

ATTACHMENT 5 – GENERAL REQUIREMENTS AND SCHEDULE OF ITEMS

****This is the revised version of Attachment 5 - USE FOR PROPOSAL SUBMISSION****

-Special Note: Following award, the completed General Requirements and Schedule of Items form will be retitled "Section A" to align with the Scope of Contract Conditions for administrative clarity.

- Instructions: This is provided as a fillable PDF with the same Title. Use the fillable PDF when developing your proposal.

1. OBJECTIVE

One (1) Heavy (Type 1) S70/UH 60 Series Helicopter, fully operated, Interagency carded and approved by the USFS, meeting the requirements of this Schedule and the specifications for operation at the Designated base, and during the periods shown in EXHIBIT B – PRICES AND RATES. The performance requirements are a minimum and the helicopter will be evaluated for overall best value considering price and other technical factors. IDL will determine best value.

It is the intent of this solicitation to secure a Fixed Price with Economic Price Adjustment contract not to exceed 1 base year and 4 option years for the daily availability rate. The "Specified Hourly Flight Rate" is established IAW EXHIBIT 12 – HELICOPTER SERVICES HOURLY FLIGHT RATES, FUEL CONSUMPTION, AND WEIGHT REDUCTION CHART, and will be an indefinite quantity with no guarantee of flight hours given by the State. The State will award a single contract award based on the outcome of the evaluation process. The State reserves the right to award any combination of items and/or number of items.

Interagency Airworthiness/Carding and Inspections – Pilots, Aircraft, and Mechanic personnel offered under this solicitation and contract must, prior to the Reporting Date, obtain all FS-5700 series carding documentation (example: OAS-30B (3-18) 5700-3A for pilots). Contractor must maintain current Interagency Carding and Airworthiness approval throughout the duration of this Contract.

2. SCHEDULE OF ITEMS

Contractor's Principle Base of Operations:

a. Item No. 1

N Number: _____

Make: _____

Model: _____

Category: _____

(Standard = S, Limited (Standard Category offered in a Limited Capacity) = L, and

Restricted = R)

Contracted Helicopter Equipped Weight

Equipped Weight (see definition) _____ lbs is required

(Note: **Does not** include bucket and associated suspension hardware)

Approved HOGE Performance

HOGE: _____ lbs. (enter allowable payload **not including** bucket)

Does not include any associated suspension hardware, 150 long line (cables, connectors, etc.)

Bucket Weight

Bucket Weight: _____ lbs.

(Includes any associated suspension hardware, 150 long line (cables, connectors, etc.). Shall provide a permanent weight label)

Make and Model of bucket: _____

Note: For the purpose of evaluating helicopter performance and computing the Interagency Load Calculation, only current, applicable FAA approved Performance Charts shall be used.

Contracted Helicopter Equipped Weight

Equipped Weight (see definition) _____ lbs. is required

(Note: **Does NOT** include the tank and snorkel)

Weight of tank and snorkel: _____ lbs.

Make and Model of Tank: _____

Approved HOGE Performance

HOGE (enter allowable payload **WITHOUT** Tank and snorkel) _____ lbs

Note: For the purpose of evaluating helicopter performance and computing the Interagency Load Calculation, only current, applicable FAA approved Performance Charts shall be used.

b. Relief Crew Costs Per Person (Round Trip)

Travel cost from Contractors Principle Base of Operation to Alternate Base for Contract relief crew costs, per person, (Round Trip) \$_____ (see Section B, PAYMENT FOR COSTS AWAY FROM THE DESIGNATED BASE / Section B, PAYMENT FOR OVERNIGHT ALLOWANCE).

3. AIRCRAFT PERFORMANCE SPECIFICATIONS (MINIMUM)

Performance shall be based on minimum engine specification. Aircraft performance capabilities shall be determined by using the standard Interagency Helicopter Load Calculation method (See EXHIBIT 13 - INTERAGENCY HELICOPTER LOAD CALCULATION).

Performance enhancing data (Power Assurance Checks, wind charts, etc.) shall not be used. Only FAA approved charts based on minimum specification engine performance shall be used. As an example, Kaman K-1200 helicopters shall only use minimum specification engine performance data calculated from Rotorcraft FMS NO. 1, (USFS Fire Fighting).

Use EXHIBIT 13 - INTERAGENCY HELICOPTER LOAD CALCULATION, and EXHIBIT 12 – HELICOPTER SERVICES HOURLY FLIGHT RATES, FUEL CONSUMPTION, AND WEIGHT REDUCTION CHART, per aircraft type and the appropriate Hover Ceiling Charts (HOGE and HIGE) from the approved Rotorcraft Flight Manual with current supplements and changes as applicable.

Vendor shall submit Computed Gross Weight (reference EXHIBIT 22 - COMPUTED GROSS WEIGHT TABLE) for load calculation purposes prior to the Contract Start Date.

For field operations, use current temperature and elevation for performance planning purposes.

a. Aircraft Weighing and Weight Validation

- i. The aircraft's equipped weight is determined using weight and balance data, which was determined by actual weighing of the aircraft in accordance with the manufacturers requirements and configured in accordance with the Contract specifications, as proposed. Additional weighing criteria:
 - 1) The weighing shall be accomplished by the Contractor or their agent.
 - 2) All weighing of aircraft shall be performed on scales that have been certified as accurate ***within the previous one (1) year***. The certifying entity may be any accredited weights and measures laboratory using standards traceable to the National Institute of Standards and Technology (NIST). The scales will be listed by make, model and calibration date in the aircraft's weight and balance documentation (See EXHIBIT 21 – WEIGHT AND BALANCE FORM, Form B).
 - 3) Weighing shall be:
 - a. Accomplished within 12 months prior to the due date of proposal submission, and
 - b. At an interval of 24 months thereafter and / or
 - c. Following any major repair or major alteration or change to the equipment list, which significantly affects the center of gravity of the aircraft.
 - 4) Helicopter(s) under this Contract shall:
 - a. Remain at or below the contracted helicopter equipped weight as proposed in the base year of the Contract. When there is a difference in the aircraft's weight between different sets of scales, scales shall be allowed a maintenance tolerance of .2 % (two

tenths of a percent) of the scale reading for each set of scales. For example, a helicopter that weighed 6000 lbs on one scale set would be allowed a 12 lb. tolerance on each scale set when compared. (Ref. NIST Handbook 44, Table 6).

- b. Be allowed a total of 1% above the contracted helicopter(s) equipped weight as proposed during the combined Contract option years.
- 5) Cowlings, doors and fairings shall not be removed to meet Contract equipped weight for performance.
- 6) If the State requires additional equipment after Contract award, no penalty will be assessed.
- b. After proposal evaluations and prior to or post award, all Exclusive Use aircraft weighing shall be witnessed and validated by Federal Agency Aviation Maintenance Inspector(s). If aircraft must be weighed post award it will be at the option of the State. The objective of the second and separate weighing is to validate the Contractor's proposed weight as configured to comply with the Contract requirements. Contractors are responsible for the costs associated with weighing the aircraft excluding Federal Agency Aviation Maintenance Inspector costs.

All aircraft shall be weighed prior to start of the base year Mandatory Availability Period (MAP).

c. Aircraft Performance Minimums:

Bucket: At 8,000 feet pressure altitude and 25°C with

non-jettisonable HOGE-jettisonable

An Actual payload (Bucket and Long line subtracted from HOGE-jettisonable) of 5,000 pounds, as determined by EXHIBIT 13 – INTERAGENCY HELICOPTER LOAD CALCULATION, using a standard pilot weight of 200 pounds and fuel for one hour and 30 minutes (01+30) as determined by EXHIBIT 12 – HELICOPTER SERVICES HOURLY FLIGHT RATES, FUEL CONSUMPTION, AND WEIGHT REDUCTION CHART.

Tank: At 8,000 feet pressure altitude and 25°C with

non-jettisonable HOGE-jettisonable

A HOGE-jettisonable payload ~~of 5,000 pounds~~, as determined by EXHIBIT 13 – INTERAGENCY HELICOPTER LOAD CALCULATION, form using a standard pilot weight of 200 pounds and fuel for one hour and 30 minutes (01+30) as determined by EXHIBIT 12 – HOURLY FLIGHT RATES, FUEL CONSUMPTION, AND WEIGHT REDUCTION CHART.

4. ENGINE REQUIREMENTS

Turbine engine(s)

5. CREW COVERAGE

The number of persons required will be the minimum complement of personnel while operating under this Contract. Additional positions may be offered to staff and support the helicopter(s).

One Pilot Crew or Two Pilot crew or Three Pilot crew

And

With Relief Pilot(s) Without Relief Pilot(s)

6-Day Coverage (See Chart Below)

7-Day Coverage (See Chart Below) A B OR C

| COVERAGE | FUEL SERVICING VEHICLE DRIVER | MECHANIC |
|----------|--|--|
| A. 7-Day | FSVD Required Relief FSVD Required | 1. Mechanic(s) required at Designated Base/Alternate Base. 2. Relief Mechanic(s) 12-Hour Call-up. 3. Apprentice Helicopter Mechanic authorized and may serve as Relief Mechanic. |
| B. | FSVD Required Relief FSVD Required | 1. Mechanic(s) required at Designated Base/Alternate Base (May serve as FSVD). 2. Relief Mechanic(s) 12-Hour Call-up. 3. Apprentice Helicopter Mechanic authorized and may serve as Relief Mechanic. |
| C. | Full Time FSVD Required at Designated Base/Alternate Base | 1. Full Time Mechanic(s) required at Designated Base/Alternate Base. 2. Relief Mechanic(s) required. 3. Apprentice Helicopter Mechanic authorized and may serve as Relief Mechanic. |

6. MAXIMUM COMPLEMENT OF PERSONNEL BY AIRCRAFT TYPE

Type I (Heavy) Helicopters - A maximum of 5 Personnel may be paid as per the payment clause. Type I helicopters (excluding K-Max) will require a minimum complement of two Interagency carded A&P mechanics on site. When maintenance dictates, crews may work split shifts, reference B-5 (d).

Note: Managers may pay up to the Maximum Compliment.

7. ACCEPTABLE WORK SCHEDULES

12/2 12/12 Other

(If "Other" is checked, identify requested schedule, which is subject to approval by the Contracting Officer Representative)

Note: All Personnel shall be under the same work schedule.

Other - Will use a combination of 12/2, 12/12 all crew and 14/14 for mechanics

8. STANDBY HOURS PER DAY

9 Hours Standby per day

9. EXTENDED STANDBY HOURLY RATE

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

b. The current rates are as follows:

\$75.00 per hour for pilot

\$55.00 per hour for fuel service vehicle driver and mechanic

10. REMAIN OVERNIGHT ALLOWANCE

See B-36 and B-41 for rates.

11. OPERATIONS IN ALASKA, HAWAII, CANADA, OR MEXICO (OPTIONAL)

(Contractor may check any/all that apply).

Select areas of operations willing to accept. If accepting work in Alaska, Contractor shall meet the requirements of EXHIBIT 3 – ALASKA SUPPLEMENT, prior to mobilizing to Alaska.

ALASKA HAWAII CANADA MEXICO None

Note: This section **will not** be considered as part of the evaluation.

12. CONTRACTOR FURNISHED SPECIAL REQUIREMENTS (Note that exceptions may apply)

NOTE: Anything checked will have an Exhibit that applies, to a B clause applicable, or CFR Reference.

External PA with Siren capability (See B-7 (b) (i) (5) (a))

Aeronautical GPS in lieu of a portable GPS (See B-7 (b) (iii) (1) (a))

Traffic Advisory System (TAS) (See B-7 (b) (iv) (6))

FAA Approved Minimum Equipment List (MEL) n/a on H60A

P-25 Digital VHF-FM Mobile Radio for Fuel Servicing Vehicle (See EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS (g))

- Fixed Suppressant/Retardant Delivery Tank (See EXHIBIT 5 – ADDITIONAL SUPPRESSION/PRESCRIBED FIRE EQUIPMENT)
- Gated power fill Bucket (required as the primary bucket. See B-4 (18))
- Secondary Variable Capacity Water/Retardant Bucket (See B-4 (18))
- Rapid Refueling (EXHIBIT 8 - FUEL SERVICING EQUIPMENT REQUIREMENTS)
- Aircraft shall be marked as indicated below in 8 to 12-inch-high visibility letters on the underside of the aircraft to be visible from the ground with or without tank installed.
- FIRE

13. CONTRACT PILOT QUALIFICATION

Pilots performing on this Contract will meet the requirements of Section B-12 (c through g) and B-20 (b). Contractors will offer pilots approved or eligible for approval in the mission tasks selected below.

- Low Level (Recon and Surveillance)
- Water/Retardant Delivery
- Longline VTR (150')
- Snorkel
- Mountainous Terrain Flight

14. STATE/FEDERAL AGENCY PILOT

Contractor will will not authorize performance of work under the Contract by a State or Federal Agency Pilot. (See EXHIBIT 23 – PERFORMANCE BY GOVERNMENT FURNISHED PILOT, if applicable)

15. PUBLIC AIRCRAFT OPERATIONS APPLICABLE TO ALL

After contract award, the Contractor/company should declare Public Use by completing EXHIBIT 28 – PUBLIC AIRCRAFT OPERATIONS.

Refer to FAA AC 001-01.1B:

https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_001-01.1B.pdf

16. RESERVED

17. AIRCRAFT PERFORMANCE CHARTS

Submit the FAA approved aircraft performance charts that will be used in computing the Interagency Load Calculations. These aircraft performance charts will be part of the Contract award. The Contractor shall provide updated charts when the aircraft performance charts submitted are no longer valid.