



Sacramento Metropolitan Fire District

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KURT P. HENKE

RFFP13-12: Copter 1 Modernization & Upgrade ADDITIONAL Question and Answers

11/07/2013 – Compilation of ADDITIONAL Questions and Answers from Prospective Proposers:

Q: Can photos of the Copter 1 airframe be made available that shows the belly, LH and RH side of tailboom and airframe, top view, inside cockpit and cabin areas, nose and avionics bays?

A: Requested photos are appended to the end of this questions and answers document.

Q: Tesla Battery- Is the nose battery compartment area modified to handle to 100lb battery, or is this an outstanding structural modification?

A: The nose battery compartment has been modified for installation of the Tesla Battery.

Q: -ILS/VOR antenna: Which P/N antenna is currently installed on Copter #1?

A: No ILS/VOR antennas are currently installed on the aircraft.

Q: -Glide slope antenna: Which P/N antenna is currently installed on Copter #1?

A: No Glideslope antenna is installed on the aircraft.

Q: Goodrich External Hoist Provisions: Regarding the down looking Camera System and Light. Is Metro Fire presently using a similar camera and light system on Copter 2 and if so, which make and model?

A: There is no Goodrich External Hoist down looking Camera System on any Metro Fire helicopter. In this proposal, Metro Fire is looking for the best recommendation to meet that requirement.

The following three (3) questions are related to design changes from the Bell 205B, Bell 210 and UH-1H-II configurations which are FAA and/or US Military approved to 10,500 internal/11,200 external gross weight.

Q: What is the minimum certification that Metro Fire requires for non type certificate public use helicopter modifications?

A: The Request for Formal Proposal (RFFP) submitted by Metro Fire is misleading in the wording. To clarify, Metro Fire's modification goal is not to increase the gross weight of the aircraft to 10,500 lbs. It is for the installation of the internal lift beam and required modifications to accomplish this. Therefore, we will still operating at 9,500 lbs. and no new supplements will be needed to meet Operator Manual or performance chart requirements.

Q: Will Metro Fire be providing a new Operator Manual or Supplements to TM 55-1520-210-10 Operator Manual that contain performance charts to address the configuration with the UH-1H Vertical fin with NW Helicopters Fin Spar STC, UH-1H 90 degree gear box and Van Horn Composite T/R Blades at the higher gross weight limits?

A: The Request for Formal Proposal (RFFP) submitted by Metro Fire is misleading in the wording. To clarify, Metro Fire's modification goal is not to increase the gross weight of the aircraft to 10,500 lbs. It is for the installation of the internal lift beam and required modifications to accomplish this. Therefore, we will still operating at 9,500 lbs. and no new supplements will be needed to meet Operator Manual or performance chart requirements.

Q: Will Metro Fire be accepting responsibility for the configuration with the UH-1H vertical fin, with NW Helicopters Fin Spar STC, UH-1H 90 degree gear box and Van Horn Composite T/R Blades in regards to the airworthiness

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Question and Answers (Continued)

limitations, design, strength and fatigue requirements to the higher gross weight 10,500 internal/11,200 external requirements?

A: The Request for Formal Proposal (RFFP) submitted by Metro Fire is misleading in the wording. To clarify, Metro Fire's modification goal is not to increase the gross weight of the aircraft to 10,500 lbs. It is for the installation of the internal lift beam and required modifications to accomplish this. Therefore, we will still operating at 9,500 lbs. and no new supplements will be needed to meet Operator Manual or performance chart requirements.

Q: Page 4 of 21. Airframe modifications: Can you remove this section and replace with request for the lift beam change only if that's what you want based on the answer to the last question we had and remove the 10,500 weight comment. If you want other modifications based on some 10,500 information, can you please list them all?

A: This section will be corrected for Lift Beam and reinforcements to support this installation only. There will be no other modifications based on a 10,500 lbs. capability.

Q: On our previous answer 3 d. we are still not clear what "Strut reinforcement" is. Can you please send a part number or a picture?

A: The strut reinforcement is the floor board mounting where the front door(s) gas spring door strut pivot ball is mounted. No diagrams are available.

Q: On 1.i. please provide diagram of flapper door.

A: This item will be removed from the RFFP.

Q: Electrical and Avionics – #6: Supplying wiring schematics for installed avionics: Our experience with "FAA Restricted Category Type Certified" UH-1H Avionics modifications is to obtain FAA approval or FAA DER 8110-3 approval of the wiring schematics. For this proposal will Company Engineering release of the wiring schematics be acceptable to Metro Fire Administration or will FAA DER review and approval be required?

A: Metro Fire will be operating under FAA Restricted Category Type certification/Public Use Operation. For this RFFP, company engineering release of the wiring schematics are acceptable and will not need an FAA DER review and approval.

Q: Airframe and Modifications/Repairs – #1: 212 lift beam modification to meet the increase loads. Metro Fire response is that even though there is no engineering data in relation to increasing the gross weight of the aircraft, Metro Fire Administration is still requesting the modification for the lift beam. Will company data, certified by FAA DER, by means for a Memorandum of Concurrence (MOC) to the applicable CFR 14 Part 29 regulations be acceptable the Metro Fire Administration for the 10,500 internal/11,200 external single hydraulic lift beam modification?

A: Company data, certified by FAA DER will be acceptable for the lift beam installation and required modifications necessary.

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