



FOUR-PLACE HELICOPTER CHARTER

NON-MANDATORY FOR STATE AGENCIES

NON-MANDATORY FOR POLITICAL SUBDIVISION

Term: May 19, 2008 through December 31, 2009
Renewals Remaining: Four one-year renewal option

These contracts shall be on an as needed basis for all Executive Branch State Departments and will be administered through the development of lists of qualified companies that can perform helicopter charters. In working the lists, the lowest cost helicopter that meets the needs for a charter will be contacted first; if that helicopter is not available, the State will continue to work the list based on economy, utility and availability.

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FOUR-PLACE HELICOPTER CHARTER

NON-MANDATORY FOR STATE AGENCIES

NON-MANDATORY FOR POLITICAL SUBDIVISIONS

While this document contains a majority of the terms and conditions that apply to the above contract, it is not intended to be the complete contract.

CONTRACT INTENT: This Invitation to Bid is intended to result in non-mandatory, multiple award term contracts to provide helicopter charter services on an as-needed basis. The contracts established shall be on an as-needed basis for all executive branch state departments and will be administered through the development of lists of qualified companies that can perform helicopter charters. All other State of Alaska governmental entities may, at their option, purchase from the contracts resulting from this ITB. Other State of Alaska governmental entities include the Alaska Legislative Branch, the Alaska Court System, the University of Alaska, Boards and Commissions, and all State of Alaska political subdivisions - cities, towns, boroughs and school districts.

CONTRACTOR SELECTION PROCESS: Once the contracts are established, the contract administrator will compile lists showing the cost of all responsive and responsible bidders. Lists will be made for each location, and subdivided by rates, accessories, mechanic and other bid specifications.

Bidders meeting the minimum criteria will be ranked on the lists from least to most expensive based on hourly flight time cost. When the State needs helicopter services, the lists will be used by the project manager based on utility and economy.

Economy will be based on all cost factors that may affect total cost, including but not limited to: flight time, standby time, daily availability rate, additional pilot cost, number of hours or days required, location and aircraft performance factors.

In determining utility, the state will consider the type of helicopter needed to complete the mission and pilot requirements listed in the ITB. Helicopter shall be based on, but not limited to, aircraft capacities, performance and accessories and pilot requirements will be based on the specifications of the ITB, Attachment #1 and Attachment #2.

After determining utility and economy, the contractor meeting the requirements with the lowest priced helicopter will be contacted first. If, for any reason, the first contractor is not available or cannot perform the needed service, the State will contact the contractor with the next lowest priced helicopter. This process will continue until a contractor who can perform the service is identified.

PAYMENT FOR STATE PURCHASES: Payment for agreements under \$500,000 for the undisputed purchase of goods or services provided to a state agency, will be made within 30 days of the receipt of a proper billing or the delivery of the goods or services to the location(s) specified in the agreement, whichever is later. A late payment is subject to 1.5% interest per month on the unpaid balance. Interest will not be paid if there is a dispute or if there is an agreement that establishes a lower interest rate or precludes the charging of interest.

INVOICES: Invoices must be billed to the ordering agency's address. The contractor is responsible for acquiring the ordering agency's address for invoicing. The ordering agency will make payment after it receives the service and the invoice. Questions concerning payment must be addressed to the ordering agency. Payment will be made only for flight-time, standby-time or availability time as authorized by the State and in accordance with the terms and conditions of the contract.

CREDIT CARDS: The contractor shall accept the State Purchasing Card as an optional method of payment for purchases of under this contract. No additional fees for use of the Purchasing Card shall be billed to the State.

REQUIRED CERTIFICATIONS: To be considered, the contractor, helicopters, or employees (as appropriate) must have the following certifications.

- Certification under provision of the Federal Aviation Administration (FAA) 14 CFR, Part 135, Air Taxi Operators/Commercial Operations. Operations specifications must authorize operation of the following category and class of aircraft and conditions of flight: rotorcraft, multiple pilots, VFR day, VFR night, passenger and cargo.
- Certifications under 14 CFR, Part 133, External Load Operations.
- Helicopters furnished under charter shall have a standard airworthiness certificate.
- Installation of any special equipment specified in this ITB shall be approved by the FAA.
- Pilots who are available to work on State charters must have a current (in accordance with provisions of 14 CFR, Part 135) FAA Commercial Pilot certificate with appropriate rating (rotorcraft-helicopter).
- Pilots who are available to work on State charters must have a current Second Class Medical certificate issued under provisions of 14 CFR, Part 67.
- Mechanics that are available to work on State charters must have a valid FAA Mechanic certificate with airframe and powerplant ratings.

The State may request copies of these certifications at any time during the term of the contracts. Failure to supply the certification within the time required will cause the State to cancel the contract.

DESIGNATED BASE: The designated base for the aircraft will be at the aircraft's normal home base of operation. For charter purposes the State may accept the location of the aircraft at the time of rental or the designated base, which ever is in the best interest of the State. For instance, a flight may be chartered from Gambell to Allakaket. If the aircraft's normal base of operation is Fairbanks, the State would be liable for the cost of the flight-time originating and terminating at Fairbanks. However, if the aircraft is currently at another location different from its designated base, the State will be liable for the cost of the flight-time originating at the alternate location or the designated base, which ever is in the best interest of the State.

FLIGHT-TIME: Flight-time commences at take-off and ceases at landing. Flight-time will be measured in hours and nearest 1/10-hours as recorded on the flight hour meter. Flight-time as measured on the flight meter will be paid at the rate offered by the contractor in the bid schedule in this ITB. Flight-time does not include the time to load or unload equipment. Upon request of the State, flight times shall be recorded daily on a form provided by the State and shall be made available for audit by State personnel.

All flight-time shall be calculated at a "dry-rate", to include all costs directly attributed to actual flight.

DESTINATION POINTS: The destination points for the contract resulting from this ITB will be various locations, remote and non-remote, statewide.

CALCULATION OF PAYMENT:

For charters of less than 24 hours:

STANDBY-TIME: The State will be allowed 2 hours of standby-time to load and unload the aircraft at no additional cost. Standby-time will not be earned for stops involving any needed break involving the pilot or crew, taxi time, fuel stops, or acts of God, such as weather, which prevent the continuation of the flight.

ADDITIONAL STANDBY-TIME: Any standby-time in excess of two hours total, combined, for loading and unloading will be paid at the "Additional Standby-Time" rate listed by the contractor in the Bid Schedule.

- The State will pay for actual documented flight-time plus additional standby-time.
- Additional standby-time will be computed up to an 8-hour combination of flight-time and additional standby-time for single-crewed aircraft and up to a 10-hour combination for a pilot/co-pilot crewed aircraft. Example: a single crew aircraft accumulates 2 hours of standby-time, 6 hours of additional standby-time and 4 hours of flight-time, the contractor is allowed to charge the State for 4 hours of flight-time and 4 hours of additional standby-time, for a total combination of 8 hours.
- Should the number of flight-time hours be equal to or greater than the maximum combination hours allowed, the State will pay only the flight-time hours.

For daily charters of equal to or greater than 24 hours:

The State will pay the DAILY AVAILABILITY RATE plus the actual FLIGHT-TIME for all helicopters identified in that lot.

The cost for FLIGHT-TIME, ADDITIONAL PERSONNEL flight crew and mechanic are identical for all helicopters in each lot. The DAILY AVAILABILITY varies per the contractor's bid price.

No minimum flight-time is allowed for charters 24 hours or longer.

Availability for the Helicopter and equipment will be ordered, measured and recorded each day. Periods of unavailability will be accumulated for the day and rounded up to the next full hour whenever the contractor fails to comply with the contract requirements. Availability for the helicopter and equipment will be reduced by 0.1 day for each hour service is unavailable.

Payment for availability will not commence until the aircraft and flight crew arrive at the designated base and are available for standby. On the first day, if an aircraft arrives at the site required by the State before 1200 hours and meets the contract requirements, the contractor will be paid for a full day of availability. One-half the daily availability rate will be paid for aircraft that arrive after 1200 hours and is available for standby. On the last day of the service, aircraft released from assignment before 1200 hours will be paid one-half (1/2) of the daily availability rate. Aircraft released after 1200 hours will be paid the full availability rate.

The first and last day duty time will be computed based on the time zone at point of departure. The state will pay for fuel and transportation costs to the designated field base and/or alternate base.

The DAILY AVAILABILITY RATE shall include all fixed and variable costs (including but not limited to depreciation, salaries, overhead, permanent shop facilities, etc.) incurred in providing continuous service excluding costs directly attributed to actual flight-time.

ADDITIONAL CHARGES: The State will be responsible for the cost of aviation fuel used during the performance of services under this contract. The charge for fuel will be a pass through to the State and no additional charge for profit or overhead will be allowed. All charges for airport landing fees, and tie-downs may be passed on to the State as a pass through charge. No additional charge for profit or overhead will be allowed.

ADDITIONAL CREW: The State may request an additional pilot to replace the primary pilot in charge (PIC) during the mandatory relief period or for a second PIC to provide 24-hour staffing for the Helicopter and may request an additional mechanic at the costs indicated in the BID SCHEDULE. The State will reimburse the vendor for cost of meals, lodging, and transportation in support of an additional crew. Reimbursement will be commensurate with the rate applicable to State employees for the geographical area in which assigned.

OVERNIGHT: In the event that the pilot or crew is required by the State to overnight at a location before proceeding the following day, the State will have the option to provide meals and/or lodging or to pay an allowance for each night the pilot and crew is required to remain away from the designated base at a rate commensurate with the rate applicable to State employees for the geographical area in which assigned. If the State provides meals but not

lodging or lodging but not meals, the allowance will be adjusted as per the current State per diem policy. The State is not responsible for the costs to overnight because of mechanical failure, or any reason no fault of the State.

COMMENCEMENT OF SERVICE: The contractor must be able to provide service on the next available booking opportunity after the State requests service, weather permitting. The state will not expect the contractor to make departures that does not allow for safe operating procedures. In these instances the service must be provided at the next opportunity.

CANCELLATION: The State may cancel a scheduled charter at no cost to the state. The contractor may cancel a scheduled charter for weather conditions, mechanical failure or for other conditions at the discretion of the pilot.

In the event a scheduled flight must be cancelled, the contractor must be prepared to fulfill the terms of this contract as soon as conditions permit, at no additional cost to the state. For conditions not related to weather, the State at its option, may contact another carrier for service.

UNAVAILABILITY: If an aircraft is rendered inactive for reasons including, but not limited to, delivery delays, maintenance or FAA airworthy directive, the contractor may furnish a State approved substitute aircraft as long as it meets the specifications of the contract and is offered at the same cost as the original aircraft.

LOADING AND UNLOADING: For any accompanying cargo, the contractor must provide all necessary equipment suitable for loading and unloading. The contractor is responsible for loading and unloading the cargo. The State shall be responsible for delivering the cargo as close to the loading area as permitted. The contractor is responsible for unloading the cargo as close to the pick-up point as the location permits.

PICKUP AND DROPOFF: Pick up and drop off is to occur on a schedule mutually agreeable to the contractor and the ordering agency. Any changes to those times and dates must be agreed to by the State.

INSPECTIONS: The State reserves the right to inspect and approve any aircraft offered and inspect and approve its documentation at any time during the contract period. The equipment and attachments offered must be in good repair and capable of performing the work for which they were designed according to FAA guidelines. Any time during the contract period, if the State determines the aircraft is inoperable or not in airworthy condition, the contractor may offer a substitute aircraft, provided the State inspects and approves the substitute aircraft prior to use. Failure to provide the aircraft for inspection or deliver the documentation within the time specified by the State may cause the State to cancel the contract.

CONTRACT CANCELLATION: The State reserves the right to cancel a contract at its convenience upon 30 day written notice to the contractor. The State is liable only for payment in accordance with the payment provisions of this contract for services or supplies provided before the effective date of termination.

SPECIFICATIONS

Lot – 1 Specification

- Seating capacity Four place (pilot plus three passengers).
- Engine Piston or Turbine powered, minimum 200 shaft H.P.
- Useful load 700 pounds minimum.
- Range/Airspeed 3 hours total at 100 knots, minimum.
- Model recommended Robinson R44, or equivalent.

General Requirements

A helicopter under charter shall be operated and maintained by the contractor.

Services shall include, but not be limited to, transportation of personnel with equipment and supplies.

FLIGHT OPERATION: The contractor shall operate in accordance with its Approved FAA Operating Specifications and all portions of 14 CFR Parts 91, 133, 135, and 137 as appropriate. Contractor's helicopters are not considered to be public-use helicopters and will abide by the stipulations of the FAA-approved certificate.

The pilot is responsible for the safe operation of the helicopter and the safety of its occupants and cargo.

The pilot shall not permit any passenger to ride in the helicopter or any cargo to be loaded unless authorized by the State of Alaska.

For charters less than 24 hours, inclusion of a mechanic is at the discretion of the State. A request for a mechanic will be made at the time the charter is requested.

A helicopter or personnel under charter may be substituted by the contractor during performance of the charter provided such substitution meets all requirements of the contract and is approved by the State of Alaska before the time of exchange.

Regardless of location within Alaska, a helicopter or personnel under charter shall be substituted by the contractor at the request of the State if, in its judgment, the helicopter or personnel do not meet all requirements and specifications of the contract, jeopardize safety of state employees, adversely affect field operations, or the helicopter has a recognized mechanical problem critical to airworthiness. Substitution of a helicopter or personnel shall be completed within 24 hours after notification. Transportation of a substitute helicopter or personnel to the site of use, whether initiated by the contractor or the state, shall be at the expense of the contractor. If the contractor cannot supply a substitute the State reserves the right to contact another vendor.

The state reserves the right to release a contractor during a charter and procure an alternate contractor from the list at any time if the first contractor does not meet all requirements or specifications of the contract.

All computations are figured for gross weight, sea level, and standard atmospheric conditions.

HELICOPTER REQUIREMENTS: The helicopter and accessories shall be in operable condition and present a neat and clean appearance. Upholstery, paint, and Plexiglas shall be in good condition.

Helicopters shall be equipped with the following equipment and accessories according to FAA specifications:

- Magnetic compass.
- Free-air temperature gauge.
- Approved helicopter lighting for night operation in accordance with 14 CFR 91, including instrument lights.
- One set of individual lap belts for each occupant.
- Double-strap shoulder harness with inertia or locking reels for each front-seat occupant.
- Shoulder straps and lap belts shall fasten with one single-point, quick-release mechanism.

- One flight-time meter (Datcon P/N 102149 or equal) recording flight-time only in hours and tenths of hours and activated by an oil pressure switch wired in series with collective switch or equivalent system. The meter shall be installed in a location readable from the front observer's seat.
- Engine automatic relight is preferred but not mandatory on all contracts. At the discretion of the project manager, automatic relight may be determined critical for a specific charter.
- Personnel-access step on helicopters equipped with extended gear. A section of external cargo rack may be used as a step by providing a clear space covered with nonskid material.
- Main-rotor brake preferred but not required.
- One approved personal flotation device for each occupant per 14 CFR 91.33. All occupants shall wear a FAA or U.S. Coast Guard Type III approved personal flotation device when the helicopter is operated over water beyond power-off glide to shore distance.
- Flight Instruments for low visibility flight conditions, including Directional Gyro, Gyroscopic Bank and Pitch Indicator, Rate of Turn Indicator and Vertical Speed Indicator are preferred but not mandatory.
- Cabin heater and window defroster.
- Fresh air vents provided at each side of the passenger area. Window vents are acceptable.
- First-aid kit in accordance with specifications on page 19 of this ITB.
- Survival kit in accordance with pages 19 - 20 of this ITB.
- Fire extinguisher, as required by 14 CFR 135.155, containing a minimum of 1-1/2 pounds of extinguishing agent, rated for B and C fires.
- Current sectional aeronautical charts covering the area of operation and a current Alaska Supplement book.
- A white strobe light mounted on top of the helicopter, or otherwise visible from above. If the Aircraft Certification requires the anti-collision light to be aviation red, then a white strobe light with an independent activating switch shall be provided.

ACCESSORIES AND OPTIONAL EQUIPMENT: The State may request the following equipment if available from the contractor at no additional cost to the State. Optional equipment shall be used and attached according to FAA Specifications.

- External cargo rack(s) with tie-down net, straps or bungees. Cargo racks shall be at least four inches deep and all metal perforated construction, and meet construction methods and procedures in Advisory Circulars 43.13-1A and 43.13-2A.
- Barrel slings or lifters to transport two 55-gallon drums by external load.
- Floats.
- Emergency flotation landing gear (pop out).
- Cargo net, rated for the lifting capacity of the cargo hook and sling gear to include lead lines and swivels.
- An approved range extender.
- Four 5-gallon fuel cans with funnel and pour spout.
- Self-cocking, automatic-locking cargo hook with both electrical and manual release systems rated at the maximum external lifting capacity of the helicopter. The helicopter shall be equipped with a convex mirror for observation of the sling load by the pilot.
- Height-extended landing-skid gear.
- Detachable tundra boards or snow pads.
- Snow kit or necessary equipment according to factory specifications to allow flight during falling snow.
- Self-inflating life raft approved for use in extreme conditions.

AVIONICS REQUIREMENTS: All avionics systems used on charter helicopters and their installation and maintenance, shall comply with all applicable FAA and Advisory Circulars.

The contractor shall, at the request of the state, install state-furnished radio equipment (Convertacom, or equal) at no additional cost to the State, or must provide aircraft equipped with a VHF FM transceiver with user-programmable frequencies and capable of simplex and duplex operation in 150-160 MHz range.

The following avionics systems shall be furnished, installed and maintained in operating condition by the contractor(s) in each charter helicopter:

- Emergency Locator Transmitter (ELT). The ELT shall be an automatic portable type that meets TSO-C91, attached to the helicopter in the cabin, in a conspicuously marked location, easily accessible and removable in the event of an accident. ELT's with a unidirectional G-force sensor shall be mounted with the direction arrow or equivalent aimed 45 degrees downward from the normal forward direction of flight. The pilot shall ensure that each passenger is familiar with the operation of the ELT.
- VHF airways communication transmitter/receiver system, minimum 360 crystal controlled transmit and receive channels from 118.00 to 135.95 MHz in 50 KHz increments, minimum five watts transmit carrier power. A weather-proof external broadband antenna shall be mounted on the exterior of the helicopter.
- Radio installations shall be made in such a manner as not to interfere with passenger loading, safety, and/or seating configuration designed for collapse.
- An intercom system shall be provided between the pilot and front and rear passengers. Push-to-talk switches shall be provided for the intercom system for the pilot and each passenger. The pilot and each passenger shall be able to monitor helicopter radio transmissions over the intercom system.
- The helicopter intercom system and transmitter/receiver audio system shall be compatible with military SPH-4 or David Clark helmets equipped with high-impedance microphone and a one-prong plug (U-174/U) used by State passengers.
- Global Positioning System (GPS) Meeting the Following Requirements:
 1. The GPS shall meet provisions of Radio Technical Commission for Aeronautics DO-160(c) and FAA Advisory Circular (AC) 20-138. Hand-held portables must have aircraft VFR database. Marine units are not acceptable.
 2. The GPS unit shall be mounted in the aircraft. The unit shall be convenient for use by both the pilot and front seat observer.
 3. The GPS shall utilize an external mounted aircraft antenna and use aircraft power.
 4. The GPS shall have a Light Emitting Diode (LED), or other displays with high contrast. Some examples of acceptable displays are Electro luminescence or Film Super-Twisted LCD with backlight display.

The following avionics systems are preferred but not required:

- Automatic direction finder (ADF) receiver system with ADF indicator.
- VHF omni-directional range finder (VOR) navigation system with CDI.

MAINTENANCE REQUIREMENTS: The helicopter(s) shall be fully maintained by the contractor in accordance with the manufacturer's specifications and applicable FAA regulations. Helicopters maintained in accordance with 14 CFR 91.169(a) shall not be operated unless the 100-hour requirements of 14 CFR 91.169(b) are complied with at each 100-hour interval. All time-change components shall be replaced upon reaching the factory recommended time or FAA-approved extension, if applicable. The State project manager shall be advised of scheduled maintenance at least five work days prior to the charter.

The contractor shall maintain an adequate supply of repair or replacement parts that are most frequently used on the charter helicopter and the materials necessary to efficiently perform the functions required by the charter. The contractor shall also provide tools and special equipment recommended by the manufacturer of the charter helicopter for maintenance of that helicopter. Such parts and material shall be located at the designated base from which the helicopter will operate or a base sufficiently close to permit completion of maintenance within 24 hours. Transportation of required support personnel and supplies to a base of operation or of a helicopter to a base of operation for maintenance shall be at no cost to the state.

All applicable manufacturer's mandatory bulletins and FAA Airworthiness Directives shall be complied prior to performance of the charter.

Bulletins or Airworthiness Directives published during the charter shall be complied with in accordance with the individual bulletin or directive.

Prior to charter, all maintenance deficiencies shall be corrected in accordance with the operator's Approved Maintenance Manual. All deficiencies that occur during the charter shall be corrected in accordance with appropriate FAA regulations or the Approved Maintenance Manual.

The contractor shall ensure that all maintenance performed on charter helicopters is recorded in the affected helicopter's maintenance record in accordance with 14 CFR 43 and 14 CFR 91.

A copy of the charter helicopter's current maintenance record, containing the information required by 14 CFR 91.173 shall be kept at the designated base. The record shall be made available, upon request, for inspection by the State.

The helicopter's required weight and balance data shall be determined by actual weighing of the helicopter within two years preceding the charter, or renewal data, as applicable, and following any major repair or major alteration.

A functional maintenance test flight shall be performed at the contractor's expense following overhaul, repair and replacement of any engine, power train, or control equipment and following any adjustment of flight-control systems before the helicopter resumes service under the charter. The result of this test flight shall be logged in the helicopter records.

SERVICING REQUIREMENTS: Helicopters shall not be fueled with passengers aboard.

Helicopters shall be bonded/grounded whenever possible during fueling.

The contractor shall use only the type and grade of fuel that is specified by the manufacturer for the charter helicopter.

Lubricating oil and filters for routine servicing of the charter helicopter shall be supplied by the contractor.

The contractor shall furnish a power-driven or hand-operated portable fuel pump, with barrel stem, hoses, and filtration system for refueling in remote areas. The filtration system shall include a fuel filter water separator with a go-no-go type fuse, or a unit that accomplishes water separations with positive shutoff. The size of the filtration system unit shall be compatible with the pump size. All filtering components, including fuses, shall be changed annually or more often if necessary and the date of the change shall be placarded on the canister.

MECHANIC REQUIREMENTS: All mechanics offered for charter must be approved by the U.S. Department of the Interior, Office of Aircraft Services.

The State may require the contractor to provide the name of references for, each mechanic to be used in the charter or to work on charter helicopters, including substitute mechanics. When available, references shall be previous State project managers. References shall include the present employer, present address, and telephone number of each reference.

No mechanics offered for charter may have had their certificates suspended or revoked since January 1, 1993.

A contractor that is also the owner or operator of an FAA certified repair station may use that repair station to maintain chartered helicopter provided that the repair station is rated for the helicopter being maintained.

A mechanic shall have held an FAA mechanic certificate with airframe and power plant ratings, and been actively engaged in aircraft maintenance as a certified mechanic, for at least 18 months immediately preceding the charter.

A mechanic shall have been actively engaged in maintaining helicopters for three or more consecutive months during the 12-month period immediately preceding the charter.

A mechanic shall have satisfactorily completed a manufacturer's maintenance course or an equivalent contractor's training program for the make and model of helicopter offered, or have 12 months of experience maintaining a helicopter of the same make and model offered under charter.

The mechanic under charter shall be prepared to show evidence of maintaining a helicopter under field conditions for at least one full season (June through August) or for three consecutive months away from the contractor's base of operation with minimal supervision.

The mechanic under charter shall be available at the designated base or alternate base during the periods in which the helicopter is operating under charter to service and inspect the helicopter, monitor telephones or radio equipment, or both, while the helicopter is flying, and initiate search and rescue operations if needed.

Regardless of location in Alaska, the mechanic under charter shall be replaced within 24 hours after verbal or written notification if, in the opinion of the State, the mechanic is performing unsatisfactorily or adversely affecting field operations.

No pilot under charter shall perform maintenance for which an FAA Mechanic certificate is required, unless the pilot meets the mechanic requirements of this section.

FIRST-AID KIT REQUIREMENTS: First-aid kits for helicopters flying on State charters shall meet the following specifications:

1. Each first-aid kit must be dust proof and moisture proof.
2. The kit must be readily accessible in a location known to all passengers.
3. The contents shall meet the following minimum quantities:

ITEM	Quantity
Adhesive bandage strips, (3" long)	8
Antiseptic or alcohol wipes (packets)	10
Bandage compresses, (4")	2
Triangular bandage - 40" (sling)	2
Roller bandage, 4" x 5 yds (gauze)	2
Adhesive tape, 1" x 5 yds (std. Roll)	2
Bandage scissors	1
Body Fluids Barrier Kit	1
2-pair latex gloves	
1-face shield	
1-mouth to mouth barrier	
1-protective gown	
2-antiseptic towelettes	
1-biohazard disposable bag	

Note: Splints are recommended if space permits

SURVIVAL KIT: All helicopters flying on State charters must carry survival equipment in a readily accessible location known to all passengers.

Survival kits must contain, at a minimum, the equipment and emergency rations defined in Alaska Statute 02.35.110.

Attachment #1

Division of Geological & Geophysical Survey Supplemental Requirements

A helicopter under charter may be subject to the exclusive use and control of the State during the entire period of charter, except as authorized to the contrary by the project manager. Other authorized users shall pay all fuel costs, a proportionate share of maintenance costs, daily availability rate, and contractor personnel costs during the period of their use.

The state has interagency and cooperative agreements with other state agencies, federal agencies, and private landholders, and may dispatch a helicopter under charter for such cooperative use.

The state may require that all helicopters offered for charter be approved by the U.S. Department of the Interior, Office of Aircraft Services, and that a valid, current card OAS for the helicopter be provided.

PILOT REQUIREMENTS:

The State may require all pilots offered for charter to be approved by the U.S. Department of the Interior, Office of Aircraft Services (with valid OAS card in possession) and have demonstrated geologic mapping and mountain flying experience. Additionally, the State may require the pilot to be approved by the U.S. Department of the Interior, Office of Aircraft Services, for U.S. Geological Survey work in Alaska (with current card in possession at all times). The State may require the contractor to document the experience. If required, the State at its option, may provide forms to document experience. Failure of the contractor to provide the documentation in a timely manner may cause the State to cancel the contract.

The State may require the contractor to provide the name of references for pilots to be used in the charter, including substitute pilots. References shall include the present employer, present address, and telephone number of each reference.

Pilots shall be prepared to show evidence of satisfactorily passing FAA currency flight checks in accordance with provisions of 14 CFR Part 135, in the make and model of helicopter under charter.

No pilots offered for charter may have had their certificates suspended or revoked since January 1, 1993.

No pilots offered for charter may have been involved in a crash since January 1, 1993, with documented injuries that were caused by pilot error.

Pilots shall be prepared to verify flight hours from a certified log to the project manager.

Pilots flying under charter shall have logged flight hours as pilot-in-command for at least the amounts listed below. Individual flight-hour requirements can count toward other flight-hour requirements.

- Total helicopter 3,000
- Geologic mapping and survey type operations in remote and rugged terrain since January 1, 1992 600
- Mountainous flying: ten hours shall have been in the make, model, and series of helicopter offered under charter 400
- Total in last 12 months 100
- Total in helicopter weight class 100
- Total in turbine helicopters 100
- Make and model under charter 50
- Make and model last 60 days 10
- Make and model last 30 days 5

At the request of the project manager, each pilot shall wear an aviator's protective helmet. Helmets shall be furnished by the contractor. The helmet shall be equipped with a boom microphone, headset, and a chinstrap.

Geological mapping and survey type operations are defined as mapping and surveying type operations in remote and rugged terrain similar to areas of operations for this contract involving numerous landings and take-offs at unprepared sites at different elevations and under varied wind, rain, snow, fog, and other inclement weather conditions, and sometimes involving heavy timber or brush, all requiring a high degree of pilot skill.

Mountainous flying is defined as conducting helicopter flight operations in mountainous terrain, including pinnacle landings and approaches at varying elevations and density altitudes of over 5,000 feet above sea level, and in areas of rugged peaks, deep canyons, cliffs, rock outcroppings, steep slopes, including landing on mountain tops and confined areas surrounded by trees, brush, rocks, snow, or ice.

Pilots shall be qualified for Class A and B external load operations.

FLIGHT TIME AND DUTY TIME LIMITATIONS:

Flight crews shall not exceed the following flight time and crew duty time limitations.

Maximum of eight hours flight time per 24-hour duty period for single-pilot crew.

Maximum crew duty period including flight and standby time of 14 hours in any 24-hour period. At least ten consecutive hours off duty will be required prior to each duty period during each 24-hour period.

Maximum of 42 hours flight time during any consecutive six-day period, except during emergency medical situations or for unscheduled en route delays due to weather conditions. When a pilot or crew acquires the maximum number of flight hours in a consecutive six-day period, the pilot or crew shall have the following 24-hour period off duty and a new six-day cycle will begin.

Pilots shall, at their discretion, have one 24-hour period off duty after each consecutive 14 days of flight duty, except during emergency medical situations.

Pilots may be removed from duty by the project manager for fatigue or other causes before reaching their flight-hour or duty limitations.

Pilot flight time shall begin at takeoff and end at landing, and will be computed from the flight-hour meter in the helicopter.

Pilot flight time shall be cumulative and subject to the pilot flight-time and duty-time limitations specified in the contract.

Attachment #2

Division of Forestry Supplemental Requirements (for wild land fire suppression only)

The State of Alaska/DNR Division of Forestry has interagency and cooperative agreements with other State agencies, Federal Agencies, and private landowners, and may dispatch aircraft under this contract for cooperative use. The intent of these Supplemental Requirements is to ensure standard equipment requirements and operating procedures among State and Federal Cooperators. The Division of Forestry operates under the requirements of the DOF Aviation Policy and Procedures Manual (PPM 2600)

Aircraft shall have been issued and have on board an Interagency Aircraft Data Card (USDI-OAS, or USDA-Forest Service) for the appropriate mission (i.e. Interagency-Fire, Local Fire Suppression, Water Bucket, External Load, Long-Line, Aerial Firing, or Reconnaissance)

The Pilot shall possess an Interagency pilot qualification card (USDI-OAS, or USDA-Forest Service) that documents their qualification for the assigned mission (i.e. Sling Operations, Fire Suppression/Helitack, Helitanker/Bucket, Reconnaissance/Surveillance, Mountain Flying, Longline).

Pilot Requirements:

Pilots shall have logged minimum-flying time as Pilot-In-Command as follows:

- 1500 hours total time in helicopters.
- 100 hours total time in helicopter in last 12 months.

- 100 hours total time in weight class of helicopter offered. Defined as: Small - Up to an approved gross weight of 6000 pounds, Medium - Between 6001-12500 pounds approved gross weight, Large - Above 12,500 pound approved gross weight.
- 100 hours total time in turbine helicopters.
- 50 hours total time in make and model of helicopter offered. Requirements may be reduced by 50% if the pilot shows evidence of satisfactorily completing the manufactures approved ground school and flight check in make, model and series of helicopter used on this contract.
- 10 hours total time in make, model and series of helicopter offered, last 60 days.
- 5 hours total time in make, model, and series of helicopter offered, last 30 days.
- 10 hours total time in non-radar environments and remote locations in make and model helicopter offered. Defined as: rural Alaska or similar location.
- 200 hours total time in mountainous terrain. Defined as pinnacle landings and approaches at various elevations and density altitudes in areas of rugged peaks, deep canyons, cliffs, rock outcroppings, steep slopes, including landing on mountain tops and confined areas surrounded by trees, brush, rocks, snow, and ice.

The Division of Forestry may provide forms to document experience.

FLIGHT TIME AND DUTY TIME LIMITATIONS:

- Pilots are required to have two (2) calendar days off every 14 consecutive calendar days.
- Pilots shall have a maximum of 42 hour's flight time during any consecutive six-day period.
- When a pilot acquires more than 36 hours of flight time in any consecutive six-day period that pilot will be given the following calendar day off duty.
- Additional Pilots may be requested to continue service during mandatory days off periods. Cost for additional pilots will be compensated at a rate identified in the bid schedule.

Pilots shall wear helmets for all flights. Aviator's protective helmet for the pilot equipped with a boom-microphone and headset compatible with the radio specifications of this contract. The helmet shall be equipped with a chinstrap and be individually fitted to cover the head and provide protection for ears and temples.

Pilots shall wear a long sleeve shirt and trousers (or long sleeved flight suit) made of fire

resistant polyamide or aramide material or equal. Pilots shall wear boots made of all leather uppers that come above the ankles and leather or polyamide gloves. All clothing shall overlap to prevent exposure to flash burns.

Pilots shall wear a personal flotation device when conducting hovering flight operations over water (water bucket dipping/snorkeling). This equipment shall be maintained and in serviceable condition in accordance with the manufacturers instructions.

Special Equipment Requirements:

One-folding water and retardant bucket similar to a "Bambi" style bucket. Size must be commensurate with the maximum lifting capacity of the helicopter and its capacity shall be adjustable by load level adjusting method. Bucket must be collapsible and be able to be carried inside the helicopter. The bucket shall be marked indicating capacity in gallons and weight. Markings shall be on the side of the bucket at the ports or on the internal adjusting strap of the "Bambi" bucket.

One VHF-FM transceiver such as the Technisonics TFM-138 / 150 series or other VHF/FM transceiver which has been approved for interagency fir aviation usage and meets the following criteria.

- Transceiver operational frequency range shall include the band of 150 – 174 MHz, with a minimum of 100 user-programmable channels in selectable 2.5 KHz increments, and with channel spacing of no greater than 25 KHz.
- Narrow-band (12.5 KHz) channel spacing and adherence to the standards of RTCA document DO-160C is required.
- The operator shall be able to program any useable channels within that band while in flight.
- A SCAN function shall be provided for all MAIN preset channels.
- Carrier output power shall be not less than 10 watts.
- The transceiver shall be capable of displaying receiver and transmitter operating frequency, and shall provide both receiver and transmitter activation indicators for MAIN and GUARD.
- Simultaneous monitoring of both MAIN (150 – 174 MHz) and GUARD (168.825 MHz) receivers is required. Scanning of the GUARD frequency is not acceptable.
- The transceiver's operational controls must be located and arranged so that the pilot and observer/ co-pilot, when seated, have full and unrestricted movement of each control without interference from their clothing, the cockpit structure or the flight controls.
- Two CTCSS sub-audible tone encoders with a minimum of 32 selectable tones meeting the current EIA RS-220 standard are required, which shall be integral parts of the transceivers, providing a display of the selected tone.
- The encoder / transceiver systems shall be capable of encoding a 110.9 Hz tone on all GUARD (168.625 MHz) transmissions.

The Division of Forestry may require the transportation of hazardous materials. Such transportation shall be in accordance with the Department's Aviation Transport of Hazardous Materials Handbook. A copy of the Department's Aviation Transport of Hazardous Materials Handbook shall be onboard the aircraft during all operations conducted under this contract. This handbook will be provided upon award of the contract or if requested by potential Contractors. It is the Contractor's responsibility to insure that each employee that may perform a function subject to this exemption receives training on the requirements and conditions of this exemption. Documentation of this training shall be retained in the employee's records.

