment may be required for special use missions as offered and specified in the Schedule of Items and accepted by the Government.

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

B6.30.3 Basic fire (if offered), see requirements listed the Basic Fire Equipment Exhibit 14. (section C exhibits).

B6.30.4 ACETA operations (if offered), see requirements listed in the ACETA Exhibit 12 (section C exhibits).

B7 Avionics Requirements

B7.1 General

B7.1.1 The Contractor must provide, install, and maintain the following systems in accordance with the manufacturer's specifications and the installation and maintenance standards of Section B7. Detailed avionics systems performance requirements are listed in *Avionics Operational Test Standards* (FS/OAS_A24F.pdf) (copies

available upon request from AOM Avionics, or the most recent list may be found online at: https://www.nifc.gov/resources/NIICD/niicd-documents **.)**

B7.2 Avionics Installation and Maintenance Standards for all Helicopters:

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

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

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

B7.2.4 Avionics equipment mounting location and installation must not interfere with passenger safety, space, and comfort. Avionics equipment must not be mounted under seats designed for deformation during energy attenuation. In all instances, the designated areas for collapse must be protected. Avionics equipment normally operated by both pilot and observer/copilot must be mounted in the optimum location for the make, model, and series of aircraft offered. Mounting(s) which offers full and unrestricted movement of each control to both pilot and observer/copilot, when seated, without interference from clothing, cockpit structure, or flight controls, must be a goal in the selection of location.

B7.2.4 Transmitters shall not open squelch on, or interfere with, other AM or FM transceivers in the aircraft which are monitoring different frequencies. So-called "Transmit Interlock" functions shall not be used with communication transceivers.

B7.2.5 All installed transceivers must be placarded with designations matching the transmitter/receiver controls on the installed audio control system(s).

B7.3 Communications Systems

B7.3.1 One automatic-fixed Emergency Locator Transmitter (ELT), certified under TSO-C126b (or newer) which must be installed in a conspicuous or marked location, and meet the same requirements as those detailed for aircraft in 14 CFR 91.207 (excluding section f). If not powered by its own, integral battery, the ELT remote switch/light must be powered by unswitched aircraft power. ELT antennas must be mounted externally to the aircraft unless installed in a location approved by the aircraft manufacturer. TSO-C126b and newer ELTs require documentation of current registration with the National Oceanic and Atmospheric Administration (NOAA), or the national civil aviation authority with which the aircraft is registered.

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

B7.3.3 Reserved

B7.3.4 Reserved

Automated Flight Following (AFF)

B7.3.5 One satellite-based aircraft tracking hardware for each aircraft offered, with the exception of aircraft flying 14 CFR Part 121 scheduled service. The aircraft tracking hardware must be compatible with the government's AFF Program (https://www.aff.gov). Not all available satellite-based tracking systems are compatible with the Government's AFF Program, nor meets AFF's requirements. The Contractor must ensure that the aircraft hardware offered is compatible with AFF.gov. For questions about current compatibility requirements, select the "HELP" button at https://www.aff.gov.

B 7.3.5.1 The AFF aircraft hardware must be powered by the aircraft's electrical system, installed per the manufacturer's installation manual, and operational in all phases of flight. AFF aircraft hardware must utilize as a minimum: Satellite communications, an externally or internally mounted antenna, provide data to the Government's AFF viewing software, use aircraft power via a dedicated circuit breaker for power protection, and be mounted so as to not endanger any occupant from AFF aircraft hardware during periods of turbulence. Antennas should be placed where they have the best view of the overhead sky as possible. Externally mounted antennas are recommended to improve system performance. Any visual indicators for remotely installed units must be mounted so that they can be easily viewed by the pilot.

B7.3.5.2 Portable ISAT systems may be used, if compatible with https://www.aff.gov. However, the system must be powered by the aircraft's electrical system, operational in all phases of flight, be mounted so as to not endanger any occupant during periods of turbulence and have an antenna placement which ensures consistent GPS/Satellite reception and communication with the Iridium constellation. Any manufacturer-required pilot display(s) or control(s) must be visible and selectable by the pilot(s). Remote equipment having visual indicators must be mounted in such a manner that it is visible from the PIC position.

B7.3.5.3 AFF communications must be fully operational in all areas of operation, at all times. Contractors working in or accepting dispatches on all islands of Hawaii must have an AFF system capable of being always tracked in these locations. Not all manufacturers' AFF equipment communication links will operate effectively in all geographic areas.

B7.3.5.4 The contractor must maintain a subscription service through the AFF aircraft hardware provider allowing AFF position reporting for satellite tracking via the Government AFF viewing software. The position-reporting interval must be every two minutes while the aircraft is in flight. The contractor must register their AFF aircraft hardware with the Government through https://www.aff.gov providing complete tail number; manufacturer and serial number of the AFF transceiver; aircraft make and model; and contractor contact information. If the contractor relocates previously registered AFF aircraft hardware into another aircraft, then the contractor must contact the government's AFF Program making the appropriate changes prior to aircraft use. In all cases, the contractor must ensure that the correct aircraft information is indicated within AFF. The contractor must notify the Government of system changes, scheduled maintenance, and planned service outages

B7.3.5.5 Registration contact information, a web accessible feedback form, and additional information is available at: https://www.aff.gov.

B7.3.5.6 Prior to the aircraft's annual contract inspection, the contractor must ensure compliance with all AFF systems requirements. The contractor must additionally perform an operational check of the system. As a minimum, the operational check must consist of confirming the aircraft being tested is displayed in AFF.gov (indicating it is currently transmitting data to AFF.gov) and that all information displayed in AFF.gov is current. Username and password are required to access AFF.gov. Log on to the AFF website at https://www.aff.gov to request a username and password.

B7.3.5.7 If AFF becomes inoperable/unreliable the aircraft may, at the discretion of the Government, remain available for service utilizing radio/voice system for flight following. The contractor will return the AFF system to full operational capability within 72 hours after the inoperative/unreliable unit is first discovered as defective.

B7.3.5.8 AFF Systems must comply with supplemental requirements contained in Specification Section Supplement document available at : https://www.aff.gov/support/Specification_Section_Supplement.pdf.

B7.4 Navigational Systems

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

B7.5 Audio Systems

B7.5.1 One audio control system must be provided for the pilot and copilot/observer. The system must provide controls for selection of receiver audio outputs and transmitter microphone/PTT audio inputs for any installed radios and PA systems. The system must also provide controls for adjustment of both Inter-Communication System (ICS) and receiver audio output levels. (different requirements for Fire see section C Exhibit)

B7.5.1.1 Transmitter selection and operation. Transmitter selection controls must be provided for the microphone/PTT inputs of pilot or copilot/observer. The system must be configured so that the pilot or copilot/observer may select and utilize transmitters (or PA system when installed) via their respective microphone/PTT. Whenever a transmitter is selected, the companion receiver audio must automatically be selected for the corresponding earphone. Transmitter sidetone audio must be provided for the user.

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

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

B7.5.2 An intercommunications system (ICS) must be provided for the pilot, observer/copilot, and any additional required crew member positions. ICS operation may be via either voice-activation (VOX) or push-to-talk (PTT). If PTT, the pilot's PTT switch(es) must be mounted on the flight controls (helicopter cyclic or airplane control yoke), with cord-mounted PTT switches at any other required positions. ICS audio must mix with, but not mute, selected receiver audio. An ICS audio level control must be provided. ICS sidetone audio must be provided for the earphones corresponding with the microphone in use. The ICS audio output must be free of excessive distortion, hum, noise, and crosstalk and must be amplified sufficiently to facilitate ease of use in a noisy cockpit/cabin environment. (different ICS requirements for Basic Fire and ACETA, see section C Exhibits)

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

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

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

B7.6 Other Avionics

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

B7.6.2 Reserved

B7.6.3 Reserved

B7.6.4 Reserved

B7.6.5 Reserved

B7.6.6 Automatic Dependent Surveillance – Broadcast (ADS-B)

B7.6.6.1 Automatic Dependent Surveillance – Broadcast (ADS-B) All aircraft must be equipped to meet the ADS-B OUT requirements of 14 CFR 91.225. ADS-B OUT systems must be approved to either TSO-C154c (978MHz Universal Access Transceiver [UAT]) or TSO-C166b (1090MHz Extended Squitter [1090ES]). Aircraft operating outside of the United States must be equipped with systems approved to TSO-C166b

B7.6.7 Each aircraft must be equipped to meet the Radar Altimeter (RAD ALT) requirements of 14 CFR 135.160 or have a current FAA Letter of Deviation Authority. Radar Altimeter (RAD ALT), indicators must display a minimum range from 20 to 2000 feet, variable decision height selection, and both visual (indicator light) aural (via the audio control systems) alert of arrival at decision height.

B7.6.8 The aircraft must be equipped with one permanently installed circuit-breaker protected, dual USB charging port. The ports must be approved under TSO-C71, providing a maximum of 2.1A power at 5VDC and mounted in a location convenient to the pilot and copilot/observer positions. (Cigarette lighter adapter is not acceptable)

B7.6.9 Other avionics are required for special use missions as offered and specified in the Schedule of Items and accepted by the Government.

See the following exhibits for additional avionics requirements:

- Exhibit 12 Arial Capture Eradication and Tagging of Animals
- Exhibit 13 Offshore, Vessel Landing, and Extended Over Water
- Exhibit 14 Hawaii and Pacific Basic Fire

B8 Fuel Servicing Equipment Requirements

B8.1 Fuel servicing equipment must meet all applicable requirements identified in NFPA 407: Standard for Aircraft Fuel Servicing and ATA 103: Standard for Jet Fuel Quality Control at Airports.

B8.2 The AOM Technical Inspector may conduct an inspection annually.

PERSONNEL REQUIREMENTS

B9 Pilot Requirements and Authority

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

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

B10 Pilot Qualifications

B10.1 General

Pilot flight hours will be verified from a certified pilot log. Further verification of flight hours may be required at the AOM Technical Inspector's discretion.

B10.2 Minimum Qualifications

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

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

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

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

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

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

B10.2.6 If a longline/cargo hook is offered as an equipment option, it is the Contractor's responsibility to verify a pilot's vertical reference external load experience and proficiency. The AOM Technical Inspector will provide the Contractor a form to document this experience and proficiency. This will be required annually prior to pilot inspection by U.S. Wildland Fire Service Aviation Operations and Management (USWFS AOM)

B10.2.6.1 Pilots must provide written evidence of their qualifications for transporting external loads appropriate to the Contractor's 14 CFR Part 133 certification and must be capable of precise placement of externally carried cargo where requested, regardless of the cable length while operating within the helicopter's capability.

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

B10.2.8 On-line training

B10.2.8.1 Interagency and basic fire operations: The Contractor must ensure that each pilot proposed for use has completed the Government's on-line training modules for helicopter fire operations. The training is located on the Government's Interagency Aviation Training (IAT) website at https://www.iat.gov under Helicopter Pilot Training-Fire Fighting, modules H1, Basic Fire Behavior & Tactics, H2, Organization, Communication & Airspace and H3, Helicopter Operations and MTN-Fly course. The training of these modules is required at least every 36 months. Pilots must sign up, create a profile and after completion of the modules print a copy of the certificates. A copy of the certificate must be presented to the Helicopter Inspector Pilot before an Interagency Helicopter Pilot Qualification card will be issued.

B10.2.8.2 All personnel involved in hazardous materials transportation: As provided under B24.2, pilots involved in the transportation of hazardous materials must have completed the Interagency Aviation Training (IAT) module A-110, Aviation Transportation of Hazardous Materials. The training of this module is required at least every 36 months.

B10.2.9 Minimum PIC time accumulated as follows:

(a) 1,500 hours . . . in helicopters.
(b) 100 hours . . . in helicopters in the last 12 months.
(c) 100 hours . . . in the weight class of the helicopter offered. Defined as aircraft having a gross weight of "less than 12,500 pounds" and "12,500 pounds or greater."
(d) 200 hours . . . in Reciprocating engine powered helicopters.
(d.1) 100 hours . . . in turbine engine helicopters.
(e) 50 hours . . . in the same make and model as the contract helicopter. Pilot flight hour requirements in make and model may be reduced by 50 percent, if the pilot shows evidence of having satisfactorily completed the manufacturer's approved ground school and flight check in the same make, model, and series as the contract helicopter. (See the Helicopter Like Makes and Models Exhibit)
(f) 10 hours . . . in the same make, model, and series as the contract helicopter in the last 12 months. (See the Helicopter Like Makes and Models Exhibit (Section C).
(g) Last 90 days . . . Compliance with 14 CFR Part 61.57 or Part 135.247 as appropriate.
(h) 10 hours . . . in designated mountainous areas in the same make and model as the contract helicopter. (See the Helicopter Like Makes and Models Exhibit (Section C).)
(i) 200 hours . . . Total mountain flight hours. Defined as experience in operating helicopters in mountainous terrain as identified in 14 CFR Part 95, Subpart B, Designated Mountainous Area. Operating includes maneuvering and numerous takeoffs and landings to ridgelines, pinnacles, and confined areas.
Applicable if offered: (j) 10 hours . . . Total longline vertical reference (VTR) flight hours to include a minimum of 2 hours of VTR training within the last 12 months.

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

Note: Reference paragraph: B10.2.9 (e) Vendor in house FAA approved 14 CFR Part 135 training courses do not qualify for the 50% reduction.

B10.2.10 Additional special pilot requirements are required for ACETA, Vessel Landings and Off-Shore Operations, if these operations are offered. See section C exhibits for specific requirements.

B11 Personnel Duty Limitations

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

SECTION B – TECHNICAL SPECIFICATIONS

B12 Flight Crewmembers' Duty and Flight Limitations

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

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

B12.1.1.1 All flight crewmembers must have two 24-hour periods of rest (off duty) within any 14 consecutive calendar days. In the conterminous United States, these two 24-hour rest periods shall be two calendar days off duty.

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

B12.2 Flight limitations.

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

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

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

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

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

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

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

B13 Mechanic Requirements

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

B14 Mechanic Qualifications

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

B14.2 The mechanic must have been actively engaged in aircraft maintenance as a certificated mechanic for at least 18 months out of the last 24 months.

B14.3 The mechanic must have 12 months experience as an A&P mechanic, or foreign equivalent, in maintaining the same category (i.e. airplane/rotorcraft) of aircraft as the contract aircraft (3 of those 12 months must have been in the preceding 24 months).

B14.4 ReservedB14.5 The mechanic must have 12 months maintenance experience on the same make and model as the contract aircraft or satisfactory completion of a manufacturer, or equivalent, maintenance course for the same make and model as the contract aircraft.

B15 Mechanic Duty Limitations

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

B15.1 Within any 24-hour period, mechanics must have a minimum of 8 consecutive hours off duty immediately prior to the beginning of any duty day. Local travel up to a maximum of 30 minutes each way between the worksite and place of lodging will not be considered duty time.

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

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

B15.4 The Government may further restrict duty hours and may remove the mechanic for fatigue or other causes before reaching their daily duty limitations.

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

B15.6 Relief or substitute mechanics reporting for duty under any contract may be required to furnish a record of all duty time during the previous 14 days.

B16 Reserved

B17 Reserved

B18 Relief Crew

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

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

B19 Pilot Authority and Responsibility

The Contractor must ensure that the pilot is responsible for:

(1) operating the aircraft within its operating limits, (2) the safety of the aircraft, (3) its occupants, and (4) the cargo. The contract pilot:

B19.1 Must have the authority to represent the Contractor in all matters except changes in price and time unless the CO is notified otherwise, in writing, prior to performance. The pilot must be familiar with the contract and all

applicable task orders assigned to this contract and must be able to provide contract and/or task order information to the project inspector (PI) or manager as requested.

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

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

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

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

B19.5.1 When the aircraft is not available due to required unscheduled maintenance, a pilot may function as a mechanic only if they meet the requirements of paragraph B14 or if they are performing preventative maintenance in accordance with 14 CFR 43.3.

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

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

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

- Remove and/or install emergency litter kit
- Remove and/or install helicopter doors
- Remove and/or install aircraft seats

Note: These operations will only be performed by the pilot if allowed by the applicable STC and/or by the company's FAA-approved training program and operations specifications. Pilot qualification to perform these tasks must be documented IAW para B19.5 above.

B20 Flight Operations

Regardless of any status as a public aircraft operation, the Contractor must operate in accordance with their approved FAA Operations Specifications and all portions of 14 CFR Part 91 (including those portions applicable to civil aircraft) and each certification required under Section B2 unless otherwise authorized by the CO. The Contractor must ensure that all personnel operate in compliance with the following requirements:

B20.1 Manifesting. The PIC must ensure that a manifest of all crewmembers and passengers on board has been completed and that a copy of this manifest remains at the point of initial departure. Manifest changes must be left at subsequent points of departure when practicable. A single manifest of all passengers involved may be left with an appropriate person in those instances when multiple short flights will be made within a specific geographical area and will involve frequent changes of passengers.

B20.2 Passenger briefings. Before each takeoff, the PIC must ensure that all passengers have been briefed in accordance with 14 CFR Part 135. Briefings for short multiple leg flights do not need to be repeated unless new passengers come aboard. The briefing must also describe the location/use of the following:

- Emergency locator transmitter
- First aid/ survival kits
- Personal protective equipment
- Battery and fuel cut off switch location
- Crew Resource Management

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

Note: For BH 407 helicopters, equipped with both the Paravion Technology, Inc. STC # SR00486DE and the Onboard Systems International SR01943SE, the dual controls are allowed to be installed during routine Government use. The pilot may occupy the left seat pilot-in-command (PIC) station during all flight operations allowed by the STC's. With dual controls installed, the pilot must restrict access to the other pilot seat. Only the helicopter foreman, manager, or similar qualified crewmember will be allowed to occupy the other pilot seat. The pilot must brief to remain clear of the flight controls at all times.

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

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

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

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

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

B20.5 Day/night use. Helicopters must be limited to flight during daylight hours and under VFR conditions only. Daylight hours are defined as from 30 minutes before official sunrise to 30 minutes after official sunset.

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

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

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

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

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

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

B20.12 Operational Pause. In the event of credible safety concerns that may pose an immediate or significant risk to personnel, operations, or the public, the Government reserves the right to initiate a full or partial pause of contractor operations. The contractor will be unavailable and shall comply with all directives and take immediate action to mitigate identified risks.

B20.12.1 – Return-to-Work Conditions Following Operational Pause. Following an operational pause, the Government will provide the contractor with written notification outlining the specific conditions required for resuming work. These conditions may include, but are not limited to, corrective actions, safety verifications, documentation of hazard mitigation, and any additional compliance measures deemed necessary.

B21 Security of Aircraft and Equipment

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

B21.2 Any aircraft used under this contract must be physically secured and disabled via a dual-lock method whenever the aircraft is unattended. Any combination of two different anti-theft devices designed to lock aircraft flight control surfaces when not in use, or designed to secure an aircraft to the ground, is acceptable, provided they are appropriate for the aircraft. Operational environments and personnel safety must be considered when selecting the locking devices and methods to be used.

B21.2.1 Removal and/or disabling of locking devices and methods must be incorporated into preflight checklists to prevent accidental damage to the aircraft. The devices must be installed in a manner that precludes their inadvertent interference with in-flight operations.

B21.2.2 Using other means of securing or disabling an aircraft is acceptable, provided it achieves a level of security equal to or greater than the following example locking devices and methods:

- Locking hangar door
- Keyed ignition switch
- Keyed starter switch
- Keyed master power switch
- Hidden battery cutoff switches
- Throttle/power lever lock

- Mixture/fuel lever lock
- Locking fuel cutoff
- Locking tie-down cable
- Locking control surface “gust-lock”
- Propeller lock
- Propeller chain lock
- Propeller cable lock
- Locking wheel lock or chock
- Locking “club-type” devices for control yoke

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

- Locking aircraft doors
- Fenced or gated parking area

B22 Personal Protective Equipment (PPE) for Flight Operations

B22.1 The Contractor must provide and require personnel to wear PPE in accordance with the Interagency Aviation Life Support Equipment (ALSE) Guide/Handbook, Chapter 2 Personal Protective Equipment.

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

B22.3 Fire Shelters. The Government will provide DOI approved personal fire shelters (USFS spec. 5100-606) for all contractor personnel covered under this contract. Fire shelters required in the aircraft must be secured and accessible to crews onboard the aircraft, not stored in cargo compartments or loosely placed in the “hat-rack”. Fire shelters are not to be located in areas which would reduce the crash attenuation of any aircraft component (i.e., under the seats). The Helicopter Manager will facilitate instruction in the use of shelter deployment and document. Shelter deployment training shall be completed yearly. The condition and care of the shelter will meet NWCG standards. Fire shelter must be on-board the helicopter at all times while under contract and included in the equipped weight (8 lbs.). Additional information about fire shelters can be found at: https://www.nwcg.gov/committees/fire-shelter-and-personal-protective-equipment-subcommittee.

B23 PPE for Ground Operations

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

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

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

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

B23.3 Ground crews will have government provided fire shelters (B22.3) readily available for use if needed.

B24 Transportation of Hazardous Materials.

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

B24.2 A copy of the current DOT Special Permit, DOI Grantee Status Letter, NWCG Standards, and *DOT Emergency Response Guidebook* must be carried aboard each aircraft transporting hazardous materials. All documents are available online at www.doi.gov/aviation/library/guides.

B24.3 The Contractor must ensure that each employee who may perform a function subject to this DOT Special Permit has completed the Interagency Aviation Training Module A- 110, Aviation Transportation of Hazardous Materials, within the previous 3 years. The training can be completed online at http://www.iat.gov. The Contractor must document this training in the employee's records and make it available to the Government when requested.

B25 Fuel and Servicing Requirements

B25.1 General.

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

B25.1.2 All fuel must be commercial (or military) grade aviation fuel approved for use by the airframe and engine manufacturer. Only fuels meeting American Society for Testing and Material (ASTM) or Military Detail (MIL-DTL) specifications are authorized for use. ASTM D-1655 (Jet A, A-1, or B), MIL-DTL-83133 (JP-8), ASTM-D-910 (grade 100 or 100LL).

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

B25.2 Fueling Operations

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

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

B25.2.1.2 The specific Rapid Refueling requirements contained in NFPA 407: Standard for Aircraft Fuel Servicing, paragraph 4.2.14, must be adhered to. Fuel servicing equipment must have a deadman control device meeting NFPA 407 requirements.

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

B25.2.2 The *NFPA 407: Standard for Aircraft Fuel Servicing* handbook must be used as a guide. Copies of *NFPA 407* can be obtained from the National Fire Protection Association (NFPA), www.nfpa.org.

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

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

B25.2.5 Smoking (to include electronic cigarettes/personal vaporizers) is prohibited within 50 feet of the aircraft and fuel servicing facilities/vehicles.

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

B25.3 Reserved

B25.4 Reserved

B25.5 Portable fuel servicing system and drum fueling requirements (If used to support contract)

Note: AOM Operational Procedures Memorandum (OPM-20), Drum Fuel Management, provides guidance for fueling operations using barrels. The OPM can be located at the following: https://www.doi.gov/aviation/library/opm

B25.5.1 The Contractor must provide a portable fuel servicing system that can be carried on the helicopter. The system must be equipped with a portable hand or electrically operated fuel pump, barrel stem, hoses, aviation fuel servicing nozzle (with dust cap, bonding wire, & screen), non-sparking drum wrench, and filtration system for refueling in remote areas. The system must be approved for dispensing and filtering petroleum products and include bonding cables, servicing hoses and a fire extinguisher of at least 20-B:C rating.

B25.5.2 The dispensing hose must meet EI Bulletin 1529 Aviation Fueling Hose and Hose Assemblies qualifications. The aircraft fuel dispensing nozzle must be equipped with a dust cap, bonding wire and 100-mesh screen. Fuel dispensing hoses must be free of damage or cracks that expose underlying cord and kept in good repair. Refueling hose life expectancy is 10 years. Hose greater than 10 years old must be replaced. Aircraft fueling hose not placed into service within 2 years of the date of manufacture must not be used.

B25.5.3 The aviation fuel filtration system must meet the following contamination removal limits or be certified compliant with EI 1581 *Specifications and Qualifications Procedures for Aviation Jet Fuel Separators.* Contractors should consult with filter manufacturer's data to determine compatibility. All filtering components must be changed annually or sooner if needed, and the date of the change must be placarded on the canister. Filters must meet the requirements detailed in the following table.

Note: The use of EI Specification 1583 7th edition filter monitor is no longer supported and not authorized. Filter vessels must be converted to media meeting EI 1581 specifications unless a replacement media has been approved that better suits the equipment configuration. Filter manufacturers have been working to develop alternative filtration to EI 1583 specification filtration.

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

B25.5.4 At least two spare filters, seals, and other spare components must be carried with the portable fuel pump.

B25.5.5 When not in use, the portable system must be packaged for protection from the environment and stored in a secure area to prevent tampering.

B25.5.6 Aircraft must not be refueled while any engine is running.

AIRCRAFT MAINTENANCE REQUIREMENTS

B26 General - Maintenance

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

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

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

B26.4 While on task order, the Contractor must immediately notify the COR and AOM technical inspector of any unscheduled maintenance, change to any engine, propeller, power train, rotor system, flight control, major airframe component, or any major repair following an incident or accident and must describe the circumstances involved.

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

B27.1 The Contractor must comply with all applicable FAA AD's and MMSB's before and during contract performance.

B27.2 The Contractor must provide, at the time of agency inspection, a current list of issued FAA AD's and MMSB's identifying all those that are applicable and not applicable to the contract aircraft. The list must be in a format similar to the one shown in AC 43-9C, Appendix 1, complete with authorized signature, certificate type and number. This list must include all accessories and equipment installed in each aircraft offered. Signature of the person verifying accuracy of the list is required.

B28 Manuals/Records

B28.1 The Contractor must ensure that all aircraft maintenance is recorded in accordance with 14 CFR Parts 43, 91, and 135 (reference 14 CFR Parts 43.9, 43.11, 91.417, and 135.439). Aircraft total time in service must be recorded. A copy of the current maintenance record must be kept with the aircraft. Electronic copies of manuals and records are acceptable.

B28.2 The Contractor must provide any documentation or record requested by the AOM technical inspector regarding the aircraft, equipment, and/or maintenance.

B28.3 If requested by the Government, the Contractor must furnish to the AOM Technical Inspector a copy of the Contractor's procedures manuals, as outlined in 14 CFR Part 135.21, along with any revisions made during the contract period.

B29 Maintenance

Aircraft must be maintained and inspected in accordance with the operator's FAA approved maintenance program.

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

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

B29.3 All aircraft maintenance entries must include a reference to the approved technical data used to perform any installation, overhaul, major repair, or replacement of any engine, power train, rotor system, flight control, or major airframe component. The reference must include the title of the maintenance publication and identify the procedure performed or chapter, page, and paragraph where the procedure can be found. Adherence to this requirement will begin the date of contract award and continue through the duration of the contract.

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

B29.5 The fire extinguisher must be maintained in accordance with NFPA 10: Standards for Portable Fire Extinguishers or the Contractor's 135 operations manual.

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

B30 Maintenance Test Flight

The Contractor must, at their own expense, perform an operational check flight following installation, overhaul, major repair, or replacement of any engine, power train, rotor system, flight control system, or when requested by the Contracting Officer (CO) or AOM Technical Inspector. This must be accomplished before the aircraft resumes service under the contract. The pilot must enter the result of this test flight in the aircraft records, as outlined in 14 CFR 91.407.

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

B31.1 All aircraft components and accessories must be replaced upon reaching the manufacturer's recommended TBO or FAA approved extension. Life-limited parts must be replaced at the specified time-in-service hours or cycles.

B31.2 Aircraft operated with components or accessories on FAA approved TBO extension programs are acceptable. The Contractor must be the holder of the approved extension authorization (not the owner if the aircraft is leased). The Contractor must operate in accordance with the extension authorization. The extension authorization must be kept with the aircraft.

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

B32 Weight and Balance

The aircraft weight and balance report must include a (1) weight and balance record, (2) equipment list, and (3) any calculations due to changes in the equipment list (Form C). A copy of the current weight and balance report must be kept with the aircraft.

B32.1 Weight and Balance Record: The aircraft's required weight and balance record must be determined by actual weighing of the aircraft. The weight and balance record must be current, within 24 calendar months preceding the

starting date of the contract and every 24 months thereafter. The record must include the date of weighing, aircraft serial number, and aircraft registration number. Scale readings must be recorded on the weight and balance record. Signature of a rated mechanic verifying accuracy of the record is required. This record is not superseded until the aircraft is reweighed.

B32.1.1 The aircraft must be weighed following any major repair, major alteration, or change to the equipment list that significantly affects the center of gravity of the aircraft.

B32.1.2 All aircraft must be weighed on scales that have been certified as accurate within the preceding 12 calendar months. Any accredited weights and measures laboratory may serve as the certifying agency. The weight and balance record must include the make, model, serial number, and calibration date of the scales used to weigh the aircraft.

B32.2 Equipment List: The Contractor must compile a complete list of equipment installed in the aircraft at the time of weighing. Each page of the equipment list must identify the specific aircraft by its serial and registration numbers and must be dated to indicate the last date of weighing or calculation. Signature of a rated mechanic verifying accuracy of the record is required. Weight and Balance Handbook (FAA-H-8083-1B) may be used as a guide.

B32.2.1 Items that may be easily removed or installed for aircraft configuration changes (seats, doors, radios, cargo hook, baskets, special mission equipment, etc.) must also be listed including the name, weight, and arm of each item.

B32.2.2 All required equipment listed in section B6, B7, and any applicable supplements of B25 must be listed on the equipment list.

B32.3 Calculations: Each time equipment is removed or installed, and the aircraft is not reweighed, the aircraft's weight and balance must be calculated. A weight and balance revision or continuous history form must be used to show the calculated weight and balance of the aircraft resulting from the change in equipment. This is an additional document and does not supersede the weight and balance record. Weight and Balance Handbook (FAA-H-8083-1B) may be used as a guide.

B33 Helicopter Turbine Engine Power Check

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

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

SECTION C – CONTRACT TERMS AND CONDITIONS

CONTRACT CLAUSES

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

52.252-2 Clauses Incorporated by Reference. (FEB 1998)

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

Clauses Incorporated by Reference

52.202-1 Definitions (Jun 2020)
52.203-3 Gratuities (Apr 1984)
52.203-5 Covenant Against Contingent Fees (May 2014)
52.203-7 Anti-Kickback Procedures (Jun 2020)
52.203-12 Limitation on Payments to Influence Certain Federal Transactions (Jun 2020)
52.204-13 System for Award Management Maintenance (Deviation March 31, 2026)
52.204-19 Incorporation by Reference of Representations and Certifications (Deviation March 31, 2026)
52.212-4 Contract Terms and Conditions-Commercial Items (Deviation March 31, 2026)
52.212-4 Alt 1 (Deviation March 31, 2026)
52.222-90 Addressing DEI discrimination by Federal Contractors (APR 2026)
52.232-18 Availability of Funds (Apr 1984)
52.232-39 Unenforceability of Unauthorized Obligations (Jun 2013)
52.232-40 Providing Accelerated Payments to Small Business Subcontractors (Mar 2023)
52.242-13 Bankruptcy (Jul 1995)
52.242-15 Stop-Work Order (Aug 1989)
52.253-1 Computer Generated Forms (Deviation May 18, 2026)

ADDENDA TO CONTRACT TERMS AND CONDITIONS

The following is added:

Inspection Scheduling and Process.

At the time of contract award, the minimum guarantee will be satisfied by ordering of the initial inspection via official letter to the contractor directing them to contact the AOM Technical Inspector to schedule an initial inspection of all of the Contractor's proposed aircraft, equipment and personnel to ensure contract compliance.

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

Aircraft inspections will only be conducted for aircraft that are approved for use on this contract. One PIC, and/or SIC (if applicable), will be inspected per each approved aircraft. Additional PIC’s and/or SIC’s may be inspected on a case by case basis, if requested by the contractor and approved by the Government. AOM cards will only be issued for approved aircraft on this contract.

This inspection is expected to be accomplished when the AOM Technical Inspector’s i normal schedule brings them to the Contractor’s vicinity. Contractors who have not been inspected but are requested for use should immediately contact the AOM Technical Inspector to schedule an inspection. Failure to contact the AOM Technical Inspector may result in the use of a different 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 AOM Technical Inspector. The AOM Technical Inspector will normally confirm the inspection details in writing. Contractor written requests for inspection

rescheduling that are received by the AOM Technical Inspector at least 10 days prior to the originally scheduled inspection date may be accommodated by the AOM Technical Inspector, depending upon their work schedule.

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

Prior to an evaluation flight and/or AOM card being issued, the Contractor shall submit the following documentation to the AOM Alaska for each requested pilot:

- Completed OAS 64B.
- Current FAA medical certificate.
- Current FAA check ride (FAA 135.293 (a) and (b) in each category and class, and at least a 135.293 (a) (knowledge) in every make/model of aircraft to be used on contract, as well as 135.299 and 135.297 with a current 135.297 (g) if autopilot is to be used/single pilot IFR).
- Front and back copy of FAA pilot certificates.
- For initial pilot carding or for initial flight evaluations a completed OAS-64C Verification of Experience.

Note: For Limited Use/Restricted Category pilots only. In lieu of a current FAA 135 check ride, evidence of a current biennial flight review and two hours of documented long line training is required.

Special use pilot evaluations will be scheduled and conducted by an approved AOM Pilot Inspector. An approved U.S. Forest Service (USFS) Pilot Inspector may be utilized if AOM Alaska is notified prior to scheduling the evaluation. If the contractor's pilot has been previously issued an AOM card, the contractor shall provide all the above information NO LATER THAN 30 DAYS and NO EARLIER THAN 60 DAYS prior to the expiration date on the AOM card. Any information received outside of his time frame, including expired/soon to expire copies of FAA check rides and medical certificates, may result in a delay in the contractor's pilot being carded.

Aircraft special use inspections may include an on-site physical inspection of the aircraft and applicable maintenance records. These inspections will be scheduled and conducted by an approved AOM Maintenance Inspector. An approved USFS Maintenance Inspector may be utilized if AOM Alaska is notified prior to scheduling the inspection.

Pilots and aircraft currently carded by the USFS **may** be approved for use by AOM. Prior to approval, however, AOM must receive all pertinent USFS aircraft and/or pilot inspection documentation before an approval can be issued by AOM. This documentation must be provided to AOM NO LATER THAN 14 DAYS PRIOR TO ANTICIPATED USE.

Under no circumstances is a DOI agency authorized to issue an order for a USFS carded aircraft or pilot that has not been approved and carded by AOM.

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.

The Contractor must notify the CO and the COTR when an action has been imposed by the FAA on the operator’s certificate or on any pilot or aircraft carded under this contract. The Contractor must also notify the CO and the COTR of any changes in the Director of Operations, Chief Pilot, and Director of Maintenance as well as any additional positions approved under 14 CFR 119.69(b).

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

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

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

The fuel service vehicle data card is kept with the fuel servicing equipment and available for inspection at all times.

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

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

If the COTR determines any aircraft/equipment/ personnel and records/documents presented for inspection are not completely ready for the inspection or are determined to be nonconforming as required by the contract, the COTR may suspend the inspection(s) and schedule a reinspection for another time/date/site. The Contractor may be charged for the cost of reinspection, in accordance with Section C2.9.

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

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

Equipment

The aircraft and equipment will be inspected to ensure compliance with all Section A and B 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.

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

Pilots

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

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

The aircraft used for the pilot flight evaluation(s) must be the same make, model and series awarded for this contract and should be equipped with dual controls. If an offered aircraft is not equipped with dual controls, evaluation flight will be at the Pilot Inspector's discretion. 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.

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

Services provided under this contract may 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 (less than 500' above the surface)
- Mountainous Terrain

- Reconnaissance
- STEP: Single-skid, Toe-in and hover Exit/entry Procedures
- External load -– belly hook/sling ≤50'
- External load - longline >50'
- Offshore Platform Landings
- Vessel Landings
- Float Operations – floats or hull, excludes pop out floats
- ACETA-Aerial Capture, Eradication &Tagging of Animals
- Aerial Ignition
- Water/Retardant Delivery
- Animal Classification

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

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

Reinspection Expenses

The Contractor may be liable for all Government incurred reinspection costs. Inspection expenses will not be deducted from payments due the Contractor. Contractor will be responsible to make payment as directed in writing by the CO.

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.

FAR 52.212-4(k)Taxes (Deviation March 31, 2026)

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

Federal Airport and Airway Excise Taxes

Transportation Taxes (passengers and cargo)

Clauses Incorporated by full text:

FAR 52.216-18 Ordering (Aug 2020)

(a) Any supplies and services to be furnished under this contract shall be ordered by issuance of delivery orders or task orders by the individuals or activities designated in the Schedule. Such orders may be issued from contract award through the end of the IDIQ ordering period and as extended under FAR 52.217-8.

(b) All delivery orders or task orders are subject to the terms and conditions of this contract. In the event of conflict between a delivery order or task order and this contract, the contract shall control.

(c) A delivery order or task order is considered "issued" when—

(1) If sent by mail (includes transmittal by U.S. mail or private delivery service), the Government deposits the order in the mail;

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

(3) If sent electronically, the Government either—

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

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

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

FAR 52.216-19 Order Limitations (Oct 1995)

(a) *Minimum order*. When the Government requires supplies or services covered by this contract in an amount of less than $250, the Government is not obligated to purchase, nor is the Contractor obligated to furnish, those supplies or services under the contract.

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

(1) Any order for a single item in excess of $250,000;

(2) Any order for a combination of items in excess of

$500,000 or

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

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

FAR 52.216-22 Indefinite Quantity (Oct 1995)

(a) This is an indefinite-quantity contract for the supplies or services specified and effective for the period stated in the Schedule. The quantities of supplies and services specified in the Schedule are estimates only and are not purchased by this contract.

(b) Delivery or performance shall be made only as authorized by orders issued in accordance with the Ordering clause. The Contractor shall furnish to the Government, when and if ordered, the supplies or services specified in the Schedule up to and including the quantity designated in the Schedule as the “maximum.” The Government shall order at least the quantity of supplies or services designated in the Schedule as the “minimum.”

(c) Except for any limitations on quantities in the Order Limitations clause or in the Schedule, there is no limit on the number of orders that may be issued. The Government may issue orders requiring delivery to multiple destinations or performance at multiple locations.

(d) Any order issued during the effective period of this contract and not completed within that period shall be completed by the Contractor within the time specified in the order. The contract shall govern the Contractor’s and Government’s rights and obligations with respect to that order to the same extent as if the order were completed during the contract’s effective period; *provided*, that the Contractor shall not be required to make any deliveries under this contract after the end of the performance period of this contract.

SECTION C – CONTRACT TERMS AND CONDITIONS

FAR 52.216-32 Task-Order and Delivery-Order Ombudsman (SEP 2019).

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

TIFFANY HARVEY 1849 C ST NW
RM 4247
WASHINGTON DC 20240
202 513 7541
tiffany_harvey@ios.doi.gov

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

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

(End of clause)

FAR 52.217-8 Option to Extend Services (Nov 1999)

The Government may require continued performance of any services within the limits and at the rates specified in the contract. These rates may be adjusted only as a result of revisions to prevailing labor rates provided by the Secretary of Labor. This option provision may be exercised more than once, but the total extension of performance hereunder shall not exceed 6 months. The CO may exercise the option by written notice to the Contractor prior to the expiration of the contract.

FAR 52.222-42 -- Statement of Equivalent Rates for Federal Hires (Deviation May 04, 2026)

In compliance with the Service Contract Labor Standards statute and the regulations of the Secretary of Labor (29 CFR part 4), this clause identifies the classes of service employees expected to be employed under the contract and states the wages and fringe benefits payable to each if they were employed by the contracting agency subject to the provisions of 5 U.S.C. 5341 or 5332.

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

Employee Class	**Monetary Wage -- Fringe Benefits**
31010 – Airplane Pilot	$39.08
Fringe benefits such as, life, accident, health insurance, and sick leave, are not less than 5.1 percent of the basic hourly rate. The percentage of the basic hourly rate that is contributed by the contracting agency for retirement is currently 7 to 17.5 percent. Fringe benefits also include 10 paid holidays, paid vacation time as follows: Two (2) hours of annual leave each week for an employee with less than three (3) years of service. Three (3) hours of annual leave each week for an employee with three (3) but less than fifteen (15) years of service. Four (4) hours of annual leave each week for an employee with fifteen (15) or more years of service.	

SECTION C – CONTRACT TERMS AND CONDITIONS

DIAR 1452.201-70 Authorities and Delegations (SEP 2011)

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

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

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

(1) Promise, award, agree to award, or execute any contract, contract modification, or notice of intent that changes or may change this contract;

(2) Waive or agree to modification of the delivery schedule;

(3) Make any final decision on any contract matter subject to the Disputes Clause;

(4) Terminate, for any reason, the Contractor's right to proceed; or

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

(d) The Contractor shall comply with the written or oral direction of the Contracting Officer or authorized representative(s) acting within the scope and authority of the appointment memorandum. The Contractor need not proceed with direction that it considers to have been issued without proper authority. The Contractor shall notify the Contracting Officer in writing, with as much detail as possible, when the COR has taken an action or has issued direction (written or oral) that the Contractor considers to exceed the COR's appointment, within 3 days of the occurrence. Unless otherwise provided in this contract, the Contractor assumes all costs, risks, liabilities, and consequences of performing any work it is directed to perform that falls within any of the categories defined in paragraph (c) prior to receipt of the Contracting Officer's response issued under paragraph (e) of this clause.

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

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

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

Aircraft Insurance

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

DIAR 1452.228-71 Aircraft and General Public Liability Insurance (Mar 1989)

(a) The Contractor, at the Contractor's expense, agrees to maintain, during the continuance of this contract, aircraft liability and general public liability insurance with limits of liability for:
(1) Bodily injury to or death of aircraft passengers of not less than $75,000 for any one passenger and a limit for each occurrence in any one aircraft of at least an amount equal to the sum produced by multiplying $75,000 by 75 percent of the total number of passenger seats installed in the aircraft;
(2) Bodily injury to or death of persons (excluding passengers) of not less than $75,000 for any one person in any one occurrence and $300,000 for occurrence; and
(3) Property damage of not less than $100,000 for each occurrence; or

(4) a single limit of liability for each occurrence equal to or greater than the combined required minimums set forth in paragraphs (a)(1) through (3) of this clause.
(b) The Contractor also agrees to maintain worker's compensation and other legally required insurance with respect to the Contractor's own employees and agents.

Economic Price Adjustment - Insurance

During the contract period the Contractor or Government may request an hourly flight rate adjustment set forth herein to reflect substantial (greater than 15%) increases and/or decreases in the cost of commercial aviation insurance. Requests must be made, annually, in writing to the Contracting Officer (CO) and include the required documentation regarding the base and reference prices.

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 section.

Base Price. The base price is the premium the Contractor paid for each aircraft at time of contract award. An insurance statement will be required to document this base price if an increase or decrease is requested.

Reference Price. The reference price is the insurance premium for the upcoming year, showing the documented (substantial) increase or decrease. An insurance statement will be required to document this referenced price if an increase or decrease is requested.

Adjustments to flight rates based on insurance premium changes must be due to industry changes and not due to the Contractor’s circumstances (accidents, aircraft additions/removals, etc.). Requests will be evaluated and considered by the CO. It is at the Government’s discretion to approve any rate adjustments. The CO will make the final determination to adjust rates through a bilateral modification.

Flight Rate Adjustment. Adjustment to the flight rate is one-half the difference between the Base Price and Reference Price divided by 100 to come up with a change percentage. The change percentage will be applied to the current contract flight rate to establish an updated rate. Amounts of 50 cents or less will be rounded down and amounts of 51 cents or more will be rounded up. The updated rate(s) will be finalized via bilateral contract modification. The effective date of the rate will be stated on the bilateral modification signed by the CO.

One Time Rate Refresh

The Contractor may submit a one-time request for a rate refresh during the five-year ordering period of this Indefinite Delivery/Indefinite Quantity (IDIQ) contract. This rate refresh may apply to the flight rate, standby and daily availability rate, as applicable.

Timing: The Contractor may submit the rate refresh request no earlier than 12 months after contract award and no later than 48 months after the effective date of the base contract.

Submission Requirements: The request must include detailed justification for the proposed rate changes, including supporting data such as market surveys, escalation indices (e.g., Bureau of Labor Statistics), or internal cost data. The Contractor must clearly identify the affected rates and provide both current and proposed rates.

Review and Approval: The Government reserves the right to accept, reject, or negotiate the proposed rates. Approved rate changes will apply only to task orders issued after the effective date of the modification incorporating the new rates.

Limitations: Only one rate refresh request will be considered during the entire five-year ordering period. This provision does not constitute an Economic Price Adjustment (EPA) unless otherwise specified in the contract.

SECTION C – CONTRACT TERMS AND CONDITIONS

GENERAL CONTRACT TERMS AND CONDITIONS

C1 Aircraft Use Report

C1.1 The Contractor, or Contractor's representative, and the Government must complete and sign an Aircraft Use Report, AQD-23/23E form or other form as directed by the CO. An electronic report will be initiated by the Contractor in a Department of the Interior electronic reporting system that documents the daily services recorded on the signed AQD-23/23E or other form as directed by the CO. Hard copies of the signed AQD-23/23E are to be uploaded/attached to the electronic system.

C1.2 Supporting documentation as required by the contract to support actual additional pay items (i.e. relief transportation costs, tie-downs, landing fees, etc.) shall be attached electronically to the applicable Aircraft Use Report or other form as directed by the CO. Failure to include such documentation would result in rejection of the report back to the Contractor for inclusion and resubmission.

C1.3 Aircraft Use Reports or other form as directed by the CO are to be submitted no later than every two weeks or upon conclusion of a project, if less than two weeks duration.

C1.4 Subsequent electronic invoicing through IPP will match the same period as the Aircraft Use Report submission or other form as directed by the CO.

C2 Electronic Invoicing and Payment Requirements Invoice Processing Platform (IPP) (FEB 2021)

C2.1 Payment requests must be submitted electronically through the U. S. Department of the Treasury's Invoice Processing Platform System (IPP).

C2.2 "Payment request" means any request for contract financing payment or invoice payment by the Contractor. To constitute a proper invoice, the payment request must comply with the requirements identified in the applicable Prompt Payment clause included in the contract, or the clause 52.212-4 Contract Terms and Conditions – Commercial Items included in commercial item contracts. The IPP website address is: https://www.ipp.gov

C2.3 Under this contract, the following documents are required to be submitted as an attachment to the IPP invoice:

- Documents required are Aircraft Use Reports (AMD Form 23/23E) or other form as directed by the CO documenting daily services provided as set forth by their contract. This form must have the appropriate Government Representative signature approving the services.
- Supporting documentation as required by the contract to support actual additional pay items (i.e. relief transportation costs, tie-downs, landing fees, etc.).

C2.4 The Contractor must use the IPP website to register, access and use IPP for submitting requests for payment. The Contractor Government Business Point of Contact (as listed in SAM) will receive enrollment instructions via email from the Federal Reserve Bank of St. Louis (FRBSTL) within 3–5 business days of the contract award date. Contractor assistance with enrollment can be obtained by contacting the IPP Production Helpdesk via email IPPCustomerSupport@fiscal.treaury.gov or phone (866) 973-3131.

C2.5 If the Contractor is unable to comply with the requirement to use IPP for submitting invoices for payment, the Contractor must submit a waiver request in writing to the contracting officer with its proposal or quotation.

C3 Contractor Personnel Security Requirements

C3.1 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.

C3.2 Contractor employees utilized in support of this contract, will be treated as visitors (uncredentialed Contractor) and not be required to receive background investigations and credentialing. However, uncredentialed Contractors may be subject to

the screening processes utilized at each federally controlled facility where the Contractor services are required. As a minimum, Contractor employees will be issued a temporary/visitor badge and shall display it at all times during contract performance when accessing a federally controlled facility. The COR is responsible for ensuring that all Contractor employees are issued a temporary/visitor badge.

C4 Contractor Performance Assessment Reporting System (DEC 2015)

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

(b) The past performance evaluation process is a totally paperless process using CPARS. CPARS is a web-based system that allows for electronic processing of the performance evaluation report. Once the report is processed, it is available in the Past Performance Information Retrieval System (PPIRS) for Government use in evaluating past performance as part of a source selection action.

(c) We request that you furnish the Contracting Officer (CO) with the name, position title, phone number, and email address for each person designated to have access to your firm's past performance evaluation(s) for the contract no later than 30 days after award. Each person granted access will have the ability to provide comments in the Contractor portion of the report and state whether or not the Contractor agrees with the evaluation, before returning the report to the Assessing Official (AO). Information in the report must be protected as source selection sensitive information not releasable to the public.

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

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

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

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

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

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

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

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

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

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

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

(iii) Prohibit the use of or reference to evaluation data for advertising, promotional material, pre-award surveys, responsibility determinations, production readiness reviews, or other similar purposes.

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

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

CONTRACT PERIOD AND RENEWAL

C5 Contract Period

The contract period of performance is a five-year ordering period from March 1, 2027, through February 28, 2032. It will also include a six-month extension if 52.217-8 if exercised.

C6 Contractor Onboarding Procedures

The Government reserves the right to announce a new competition (onboarding) for the purpose of adding additional small business, multiple award, indefinite delivery, indefinite quantity (IDIQ) contract holders. Onboarding procedures may be implemented at any time over the life of the contract by reopening the competition and utilizing the same basis of award established in the original solicitation (140D0426R0075). Bureau customers can initiate the need for additional contract holders by contacting the Contracting Officer. The Contracting Officer will assess the need for additional support. Should additional support be required, the Contracting Officer will publicize a notice in the Government Point of Entry (www.sam.gov), issue a solicitation amendment, and complete evaluation in the same manner as the initial solicitation. Contracts awarded utilizing the onboarding procedures will include the same terms and conditions as those in the initially awarded contracts. Neither the overall period of performance nor the ceiling of the basic contract will be revised as a result of implementing the onboarding procedures.

C7 Prework Meeting

A prework meeting between the Government and the Contractor along with their primary crew members may be held virtually or in person at or near the starting designated base and is usually in conjunction with the start of the contract period. The Contractor's primary crew members must attend any prework meeting. The meeting may include, but is not limited to: (1) basic review of the contract; (2) ordering procedures; (3) operational procedures (dispatch, flight following, hazard/risk assessment and reduction, airspace coordination, incident/accident reporting, etc.; (4) measurement and payment; and (5) review of the local base procedures. This meeting is administrative in nature and is not intended for technical inspection purposes.

C8 Add/Remove Aircraft after Contract Award

After contract award and initial inspection, the Contractor may request to add or remove aircraft. All requests must be made in writing to the Contracting Officer. The aircraft requested must meet the minimum requirements set forth in this contract. Requests must include a pricing sheet, the FAA Operation Specifications showing the aircraft, and an Aircraft Questionnaire and weight and balance for the aircraft type offered. Requests will be considered quarterly by the Contracting Officer. Each request will be evaluated by the DOI based on the needs of the Government. It is at the Government's discretion to approve the additional aircraft. The Contracting Officer will make the final determination to add aircraft to a contract through a bilateral modification. The Contractor may contact AOM regarding scheduling aircraft inspection only after finalization of a bilateral modification to add the aircraft to the contract.

The request to remove aircraft can be done anytime during the contract period and is accomplished by bilateral modification.

C9 Orders for Services

C9.1 The Government will award individual task orders against this contract based on best value for the specific government requirement. Best value determinations will be made by considering any of the following: aircraft capability and equipment, pilot qualifications and past performance, aircraft location, availability and cost estimate for the requirement. Contracted flight rates, pilot details, and aircraft information will be found on the Resource List. The Resource List is a list available to DOI, which contains all AOM carded aircraft and pilots on contract. The List shows all contract rates, as well as AOM carding details.

C9.1.1 For requirements under the Simplified Acquisition Threshold (SAT), which is currently $350,000, the Government will use estimated flight costs (flight time estimates multiplied by the contracted flight rates), estimated standby, fuel costs, and any other estimated project costs (i.e., ferry time (the flight time to get from Contractor's base to project location), per diem, landing fees, etc.) to assist in determining best value. Requestors may ask for flight time and fuel estimates to aid in creating cost comparisons/estimates. Requestors should check availability with contractor. The Contracting Officer makes the final determination regarding task order award.

C9.1.2 For requirements over the SAT, a task order proposal request will be sent via email to every DOI Hawaii Helicopter on call Contractor. Mission specifics, to include aircraft and pilot requirements, estimated period of performance, project location, and any other relevant details will be included. Interested Contractors will submit proposals to the Contracting Officer by the date specified in the email. Selection will be made based on best value to the Government. Rates higher than

the contract rates will not be accepted, but Contractors may propose rates lower (discounted) than their contract for that specific requirement.

C9.2 Tradeoffs may be made to determine which Contractor provides the best combination of aircraft, location, past performance and price given the specific requirement.

C9.3 The Government's urgency in acquiring services may be a factor and override any other criteria identified above.

C9.4 Notice of project award (task order signed by a Contracting Officer) will be sent to the Contractor and the requestor via email.

C9.5 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.

ADMINISTRATIVE MATTERS

C10 Government Representatives and POCs

C10.1 AOM Technical Inspector

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

The AOM Technical Inspector for this contract is:

ATTN: Supervisor, Aviation Safety Compliance DOI – Aviation Operations and Management (AOM)
4405 Lear Court Anchorage, AK 99502
Phone: 907-271-4075
Fax: 907-271-4788

C10.2 AOM Aviation Safety Manager

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

- USWFS Aviation Operations and Management (AOM) ASM
  300 E. Mallard Dr., Ste 200
  Boise, ID 83706-3991
  Phone: 208-433-5071

C11 Safety

C11.1 Safety and Accident Prevention

C11.1.1 The Contractor shall keep and maintain programs necessary to assure safety of ground and flight operations. The development and maintenance of these programs are a material part of the performance of the contract. Examples of such programs are (1) personnel activities, (2) maintenance, (3) safety, and (4) compliance with regulations.

C11.1.2 The Contractor must submit a copy of all reports required by the Federal Aviation Regulations that relate to pilot and maintenance personnel performance, aircraft airworthiness or operations to the Aviation Safety Manager (ASM).

C11.1.2.1 Examples of these reports are shown in paragraphs 14 CFR Part 135.415 Service Difficulty Reports (SDR) and Part 135.417 Mechanical Interruption Summary Reports required of the Federal Aviation Regulations, 49 CFR Part 830.5 and 49 CFR 830.15, and FAA Form 8010-4, Malfunction or Defect Report.

C11.2 Safety Management System (SMS)

C11.2.1 The Contractor must meet the FAA's SMS requirements for Part 135 or air tour operators operating under § 91.147 no later than May 28, 2027 (FAA Final Rule, May 2024).

C11.2.2 The Contractor must have and maintain a Safety Management System (SMS) Manual for its organization.

C11.2.2.1 The Contractor must submit within 30 days after contract award an electronic copy of its SMS Manual to the CO and Aviation Safety Manager. The Contractor's SMS Manual should include implemented practices vice a generic ready-made Manual that was purchased and never implemented.

C11.2.2.2 The Contractor must submit within 30 days after contract award, Exhibit 11 - Safety Management System (SMS), Flight Time, Accident History, and FAA Violation Questionnaire.

C11.2.2.3 The Contractor shall submit electronic updates and/or revisions of their SMS Manual to the CO and ASM throughout the life of this contract within 30 days of the revision/update.

C11.2.3 Contractor employees working under this contract must be familiar with the Offeror's SMS Manual and be in compliance with its requirements.

C11.2.4 The government may at any time conduct reviews with the Contractor's employees performing on this contract to determine their familiarity with the Contractor's SMS Manual. The Contractor's adherence to their SMS and the standards within Exhibit 11 may be reviewed during an on-site assurance review and documented in CPARS.

C11.2.5 Additional information on SMS can be found at:

- FAA Advisory Circular 120-92D: https://www.faa.gov/regulations_policies/advisory_circulars/
- FAA initiatives: https://www.faa.gov/about/initiatives/sms/
- International Standard for Business Aircraft Operations (IS-BAO): https://nbaa.org/flight-department-administration/sms/

C12 Mishaps

C12.1 Following a mishap, and based on an investigation by the Agency Investigator In Charge (IIC), Bureau representative, and the CO, the Government will determine whether the Contractor was in compliance with contract terms and conditions or with the Federal Aviation Regulations applicable to the Contractor's operations, Offeror policy, procedures, practices, or programs, or whether there was negligence on the part of the Offeror officers or employees that may have caused or contributed to the mishap. The Contractor must fully cooperate with the agency IIC, ASM, and CO during the evaluation.

C12.2 Mishap Definitions. As used throughout this contract, the following terms will have the meanings set forth below.

C12.2.1 The following terms are as defined in 49 CFR Part 830:

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

C12.2.2 Airspace Conflict. A near mid-air collision, intrusion, or violation of airspace rules.

C12.2.3 Aviation Hazard. Any condition, act, or set of circumstances that exposes an individual to unnecessary risk or harm during aviation operations.

C12.2.4 Incident with Potential. An incident that narrowly misses being an accident and in which the circumstances indicate significant potential for substantial damage or serious injury. Classification of an incident as an "Incident with Potential" is determined by the agency ASM.

C12.2.5 Maintenance Deficiency. An equipment defect or failure which affects, or could affect, the safety of operations or that causes an interruption to the services being performed.

C12.2.6 Mishap – Aviation Mishap. Mishaps include aircraft accidents, incidents with potential, aircraft incidents, aviation hazards, and aircraft maintenance deficiencies.

C12.2.7 SAFECOM (https://www.safecom.gov/). An agency Aviation Safety Communique used to report any condition, observance, act, maintenance problem, or circumstance, which has the potential to cause an aviation-related mishap. A SAFECOM's sole purpose is for mishap prevention. (Form OAS-34 or FS 5700-14).

C12.3 Mishap Reporting.

C12.3.1 For "Aircraft Accident" or NTSB reportable "Incident", the Contractor must immediately, and by the most expeditious means available, notify the NTSB, CO, and AOM ASM.

C12.3.2 For any mishap involving damage or injury, or overdue aircraft suspected of having an accident, the Contractor must immediately, and by the most expeditious means available, notify the AOM by calling 1-888-4MISHAP.

C12.3.3 In an effort to prevent future mishaps, the Contractor must report aviation hazards and maintenance deficiencies.

C12.3.4 The toll-free 24-hour Aircraft Accident Reporting Hot Line number is: 1-888-4MISHAP (1-888-464-7427)

C12.4 Mishap Investigations. It is the Department of the Interior's responsibility to investigate Interior aircraft mishaps. Refer to the Aircraft Mishap Notification, Investigation, and Reporting Handbook for more details: https://www.doi.gov/aviation/library/guides.

C12.4.1 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.

C12.4.2 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.

C12.5 Forms Submission.

C12.5.1 Following an "Aircraft Accident" or when requested by the NTSB following notification of a reportable "Incident," the Contractor must provide the AOM ASM with information necessary to complete a NTSB Form 6120.1 "Pilot/Operator Aircraft Accident Report".

C12.5.2 The Contractor must submit a SAFECOM within 5 days upon the occurrence of any condition, observance, act, maintenance problem, or circumstance which has potential to cause an aviation-related mishap. The SAFECOM submission instructions are available at: https://www.safecom.gov.

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

C12.6 Pilot Suspension. See Suspension of Pilot in C13.

C12.7 Preservation Requirements. The Contractor must not permit removal or alteration of the aircraft, aircraft equipment, or records following an Aircraft Accident, Incident, or Incident with Potential until authorized to do so by the CO or other authorized agency representative. Permitted exceptions to this requirement may be when life or property are threatened, when the aircraft is blocking an airport runway, etc. The Contractor must immediately notify the AOM ASM, NTSB and the CO before taking such actions.

C12.7.1 The NTSB's release of the wreckage does not constitute a release by the CO and the agency Investigator In Charge (IIC).

C12.8 Costs Related to Investigation. The NTSB or agency will determine their individual agency's investigation cost responsibility. The Contractor will be fully responsible for any cost associated with the reassembly, approval for return-to-service, and return transportation of any items disassembled by the Government.

C12.9 Rescue and Salvage Responsibilities. The Contractor must be responsible for the cost of search, rescue, and salvage operations made necessary due to causes other than negligent acts of a Government employee.

C13 Suspension of Pilot

C13.1 Upon receipt of any information that indicates a safety concern or notification of a reportable incident as defined within 49 CFR 830.5, the Government (carding authority) **may** suspend the pilot from their duties and from any other activity authorized under the Interagency Pilot Qualification card(s), dependent upon any findings during the course of the investigation.

C13.1.2 Upon involvement in an Aircraft Accident, a pilot **will** be suspended from pilot duties and from any other activity authorized under the Interagency Pilot Qualification card(s). Their return to service is dependent upon any findings during the course of the investigation.

C13.1.3 Upon involvement in an Incident with Potential as defined under Mishaps, a pilot **may** be suspended from pilot duties and from any other activity authorized under the Interagency Pilot Qualification card(s), dependent upon any findings during the course of the investigation.

C13.1.4 When requested, a suspended pilot must surrender all Interagency Pilot Qualification card(s) to the AOM Technical Inspector or other authorized agency representative. A pilot's suspension will continue until the carding authority determines that no further suspension is required. The Interagency Pilot Qualification card(s) is returned to the pilot; or revoked by the issuing agency if the investigation fails to support a pilot's return to service.

AVAILABILITY REQUIREMENTS

C14 Availability Requirements

During the contract period and any extension, the Contractor must be in compliance with all contract requirements and available and capable of providing service each day as scheduled by the Government. Pre- and post-flight activities must be accomplished within the duty day. Routine maintenance must be performed before or after the scheduled duty day, or as permitted elsewhere in the contract.

C15 Schedule of Operations and Reaction Time

The Government will schedule daily operations with the pilot. The Contractor's personnel must provide service, as directed by the Government, in one of the following categories:

C15.1 Reaction Time. Personnel must be ready each day as scheduled for takeoff/dispatch within 15 minutes (or longer as authorized by the Government, e.g. flight planning purposes for long range dispatch) after the Government attempts to contact the Contractor's representative.

C15.2 Release From Duty. Contractor personnel may be released and considered to be off duty prior to lapse of their individual crew duty limitation period. Once released, they cannot be required to return to duty status without the appropriate consecutive hours of rest (off duty) prior to any assigned duty period, provided the advance release of the Contractor's personnel was approved by the customer in advance.

C16 Contract Non-compliance

C16.1 The Contractor will not be considered for contract work when they are not in compliance with all contract requirements or are not capable of providing service as scheduled by the Government. Contractor aircraft and/or pilot(s) will be removed from the Resource List and will not be available for Government use until the Contractor has notified the CO and AOM Technical Inspector that they are available, and they are satisfied that all the conditions below have been met.

C16.1.2 The Contractor may be required to demonstrate their contract compliance by providing documented evidence to the CO and AOM Technical Inspector that the deficiency has been corrected within 60 calendar days of the inspection completion. Evidence must be in the form of a completed deficiency package (OAS-68D) and at the Inspector's request, pictures and/or aircraft record/logbook entries documenting the corrective action, including the date, signature and certificate number of the person clearing the deficiency. Depending on the magnitude of the deficiency, a physical inspection by an AOM Inspector may be required.

C16.1.3 Once the documented evidence is approved by the CO and AOM Technical Inspector, the Contractor will be shown as available on the Resource List.

C16.2 During periods of Contractor non-compliance, the CO may obtain replacement services elsewhere and charge the Contractor for any resulting excess costs. The Contractor may be liable for any additional actual damages to the Government resulting from such failure to perform.

C16.3 If the Contractor is unable to comply with contract requirements due to conditions beyond their control, the Contractor needs to notify the CO and AOM Technical Inspector of the situation as soon as possible for a compliance determination.

C17 Measurement and Payment (Standby, Guarantee, Flight Time)

C17.1 Contract Pricing. Unit prices for flight hours, standby and guarantee must be in whole dollars. If these unit prices are adjusted during the life of the contract, they will be adjusted to a whole dollar as follows: amounts of 50 cents or less will be rounded down and amounts of 51 cents or more will be rounded up.

C17.2 Standby. Standby is only earned when the pilot is held in a **ready** status, awaiting direction from the Government for future flight needs (Government operational control). The Contractor cannot conduct flights for anyone else during standby time due to this ready status for the Government. The Government will pay for standby time when it is properly invoiced and reported on the Aircraft Use Report Form, at the rate stipulated on the Pricing Sheet in Section A3. This applies to situations when the Contractor is held away from their base overnight, as well as single day missions.

For Example:

Scenario 1: One (1) hour flight to a location. The Bureau Rep tells the Contractor that they will be doing work for five (5) hours in the field then one (1) hour flight to next location. The Contractor would be authorized five (5) hours of standby and two (2) hours of flight time. In the event after the five (5) hours Bureau person states that there has been a change and they are not going to fly, the Contactor is still authorized the five (5) hours of standby that they waited and one (1) hour of flight time.

Scenario 2: Fly one (1) hour to location and drop persons/cargo off, then Contractor flies one (1) hour back to base. No other fights that day. No standby is authorized. Contract would be authorized two (2) hours of flight time.

Scenario 3: Scheduled to fly at 9 a.m., but due to weather delays, the flight cannot depart. The Bureau Rep instructs the Contractor to maintain a ready status until 11 a.m., to reassess. The Contractor would be authorized two (2) hours of standby from 9 a.m. – 11 a.m. regardless of whether flight occurs at 11 a.m.

C17.2.1 The Contractor may offer more favorable standby terms (e.g., free standby equal to hours flown, discounted standby for longer projects, no standby, etc.). The more favorable terms may be agreed to in advance and included on the task order.

C17.2.2 Standby will **not** be earned for routine operational stops such as passenger exchange, cargo loading/unloading, fuel stops, lunch breaks or acts of God, such as weather, which prevent continuation of the flight.

C17.2.3 When standby occurs at the Contractor's base of operations, the Government traveler may release the Contractor, to utilize the aircraft for their own purposes, provided the Contractor returns the aircraft one hour in advance of the departure time specified by the Government traveler. No standby charge may accrue if this option is chosen, and no flight time will be earned while the Contractor is operating the aircraft for their own purposes.

C17.2.4 When a Contractor is held away from their base of operations, standby is only applicable for the time when the pilot is held by the Government in a ready status (Government operational control), awaiting flight direction for future flight

needs. This is not intended to compensate the pilot for all their time spent away from base. Flight time, guarantee and standby combined cannot exceed the 14-hour duty day.

C17.2.4.1 Standby will not be accrued after the aircraft is released to the Contractor's designated base.

C17.3 Guarantee. Payment of Guarantee Averaged over Period of Hire. When the Contractor is required to remain overnight away from the Contractor's aircraft base of operations identified in Section A, the Government will pay the Contractor a flight hour guarantee when documented on the Aircraft Use Report Form for payment. Payment will be made, by individual project, for the greater of (1) actual flight time including ferry time to and from the project location, or (2) a total guarantee determined by multiplying the number of days of ordered service by the guarantee of flight (**3 hours**) per day. Guarantee will not accrue after the aircraft is released, even though the aircraft may not depart the work site immediately after release.

C17.3.1 Guaranteed flight hours due will be billed upon **conclusion** of the project. A one-line entry should be included on the Aircraft Use Report form, under the fee-based section, showing the flight time due with GTD used as the Pay Item Code. Payment for the guarantee due will be made at the flight rate specified in Section A.

C17.3.2 When Contractor service is unavailable, the minimum guarantee as specified above will be reduced by the length of time service is unavailable for that day.

NOTE: It is the Contractor's responsibility to calculate and claim guaranteed flight hours due on the Aircraft Use Report form and submit via the DOI electronic invoice/use report system. It is not the Government's responsibility to ensure Contractors are claiming any guarantee due. Any guarantee due must be claimed on the last Aircraft Use Report submitted for the project.

C17.4 Designated Base. This is the site indicated in Section A where the aircraft is based per the contract. The Contractor is eligible for payment for flight time (ferry) to report to and from the requested project location.

C17.5 When the Contractor elects not to immediately return to the original location of hire or departs for a new work site when released from the project, all payable items for the order end at the time of release.

C17.6 For one-day flights where the Contractor is unable to immediately return to the location of hire because sufficient time is not available for the return trip, it is appropriate for the Government to make payment for per diem, flight time and fuel, as it is incurred for return to the hired location the following morning. (i.e. release occurs at 8:00 p.m. but sufficient time is not available for the aircraft to immediately return to its location of hire the same day, it would be appropriate to pay per diem, flight time and fuel to the hired location the following morning when it is actually incurred.) If these expenses are not anticipated in advance and funded/authorized on the task order, a bilateral modification must be completed prior to expenses being incurred in the field.

C17.7 **Flight Time.** Measurement of Flight Time. Flight will be measured from the time the aircraft commences its take-off roll until it returns to the blocks. Elapsed time will be measured in hours and tenths/hundredths of hours.

C17.8 Flights Associated with Inspections. Flight time associated with the DOI, Aviation Operations and Management (AOM) inspection, unless otherwise specified in this contract, will be at the expense of the Contractor and will not be measured for payment.

C17.9 Flights for Contractor's Benefit. The Government will not pay for flights benefiting the Contractor, such as flights for maintenance testing, for ferrying to and from maintenance facilities, flights required following an engine change, commercial charters, and flights solely for transporting Contractor's personnel.

C17.10 The Government will pay for mobilization and demobilization (ferry time) by the Contractor for ordered services. The Contractor will be paid flight time to and from the Contractor's aircraft Base of Operations as specified in Section A3 or the location of the aircraft at the time of hire, whichever is in the best interest of the Government.

NOTE: Flight hours for mobilization/demobilization count toward flight hour guarantee.

C18 Additional Pay Items (from Schedule of Items)

C18.1 Additional pay items addressed herein must be documented on the invoice for payment and supported with documentation as identified in C14.2.

C18.1.1 The Government will not pay invoices submitted with incomplete or missing supporting documentation.

C18.2 Travel will be in accordance with the Federal Travel Regulations (FTR) currently in effect on the date of travel and FAR 31.205-46. In accordance with FAR 31.205-46, Cost for lodging, meals, and incidental expenses may be based on per diem, actual expenses, or on a combination thereof, provided the method used results in a reasonable cost. Therefore, the Government will utilize a combination of methods to determine reasonable cost. **The per diem rates can be found at https://www.gsa.gov/portal/content/104877.**

C18.2.1 Meals and incidentals will be reimbursed at the applicable maximum per diem rates per location. Lodging will be reimbursed at the applicable maximum per diem rates per location. In locations, where costs may be escalated because of special or unusual events, and lodging within prescribed allowances cannot be obtained, actual costs not to exceed 300% above per diem may be authorized. When known in advance, the Contractor should notify the Contracting Officer that lodging costs for their travel will exceed per diem. In the written notification, the travel dates, lodging location(s), and estimated lodging costs should be provided. When not known in advance, the Contractor should notify the Contracting Officer as soon as practicable. A signed written justification for the use of the higher rate must be provided by the Contractor with the submission of the invoice. Receipts* **ARE** required for all lodging expenses.

NOTE: Lodging receipts are **NOT required when lodging is provided by the Government.*

C18.2.2 If the Contractor does not use Government- provided meals and/or lodging, the Government will **NOT** reimburse the Contractor for costs incurred utilizing an alternate method of procuring meals or lodging accommodations. Mileage will **NOT** be paid for transportation to and from lodging accommodations or meals.

C18.2.3 Per Diem (lodging, meals, and incidentals) is authorized when the crew is away from their designated base for overnight stays. Per Diem is authorized for the flight crews' mandatory days off, unless a relief crew is provided.

C18.3 Fuel Supply Expense. All flight rates are to be bid as WET rates, and the Contractor should include all fuel costs in their flight rate.

C18.4 Miscellaneous Contractor Costs. Miscellaneous unforeseeable costs that cannot be recovered through the contract payment rates and are the direct result of ordered services away from the designated base may be reimbursed at actual costs. Examples of such items are airport use costs (tie-downs, hangar rentals, and truck permits at ports-of-entry, etc.). The Contractor must support any cost exceeding $75.00 with an itemized, paid invoice.

C18.5 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.

C18.6 Co-Pilot Fees. In the rare event that a co-pilot is required by DOI, a fair and reasonable fee will be negotiated and included on the awarded task order.

SECTION C – CONTRACT TERMS AND CONDITIONS

SECTION C EXHIBITS

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

1. Standard Interagency Load Calculation Form
2. Helicopter Fuel Consumption and Weight Reduction Chart
3. Unacceptable Lap Belt and Shoulder Harness Conditions
4. Acceptable Paint Schemes
5. First Aid Kit and Survival Kit
6. FS/OAS Drawing A-16
7. FS/OAS Drawing A-17
8. Helicopter Synthetic Longline Requirements
9. Helicopter Like Makes and Models
10. Water Bucket Use Procedures
11. Safety Management System (SMS), Flight Time, Accident History, and FAA Violation Questionnaire
12. Aerial Capture Eradication Tagging of Animals (ACETA)
13. Offshore, Vessel Landings and Extended Over Water- Additional Requirements
14. Hawaii and Pacific Basic Fire – Additional Equipment Requirements
15. Transportation Worksheet

SECTION C – CONTRACT TERMS AND CONDITIONS

EXHIBIT 1
STANDARD INTERAGENCY LOAD CALCULATIONS METHOD AND FORM

INTERAGENCY HELICOPTER LOAD CALCULATION OAS-67/FS 5700-17 (07/13)			MODEL N#
PILOT(S)			DATE
MISSION			TIME
1 DEPARTURE PA OAT			
2 DESTINATION PA OAT			
3 HELICOPTER EQUIPPED WEIGHT			
4 FLIGHT CREW WEIGHT			
5 FUEL WT (gallons X lb per gal)			
6 OPERATING WEIGHT (3 + 4 + 5)			

	Non-Jettisonable		Jettisonable
	HIGE	HOGE	HOGE-J
7a PERFORMANCE REF (List page/chart from FM)			
7b COMP GROSS WT (FM performance section)			
8 WT REDUCTION (Req for all non-jettisonable)			
9 ADJUSTED WEIGHT (7b minus 8)			
10 GROSS WT LIMIT (FM limitations section)			
11 SELECTED WEIGHT (Lowest of 9 or 10)			
12 OPERATING WEIGHT (From line 6)			
13 ALLOWABLE PAYLOAD (11 minus 12)			

14 PASSENGERS/CARGO MANIFEST	
15 ACTUAL PAYLOAD (Total of all weights listed in Item 14) Line 15 must not exceed line 13 for the intended mission.	
PILOT SIGNATURE	
MGR SIGNATURE	Hazmat Yes No

EXHIBIT 1

STANDARD INTERAGENCY LOAD CALCULATION METHOD AND FORM (CONT.)

Interagency Helicopter Load Calculation Instructions

A load calculation must be completed for all flights. A new calculation is required when operating conditions change (±1,000' in elevation or ±5 oC in temperature) or when the helicopter operating weight changes (such as changes to the equipped weight, changes in flight crew weight, or a change in fuel load).

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

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

2. DESTINATION. Name of destination location and PA and OAT at destination. If destination conditions are unknown, use MSL elevation from a map and standard lapse rate of 2 oC/1,000' to estimate OAT.

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

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

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

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

6. OPERATING WEIGHT. Add items 3, 4 and 5.

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

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

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

9. ADJUSTED WEIGHT. Line 7b minus line 8.

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

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

12. OPERATING WEIGHT. Use the value entered in line 6.

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

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

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

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

EXHIBIT 2
HELICOPTER FUEL CONSUMPTION AND WEIGHT REDUCTION CHART

Make and Model	Fuel Consumption Gallon/Hour	Load Calculation Weight Reduction-Lb
AIRBUS/EUROCOPTER		
AS-330J	179	300
AS-332L1, L2	155	300
AS-350B/350BA	45	100
AS-350B1,B2	45	100
AS-350B-3/ H125	44	100
AS-350D	38	100
AS-355F-1/355F-2	58	100
AS-365N, N1, N3+	87	200
BK-117	77	200
BK117D-3/ H145	83	200
BO-105CBS	55	100
EC-120/ H120	31	100
EC-130-B4/H130	51	100
EC-135/ H135	64	200
EC-145	80	200
EC-155B1	95	200
EC-225/H225	183	300
SA-315B	58	100
SA-316B	58	100
SA-318C	56	100
SA-319B	55	100
SA-341G	56	100
BELL		
47	17A	100
47/SOLOY	23	100
204B (UH-1 SERIES)	86	200
204 Super B	90	200
205A-1	88	200
205A-1++	90	200
206B-II	25	100
206B-III	27	100
206L-1	32	100
206L-3 (Incl L-1 /C30P)/L4	38	100
210	90	200
212	100	200
212 (Eagle Single)	90	200
214B	160	200
214B1	145	200
214ST	133	200
222A	70	100
222B	83	100
222UT	83	100
407	44	100
407 Eagle	44	100
412	110	200
412 EPX	110	200
429	73	200
505	32	100
UH-1B	86	200
UH-1B Super	88	200
UH-1F	88	200

Make and Model	Fuel Consumption Gallon/Hour	Load Calculation Weight Reduction-Lb
UH-1H (-13 eng.)	88	200
UH-1H (-17 eng.)	90	200
TH-1L	88	200
HILLER		
SL-3/4	21A	100
UH-12	17A	100
1100B	22	100
UH-12/SOLOY	23	100
LEONARDO/AGUSTA		
AW109	72	200
AW 119	55	200
AW 139	129	300
MD		
500C	23	100
500D/E	28	100
520N	32	100
530F	34	100
600N	41	100
900/902	69	200
ROBINSON		
R-44	15a	75
R-66	24	100
SIKORSKY		
S-55T	47	200
S-58D/E	83A	300
S-58T/PT6T-3	115	300
S-58T/PT6T-6	115	300
S-62A	70	300
S-70/UH-60	135	300
S-76C+	88	200
S-92	178	300

Note: An ‘A’ after the gallons indicates AVgas; all others are turbine 02/26

SECTION C – CONTRACT TERMS AND CONDITIONS

EXHIBIT 3
UNACCEPTABLE AIRCRAFT LAP BELT AND SHOULDER HARNESS CONDITIONS

Item	Unacceptable Conditions
Webbing	Frayed: 5 percent or more Torn Crushed Swelling: twice the thickness of original web or if difficult to operate through hardware. Creased: no structural damage allowed Sun deterioration: severe fading, brittleness, discoloration, and stiffness
Hardware	Inoperable buckle or other hardware Nylon bushing at shoulder-harness-to-lap-belt connection missing or damaged. Fabricated bushings or tie wraps used as bushings. Rust/corrosion: only minor surface rust/corrosion allowed. Wear: wear beyond normal use. Use of any devices such as tie-wraps, safety wire, clamps etc., to attach shoulder harness buckles to lap belts buckles.
Stitches	Broken or missing. Severe fading or discoloring Inconsistent pattern
TSO Tags (see 14 CFR 21.607)	Missing Illegible
Age	Belts/fabric over 10 years from date of manufacture will be closely inspected for possible damage from exposure to the elements, but do not have to be replaced if they can be determined to be in serviceable condition.

SECTION C – CONTRACT TERMS AND CONDITIONS

EXHIBIT 4
ACCEPTABLE PAINT SCHEMES

For Three or More Blade Rotor Systems:

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

W	**Y**	**W**	**Y**	**W**	**HUB**	**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**

Two-Bladed Rotor Systems:

One black and one white blade.

Applicable to all Rotor Systems:

1. Paint schemes previously approved under a U.S. Forest Service or Department of the Interior, ICB, Office of Aviation Services contract.
2. High visibility paint schemes and color variations specified by manufacturer in a service bulletin, instruction, or other manufacturer-published document or text.

EXHIBIT 5
FIRST AID AND SURVIVAL KITS

These are the minimum required items for special use activities in the United States and U.S. possessions.

Minimum First Aid Kit Items

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

Item	Passenger Seats 0-9	Passenger Seats 10-50
Adhesive bandage strips, (3 inches long)	8	16
Antiseptic or alcohol wipes (packets)	10	20
Bandage compresses, 4 inches (aka "field dressing")	4	8
Triangular bandage, 40 inches (sling)	2	4
Roller bandage, 4 inches x 4.5 yards (gauze)	2	4
Adhesive tape, 1 inch x 5 yards (standard roll)	1	2
Bandage scissors	1	1
Body fluids barrier kit:	1	1

2 pair nitrile or nonlatex surgical gloves — 1 protective gown
1 face shield — 2 antiseptic towelettes
1 mouth-to-mouth barrier — 1 biohazard disposable bag

Note: Splints are recommended if space permits.

Minimum Aircraft Survival Kit Items

- Fire starter (can be two boxes of matches in waterproof containers, "metal match" etc.)
- Magnesium fire starter
- Signal mirror
- Whistle
- One knife (includes "multi-tools" with knives)
- Wire saw, axe, hatchet, or machete
- Nylon rope or parachute cord (50 feet, minimum 1/8 inch [3mm] thick)
- Collapsible water container (Sealing clear plastic bag(s))
- Water purification tablets
- Water (one quart per occupant required except when operating over areas with adequate drinking water)
- Food (2 days emergency rations per occupant, with a caloric value of 1,000 calories per day
- At least one of the following will be in the aircraft:
    - Automated flight following system
    - Satellite phone
    - 406 MHz personal locator beacon (PLB) with GPS or aircraft-mounted 406 MHz ELT
    - Handheld UHF or VHF radio

Specific to the Hawaiian Islands and Commonwealth Areas of the Pacific

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

Personal Locator Beacon (PLB) Note: Required only if aircraft ELT requires tools to be removed.

Signal flares (4 Each). Flares carried shall be capable of penetrating above the forest canopy of 60 feet.
Laser rescue light
Candles
Space blanket (one per occupant)
Heavy plastic sheeting or waterproof tarps (2 each: 8 feet by 10 feet)
Machete (2 each)

See the following ALSE link for other recommended survival kit items.
https://www.doi.gov/sites/doi.gov/files/interagency-aviation-life-support-equiment-handbook-guide-v3.0.pdf

EXHIBIT 6
DRAWING FS/OAS A-16

Accessory Connector Pin Assignment

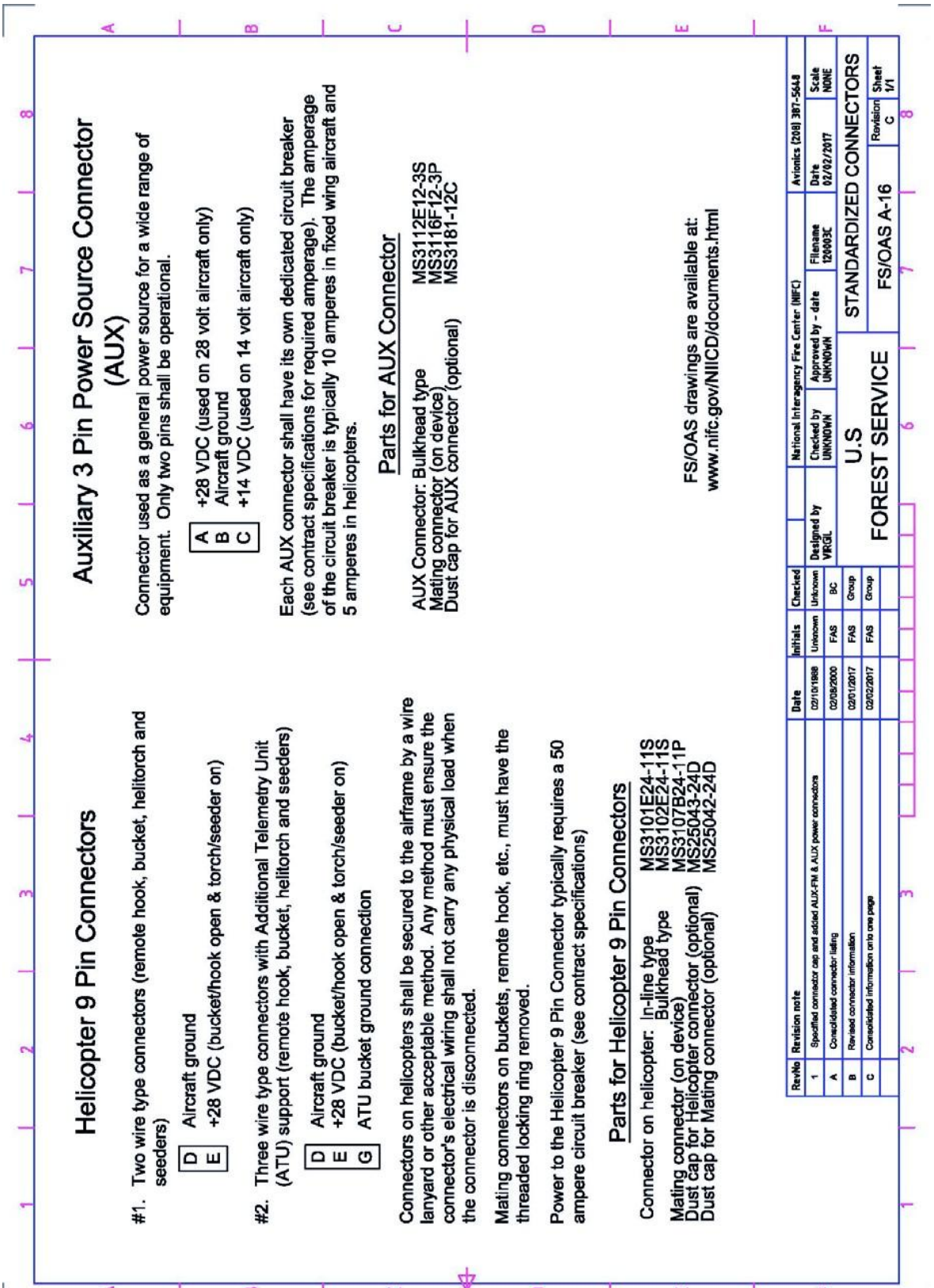

EXHIBIT 7
DRAWING FS/OAS A-17

Auxiliary FM Radio Interface

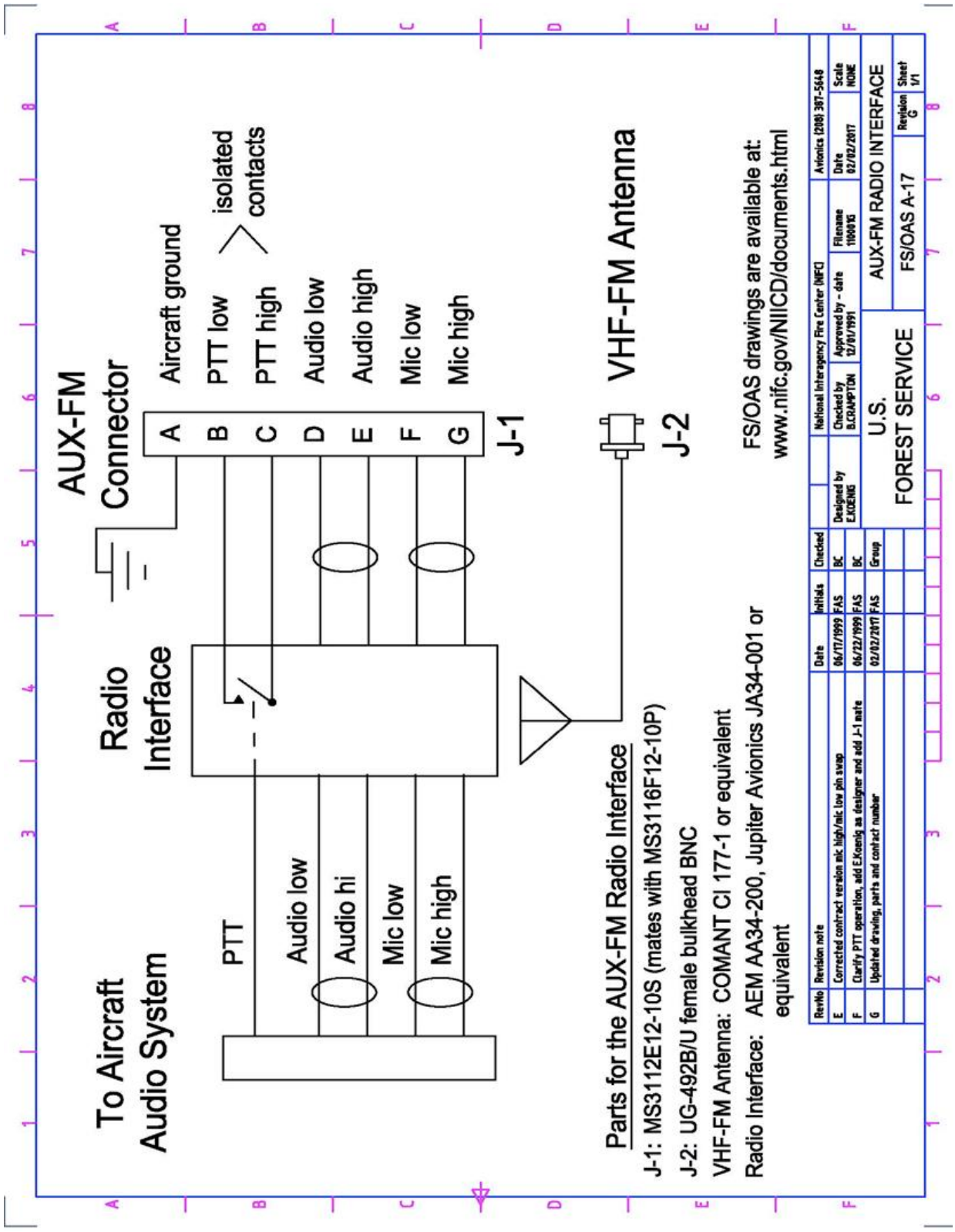

EXHIBIT 8
HELICOPTER SYNTHETIC LONGLINE REQUIREMENTS

1. **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.

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

3. **Working or Rated Load:**

   The working or rated load of a rope is the maximum static load that will be lifted by the rope. Working loads are based on a percentage of the approximate breaking or ultimate strength of the rope when new and unused. The working load 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.

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.

5. **Knots and Splices**

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

6. **Protective Coatings and Covers**

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

   Manufacturer's recommended maintenance, life limits, and inspection procedures must be complied with.

EXHIBIT 9
HELICOPTER LIKE MAKES AND MODEL GROUP PLUS SERIES

Make	Model Groups*	Series Groups**
Airbus	H125/AS350	All AS350C, AS350D, AS350D1, AS350B, AS350B1, AS350B2, AS350BA
		AS350B3, AS350B3e
		AS350FX, AS350FX2, AS350SD2
	EC-130	EC130B4, EC130T2
	SA 315, SA 316, SA 319	All
	H215, AS 330, 332	All
	H45, EC145, UH-72A, BK 117	All
Bell	204, 205, 210, 212 Single, UH-1 (single engine)	All
	206	All 206B, TH67, OH-58A, OH-58C
		All 206L
	407	407, 407GT, 407GX, OH-58D
		407HP (Eagle)
	212, 412, UH-1N (twin engine)	All 212, All UH-1N (twin engine)
		All 412
	214, (except 214ST)	All
Hiller	UH-12 (except turbine), H-23, OH-23, UH-23	All
Kawasaki	KV107, BV107, CH-46	All
MD Helicopters	369, 500, 520, 530, 600, OH-6	All 369/500 (except 369F, 369FF and 500N)
		369F and 369FF
	900, 902	All
Robinson	R-44	All
	R-66	All
Scotts-Bell	47 (except turbine), H-13	All
Sikorsky	S-64, CH-54	All
	S-70, UH-60	All

* Aircraft within each block are considered like make and model, as well as unlisted aircraft with the same model number. PIC time accumulated in an aircraft model or combination of models from the same block will meet PIC make and model experience requirements.

** Aircraft within each block are considered like series, PIC time accumulated in an aircraft series or combination of aircraft series from the same block will meet PIC make, model, and series experience requirements.

Note: Helicopters with the same type rating designation are considered like make and models

EXHIBIT 10
WATER BUCKET USE PROCEDURES

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).

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.

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.

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

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

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.

EXHIBIT 11
SAFETY MANAGEMENT SYSTEM (SMS), FLIGHT TIME, ACCIDENT HISTORY, AND FAA VIOLATION QUESTIONNAIRE *(POST-AWARD HI VER. 5.5 – 2026)*

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

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

- **SMS Questionnaire Supplement:** Explanations of Questions 1-33 in the SMS Questionnaire, examples of suggested documents to provide, and common response errors. Located at: https://www.doi.gov/aviation/library
- **SMS Questionnaire Form:** An optional form that can be used to complete the SMS Questionnaire. Located at: https://www.doi.gov/aviation/library
- **FAA Advisory Circular AC 120-92D:** Safety Management Systems for Aviation Service Providers. Located at: https://www.faa.gov/regulations_policies/advisory_circulars/
- **International Standard for Business Aircraft Operations (IS-BAO):** Established as a recommended code of (SMS) best practices. Located at: https://nbaa.org/flight-department-administration/sms/

Overview

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

Failure to provide documentation listed above is considered unacceptable and may result in additional requests for information to address deficiencies.

Refer to FAA Advisory Circular AC 120-92D and IS-BAO for additional SMS information. For example, in the SMS Questionnaire, FAA Component Reference number refers to the section in AC 120-92D and the IS-BAO Element number refers to the IS-BAO standard/protocol. These documents are intended to provide additional guidance to address the information requested in the Exhibit.

Scalability

The basic SMS components (safety policy, safety risk management, safety assurance, and safety promotion) remain the same regardless of a Contractor's size or complexity. The way in which organizations implement such components may be accomplished in a variety of ways but should be appropriate for the Contractor's operations. Per AC 120-92D, the "…FAA expects each air carrier to develop an SMS that works for its unique operation." For example, it will take fewer details to describe safety communication practices for a single-pilot Contractor than a Contractor with multiple employees working in different locations.

Question Number	FAA AC 120-92D Reference	IS-BAO Element (21st Ed.)	Requested Information
Safety Policy (Questions 1-12)			
1	3.3	3.1.3.1	Provide reference to policy (company document(s)) which shows there is one individual responsible for the effective administration/implementation of the SMS (e.g., safety manager, director of safety). Provide evidence to show the position is filled.
2	3.3	7.2.1	Provide reference to and evidence from company document(s) that show SMS duties, authorities, and accountabilities for all employees.
3	3.3	3.1.1.1	Provide reference to and evidence of a strong organizational commitment and clear statement (e.g., safety/SMS policy) about the provision of necessary resources for the SMS.
4	3.3.3.2	3.1.5.1	Provide reference to a policy/process showing the requirement to review and update the SMS Manual. Provide evidence the SMS Manual has been reviewed/updated in accordance with company requirements.
5	3.3.1	3.1.1	Provide reference to a company policy/process requiring the review and update of organizational safety objectives. Provide evidence of the current safety objectives (see #17 for targets and indicators).
6	3.3	6.1.1	Provide reference to and evidence of the company manual(s) that contain flight operational policy and aircraft maintenance policy.
7	3.3	6.2.1	Provide reference to the Operations Manual distribution policy. Provide evidence the current version of the Operations Manual is available to employees in accordance with company policy.
8	3.3	6.1.1	Provide reference to the Operations Manual revision policy. Provide evidence the Operations Manual has been revised in accordance with company policy.
9	3.3	3.1.4.1	Provide reference to the Emergency Response Plan (ERP) and ERP revision policy. Provide evidence the ERP is up-to-date in accordance with company policy.
10	3.3	8.5	Provide reference to policy showing how aircrew member records (e.g., FAA certificates, medical, proficiency records) are maintained. Provide evidence the aircrew records are maintained in accordance with company policy.
11	3.3	15.2.3	Provide reference to company policy that ensures maintenance personnel are trained and approved to conduct specific maintenance (e.g., make/model). Provide evidence records are maintained in accordance with company policy.
12	3.3	15.1	Provide reference to Operations Manual policy for obtaining aircraft maintenance services while away from home base. Provide evidence of aircraft maintenance received or denied in accordance with the policy.
Safety Risk Management (Questions 13-16)			
13	3.4	3.2.1.1	Provide reference to a risk management policy that includes: system analysis, hazard identification, risk analysis (exposure), risk assessment (severity and likelihood), decision making (mitigations and control), and validation of control (controls effective). Provide evidence the policy is in use.
14	3.4	3.2.1.1	Provide reference to policy for hazard/threat reporting and tracking. Provide evidence that the program is in use.

Question Number	FAA AC 120-92D Reference	IS-BAO Element (21st Ed.)	Requested Information
15	3.4	3.2.1.1	Provide reference to company policy addressing the use of operational risk assessments and/or use of a flight risk assessment tool. Provide evidence of a recently completed risk assessment that shows the implementation of this policy.
16	3.4	3.1.2.1	Provide reference to company policy describing management approval requirements for operational risk assessments (e.g., FRAT) when risk reaches defined, elevated levels. Provide evidence of a completed elevated (e.g., medium, high) risk assessment showing approval in accordance with company policy.
Safety Assurance (Questions 17-23)			
17	3.5	3.3.1	Provide reference to a policy/company document describing safety performance targets (SPTs) and safety performance indicators (SPIs). Provide evidence showing SPTs/SPIs are current and being monitored (e.g., safety performance report, SMS dashboard screen capture).
18	3.5	3.3.2	Provide reference to a management of change (MOC) or change management policy. Provide evidence of the use of the change management policy (e.g., acceptance or rejection of a change).
19	3.5	3.3.3	Provide reference to the SMS continuous improvement policy. Provide evidence the SMS is being monitored and assessed in accordance with the policy.
20	3.5	3.5	Provide reference to company policy establishing required intervals for SMS audits (e.g., monthly, quarterly). Provide evidence of the current audit schedule demonstrating compliance with the policy (e.g., audit calendar, scheduled audit tracking document).
21	3.5	3.5	Provide reference to policy that shows SMS audits must be documented. Provide evidence of the most recently completed audit (i.e., audit report).
22	3.5	3.5	Provide reference to policy which requires SMS audit findings (e.g., deficiencies, nonconformities) to be addressed. Provide evidence of a finding being addressed, or corrective action being implemented.
23	3.3	15.1	Provide reference to the maintenance control system (method of documentation, tracking, scheduling, and recording). Provide evidence of the maintenance control system in use.
Safety Promotion (Questions 24-30)			
24	3.3	4.1	Provide reference to policy showing Emergency Response Plan roles (i.e., key personnel), responsibilities, and duties. Provide evidence that training has been provided for these personnel to accomplish the duties.
25	3.3	4.3	Provide reference to policy showing the Emergency Response Plan must be exercised (drill/test/exercise) at least annually and documented. Provide evidence of the most recent ERP exercise.
26	3.6	3.4.2	Provide reference to the SMS safety communication policy. Provide evidence the policy describes the types of information to be communicated and how it will be communicated (e.g., method, frequency, responsibility).
27	3.6	3.4	Provide reference to approved company safety information sharing methods (e.g., intranet, bulletin board). Provide evidence of recent safety lessons learned shared with personnel.

Question Number	FAA AC 120-92D Reference	IS-BAO Element (21st Ed.)	Requested Information
28	3.3.2	N/A	Provide reference to a safety award/incentive program. Provide evidence of the most recent award.
29	3.6	8.1	Provide reference to the company training program (FAA and internal) that ensures ground crew and air crew are trained and competent to perform their assigned duties. Provide evidence that personnel have been trained and are competent to perform their duties.
30	3.6	3.4.1	Provide reference to policy showing initial (new employee) and recurrent SMS training requirements. Provide evidence of the most recent SMS training record (initial or recurrent).
Flight Time, Accident History, and FAA Violations (five years: 10/1/2020 - 9/30/2025) (Questions 31-33)			
31	N/A	N/A	**Total number of flight hours** during the five years defined in the Exhibit. Flight hours must be separated by year and category: fixed-wing, rotary-wing, and uncrewed aircraft system (UAS). Example: 10/1/2020-9/30/2021: total _____ (separate by category as applicable: fixed, rotor, UAS) 10/1/2021-9/30/2022: total _____ (separate by category as applicable: fixed, rotor, UAS) 10/1/2022-9/30/2023: total _____ (separate by category as applicable: fixed, rotor, UAS) 10/1/2023-9/30/2024: total _____ (separate by category as applicable: fixed, rotor, UAS) 10/1/2024-9/30/2025: total _____ (separate by category as applicable: fixed, rotor, UAS) Five-year total: _____
32	N/A	N/A	**Total number of accidents** (aircraft accident as defined within 49 CFR 830.2) during the five years defined in the Exhibit. Accident details must be provided for each accident listed (e.g., date, NTSB accident number, registration number). If the Offeror had an accident in the five years identified, provide an accident prevention plan.* The prevention plan must include the following elements: a) summary of accident (i.e., what happened?), b) description of mitigation(s) to prevent future occurrence (i.e., how was it corrected?), and c) description of assurance methods used to validate the effectiveness of mitigation measures (i.e., how do you make sure it doesn't happen again?). *The submission of an accident prevention plan is not required, but if provided, may positively impact the offer.
33	N/A	N/A	**Total number of FAA violations** (Civil Penalty) during the five years defined in the Exhibit. If violations were reported, Case information must be provided.

SECTION C – CONTRACT TERMS AND CONDITIONS

EXHIBIT 12
AERIAL CAPTURE ERADICATION TAGGING OF ANIMALS

The following information clarifies ACETA mission definitions and requirements. Contractors participating in ACETA operations must adhere to the additional pilot, equipment and operational requirements as specified in this exhibit.

I. DEFINITIONS

Mission & Associated Pilot Endorsements	Mission Profile Based Upon Typical Expected Flight Complexity and Associated Risk Level Associated with the Mission.
SURVEY/CENSUS/INVENTORY **NON-ACETA** Requires pilot approval for "Low Level Reconnaissance"	Survey/Census/Inventory flights are not considered ACETA. Flights are conducted at altitudes of 100 feet AGL or higher (if plausible and practical). The purpose of these flights is the assessment of overall numbers of animals in a specific area and are neither gender nor age specific. The operation is conducted with qualified non-crewmember observers(s).
CLASSIFICATION **NON-ACETA** Requires pilot approval for "Classification"	Classification (Detailed census operations): An operation conducted to acquire a detailed animal census. Identification of specific characteristics of the animals may require maneuvering the helicopter much lower to ground than required for an inventory survey in which animals are simply counted from higher altitudes. May also require maneuvering the helicopter to direct the animals into a position that allows identification of characteristics such as age, sex, or health to be readily identified. Animal Classification is not considered a subset of ACETA. The operation is conducted with qualified non-crewmember(s) (e.g. observers, biologists).
HERDING **ACETA** Requires pilot approval for "ACETA" or "ACETA (Herding only)"	Herding: Use of a helicopter to haze and subsequently encourage movement of an animal or group of animals along the ground from one location to another. Normally this is conducted with only the pilot onboard. However, when required Government personnel may serve as qualified non crew members.
ERADICATION/DARTING/MARKING **(Above 50' AGL)** **ACETA** Requires pilot approval for "ACETA" or "ACETA (Eradication/Darting/Marking)" > 50 ft"	Eradication: Use of a helicopter to euthanize animals by discharging a firearm from the aircraft. Darting: Use of a helicopter to chemically immobilize/sedate or vaccinate animals by discharging a tranquilizer dart from a specialized dart gun/device fired from the aircraft. Marking: Use of a helicopter to mark animals with paint or dye utilizing a specialized paintball gun fired from the aircraft. Best practices for eradication, darting, and/or marking operations dictate using the maximum effective range of the firearm in use to enhance safety of the aircraft and crew by allowing the mission to be conducted at AGL altitudes that maintains substantial clearance from obstacles and reduces the chance of ricochet and obstacle blade strike of the main or tail rotor blades. Normally conducted with a minimal crew consisting of a pilot and gunner. However, the operation requires other qualified non-crewmember(s) (e.g. observer, veterinarian, biologist).

Mission & Associated Pilot Endorsements	Mission Profile Based Upon Typical Expected Flight Complexity and Associated Risk Level Associated with the Mission.
ERADICATION/DARTING/MARKING **(Below 50'AGL)** **ACETA** Requires pilot approval for "ACETA" or "ACETA (Eradication/ Darting/Marking)" < 50 ft	Eradication: Use of a helicopter to euthanize animals by discharging a firearm from the aircraft. Darting: Use of a helicopter to chemically immobilize/sedate or vaccinate animals by discharging a tranquilizer dart from a specialized dart gun/device fired from the aircraft. Marking: Use of a helicopter to mark animals with paint or dye utilizing a specialized paintball gun fired from the aircraft. Low level eradication, darting, and/or marking operations increases the risk to aircraft and crew. However, some operations require that the aircraft be operated at low altitudes in close proximity to the animal. Best practice dictates to maximize the range of all devices and keep the aircraft at the highest AGL altitude possible to mitigate this risk. Normally conducted with a minimal crew consisting of a pilot and gunner. However, the operation requires other qualified non- crewmember(s) (eg. observer, veterinarian, biologist).
TRAPPING **ACETA** Requires pilot approval for "ACETA" or "ACETA (Trapping only)"	Trapping: Use of a helicopter to capture animals by herding animals into a pen, net, trap, or set of corrals. Normally requires substantial maneuvering below 50 ft. in close proximity to the animal, ground and other obstacles. Normally this is conducted with only the pilot onboard. However, when required Government personnel may serve as qualified non crew members.
NETGUNNING (Aerial capture of animals by deploying a net over the animal from a helicopter utilizing a specialized net gun.) **ACETA** Requires pilot approval for "ACETA" Qualifies pilot for all ACETA operations.	Net Gunning: Use of a helicopter to capture animals by deploying a capture net over the animal utilizing a specialized handheld net gun fired from the aircraft. Net gunning is a means of capture where a net is deployed from a handheld device (e.g. netgun) in order to capture animals. The net gun has four separate barrels that are pointed in slightly diverging directions to allow for a net to be deployed in a fully open position to capture animals. The successful deployment of nets from an aircraft requires a coordinated effort between the pilot and a trained gunner. Requires substantial maneuvering below 50 ft. in close proximity to the animal, ground and manmade obstacles.

SECTION C – CONTRACT TERMS AND CONDITIONS

II. ITEM REQUIREMENT

In addition to the requirements in Section A of the solicitation, the following requirements must be met to be considered for ACETA operations.

Minimum Helicopter Certification:

- Certification. All aircraft used for ACETA operations will have a Standard Airworthiness Certificate.

Minimum Helicopter Capability:

- Light helicopter(s).
- Three seats, one pilot and two passenger seats.
- 180 horsepower output.

Minimum Helicopter Performance:

Helicopters provided must be capable of performing in at least one of the following categories below. This performance must be accomplished/calculated with:

- 1 pilot @ 200 lb,
- 2 crewmembers @ 200 lb per person,
- survival kit @ 25 lb, and
- fuel for 1 hour and 30 minutes of flight plus 20 minutes reserve as defined in 14 CFR 91.151(b).

Note: Use fuel consumption chart provided in the exhibits. Calculations must be performed utilizing the Interagency Load Calculation Form provided in the exhibits.

The required performance specified below is based on density altitude at the actual time of any flight. For calculation purposes for this solicitation, please use the standard temperature per International Standard Atmosphere (ISA) for the altitudes specified below.

For operations up to 4,000 feet density altitude (DA)	Hover out-of-ground effect (HOGE) at 4,000 feet DA.
For operations above 4,000 to 7,000 feet (DA).	Hover out-of-ground effect (HOGE) at 7,000 feet DA.
For operations above 7,000 to 9,000 feet (DA).	Hover out-of-ground effect (HOGE) at 9,000 feet DA.
For operations above 9,000 feet (DA).	The aircraft must meet hover out-of-ground effect (HOGE) performance for the highest anticipated DA.

III. EQUIPMENT REQUIREMENTS FOR ACETA (in addition to the requirements in section B of the solicitation)

B6.33.4 Aircraft Equipment Requirements

B6.33.4.1 The aircraft must have an approved step in the gunner's position that will aid the gunner in supporting a proper shooting position. (Applicable for ACETA Eradication, Darting, Marking and Net Gunning only)

B6.33.4.2 When the gunner is shooting from the front seat, a rotary type buckle, similar the Pacific Scientific “Saf-T-Matic” is required on helicopters not equipped with an approved shooting window or door. (Applicable to ACETA Eradication, Darting, Marking and Net Gunning only)

B6.33.4.3 A shooting door/window for cold weather capture operations. (if offered)

B6.33.4.4 Tundra/Snow Pads. Tundra/snow pads are required if landings in deep snow or soft terrain are anticipated.

B7 Avionics Requirements

In addition to Section B7, the following apply:

B7.5 Audio Systems (ACETA)

B7.5.2 (ACETA) An ICS must be provided for the pilot, copilot/observer, and all gunner/mugger positions. ICS audio must mix with, but not mute, selected receiver audio. An ICS audio level control must be provided for each position above. Adjustment of the ICS audio level at any position must not affect the level at any other position. A "hot mic" capability, controlled via an activation switch or voice activation (VOX), must be provided for all ICS-equipped positions. ICS sidetone audio must be provided for the earphones corresponding with the microphone in use. The ICS audio output must be free of excessive distortion, hum, noise, and crosstalk and must be amplified sufficiently to facilitate ease of use in a noisy cockpit/cabin environment.

IV. PERSONNEL REQUIREMENTS FOR ACETA (in addition to the requirements in Section B of the solicitation)

B10.2.10.1 Pilot Qualifications

B10.2.10.1.1 For pilots not previously carded, the contractor must, within 10 calendar days of receipt of order for service, submit a complete Pilot Experience Verification Form (OAS-64C) with the name and qualifications of all pilots to be employed under the contract, including substitute pilots. The submittal must include the names of all pilots, must identify the item or items under which each pilot will be employed, and must provide a complete description of each pilot's qualifications as required above, including:

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

B10.2.10.1.2 Upon verification of experience and qualifications on OAS-64C, pilots must satisfactorily demonstrate the required skills during an AOM ACETA flight evaluation for the specific ACETA special use activity required. In addition to experience required in B10.2.9, the following additional qualifications and/or PIC requirements specific for each ACETA program description are as follows:

B10.2.10.1.3 Minimum PIC time accumulated as follows: (in addition to the requirements at B10.2.9 of the solicitation)

Classification	40 hours of "Animal Classification" as defined in section *, documented on a OAS 64C or 10 hours of ACETA training conducted by approved ACETA training pilot per section.
Herding	50 hours in classification, aerial animal herding, eradication, darting/marking, trapping or a combination thereof or 25 hours of ACETA training conducted by approved ACETA training pilot.
Eradication/Marking/ Darting above 50ft AGL	50 hours in classification, aerial animal herding, eradication, darting/marking, trapping, net gunning or a combination thereof or 25 hours of ACETA training conducted by approved ACETA training pilot.
Eradication/Marking/ Darting below 50 ft. AGL	100 hours in aerial animal herding, eradication, or 50 hours marking/darting, trapping, net gunning or a combination thereof or 25 hours of ACETA training in Marking/Darting (below 50 ft. AGL) conducted by approved ACETA training pilot

Trapping:	100 hours in aerial animal herding, eradication, or 50 hours darting/marking, trapping, or net gunning or a combination thereof. or 25 hours of ACETA training in trapping conducted by approved ACETA training pilot.
Net Gunning	150 hours in aerial wildlife operations conducting marking, eradication, darting, or net gunning. a) 50 of these hours PIC must have been in aerial live capture of wildlife utilizing net gunning and/or darting. The above 50-hour PIC requirement may be reduced to 25 hours PIC if the pilot provides evidence of satisfactory completion of a net gun manufacturer's training school. b) A minimum of 10 hours PIC in make and model conducting aerial live capture, net gun, or darting.
Darting, Marking, and Net Gunning	Pilots must be qualified for Classes A and B external load operations. Applicable when ACETA operation requires transportation of wildlife by longline. Note: Pilots must be qualified for STEP per OPM-40 Single-Skid, Toe-In, and Hover Exit/Entry Procedures (STEP) Operations-as required by the PASP.

All ACETA	200 hours . . . Pilot-in-command (PIC) in category in low-level operations including 10 hours over typical terrain within the last 12 months.

B10.2.10.2 ACETA Pilot Training Option

B10.2.10.2.1 The contractor may submit a written request to the Contracting Officer justifying the need to exercise the option to train an additional pilot in ACETA operations. If the Government concurs, the Contractor may designate a highly experienced approved ACETA pilot as a "Pilot Trainer" for the purposes of training a second pilot who does not currently meet the special pilot requirements in B10.2.9. The second pilot will be designated as a "Trainee" pilot. This option allows for training of the second pilot in capture techniques for which the Pilot Trainer is approved. The designated Pilot Trainer and and trainee pilot must be specifically approved as such by the Contracting Officer's Technical Representative prior to conducting any training operation. The pilot trainer must remain pilot-in-command (PIC) at all times. However, the flight time accumulated by the trainee while sole manipulator of the controls may be used to meet the special pilot PIC experience requirements in B10.2.8.

B10.2.10.2.2 ACETA "Pilot Trainer" must have the following minimum qualifications.

- Qualified for 3 years as a DOI approved ACETA pilot.
- 500 hours PIC in ACETA operations
- 75 hours PIC in the specific ACETA mission for which training is to be conducted.
- Hold a current Certified Flight Instructor Certificate with a Rotorcraft-Helicopter rating.
- ACETA "Trainee" pilot must meet all the minimum qualifications set forth in B10 with the exception of additional pilot requirements specified in B10.2.9.

B10.2.10.3 ACETA Pilot Training Operations

- Use of a trainee pilot, on any ACETA project, must be requested in advance of the flight by the contractor and approved by the Government.
- The approved "Pilot Trainer" must be onboard for all training flights and will be responsible for safety and training.
- The "Trainee" pilot must remain at the controls during all phases of the flight training and must not to be utilized to assist as an animal handler while the aircraft is configured with dual controls installed.
- No Federal Government personnel are allowed on board during the training of the second (trainee) pilot. Federal ACETA Missions are not authorized for training operations.
- Training of the second pilot must be discontinued when requested by the government due to concerns over animal welfare or when the training is having a substantial negative impact on project completion.

B20.13 Flight Operations for ACETA:

B20.13.1 Operational Requirements - All ACETA missions must meet the following requirements:

- Conducted IAW the respective bureau ACETA Operations Plan.
- Approved Project Aviation Safety Plan (PASP).

B20.13.1.1 Pre-Flight Operations - All ACETA missions will complete the following activities:

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

  Note: If additional personnel are added during the course of a day, another complete briefing must be performed to include another walk-through capture.
- Multiple Aircraft – When missions require multiple aircraft, the primary focus in airspace coordination is safe aircraft separation. ACETA operations often require the pilot's attention to be outside of the aircraft towards the ground. This must be balanced with their primary responsibility to "see and avoid" other aircraft and obstructions. Other users of this airspace may have similar distractions. Adequate altitude separation and positive communication among all aircraft is paramount.
- Weight and Balance/Load calculations must be completed IAW procurement documents and DOI Departmental Manuals. All aircraft limitations shall be adhered to during aircraft operations.
- Pre-Flight Aircraft Briefing – The pilot must provide an aircraft orientation and an aircraft safety briefing to crewmembers, passengers, and ground personnel prior to flight.

B20.13.1.2 Mission Duties-In Flight

- Flight Planning and Flight Following - Will be conducted IAW Departmental and bureau policy.
- Sterile cockpit procedures apply when actively engaged in ACETA operations. Communications should be limited to those required between the pilot and gunner/ACETA crewmember. "Limiting communications and actions within the cockpit to only those required for safe maneuvering and traffic separation". This means communications with Dispatch, ground personnel and other aircraft concerning non-essential mission information is prohibited.
- Deviations from the PASP are only authorized if required for safety of flight or prior approval has been obtained.
- Deviations from flight plans require immediate notification to flight following personnel.
- Flight following personnel shall be provided with a copy of the PASP and the mishap response plan.
- A high-altitude reconnaissance of the project area must be completed prior to descending to a low-level flight profile.

B20.13.1.3 Post Flight Operations

- Post Flight Briefing - All personnel involved in the project shall participate in the post mission review.

B20.13.2 Dual controls must be removed and/or deactivated prior to contract performance except when a trainee pilot is flying under the supervision of a trainer pilot in accordance with paragraph B10.2.10.2 and B10.2.10.3. The pilot must brief passengers to remain clear of the flight controls at all times.

B20.13.3 Restrictions while carrying weapons. (Eradication, Darting, Marking and Net Gunning only.) The designated gunner may carry aboard the aircraft and operate appropriate weapon(s) for accomplishment of the mission. The weapon must not be loaded or cocked (bolt closed) unless the muzzle is outside of and pointed away from the aircraft.

B20.13.4 **STEP landings**. (Eradication, Darting, Marking and Net Gunning only) Single-skid, toe-in, hover exit/entry procedure (STEP) landings are authorized only during actual animal capture operations. These techniques must not be used as standard protocol during other operations.

B20.13.4.1 **The Contractor must have an established training program relative to STEP landings**. The training program must include a procedure that identifies and tracks those individuals who have been trained; if requested, this information will be made available to the Government. Pilots must receive approval by the AOM Technical Inspector prior to performing STEP landings.

B20.13.4.2 For joint Contractor/Government provided services. Those Government personnel designated to take part in STEP landing operations will train with the contractor's pilot(s) in advance of actual ACETA operations to ensure common understanding of STEP landing procedures.

B22.3 Personal Protective Equipment (PPE) for Flight Operations

B22.3 The Government recognizes that during cold weather ACETA operations, the risks associated with chill, hypothermia, and frost bite, may outweigh that of aircraft fire. Based upon this, the contractor may assess this risk and provide a written letter declaring the contractor's intent to deviate from the above PPE standards during defined ACETA operations.

B22.3.1 Deviation may only be exercised during open door operations where the ambient temperature is 50 degrees Fahrenheit or less.

SECTION C – CONTRACT TERMS AND CONDITIONS

EXHIBIT 13
OFFSHORE, VESSEL LANDINGS, AND EXTENDED OVER WATER ADDITIONAL REQUIREMENTS

Definitions:

1. Over water: Helicopter operations beyond power-off gliding distance to shore but within 50 nautical miles of any shoreline.
2. Extended Over Water: Helicopter operations over water at a horizontal distance of more than 50 nautical miles from the nearest shoreline and more than 50 nautical miles from an offshore heliport structure.
3. Offshore Operations: These are operations beyond a point where navigation by visual reference to landmarks can be made.
4. Offshore Platform Landings: Takeoff or landing on an elevated heliport structure surrounded by water.
5. Vessel Landings: Takeoff and landing operations on vessels, drillships, semi-submersible drilling platforms, barges, or other landing areas subject to pitch and roll of the sea.

Equipment requirements: (in addition to the requirements in Section B of the solicitation)

1. A survival kit containing items specified in the First Aid and Survival Kit Exhibit (see the Exhibits in Section C) or as specified in 14 CFR 135.167 must be furnished by the Contractor and carried aboard the aircraft on all flights.

   Note: Extended overwater operations require emergency equipment identified in 14 CFR 135.167.
2. Emergency flotation gear (popout) or standard flotation gear (fixed floats).
3. Flight instruments for low visibility flight conditions, including gyroscopic bank and pitch indicator (ADI), directional gyro, vertical speed indicator, and rate of turn indicator or skid/slip indicator or inclinometer. (The single, new generation electronic instruments listed in the Note under B6.10 do not meet this requirement.)

Avionics Requirements: (in addition to the requirements in Section B of the solicitation)

B7.3.3 (Offshore) One P25-compliant VHF-FM transceiver. The transceiver (FM-1), must provide selection of narrowband analog (12.5 kHz), or narrowband digital (12.5kHz) operation on each of a minimum of 100 channels. The transceiver's operational controls must be located and arranged so that the pilot and observer/copilot when seated, have full and unrestricted movement of each control without interference from clothing, the cockpit structure, or the flight controls.

B7.3.3.1 (Offshore) Each VHF-FM transceiver's operational frequency range must include the band of 136.0000 MHz to 173.9975 MHz. The operator(s) must be able to program any usable channels within that band, along with any required Continuous Tone-Coded Squelch System (CTCSS) tones, National Access Codes (NAC's), or Talk Group ID's (TGID's), while in flight. Each VHF-FM transceiver must also incorporate a separate, programmable GUARD receiver, with accompanying GUARD transmit capability. Unless instructed by the Government for use on a specific project, all frequencies programmed for use under this Contract must be in the narrowband analog mode.

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

B7.3.3.3 (Offshore) The following VHF-FM aeronautical transceivers are known to meet the above requirements: Technisonics: TDFM-136, TDFM-136A, TDFM-136/NV, TDFM-136A/NV, TDFM-136B, TDFM-136B/NV. Cobham: (formerly NAT) NPX-136D-070, Anodyne Electronics Manufacturing MTP136D

Personnel Requirements: (in addition to the requirements in Section B of the solicitation)

1. Offshore / Platform Landings:

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

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

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

2. Vessel Landings:

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

b. Experience for platform/vessel landings: 200 hours PIC in helicopter operations offshore including landing on offshore heliport structures or vessel heliports, or 100 hours PIC in offshore operations if 50 hours of offshore operation was accomplished within the previous 12 months.

Pilots conducting Vessel Landings must have 10 offshore landings to vessels, drill-ships, semi-submersible drilling platforms, barges, or other landing areas subject to pitch and roll of the sea, this does not include fixed facilities regardless of movement
Flight Operations: (in addition to the requirements in Section B of the solicitation)

Weather. Minimum weather conditions for VFR flights are defined as: onshore, ceiling 300 feet and visibility 1 mile; offshore, ceiling 500 feet and visibility 3 miles.

SECTION C – CONTRACT TERMS AND CONDITIONS

EXHIBIT 14
HAWAII AND PACIFIC BASIC FIRE – ADDITIONAL EQUIPMENT REQUIREMENTS

The following equipment is required on all helicopters offered and contracted for fire suppression missions in addition to B6 Aircraft Equipment Requirements:

One remote cargo hook with Wire Rope meeting B6.29 requirements or Synthetic longline as specified in the Helicopter Remote Synthetic Longline Requirements in Exhibit 8 (see section C exhibits). Two ropes are required one each in 50 and 100 ft lengths

1. One foldable; electrically operated; variable capacity adjustable water/retardant bucket shall be furnished under this contract. The capacity shall be commensurate with the maximum lifting capabilities of the aircraft as specified in Section A. This bucket shall operate from any section of longline if longline capability is specified. Note: Longline is defined as any combined cable length and attached load greater than 50 feet.
2. The water/retardant bucket operating switch shall be clearly marked for "open" and "closed" and shall be mounted on the collective control to avoid confusion with the cargo hook release. The connector providing power to the water bucket/remote hook shall be mounted adjacent to the cargo hook (within 12 inches) and be supported in such a way that jettisoning the load will not damage the connector. A lanyard shall be provided for support of the connector.
3. Note: All Robinson manufactured aircraft shall be equipped with water/retardant bucket switches and placards installed in accordance with applicable Supplemental Type Certificates (STCs), where such installations have been incorporated at the time of manufacture.

Avionics for Fire Aircraft: (in addition to B7 Avionics Requirements) B7.3 (Fire) Communications Systems

B7.3.3 (Fire) One P25-compliant VHF-FM transceiver. The transceiver (FM-1), must provide selection of narrowband analog (12.5 kHz), or narrowband digital (12.5kHz) operation on each of a minimum of 100 channels. The transceiver's operational controls must be located and arranged so that the pilot and observer/copilot when seated, have full and unrestricted movement of each control without interference from clothing, the cockpit structure, or the flight controls.

B7.3.3.1 (Fire) Each VHF-FM transceiver's operational frequency range must include the band of 136.0000 MHz to 173.9975 MHz. The operator(s) must be able to program any usable channels within that band, along with any required Continuous Tone-Coded Squelch System (CTCSS) tones, National Access Codes (NAC's), or Talk Group ID's (TGID's), while in flight. Each VHF-FM transceiver must also incorporate a separate, programmable GUARD receiver, with accompanying GUARD transmit capability. Unless instructed by the Government for use on a specific project, all frequencies programmed for use under this Contract must be in the narrowband analog mode. B7.3.3.2 (Fire) Carrier output power for each VHF-FM transceiver must be 10 watts nominal value (original design specification). Each transceiver must be capable of displaying receiver and transmitter operating frequency, alpha-numeric channel labels, and must provide both receiver and transmitter activation indicators for MAIN and GUARD. Simultaneous monitoring of both main MAIN**.** Scanning of the GUARD frequency is not acceptable.

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

B7.3.3.4 (Fire) The following VHF-FM aeronautical transceivers are known to meet the above requirements: Technisonics: TDFM-136, TDFM-136A, TDFM-136/NV, TDFM-136A/NV, TDFM-136B, TDFM-136B/NV. Cobham: (formerly NAT) NPX-136D-070, Anodyne Electronics Manufacturing MTP136D B7.5 (Fire) Audio Systems

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

B7.5.1.1 (Fire) Transmitter selection and operation. Separate transmitter selection controls must be provided for both the pilot's and observer/copilot's microphone/PTT inputs. The system must be configured so the pilot and observer/copilot may each simultaneously select and utilize a different transmitter (or PA system when installed) via their respective microphone/PTT. Whenever a transmitter is selected, the companion receiver audio must automatically be selected for the corresponding earphone. Transmitter sidetone audio must be provided for the user as well as for cross-monitoring via the corresponding receiver selection switch on the other audio control system.

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

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

B7.5.2 (Fire) An ICS for the pilot, observer/copilot, and the two aft cabin exit positions. ICS audio must mix with, but not mute, selected receiver audio. An ICS audio level control must be provided for each position above. Adjustment of the ICS audio level at any position must not affect the level at any other position. A "hot mic" capability, controlled via an activation switch or voice activation (VOX), must be provided for the pilot and copilot/observer positions. ICS sidetone audio must be provided for the earphones corresponding with the microphone in use. The ICS audio output must be free of excessive distortion, hum, noise, and crosstalk and must be amplified sufficiently to facilitate ease of use in a noisy cockpit/cabin environment.

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

SECTION C – CONTRACT TERMS AND CONDITIONS

EXHIBIT 15
TRANSPORTATION WORKSHEET

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

Date:	**Alternate Base Location**:

Relief Exchange – Involved Crew Member(s)	
☐ Pilot	Name:
☐ Fuel Servicing Vehicle Driver	Name:
☐ Mechanic (if required by contract)	Name:

Scheduled Maintenance	
☐ Mechanic	Name:
☐ Other (specify):	Name:
Maintenance Accomplished:	Reason for providing additional personnel:

Itemization of Costs – Invoices and/or receipts are attached (copies are acceptable)

Airline Transportation	Name:	$
Airline Transportation	Name:	$
Charter Aircraft	Invoice to include aircraft make/model, flight time, hourly rate, passengers, and departure/destination location, date and time (Authorized by CO only)	$
Rental Car		$
Rental Car Fuel		$

POV Auto: At the FTR rate (http://www.gsa.gov/portal/content/100715)

From:	To:	Total Miles	Rate	
				$

POV Aircraft: Measured in statute miles at the FTR rate (http://www.gsa.gov/portal/content/100715)

From:	To:	Total Miles	Rate	
				$

Other (explain):	1.		$
	2.		$
	3.		$

Total ACTUAL Cost	**$**
Yes, the COR or On-site Government Representative was notified of the anticipated cost for this alternate base transportation expense prior to mobilization of the relief personnel.	Date:

SECTION C – CONTRACT TERMS AND CONDITIONS

EXHIBIT 16
BELL MEDIUM HELICOPTERS ADDITIONAL EQUIPMENT REQUIREMENTS

The Government will identify the equipment required by the specific project. Contractors may decline to accept the order if they are unable or unwilling to furnish the exact equipment ordered. Acceptance of the order, however, will obligate the Contractor to perform in accordance with the order as provided under the specifications of Section B.

a) For those helicopters required to utilize a second-in-command, or modified and equipped for left seat pilot station during external load work with a single pilot-in-command, only 9 passenger seats are required; and dual controls may remain installed during performance of this contract. Left seat pilot station would normally include bubble windows, door gauges, modified seat, and electrical and manual cargo hook release readily available at this station. When equipped and FAA approved, the pilot may fly from the left seat during external load operation. The pilot shall occupy the manufacturer's pilot station during other flight operations unless otherwise authorized by the FAA. While the pilot is occupying the Manufacturer designated or FAA-authorized pilot station with dual controls installed, access to the alternate front seat shall be restricted. Only the helicopter foreman or similarly trained crewmembers shall be allowed to occupy the alternate pilot seat. Emergency firefighters (EFF) or other local crews will not utilize the vacant pilot station as a routine passenger seat.

b) One or more 90-gallon auxiliary fuel tanks will be installed when requested by the Government. The auxiliary fuel tank shall be FAA approved for use while transporting passengers. A reduction of two passenger seats will be allowed for each tank approved for use in the order for service. When only one auxiliary tank is installed, it can be on either the left or righthand side of the aircraft.

c) A baggage/restraint system shall be provided to allow use of the space above the internal fuel tank.

d) Aircraft shall have 54 cubic feet of cargo space located in the aft passenger cabin, opposite of the auxiliary fuel tank when only one fuel tank is installed. The cargo space shall be equipped with a restraint device or cargo bin to prevent cargo from interfering with the passenger compartment or operation of the sliding door.

e) A restraint device, if used in lieu of a cargo bin, shall be constructed from nylon webbing and will be secured to the transmission bulkhead with a minimum of six equally spaced attachments between the cabin ceiling and the cabin floor. The outboard end shall encompass the passenger seat stanchion with a minimum of six equally spaced individual loops. The restraint device shall be equipped with buckles to adjust the tension of the net.

f) A solid bulkhead shall be installed between the passenger compartment and the cargo compartment and be secured to the nylon webbing. The bulkhead shall extend from the cabin ceiling to the cabin floor and from the transmission bulkhead to the inner edge of the passenger seat stanchion.

g) All installations and modifications prescribed above shall comply with 14 CFR 43 and shall be FAA approved.

SECTION D - INSTRUCTIONS TO OFFERORS

D1 General Information

D1.1 The services of this Request for Proposals (RFP) are being acquired under the authority of Federal Acquisition Regulations (FAR), Part 12, Acquisition of Commercial Items and FAR Part 15, Contracting by Negotiation.

D1.2 If an offeror wishes to compete for the contract described in Sections A through C of this RFP, they must submit a proposal that includes a signed and dated offer and other requested information by the time and date shown on the SF1449. The submission of the documentation specified in D3 will constitute the offeror's acceptance of the terms and conditions of the solicitation and concurrence with Sections A through C.

D1.3 These RFP instructions are designed to provide general guidance for preparing proposals as well as providing specific instructions on format, content, and evaluation. Offeror should include all documents and information in accordance with the instructions herein. Noncompliance with the solicitation requirements may hamper the Government's ability to properly evaluate the proposal and may result in elimination of the proposal from further consideration for contract award. Offerors are cautioned to follow the instructions carefully and must present their best technical proposal and prices in their initial proposal submission, as it is the Government's intent to make an award based on initial proposal received without discussions with the offeror.

D1.4 Assent to Solicitation. If the offeror takes exception to any of the terms and conditions of the RFP, then the Government may consider its offer to be unacceptable/unsatisfactory. Unacceptable/Unsatisfactory offers will be eliminated without further consideration of the proposal.

D1.5 It is the offeror's responsibility to read the RFP and all related documents carefully and completely and to monitor SAM (https://sam.gov/) website for any updates to the RFP on a regular basis. Additionally, it is the offerors' responsibility to ensure/verify the Government receives the proposal on or before the date/time specified.

D2 North American Industry Classification System (NAICS) Code and Small Business Size Standard

This requirement is a 100% small business set-aside. The North American Industry Classification System (NAICS) Code and small business size standard for this acquisition is 481211 and 1,500 employees respectively. Only proposals from small businesses will be considered. Proposals from large businesses will be deemed unacceptable and removed from further consideration.

INSTRUCTIONS TO OFFERORS--COMMERCIAL ITEMS (52.212-1 SEP 2023) (DECIATION MARCH 2026)

D3 Offers

D3.1 The Contracting Officer is the point of contact for this acquisition. Address any questions or concerns you may have to the Contracting Officer in accordance with D3.3.1.

D3.2 One (1) electronic copy of the proposal must be submitted to the Contracting Officer via email. Depending on the size of the files, multiple emails may be required to ensure proper receipt of all volumes. The Contracting Officer may acknowledge receipt of all submitted documentation, but the Contractor will remain responsible for on-time delivery to, and receipt by, the CO. The proposal must be prepared clearly and concisely to demonstrate the offeror has a complete understanding of the requirements. Offerors must prepare the proposal on the presumption that the Government has no previous knowledge of the offeror's capabilities. The proposal will be evaluated only on the information specifically presented within the proposal, with the exception of the Past Performance evaluations as explained at Section D11.

D3.3 To be considered as a prospective Contractor for the requirement identified in this solicitation, an offeror must deliver a proposal consisting of a valid offer to the individual identified below. Only emailed proposals will be accepted.

Proposals are due September 28, 2026, 2:00 pm Eastern Time (ET).

Please submit any questions by September 1, 2026 at 2:00 EST (ET)

SECTION D – INSTRUCTIONS TO OFFERORS

D3.3.1 Hard copy or facsimile offer transmissions will not be accepted. By email ONLY, deliver proposals to the Contracting Officer

Contracting Officer

Heather Armstrong
U.S. Department of the Interior
Acquisition Services Directorate
Heather_armstrong@ibc.doi.gov
703-964-8416

D3.3.2 Email proposal "subject line" must be in this format:

Subject: Name of Company (The Company's SAM, 13-digit Unique Entity Identifier – UEI in Parenthesis) followed by the word "Proposal" and Solicitation Number.

EXAMPLE of Subject line to email the proposal: "Company X (UEI: 123A456B789C1) Proposal 140D0426R0075"

D4 Offer Contents

Volume I Offer

D4.1 Pricing page (See Section A) completed for each aircraft offered. Unit rates will be offered in whole U.S. dollars for flight time and standby.

D4.1.1 This solicitation has seven items that distinguish different aircraft types. Offers may be submitted for one, a few, or all of the items. Pricing pages for items not proposed will be removed and not included in a subsequent conformed contract.

D4.2 Offeror's Representations and Certifications are incorporated by reference in accordance with FAR 52.212-4 paragraph (v). Offerors must complete their annual representations and certifications online at www.sam.gov in the System for Award Management (SAM) and include a copy of the first page of their SAM registration showing current SAM registration status.

NOTE: System updates may lag policy updates. The SAM may continue to require entities to complete representations based on provisions that are not included in agency solicitations. Examples include 52.222-25, Affirmative Action Compliance, and paragraph (d) of 52.212-3, Offeror Representations and Certifications—Commercial Products and Commercial Services. Contracting officers will not consider these representations when making award decisions or enforce requirements. Entities are not required to, nor are they able to, update their entity registration to remove these representations in SAM.

NOTE: D4.3 Document will be named as an attachment to the email: "Vol I SAM Page 1 – Name of Company"

D4.3 Acknowledgment of Solicitation Amendments (if any).

D4.4 A completed copy of offeror's Miscellaneous Information (Exhibit E-1) included in Section E.

NOTE: D4.4 Document will be named as an attachment to the email: "Vol I Offerors MISC Info – Name of Company"

NOTE: Email can include a zip file attached with name of sub folder "Vol I Offer" and within this subfolder the required documents

Volume II Aircraft Capability

D4.5 A completed copy of the Aircraft Questionnaire (Exhibit E-3) for each aircraft offered.

D4.5.1 Provide all appropriate charts and calculations to support the performance characteristics of the proposed aircraft. Use current and correct performance charts from the Aircraft Flight Manual or Flight Manual Supplement as appropriate.

D4.5.2 Reserved

D4.5.3 Reserved

D4.6 Provide a current (reference weighing schedule) aircraft weight and balance record, equipment list certified accurate at the time of weighing, and any calculations indicating changes to the aircraft and equipment list that may have occurred after the time of weighing. Weight and Balance Handbook (FAA-H-8083-1B) can be used as a guide.

D4.6.1 For all performance calculations, the aircraft empty weight must include all installed equipment required by this contract. Calculations showing equipment removed or added to meet contract specifications must be included.

D4. 6..2 Airworthiness Certificates. A valid copy of the airworthiness certificate for each offered aircraft.

D4. 6.3 Aircraft Registration: A valid copy of the registration for each offered aircraft

D4.6.4 A copy of the first page of FAA certificate Part 135.

D4.6.5 Part 135 Operation Specifications A003 (Aircraft Authorization), demonstrating authorization to operate in the make, model, and series of the proposed aircraft and under flight conditions required by this contract per B2.1 (e.g., fixed wing, visual flight rules (VFR) day/night, passengers, and cargo)

D4.6.6 Part 135 Operation Specification B050 (Authorized Areas of En Route Operations, Limitations, and Provisions) showing authorization to operate in the the State of Hawaii.

D4.6.7 A copy of the 'list' required by 14 CFR Part 135.63(a)(3) (Operations Specifications part D, "D085 Aircraft Listing") as appropriate which identifies aircraft that the offeror is authorized to operate, at time of proposal.

D4.6.8 Failure to provide documentation listed above to support the performance of the aircraft is considered unacceptable and may remove your offer from further consideration.

D4.6.9 The aircraft make, and model that the Government confirms during evaluation will be made a part of the binding contract if the proposal is accepted for award.

Volume III Organizational Safety

D4.7. Organizational Safety

D4.7.1 The Offeror must provide evidence of meeting FAA SMS requirements for Part 135 or air tour operators operating under § 91.147 no later than May 28, 2027 (FAA Final Rule, May 2024). Evidence may consist of a letter, email, or other documentation from FAA, showing the SMS requirement has been met.

D4.7.2 A copy of the current SMS Manual must be submitted.

D4.7.3 A response to the SMS Questionnaire (Exhibit 11) must be submitted. The SMS Questionnaire Form or comparable document may be used, as long as responses to each Question 1-33 are provided.

D4.7.3.1 Other supporting documents (e.g., Operations Manual, Standard Operating Procedure (SOP), records, evidence samples) may be required to support Questionnaire responses. Documents must be clear, legible, and include identifiable information (e.g., document name, revision history, company name).

SECTION D – INSTRUCTIONS TO OFFERORS

Volume IV Past Performance

D4.8 Offeror Information. Offeror must include a completed copy of the Past Performance Questionnaire (PPQ), included in Section E-2 to include requested documents. The PPQ must be used to include information on no more than three (3) of the most relevant contracts performed by the prime offeror for any local, state, and Federal agencies, and commercial customers during the three (3) years prior to the date of issuance of this solicitation. Relevant contracts include performance of efforts that are similar in scope, magnitude, and complexity to the effort described in this solicitation. The offeror has discretion in determining the most beneficial mix and quantity of contracts by prime offeror covering as many of these elements as is practical.

NOTE: Email can include a zip file attached with name of sub folder "Vol IV Past Performance" and within this subfolder the required documents

NOTE: Each file within this Volume must have Vol IV in front of the documents name

D5 Period for Acceptance of Offers.

The offeror agrees to hold the prices in its offer firm for **120** calendar days from the date specified for receipt of offers unless another time period is specified in an addendum to the solicitation.

D6 Late Submissions, Modifications, Revisions, and Withdrawals of Offers

Late Submissions, Modifications, Revisions and Withdrawals of Offers are subject to the terms of Federal Acquisition Regulation (FAR) clause 52.212-1(f), which is incorporated by reference, except that offers may be withdrawn in writing at any time before award is made.

D7 Special Notice to Offerors

DIAR 1452.215-71 Use and Disclosure of Proposal Information (Apr 1984)

SECTION D - EVALUATION OF PROPOSAL

D8 Evaluation—Commercial Items (52.212-2 Nov 2021) (Deviation March 2026)

D8.1 The Government intends to award contract(s) resulting from this solicitation to the responsible offeror(s) whose offer conforming to the solicitation will be most advantageous to the Government, price and other factors considered. The Government will evaluate all option pricing at time of award. The Government may determine that an offer is unacceptable if the ordering period prices are significantly unbalanced.

D8.2 A written notice of award or acceptance of an offer furnished to the successful offeror(s) will result in a binding contract without further action by either party. Before the offer's specified expiration time, the Government may accept an offer (or part of an offer, i.e., the government may eliminate any non-compliant aircraft or pilot without disqualifying the entire proposal from eligibility for award), whether or not there are negotiations after its receipt, unless a written notice of withdrawal is received before award.

D8.3 The Government intends to evaluate offers and award IDIQ contracts without discussions with offerors. Award(s) will be made to technically acceptable proposals offering fair and reasonable pricing until enough awards have been made to technically acceptable, successively higher-priced offers to provide meaningful competitions for future delivery and task order awards. See generally FAR 15.101-2. The offeror's initial offer should contain the offeror's best terms.

Although the Government's intent to evaluate offers and award IDIQ contracts without discussion, the Government does reserve the right to conduct discussions with offerors for any reason if it so desires. The Contracting Officer may establish a competitive range and conduct discussions with all of the most highly rated proposals, unless the range is further reduced for purposes of efficiency pursuant to FAR 15.306(c)(2).

SECTION D – INSTRUCTIONS TO OFFERORS

D9 Offer Acceptability

D9.1 The evaluation process will proceed as follows:

D9.1.2 The Government will review all proposals to ensure they meet the terms and conditions of the solicitation. Proposals that do not meet the terms and conditions of the solicitation may be deemed unacceptable and will be removed from further evaluation. The Government will evaluate all acceptable offers based on the evaluation factors:

- **Aircraft Capability**
- **Organizational Safety**
- **Past Performance**
- **Total Evaluated Price**

D10 Aircraft Capability

D10.1 The Government technical evaluation team will evaluate each offeror's proposed aircraft against the specifications listed in the solicitation. The technical evaluation team will determine whether the aircraft meets the minimum standards set forth in the solicitation. Aircraft that meet or exceed the standards will be deemed acceptable, while those that do not may be deemed unacceptable and removed from further consideration.

D10.2 The aircraft make, model and payload that the Government confirms with the offeror will be made a part of the offer and will be binding if an offer is accepted for award.

D10.3 Any missing, vague, or information of poor quality will be considered high risk and may affect the rating for this evaluation factor.

D10.4 Organizational Safety

D10.5 Safety Management System (SMS).

The Government will evaluate the Offeror's written submittal in response to the SMS Questionnaire in Exhibit 11. A more favorable rating will result within this area to Offerors that demonstrate implemented FAA and IS-BAO SMS standards listed in the exhibit.

D10.5.1 Flight Time, Accidents, and FAA Violations.

The Government will evaluate any known aircraft accidents and FAA violations. Accidents include under all Offeror operating certificates, ownership, public aircraft operations, and CFR Part 91. The total number of flight hours provided by the Offeror will be used, as well as any data resulting from the Government's own experiences with the Offeror. A more favorable safety component rating will result within this area to Offerors that possess an accident rate less than the agency five-year average, have fewer FAA violations, and satisfy the components in Exhibit 11. If accident(s) occurred, the submission of an accident prevention plan may positively impact the offer. Failure to provide documentation listed above is considered unacceptable and may remove the offer from further consideration.

D10.5.2 Offers received before May 28, 2027 (see C11.2 Safety Management System). The Government will evaluate the offeror's submittal in response to the FAA SMS requirement. If requirements are not initially met, the offeror will have until May 28, 2027 to provide an updated response.

D11 Past Performance

D11.1.1 The purpose of the past performance evaluation is to allow the Government to assess the offeror's ability to safely and efficiently perform the effort described in this RFP, based on the offeror's demonstrated present and past performance. The offeror may provide information on problems encountered on identified contracts and the offeror's corrective actions. The Government

will consider this information, as well as information obtained from any other sources, including performance feedback from clients listed on the PPQ, any information on your company contained in the Government-wide Contractors Performance Assessment Reporting System (CPARS), a Government-wide past performance database located on-line at https://www.cpars.gov/, when evaluating the offeror's past performance and any other available sources.

D11.1.2 The Contracting Officer will seek recent and relevant past performance information. Information older than the last three-year period will not be considered unless it is particularly pertinent to offeror current capability. If the information provided is determined to be recent by the evaluation team the offeror's past performance will be evaluated for relevance. Relevant contracts include performance of aviation support efforts in environments that are similar in scope, magnitude and complexity compared to the effort described in this solicitation.

D11.1.3 The Government may contact some or all of the offeror's customers to ask whether or not they believe: (1) that the offeror was capable, efficient, and effective; (2) that the offeror's performance conformed to the terms and conditions of its contract; (3) that the offeror was reasonable and cooperative during performance; and (4) that the offeror was committed to customer satisfaction. Information older than the last three (3)-year period will not be evaluated unless it is determined particularly pertinent to offeror current capability as stated in D11.1.2.

D11.1.4 The Government will give greater weight to its own experiences with the offeror (specifically DOI), if any, than it will give to reports obtained from others. Offerors with no relevant past or present performance history will receive a Neutral rating. Contractors that meet (neutral rating) or exceed the standards will be deemed acceptable, while those that do not may be deemed unacceptable and removed from further consideration.

D12 Total Evaluated Price

D12.1 The evaluation will be based on an analysis of the competitiveness and reasonableness of the prices and rates proposed. Prices will be compared against previous contract pricing, other aircraft offered and on contract, and published pricing found on-line. Offerors are cautioned that the degree to which proposed prices appear unrealistic or unbalanced, the Government may infer either a lack of understanding of requirements, increased risk of performance, or lack of integrity on the part of the offerors.

D12.2 The Government will evaluate offers for award purposes by adding the total price for all ordering periods to the total price for the basic award. To account for the possible use of the additional six-month option period(s) permitted under 52.217-8, the Government will take the price for the final (or highest priced) ordering period, prorated to a six-month value, and add it to the sum of the base plus all ordering periods. In the event the Government exercises the 52.217-8, the last ordering period unit pricing and all contract terms and conditions will apply. The agency's price evaluation will mathematically document the calculation of adding the six months of services for the option to extend services to the total contract price in the award summary. This amount will be used for comparative evaluation for award purposes only. The Government may determine that an offer is unacceptable if the ordering period prices are significantly unbalanced. FAR 52.217-8 can be exercised at any point during the period of performance of the contract and applies to the period of performance immediately preceding the last ordering period. Offerors are NOT to enter a price for the six (6) month period.

D12.3 The Government reserves the right to reject offers that have materially unbalanced availability and flight rates. An offer is materially unbalanced when, despite an acceptable total evaluated price, the price of one or more line items is significantly over or understated as indicated by the application of cost or price analysis techniques.

D13 Contractor Selection

The Government will select the Contractor(s) based on fair and reasonable price proposals meeting or exceeding the acceptability standards for non-cost factors.

D14 Notice of Award

The Government intends to award multiple IDIQ contracts as a result of this requirement. A written notice of award or acceptance of an offer, emailed or otherwise furnished to the successful offeror within the time for acceptance specified in the offer, will result in a binding contract without further action by either party. Before the offer's specified expiration time, the Government may

accept an offer (or part of an offer), whether or not there are negotiations after its receipt, unless a written notice of withdrawal is received before award.

D15 Inquiries Regarding Solicitation

Formal communications, such as requests for clarification, questions and/or written information concerning this solicitation must be submitted in writing via e-mail to Contracting officer, Heather Armstrong **at** **Heather_armstrong@ibc.doi.gov**

The requests must be in the following format:
RFP 140D0426R
Section: ____
Page: __
Paragraph: _____
Question: _____

SECTION E – OFFEROR'S REPRESENTATIONS, CERTIFICATIONS AND OTHER STATEMENTS

E1 52.252-1 Solicitation Provisions Incorporated by Reference (FEB 1998)

This solicitation incorporates one or more solicitation provisions by reference, with the same force and effect as if they were given in full text. Upon request, the Contracting Officer will make their full text available. The offeror is cautioned that the listed provisions may include blocks that must be completed by the offeror and submitted with its quotation or offer. In lieu of submitting the full text of those provisions, the offeror may identify the provision by paragraph identifier and provide the appropriate information with its quotation or offer. Also, the full text of a solicitation provision may be accessed electronically at this address: https://www.acquisition.gov/

E2 52.252-5 Authorized Deviations in Provisions (NOV 2020)

(a) The use in this solicitation of any Federal Acquisition Regulation (48 CFR Chapter 1) provision with an authorized deviation is indicated by the addition of "(DEVIATION)" after the date of the provision.

(b) The use in this solicitation of any DIAR 1452.233-2 Service of Protest Department of the Interior (SEP 2006) (Deviation) (48 CFR Chapter 14) provision with an authorized deviation is indicated by the addition of "(DEVIATION)" after the name of the regulation.

(End of provision)

E3 Provisions Incorporated by reference

52.204-7 System for Award Management (Deviation Date March 31, 2026)
52.216-31 Time-and-Materials/Labor-Hour Proposal Requirements-Commercial Acquisition (NOV 2021)
52.217-5 Evaluation of Options (July 1990)

E4 52.209-7 Information Regarding Responsibility Matters (Deviation May 18, 2026)

(a) Definitions. As used in this provision—

Administrative proceeding means a non-judicial process that is adjudicatory in nature in order to make a determination of fault or liability (e.g., Securities and Exchange Commission Administrative Proceedings, Civilian Board of Contract Appeals Proceedings, and Armed Services Board of Contract Appeals Proceedings). This includes administrative proceedings at the Federal and State level but only in connection with performance of a Federal contract or grant. It does not include agency actions such as contract audits, site visits, corrective plans, or inspection of deliverables.

Federal contracts and grants with total value greater than $10,000,000 means—

(1) The total value of all current, active contracts and grants, including all priced options; and

(2) The total value of all current, active orders including all priced options under indefinite-delivery, indefinite-quantity, 8(a), or requirements contracts (including task and delivery and multiple-award Schedules).

Principal means an officer, director, owner, partner, or a person having primary management or supervisory responsibilities within a business entity (e.g., general manager; plant manager; head of a division or business segment; and similar positions).

(b) The offeror □ has □ does not have current active Federal contracts and grants with total value greater than $10,000,000.

(c) If the offeror checked "has" in paragraph (b) of this provision, the offeror represents, by submission of this offer, that the information it has entered in the Federal Awardee Performance and Integrity Information System (FAPIIS) is current, accurate, and complete as of the date of submission of this offer with regard to the following information:

(1) Whether the offeror, and/or any of its principals, has or has not, within the last five years, in connection with the award to or performance by the offeror of a Federal contract or grant, been the subject of a proceeding, at the Federal or State level that resulted in any of the following dispositions:

(i) In a criminal proceeding, a conviction.

(ii) In a civil proceeding, a finding of fault and liability that results in the payment of a monetary fine, penalty, reimbursement, restitution, or damages of $5,000 or more.

(iii) In an administrative proceeding, a finding of fault and liability that results in–

(A) The payment of a monetary fine or penalty of $5,000 or more; or

(B) The payment of a reimbursement, restitution, or damages in excess of $100,000.

(iv) In a criminal, civil, or administrative proceeding, a disposition of the matter by consent or compromise with an acknowledgment of fault by the Contractor if the proceeding could have led to any of the outcomes specified in paragraphs (c)(1)(i), (c)(1)(ii), or (c)(1)(iii) of this provision.

(2) If the offeror has been involved in the last five years in any of the occurrences listed in (c)(1) of this provision, whether the offeror has provided the requested information with regard to each occurrence.

(d) The offeror shall post the information in paragraphs (c)(1)(i) through (c)(1)(iv) of this provision in FAPIIS as required through maintaining an active registration in the System for Award Management, which can be accessed via https://www.sam.gov (see 52.204-7).

(End of provision)

E5 DIAR 1452.233-2 Service of Protest Department of the Interior (JUL 1996) (Deviation)

(a) Protests, as defined in section 33.101 of the Federal Acquisition Regulation, that are filed directly with an agency, and copies of any protests that are filed with the Government Accountability Office (GAO), shall be served on the Contracting Officer (addressed as follows) by obtaining written and dated acknowledgment of receipt from:

Heather Armstrong Contracting Officer
REF: Solicitation # 140D0426R
Heather_armstrong@ibc.doi.gov

(b) The copy of any protest shall be received in the office designated above within one day of filing a protest with the GAO.

(c) A copy of the protest served on the Contracting Officer shall be simultaneously furnished by the protester to the Department of the Interior Assistant Solicitor, Acquisitions and Intellectual Property, 1849 C Street, NW, Room 6511, Washington, DC 20240.

(End of provision)

SECTION E – OFFEROR'S REPRESENTATIONS, CERTIFICATIONS, AND OTHER STATEMENTS

EXHIBIT

E-1 Offerors Miscellaneous Information

E-2 Past Performance Questionnaire

E-3 Aircraft Questionnaire

EXHIBIT E-1
OFFEROR'S MISCELLANEOUS INFORMATION

Offeror's Company Name			
Offeror's System for Award Management Unique Entity ID (UEI)			
Offeror's Name, Title and E-mail Address			
Offeror's Company Web Address			
Offeror's Office Telephone Number			
Offeror's Facsimile (FAX) Number			
Government Contract Representative	**Name**	**Email Address**	**Telephone (cell)**
***Director of Operations**	**Name**	**Email Address**	**Telephone (cell)**
***Chief Pilot**	**Name**	**Email Address**	**Telephone (cell)**
***Director of Maintenance**	**Name**	**Email Address**	**Telephone (cell)**
Invoicing/AIRS	**Name**	**Email Address**	**Telephone (cell)**

***Note. All of the people named above will be verified against the Excluded Parties List for Government Contracting.** The Contractor must also notify the Contracting Officer of any changes in the Director of Operations, Chief Pilot, and Director of Maintenance positions, plus any additional positions approved under 14 CFR 119.69(b).

SECTION E-OFFERORS REPRESENTATIONS, CERTIFICATIONS AND OTHER STATEMENTS

EXHIBIT E-2
PAST PERFORMANCE QUESTIONNAIRE

You may recreate this form but it must include all the information listed. If you fail to include all requested information or we are unable to contact your references based on the information you provide, you may not receive consideration for the work done. Please provide details of recent efforts completed within the last three years that are comparable in scope, magnitude, and complexity to the work outlined in this solicitation.

OFFEROR NAME:			DATE
Primary Type of Work Done:			
Location of Work Done:			A/C Make/Model Used:
Contract #: ☐ None	☐ Exclusive Use ☐ Call When Needed	Use Dates: TO	CHECK ALL THAT APPLY ☐ 2023 ☐2024 ☐2025
Est. Annual Value of Work:	Estimated Annual Flight Hours:	Client Name/ Point of Contact:	
Client Telephone #:		Client Facsimile #:	
Primary Type of Work Done:			
Location of Work Done:			A/C Make/Model Used:
Contract #: ☐ None	☐ Exclusive Use ☐ Call When Needed	Use Dates: TO	CHECK ALL THAT APPLY ☐ 2023 ☐2024 ☐2025
Est. Annual Value of Work:	Estimated Annual Flight Hours:	Client Name/ Point of Contact:	
Client Telephone #:		Client Facsimile #:	
Primary Type of Work Done:			
Location of Work Done:			A/C Make/Model Used:
Contract #: ☐ None	☐ Exclusive Use ☐ Call When Needed	Use Dates: TO	CHECK ALL THAT APPLY ☐ 2023 ☐2024 ☐2025
Est. Annual Value of Work:	Estimated Annual Flight Hours:	Client Name/ Point of Contact:	
Client Telephone #:		Client Facsimile #:	
Primary Type of Work Done:			
Location of Work Done:			A/C Make/Model Used:
Contract #: ☐ None	☐ Exclusive Use ☐ Call When Needed	Use Dates: TO	CHECK ALL THAT APPLY ☐ 2023 ☐2024 ☐2025
Est. Annual Value of Work:	Estimated Annual Flight Hours:	Client Name/ Point of Contact:	
Client Telephone #:		Client Facsimile #:	

SECTION E-OFFERORS REPRESENTATIONS, CERTIFICATIONS AND OTHER STATEMENTS

EXHIBIT E-3
AIRCRAFT QUESTIONNAIRE

You may recreate this form, but it must include all the information listed
This questionnaire accurately completed will be used to determine the proposed aircraft payload capability.
REPRODUCE AND SUBMIT FOR EACH AIRCRAFT OFFERED - COMPLETE SHADED BLOCKS

Contractor (Business) Name:			
Minimum Requirements:			
Item #2 Description Type Aircraft: MD 500C, D, E, F; B206B III or equivalent. Seating: Three (3) **Item #3 Description** Type Aircraft: R-66 or equivalent Seating: Four (4) **Item #4 Description** Type Aircraft: BH206L-1, BH206L-3, BH206L-4, AS 350BA, AS 350B1, AS 350B2, BO-105, or equivalent. Seating: Five (5)		**Item #5 Description** Type Aircraft: AS 350B3, Bell 407, or equivalent. Seating: Five (5) **Item #6 Description** Type Aircraft: BH212, BH412, BH205 series, UH-1 series (restricted) or equal Seating: Nine (9) **Item #7 Description** Type Aircraft: UH12E, BH-47G3B-1, BH47G3B-2, R-44-I, II or other equivalent models. Seating: Two (2)	
Aircraft Make and Model	**FAA Registration #**	**Serial #**	**# of Insured Passenger Seats** *(excludes pilot seat)*
Aircraft Equipped Weight *(Your aircraft weight & balance report & equipment list will be used to substantiate this weight – see note 1. below)*			

Currently Installed Aircraft Equipment to be Removed to Achieve Offered Payload Below *(If none, indicate NONE)*(Attach additional pages if necessary)		**Equipment to be Added to Meet the Aircraft Specifications Requirements** *(If none, indicate NONE*(Attach additional pages if necessary)*)*	
EQUIPMENT ITEM	**WEIGHT**	**EQUIPMENT ITEM**	**WEIGHT**

ENTER YOUR PROPOSED HOGE-J AIRCRAFT PAYLOAD (The aircraft make, model and HOGE-J payload that we confirm with you will be made a part of your offer and will be binding if your offer is accepted for award	

NOTE

1. By signing below, I acknowledge that I have included the following:

(1) Latest aircraft weight and balance report,
(2) Lates aircraft equipment list,
(3) Aircraft appropriate hover ceiling charts used to arrive at the above payload.

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

2. Identify water/retardant bucket sizes appropriate for this contract. *(*If offered, see Exhibit 13 Basic Fire and Interagency Fire)
(Appropriate capacities will be identified in the conformed contract)

WATER/RETARDANT BUCKET CAPACITY REQUIRED	1ST		2ND	

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

Name and Signature of Representative Completing this Form	Date
OFFEROR'S NAME	