

EXHIBIT B

INVITATION FOR BID

MULTI-MISSION AIRCRAFT

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Colorado Division of Fire Prevention and Control

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INVITATION FOR BID – MULTI-MISSION AIRCRAFT

1. SCOPE

This Invitation for Bid (IFB) is for the procurement, modification, operation, and maintenance of two (2) fixed wing aircraft, as part of the State of Colorado Wildland Fire Management System.

2. APPLICABLE DOCUMENTS

All applicable documents are incorporated as part of the IFB.

3. MULTI-MISSION AIRCRAFT (MMA) REQUIREMENTS

- 3.1 The MMA standard crew shall be composed of one (1) pilot and one (1) sensor operator.
- 3.2 The MMA shall be capable of operations at altitudes up to 30,000 ft. MSL.
- 3.3 The MMA shall provide data connectivity to the Colorado Wildfire Information Management System (CO-WIMS) at any location in the state.
- 3.4 The MMA shall capture thermal imagery.
- 3.5 The MMA shall capture color imagery.
- 3.6 The MMA shall provide the geo-position of captured imagery.
- 3.7 The reported geo-position of the imaging system shall be accurate to within 50 feet.
- 3.8 The MMA's imaging system shall cue to a user commanded geo-position to within 50 feet (e.g. look at a user entered latitude/longitude).
- 3.9 All imagery provided by the MMA shall be orthorectified and delivered directly into CO-WIMS.
- 3.10 The MMA shall report its own-ship position directly to CO-WIMS.
- 3.11 The reported position of the MMA shall be updated at an interval of no less than 30 seconds.
- 3.12 The MMA shall be capable of providing near-real-time moving imagery directly to CO-WIMS.
- 3.13 The moving imagery provided to CO-WIMS shall have a resolution of at least 640x480 pixels.
- 3.14 The moving imagery provided to CO-WIMS shall have a frame rate of at least 12 frames per second.
- 3.15 The moving imagery provided to CO-WIMS shall be compressed using h.264 compression.
- 3.16 The moving imagery provided to CO-WIMS shall be provided at a bitrate of at least 300,000 bits per second.

INVITATION FOR BID – MULTI-MISSION AIRCRAFT

- 3.17 The moving imagery provided to CO-WIMS shall be embedded with the applicable geospatial parameters as defined by the MISB 0601.5 standard.
- 3.18 The MMA shall be capable of recording and mapping the location of aerially applied water or fire retardant.
- 3.19 The MMA shall be capable of recording and mapping a fire's progression over time.
- 3.20 The MMA shall provide incident reports directly to the state's information management system to include:
 - 3.20.1 Fire location perimeter
 - 3.20.2 Fire intensity map
 - 3.20.3 Fire behavior description
- 3.21 The sensor operator shall be capable of communicating with wildfire management personnel using a textual chat tool.
- 3.22 The MMA aircrew shall be equipped with two Incident Command (IC) radios approved by the National Interagency Incident Communication Division.
- 3.23 The MMA aircrew shall be equipped with one Incident Command radio in the 800 MHz band configured to communicate with Colorado emergency response personnel.
- 3.24 Each IC radio installed in the MMA shall be operable by all crew members.

4. CERTIFICATIONS

- 4.1 Contractors shall hold a current Federal Aviation Administration (FAA) Air Carrier or Operating Certificate. Aircraft offered shall be listed by make, model, series, and registration number on the Operator's 14 CFR 135 Operating Certificate.
- 4.2 Aircraft shall conform to its approved type design, be maintained and operated in accordance with the requirements of the 14 CFR 135 notwithstanding the aviation regulations of the States in which the aircraft may operate except those requirements specifically waived by DFPC.
- 4.3 All passenger-carrying flights shall be conducted in accordance with the Contractor's 14 CFR part 135 operation specifications, and all FAA approved and accepted manuals.

5. AIRCRAFT REQUIREMENTS

- 5.1 The aircraft furnished shall have certified power plant and airframe log books and other necessary papers substantiating the maintenance, overhaul, and airworthiness history.

INVITATION FOR BID – MULTI-MISSION AIRCRAFT

- 5.2 The aircraft furnished shall have fewer than 3,000 total hours since new.
- 5.3 Minimum Platform Capability. The following specifies the minimum platform capability requirements:
 - 5.3.1 Turboprop
 - 5.3.2 Single or dual engine
 - 5.3.3 Single pilot
 - 5.3.4 VFR/IFR Day/night FAA certification
 - 5.3.5 Pressurized
 - 5.3.6 Air Conditioned
 - 5.3.7 Capable of carrying one (1) pilot and at least three (3) passengers
 - 5.3.8 Operate continuously in light to moderate turbulence and occasional exposure to severe turbulence
 - 5.3.9 Airframe currently in production and/or well-supported model to support a ten (10) year outlook
 - 5.3.10 Maintenance, engineering support, service, and parts supply availability to support a ten (10) year outlook
 - 5.3.11 Performance:
 - 5.3.11.1 Cruise speed greater than 250 KTAS
 - 5.3.11.2 Payload greater than 2,000 lbs
 - 5.3.11.3 Endurance greater than four (4) hours + 30 min reserve fuel
 - 5.3.11.4 Range greater than 1,500 nm range
 - 5.3.11.5 Take-off from and land to a 2,500 ft runway

6. EO/IR SYSTEM MISSION

- 6.1 The objective is to achieve real-time or near real-time airborne fire intelligence for overall situational awareness and tactical use. This system is to be comprised of a day and night surveillance capability as well as targeted local area of interest observation capability.
- 6.2 The MMA shall provide the ability to provide a surveillance area of the fire via color camera and IR for both day and night operations.
- 6.3 The MMA shall provide a Field of Regard (FOR) capable of viewing ground/fire and airborne assets at various lookdown angles (180° spherical lookdown/around capability) independent of platform position and attitude.
- 6.4 The MMA shall provide the ability to constantly observe an area of interest in a wide Field of View (FOV) and varying operator selectable magnifications of narrowing FOVs.
- 6.5 The MMA shall provide resolution in both color and IR sensors in which product imagery would allow for the differentiation of objects such as: spot fire of 0.5 meter radius, fire apparatus, suppressants, differentiate combusting fuels from solar heated substrates (rock surfaces, building surfaces, road surfaces). Specific objectives include but are not limited to:
 - 6.5.1 The ability to observe airborne fire ember spread to ascertain potential for spot fire distance

INVITATION FOR BID – MULTI-MISSION AIRCRAFT

- 6.5.2 The ability to detect freshly airborne deployed retardant and past airborne retardant deployments
- 6.5.3 The ability to differentiate between airborne delivered water suppressant deployment and the surface onto which it was deployed
- 6.5.4 The ability to detect personnel and vehicles within close proximity of the fire line
- 6.5.5 The ability to assess flame height and intensity
- 6.5.6 The ability to ascertain fuel source vegetation types

- 6.6 The MMA shall provide operator selectable Field of View (FOV) magnification.

- 6.7 The MMA shall provide ability to manually slew the sensor FOV within the FOR.

- 6.8 The MMA shall provide tracking and pointing to include:
 - 6.8.1 Geospatial referenced pointing
 - 6.8.2 Autonomous target tracking
 - 6.8.3 Manual target tracking

- 6.9 The MMA shall provide the ability of crew to select/adjust sensor detection characteristics and image display characteristics to facilitate optimization of the image based on terrain, day/night, smoke/haze, and fire intensity.

- 6.10 The MMA shall operate within the flight envelope and under the same climatic altitude and operating conditions as the aircraft platform.

- 6.11 The MMA shall provide the ability of the system to conduct on-board digital video recording.

- 6.12 The MMA shall provide the ability for time marking (stamping) of events.

- 6.13 The MMA shall provide ability for play back of recorded imaging off aircraft for digital playback.

- 6.14 The MMA shall provide direct streaming of geospatial products to CO-WIMS.

- 6.15 The MMA shall provide sensor operator controls and display to include:
 - 6.15.1 On-board display of:
 - 6.15.1.1 Passive target elevation and geo-location (lat/long)
 - 6.15.1.2 Sensor line-of-site orientation and location

 - 6.15.2 Draw overlay: The ability to “draw” depiction of airspace coordination measures and “mapping” of the fire line and areas of interest as an overlay. Drawing kit comprised of color selectable color: splines, lines, circles, squares, and rectangles as well as text.

 - 6.15.3 Feature overlay: The ability to integrate geo-referenced (WGS-84) depiction of geo-features to include terrain feature nomenclature (i.e. names of mountains, rivers, streams, improved and unimproved roads, manmade features, etc.)

INVITATION FOR BID – MULTI-MISSION AIRCRAFT

- 6.15.4 Force overlay: The ability to integrate graphical geo-referenced depiction of real-time air and ground resource disposition.
- 6.15.5 Fire map overlay: The ability to integrate geo-referenced depiction of fire disposition
- 6.15.6 A selectable declutter capability for each overlay depiction: Draw overlay, Feature overlay, Force overlay, Fire map overlay.

7. DATALINK SYSTEM

- 7.1 The MMA shall provide a bidirectional data link system and subscription to facilitate open access to the internet with the ability to:
 - 7.1.1 Provide at least 300,000 bits per second upload (aircraft to network) and download (network to aircraft)
 - 7.1.2 Data delivery directly to the CO-WIMS
- 7.2 Data flow capability will be comprised of sensor imagery, feature overlay, draw overlay, force overlay, fire map overlay and internet access.

8. CELLULAR DATA CAPABILITY

As a desired option to this contract, the Contractor shall provide the ability to provide cellular telephone and data services to ground personnel. This capability would provide the ability to send and receive phone calls, text messages, and access to CO-WIMS to ground personnel in remote areas where cellular service is unavailable.

9. AVIONICS SYSTEM

- 9.1 Required avionics systems shall be furnished, and installed, by the Contractor in accordance with the manufacturer's specifications and the installation and maintenance standards. All avionics systems, radios, components and other electronics shall be readily accessible for maintenance, and shall not interfere with passenger space, egress or comfort.
 - 9.1.1 Two VHF-AM Radios (COM 1 and COM 2)
 - 9.1.2 Two VHF-FM Radios (FM 1 and FM 2)
 - 9.1.3 Intercom System (ICS) with separate audio control for pilot, co-pilot, and two passenger locations
 - 9.1.4 One IFR certified Global Positioning System (GPS) WAAS certified with moving map
 - 9.1.5 Emergency Locator Transmitter (ELT) certified to TSO-C126
 - 9.1.6 One Mode S Transponder
 - 9.1.7 One Traffic Avoidance System (TAS) or Traffic Collision Advisory System (TCAS)
 - 9.1.8 A three Axis Autopilot (Roll, Pitch, Yaw)
 - 9.1.9 One RADAR Altimeter
 - 9.1.10 One Multi-Function Display (MFD)
 - 9.1.11 Equipment and lighting for night VFR operations in accordance with 14 CFR 135.159 and 14 CFR 135.161
 - 9.1.12 Two VOR/Localizer systems

INVITATION FOR BID – MULTI-MISSION AIRCRAFT

- 9.1.13 One Glideslope system interfaced to the #1 Localizer
- 9.1.14 One Marker Beacon system
- 9.1.15 One Weather RADAR system
- 9.1.16 One Satellite Weather system with XM Aviator subscription or equivalent
- 9.1.17 One Class B Terrain Awareness and Warning System (TAWS)

10. COMMUNICATIONS SYSTEMS

10.1 VHF-FM Radios

- 10.1.1 All aircraft approved for fire operations shall use P25 Digital VHF-FM transceivers meeting the specifications of FS/OAS A-19.
- 10.1.2 FM radios used in all aircraft shall be agency approved. FS/OAS A-19 and a list of currently approved FM radios can be found on the following website: <http://www.nifc.gov/NIICD/documents.html>. The following requirements shall be met:
 - 10.1.2.1 VHF-FM radios shall be aeronautical transceivers, permanently installed in a location that is convenient to the PIC and sensor operator
 - 10.1.2.2 Radios shall operate in the frequency band of 138 to 174 MHz.
 - 10.1.2.3 Narrowband and digital operation shall be selectable by channel for both MAIN and GUARD operation
 - 10.1.2.4 Carrier output power shall be 6-10 Watts nominal.
 - 10.1.2.5 Transceivers shall have a GUARD capability constantly monitoring 168.625 MHz and have a tone of 110.9 on all GUARD transmissions.
 - 10.1.2.6 Radios shall simultaneously monitor MAIN and GUARD frequencies. Scanning of GUARD is not acceptable.
 - 10.1.2.7 Transceivers shall have the capability of encoding CTCSS sub audible tones on all channels. A minimum of 32 tones meeting the current TIA/EIA-603A standards shall be selectable.
 - 10.1.2.8 Transceivers shall have the capability to display both receiver and transmitter frequencies. Activation indicators for transmit and receive shall be provided for both MAIN and GUARD operation.

11. INTERCOM SYSTEM (ICS)

- 11.1 ICS shall integrate with the aircraft audio control systems and mix with selected receiver audio.
- 11.2 An ICS volume control and a voice activated microphone capability shall be provided for all stations.
- 11.3 The PIC shall have an isolation capability.
- 11.4 Controls for transmitter selection and independent receiver selection of all required radios shall be provided for each required audio control system.

INVITATION FOR BID – MULTI-MISSION AIRCRAFT

- 11.5 Sidetone shall be provided for the user as well as for cross monitoring by all installed systems.
- 11.6 Receiver audio shall be automatically selected when the corresponding transmitter is selected.
- 11.7 Receiver audio shall be provided to each position which requires ICS.
- 11.8 All station positions shall have a separate audio control system from that of flight deck station control systems.
- 11.9 The system shall be designed for use with 600 ohm earphones and carbon equivalent, noise cancelling, boom type microphones.
- 11.10 All positions shall have JJ-033 and JJ-034 type microphone and headphone jacks separated by no more than 4 inches.
- 11.11 Cockpit speakers shall be sufficiently amplified for use in flight.
- 11.12 Flight deck crew positions shall have radio Push-To-Talk (PTT) switches on their respective flight controls.
- 11.13 The audio controllers for the pilot, forward observer and aft stations shall have individual volume controls to independently adjust receiver audio levels for each installed receiver.
- 11.14 The volume controls shall be integral to the audio controllers.

12. AIRCRAFT MISCELLANEOUS REQUIREMENTS

- 12.1 Aircraft shall be equipped as required under 14 CFR Part 135 for VFR, IFR, night flights, flights above 10,000 feet, and flights in Class A and B Airspace.
- 12.2 Each aircraft shall have a first aid kit which shall be in a dust-proof and moisture-proof metal or heavy plastic container. The kit shall be readily accessible to the pilot and passengers. The contents will include the following minimum items:

Item Description	Quantity
Adhesive bandage compresses (3 inches long)	8
Antiseptic or alcohol wipes (packets)	10
Bandage compresses, (4 inches)	4
Triangular bandage compresses, 40 inch (sling)	2
Roller bandage, 4 inch x 5 yards (gauze)	2
Adhesive tape, 1 inch x 5 yards (standard roll)	1
Bandage scissors	1
Body Fluids Barrier Kit: 1 2-pair of latex gloves; 1-face shield; 1-mouth-to-mouth barrier; 1-protective gown; 2-antiseptic towelettes; 1-biohazard disposal bag	
Note: Splints are recommended if space permits	

INVITATION FOR BID – MULTI-MISSION AIRCRAFT

- 12.3 Kits may be commercially available types which are FAA approved for the appropriate numbers of crew and passengers carried.
- 12.4 Aircraft shall have a survival kit with sufficient equipment to sustain personnel for a 24-hour period. As a minimum, the survival kit will include the following:
 - 12.4.1 Knife
 - 12.4.2 Signal Mirror
 - 12.4.3 Aviation Type Signal Flares (6-each)
 - 12.4.4 Matches (2-small boxes in waterproof containers)
 - 12.4.5 Space Blanket (1-per occupant)
 - 12.4.6 Water
 - 12.4.7 Food (2-days emergency rations per occupant)
 - 12.4.8 Candles
 - 12.4.9 Collapsible Water Bag
 - 12.4.10 Whistle
 - 12.4.11 Magnesium Fire Starter
 - 12.4.12 Nylon Rope or Parachute Cord (50 feet)
 - 12.4.13 Container w/carrying Handle or Straps
 - 12.4.14 Large Plastic Bags
 - 12.4.15 Signal Panels
 - 12.4.16 Flashlight with Spare Batteries
 - 12.4.17 Collapsible Shovel
 - 12.4.18 Sleeping Bag (1-per two occupants)
 - 12.4.19 Survival Manual (Arctic/Desert)
 - 12.4.20 Axe or Hatchet
 - 12.4.21 Personal ELT
 - 12.4.22 Sunscreen
 - 12.4.23 A 760 channel VHF transceiver radio or satellite phone

13. AIRCRAFT CONDITION

- 13.1 The aircraft shall be in airworthy condition throughout the performance period and hold a valid FAA airworthiness certificate. All equipment required for original certification shall be installed and operable or be deferrable per 14 CFR 91.213.
- 13.2 The aircraft interior shall be maintained so as to repair tears, rips, cracks, and other significant damage. It is anticipated that the aircraft will experience normal wear and tear.
- 13.3 The aircraft exterior finish, including the paint, shall be clean, neat, and in good condition (i.e. no severe fading or large areas of flaking or missing paint etc.). Any corrosion shall be within manufacturer or FAA acceptable limits.
- 13.4 The aircraft shall have a high visibility paint scheme with lettering and logos approved by DFPC.
- 13.5 All windows and windshields shall be clean and free of scratches, cracks, crazing, distortion, or repairs, which hinder visibility.

14. ABBREVIATIONS

A&P – Airframe & Powerplant (Mechanic)
AC – Advisory Circular
AD – Airworthiness Directive (when used in conjunction with pay rates for firefighting personnel, this abbreviation may mean "Administratively Determined").
AFM – Aircraft Flight Manual
AGL – Above Ground Level
AIM – Airman's Information Manual
ASM – Aerial Supervision Module
ATGS – Air Tactical Group Supervisor
ATP – Air Tactical Pilot
CAB – Civil Aeronautics Board
CDR – Critical Design Review
CFR – Code of Federal Regulations
CO-WIMS – Colorado Wildfire Information Management System
DFPC – Division of Fire Prevention and Control, Colorado Department of Public Safety
FAA – Federal Aviation Administration
FAO – Forest Aviation Officer
FAR – Federal Acquisition Regulations
FASD – Fire Application Support Desk
FOB – Forward Operating Base
GPS – Global Positioning System
ICAO – International Civil Aviation Organization
ICS – Intercom System
IFB – Invitation for Bid
IFR – Instrument Flight Rules
IR – Infrared
M&IE – Meals and Incidental Expenses
MMA – Multi-Mission Fixed Wing Aircraft
MOB – Main Operating Base
MSL – Mean Sea Level
NTSB – National Transportation Safety Board
PIC – Pilot-in-Command
POH – Pilot's Operating Handbook
PPE – Personal Protective Equipment
TBO – Time Between Overhaul
VFR – Visual Flight Rules

15. DEFINITIONS

As used throughout the Contract, the following terms shall have the meaning set forth below:

Aircraft. The Multi-Mission Fixed Wing Aircraft (MMA), as set forth in Exhibit B.

Aircraft Accident. An occurrence associated with the operation of an Aircraft, which takes place between the time any person boards the Aircraft with the intention of flight and all such persons have

INVITATION FOR BID – MULTI-MISSION AIRCRAFT

disembarked, and in which any person suffers death or Serious Injury, or in which the Aircraft receives Substantial Damage.

Aircraft Ground Mishap. An Aircraft mishap in which there is no intent to fly; however, the power plants and/or rotors are in operation and damage incurred requiring replacement or repair of rotors, propellers, wheels, tires, wing tips, flaps, etc., or an injury is incurred requiring First Aid or Medical Attention.

Aircraft Incident. An occurrence other than an accident, associated with the operation of an Aircraft, which affects or could affect the safety of operations.

Alert Status. A status subject to flight and Duty limitations, in which the Contractor personnel have one hour to return to standby if ordered by the Contractor to do so.

Alternate Base. A base other than the Main Operating Base (MOB), established to permit operation from vicinity of a project area.

Assigned Work Location. The location designated by the Contractor from which an ordered flight will originate.

Authorized Crewmember. A person assigned to perform duties in an aircraft during Flight Time.

Authorized Flight or Flying Time. The actual time that an airplane begins the takeoff roll until it is back in the blocks for the purpose of the task or tasks to which assigned under an ordered flight when such time is recorded by the pilot and approved by a designated DFPC official as having been properly performed.

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

Aviation Manager. The DFPC Aviation Program Manager.

Aviation Mishap. Any Aircraft Accident, Incident-With-Potential, Aircraft Incident, Aviation Hazard, or Aircraft Maintenance Deficiency.

Cargo. Any material thing carried by the Aircraft.

Civil Twilight. Begins in the morning, and ends in the evening when the center of the sun is geometrically 6 degrees below the horizon.

Contract. A contract entered into by the State and the awarded Bidder in accordance with this IFB.
Contractor. The awarded Bidder under this IFB.

Duty. That period that includes Flight Time, ground Duty (pre- and post- flight inspections) of any kind, and standby or alert status at any location.

Empty Weight. The last weight and moment entry on the Aircraft weight and balance record. Empty weight is determined using weight and balance data which was determined by actual weighing of the Aircraft within 24-calendar months preceding the starting date of the Contract, or renewal period, and

INVITATION FOR BID – MULTI-MISSION AIRCRAFT

following any major repair or major alteration or change to the equipment list which significantly affects the center of gravity of the Aircraft.

Federal Aviation Regulations. Rules and regulations contained in Title 14 of the Code of Federal Regulations.

First Aid. Any medical attention that involves no medical bill. If a physician prescribes medical treatment for less than serious injury and makes a charge for this service, that injury becomes "medical attention."

Flight Crew. Those Contractor personnel required by the Federal Aviation Administration or DFPC to operate the Aircraft safely while performing the Services under the Contract.

Flight Rate. The Contract unit price per hour of Flight Time as found in the schedule of items. (Includes base cost plus fuel costs.)

Flight Time. Flight Time shall be measured from the time the Aircraft commences its takeoff roll until it returns to the blocks or as recorded by a flight meter activated by a squat or air switch. Elapsed time will be recorded in hours and hundredths of hours.

Fuel Cost. The variable portion of the Flight Rate that is subject to change due to fuel price change.
Fuel Endurance. Fuel required for a mission plus 14 CFR required IFR or VFR fuel reserves.

Fully Operational. Airplane, pilot(s), other personnel, repairs, operating supplies, service facilities, and incidentals necessary for the safe operation of the airplane both on the ground and in the air.

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

Incident. An occurrence other than an accident, associated with the operation of an Aircraft, which affects or could affect the safety of operations.

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. Final classification will be determined by the agency Aviation Safety Manager.

Instrument Flight Rules (IFR). As defined in 14 CFR 91.

Internal Cargo Compartments. An area within the airplane specifically designed to carry cargo.

Law Enforcement. Those duties carried out by Federal and state agency personnel together with personnel from cooperating agencies, to enforce various Federal and state laws applicable to trespass (those activities relating to timber, grazing, fire, occupancy and others). Other activities can include those that are illegal under the Antiquities Acts (16 USC 431-433) and the manufacturing, production, and trafficking of substances in violation of the Controlled Substances Act (16 U.S.C. 559b-f)) and other illegal activities occurring on agency jurisdictional lands. Specific law enforcement activities can include surveillance (visual, infrared, or photographic), transportation of law enforcement personnel and persons in custody and transportation of property (both internally and externally).

INVITATION FOR BID – MULTI-MISSION AIRCRAFT

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.

Make and Model. A specific make and basic model of aircraft, including modification; e.g., a Cessna 206.

Medical Attention. An injury, less than serious, for which a physician prescribes medical treatment and makes a charge for this service.

Mission Aircraft. Aircraft approved for other than point to point only Missions. Transportation is limited to personnel required to carry out the special mission of the Aircraft.

Missions. A flight by an Aircraft to perform a specific task, including:

- Fire reconnaissance, which includes air tactical, aerial detection and fire surveillance.
- Resource reconnaissance. Which includes observation and fact-finding reconnaissance, i.e. wildlife monitoring, snow surveys, search and rescue, timber and range surveys, insect and disease surveys, Law Enforcement, and aerial photography above 500 feet AGL.
- Cooperative uses with other agencies, and other uses as directed by DFPC or mutually agreed upon by the Contractor and DFPC.

National Interagency Fire Center. The National Interagency Fire Center (NIFC) in Boise, Idaho, is the physical facility that is home to the National Interagency Coordination Center (NICC). NIFC's mission is the interagency coordination of wildland firefighting resources in the United States.

National Transportation Safety Board. The National Transportation Safety Board (NTSB) is an independent U.S. government investigative agency responsible for civil transportation accident investigation. The NTSB investigates and reports on aviation accidents and incidents, certain types of highway crashes, ship and marine accidents, pipeline incidents and railroad accidents.

Night. For the purpose of the Contract, Night shall mean 30 minutes after official sunset to 30-minutes before official sunrise, based on local time of appropriate sunrise/sunset tables nearest to the planned destination.

NTSB Reportable Incident. See 49 CFR Part 830.

Operator. Any person who causes or authorizes the operation of an Aircraft, such as the owner, lessee, or bailee of an Aircraft.

Passenger. Any person aboard an Aircraft who does not perform the function of a Flight Crew member or crewmember.

Pilot-In-Command. The pilot responsible for the operation and safety of the Aircraft during the time defined as Flight Time.

Point-to-Point. Aircraft operations between any two geographic locations operationally suitable for take off and landing (airport to airport). Flight to a designated or defined backcountry airstrip does not constitute point to point flight.

INVITATION FOR BID – MULTI-MISSION AIRCRAFT

Principal Base of Operations. The primary operating location of a 14 CFR 135 certificate holder as established by the certificate holder.

SAFECOM. A form developed to meet the Aviation Mishap Information System (AMIS) requirements for aviation mishap reporting for the Department of Interior agencies and the US Forest Service. The form is used to report any condition, observance, act, maintenance problem, or circumstance, which has potential to cause an aviation related mishap. The purpose of the SAFECOM form is not intended to be punitive in nature. It will be used to disseminate safety information to aviation managers, and also to aid in accident prevention by trend monitoring and tracking. See www.safecom.gov.

Serious Injury. Any injury which: (1) requires hospitalization for more than 48-hours, commencing within 7-days from the date the injury was received; (2) results in a fracture of any bone (except simple fractures of fingers, toes or nose); (3) causes severe hemorrhages, nerve, muscle or tendon damage; (4) involves any internal organ; or; (5) involves second or third-degree burns, or any burns affecting more than 5% of the body surface.

Substantial Damage. Any damage or failure which adversely affects the structural strength, performance or flight characteristics of the Aircraft, and which would normally require major repair or replacement of the affected component. Engine failure or damage limited to an engine if only one engine fails or rotor or propeller blades, and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wing tips are not considered "substantial damage" for the purpose of this part.