Sacramento Metropolitan Fire District

HEADQUARTERS: 10545 Armstrong Ave., Ste. 200 • Mather, CA, 95655 • Phone (916) 859-4300 • Fax (916) 859-3702
Website: www.metrofire.ca.gov

PURCHASING: 3012 Gold Canal Dr. • Rancho Cordova, CA 95670 • Phone (916)859-4360 • Fax (916) 859-3729

KURT P. HENKE
Fire Chief

Amended 11/07/2013
Amended 11/13/2013

REQUEST FOR FORMAL PROPOSAL (RFFP) 13-12: Copter 1 Modernization & Upgrade

The Sacramento Metropolitan Fire District is requesting written Proposals for: **Modernization and Safety Upgrade to Copter 1, UH-1H, N114FD**

SUBMIT SEALED WRITTEN PROPOSAL TO:

Sacramento Metropolitan Fire District
Attn: Sherry Kelly, Interim Board Clerk
10545 Armstrong Ave., Ste. 200
Mather, CA 95655

Indicate firm name and RFFP number on the front of each sealed proposal envelope or package
RFFP13-12: Copter 1 Modernization & Upgrade

District shall not be responsible for the premature opening of a proposal, which is not properly addressed or identified. All proposals received will be stamped by date and time received. This date of receipt will prevail over postmark date.

ANY QUESTIONS REGARDING THE RFFP SHOULD BE SUBMITTED VIA EMAIL TO:

Mark Jones, Purchasing Manager
Jones.mark@metrofire.ca.gov

RFFP SCHEDULE:

	Date	Time	
Issued Date	October 07, 2013		
Questions Deadline	November 01, 2013	4:00 pm	
Submission Deadline	November 15, 2013	4:00 pm	District Headquarters
Proposals Opening	November 18, 2013	10:00 am	District Headquarters
Anticipated Recommendation for Board Approval	December 12, 2013	6:00 pm	
Published Dates	Wednesday, October 09, 2013 and Wednesday, October 16, 2013		

NO EXCEPTIONS

Late submittals will not be considered. Written proposals must be received by the time and at the location specified above. Postmarks will not be accepted. Proposals addressed to anyone other than the person specified above under "Submit Sealed Written Proposal To" section will not be accepted.

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Signature: _____ Title: _____ Date: _____

Print Name: _____ Company name: _____

INTRODUCTION

The Sacramento Metropolitan Fire District (Metro Fire) is the largest special district in the County of Sacramento and the seventh largest local fire agency in the State of California. The District consists of approximately six hundred ninety (690) employees with an area encompassing 417 square miles that include Sacramento and Placer counties.

This document contains general information related to the desired scope of work and includes specific and required upgrades to be accomplished. The proposer will utilize this document to submit a proposal to Sacramento Metropolitan Fire District for the purposes of completing Modernization and Safety Upgrades to Copter 1, UH-1H helicopter, tail number N114FD. The intent of these modifications is to improve the aircraft's overall safety by improving the structural integrity allowing for heavier gross weights and greater performance of the helicopter. The safety upgrades proposed will enhance the crew's ability to control and monitor aircraft functions and systems.

SCOPE OF WORK

The following items and work listed is our intended upgrade required for our helicopter.

The proposer, where applicable, will propose their own solutions such as engineering or equipment to achieve the desired results. This scope of work requires the highest quality state of the art components, including wiring, avionics installations, and structural modifications. The highest level of quality is required of the finished product. Variations between the specifications and the supplied or removed equipment and parts may exist. The proposer shall make allowances if any differences exist so that component interface and functionality will be maintained.

All items removed from aircraft that are not reinstalled with this upgrade will remain the property of Metro Fire.

ELECTRICAL AND AVIONICS:

1. Remove existing avionics and remove all unnecessary wiring and mountings. Examples would be any unused military systems, etc. In addition, clean-up existing wiring to meet or exceed aviation standards.

2. Fabricate and replace a new cockpit instrument panel so as to accommodate the selected avionics below:
    a. Rotor/Engine Tachometer Gage
    b. Radar Altimeter (Existing, Two)
    c. Fuel Pressure Gage
    d. Fuel Quantity Gage
    e. Load Meter Indicator
    f. D.C. Volt Meter
    g. Volts AC Meter
    h. Davtron
    i. Fuel Gage Test Switch and Warning Light Indicator
    j. Fire Detection Test Switch and Warning Light Indicator
    k. RPM Warning Light Indicator
    l. Sky Connect GPS Tracking System
    m. Water Tank Hydraulic System Control Panel

3. Reinstall any equipment removed from the avionics / console panel per the cockpit equipment/instrument location diagram (See Diagram 1, below) once all unnecessary wiring and mountings are removed and cleanup work is done. Exact equipment placement and orientation will be determined at the pre-construction meeting with diagrams provided by Metro Fire Air Operations. In addition, all reinstalled items, if necessary for NVIS use, will be modified for Class B NVIS use.

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Diagram 1 – Cockpit Instrument Panel

4. Fabricate new Avionics Radio Console Panel to the standard UH-1H width and modify avionics console panel to accommodate selected avionics below:
    a. (2) Technisonic TDFM-136A (Will not be installed if TDFM 7000 is utilized).
    b. (2) Motorola MCS 2000 800 MHz Radio Head (Will not be installed if TDFM 7000 is utilized).
    c. (4) Motorola 8 Channel Selector Head (Will not be installed if TDFM 7000 is utilized).
    d. (**1**) Bendix King KY 196 TSO VHF Radio
    e. Bendix King Transponder Control Head
    f. Search Light Control Panel

5. Procure and install the electrical components and additional avionics outlined below. This installation shall be accomplished in accordance with the best aviation practices and manufacturers wiring specifications.
    a. Garmin G-500 H, Class B NVIS compatible, Dual Multi-Functional Display system, with HSVT (synthetic vision technology), including ILS/VOR receivers and antennas, ~~TCAS, XM Weather updates~~, GRA 5500 Radar Altimeter, western US approach plates and data input
    b. Garmin Avionics, Class B NVIS compatible, GTN 650 GPS system. [Added to Price Sheet]
    c. Modify aircraft interior, exterior and cockpit instrument lighting for Class B NVG use. Include modifications for NVG compatible LED position lights, anti-collision and search lights. If the NVG cockpit, internal and external lighting proposed modifications do not meet District requirements, Metro Fire reserves the right to retain a secondary private contract company to perform the installation during the aircraft rebuild.
    d. L-3 Triology ESI-2000 Co-Pilot Standby Attitude Indicator. [Added to Price Sheet]
    e. Aerocomputers UltiChart UC-5100 digital moving map system Central Processing Unit (CPU), with EO/IR sensor slaving, video routing and moving map displays. Capable of integration with L-3, FLIR, Axsys, Gyrocam and other EO/IR sensor systems and Ultichart mission management software, and basic maps including 250,000:1, 100,000:1 and 24:000:1 scale topographic maps for the Continental U.S. AK-4 NVIS Sliding Keyboard with integrated joystick-type pointing device and full "QWERTY" keypad. Features standard PS/2 and USB connectivity for use with UltiChart™ mapping systems and other compatible devices. Backlit keys are NVIS B Green MIL-STD-3009 compliant.

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~~f. TDFM-7000 Analog/Digital/Encrypted/Trunked/Multi-band Airborne FM Transceiver (Class B NVG Compatible).~~

g. Diamond J Digital Instruments Torque Gage, Two (2), Model Number: 8765100-112, DJ Pin Number: 651000-112, Class B NVIS compatible. **[NO EXCEPTION]**

h. Diamond J Digital Instruments Temperature (MGT) Gage, model number 8761000-112, DJ Pin Number: 61000-112, Class B NVIS compatible. **[NO EXCEPTION]**

i. Diamond J Digital Instruments NG% RPM Gage, model number 8764000-112, DJ Pin Number: 64000-112, Class B NVIS compatible. **[NO EXCEPTION]**

j. Diamond J Digital Instruments Engine Oil Gage, model number 8765000-112, DJ Pin Number: 65000-112, Class B NVIS compatible. **[NO EXCEPTION]**

k. Diamond J Digital Instruments Transmission Oil Gage, model number 8765000-212, DJ Pin Number: 65000-112, Class B NVIS compatible. **[NO EXCEPTION]**

l. Polycon Wireless Intercom System, DVS 6100, water-proof, 3 crewmembers.

m. Life Port 5 quick-change light-weight multi-mission utility seating including 4 point restraints and head rests for main compartment seating (See NW Helicopters).

n. Install Oregon Aero Aircraft front seats with Lumbar supports and wool seat covers.

o. Pilot/Co-pilot 4-point inertial reel and DART cruise shoulder harness

p. Install DART Cargo Release Switch Guard on pilot cyclic control stick.

q. Re-wire cyclic controls to match current wiring modification of Metro Fire Copter 2.

6. Supply wiring schematics for installed avionics.

AIRFRAME MODIFICATIONS/REPAIRS:

1. Modifications to airframe which allow heavier gross weight and improved capabilities. These modifications should include a 212 Lift Beam and structural modifications and airframe improvements to enhance airframe strength, durability and increased gross weight of the aircraft to 10,500 lbs. 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 be operating at 9,500 lbs. and no new supplements will be needed to meet Operator Manual or performance chart requirements. [Added Additional Text to Price Sheet]
2. Re-skin left side vertical fin.
3. Inspect and repair issues to current airframe:
   a. Tail Boom panels and frame.
   b. Cracked skin on the lower belly of the airframe near the oil cooler.
   c. Landing gear cross-tubes tunnels and saddles.
   d. Pilot and co-pilot door bushings, frames, strut reinforcements and door alignment.
   e. Repair or replace right hand lower fuel cell, Part No. 205-062-635-2.
   f. Fabricate and install fuel filler port protector plate (brushed steel) and step protectors (brushed steel). Location to be determined at pre construction meeting.
   g. Fabricate and install left rear cargo bay shelf panel.

UPGRADES AND IMPROVEMENTS:

1. The following items and issues are required to be addressed, procured and installed on the provided airframe:
   a. External rescue hoist provisions kit to allow for the installation of the Goodrich external hoist and wiring for low light down looking camera and light for hoist and external loads (Displayed on G500H). External hoist control pendant will be modified to allow a radio control button for internal and external radio communication.
   b. Goodrich, UH-1H certified External Hoist and provision kit rated at 600 lbs. maximum lifting capacity, Class B NVIS compatible, with secondary hoist controls for pilots.

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c. FLIR Systems Ultra 9HD Forward Looking Infrared Module, pendant, laser designator and installation packet compatible with the Aerocomputers UltiChart UC-5100 digital moving map system.
d. Dart 31" tall landing gear for UH-1H airframe, Part No. D205-546-105 (FWD Cross Tube) and D205-596-107 (AFT Cross Tube).
e. Simplex Aerospace Model 304 Fire Attack aerial firefighting system with 369 gallon capacity. No foam modifications including a 5" hydraulic pump with 300 gallons per minute refill capacity. Simplex Aerospace Aft Hook modification including stowable hover pump latch with pilot activated remote switch for snorkel deployment for the Medium Bell (UH-1H) Fire Attack System which is mounted to the right side of the aircraft.
f. Heli-Step recommended folding steps to accommodate the Simplex Aerospace Model 304 Fire Attack aerial firefighting system.
g. Mechanical Specialties Model 606 Cargo Hook with 6,000 lbs. lifting capability and digital weigh system.
h. DART Aerospace skid BEAR Paw attachments with wear plate kit.
~~i. Open port fuel system with safety door modification.~~
j. Install Power Sonixs, PSAIR 22A (Recessed) 2 speaker, power boosted to 800 watts, PA System, with NVIS compatible control head and compatible Technisonic A-790 control head. The installation, location and type of mounting (recessed or external), will be determined at the pre-construction meeting.
k. Trakkabeam A800 Searchlight with dual control, pilot priority switching and internal filter wheel.
l. UH-1H Commercial Light Weight Fuel System Kit.
m. Tesla (TI47UH1-46AH MPU-24) Battery.
n. Extended Wire Strike Protective System (WSPS) kits.
o. Interior roof mounted "X Plate" with corresponding additional door mounts.

PAINT AND INTERIOR:

1. The following items and issues are required to be addressed on the provided airframe:
   a. Strip and repaint exterior of complete airframe.
   b. Paint scheme and design will be that of Metro Fire Copter 2. Photographs (Photo #1 – Photo #4 – Metro Copter 2 appear below), designs and other information related to this specific paint format will be provided during the pre-construction meeting.
   c. Repaint interior of complete airframe using Gloss White paint (reflective paint in hell hole area).
   d. Any replacement parts to be painted to match the approved paint scheme.
   e. Install provided acrylic windows as needed upon inspection.
   f. Install and replace as needed upon inspection provided interior blankets and control boots.
   g.

2. Whenever possible during the aircraft painting process, removable panels shall be painted separately. Any deviation from the painting process requires prior approval from the Metro Fire Air Operations Program Manager.

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Photo #1 – Metro Copter 2

Photo #2 – Metro Copter 2

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Signature: _____ Title: _____ Date: _____

Print Name: _____ Company name: _____

Photo #3 – Metro Copter 2

Photo #4 – Metro Copter 2

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FABRICATION DETAILS

Minor details of construction and materials where not otherwise specified, are left to the discretion of the proposer who shall be solely responsible for the design and construction of these components. During construction any deviations from the specifications are to be submitted for approval in writing with drawings/schematics of the proposed changes from previously agreed upon scope of work, prior to actual work being accomplished. Such details and other construction not specifically covered herein or not at variance with these specifications, shall conform to specifications as outlined in the current applicable Bell Helicopter maintenance instructions, military maintenance instructions, Federal Aviation Administration (FAA) maintenance practices or other applicable documentation (STC's, component manufacturers instructions or approved aviation standard practices). Metro Fire Air Operations Program Manager will be will be contacted for clarification when necessary.

QUALITY

Products, consumables, hardware and other material used must meet Metro Fire, STC, component manufactures and aviation standards at a minimum. Any variance from Bell Helicopter, military, manufacturer or FAA standard aircraft practices must have prior approval of the Metro Fire Air Operations Program Manager. Any documentation received with the above items will be retained, available and transferred to Metro Fire Air Operations when the aircraft is accepted.

BRAND NAMES

Unless otherwise stated "No Exceptions", brand names mentioned in these specifications are for reference only and are intended for the purpose of assisting in describing the need, use, and quality of the item. The proposer will identify any alternate item(s) and it is Metro Fire's express prerogative to either accept or reject any alternative item(s). A column entitled "Alternate Item Cost" has been placed on the price sheet.

AIRCRAFT REPORT / CHECK LIST FOR FINAL INSPECTION AND ACCEPTANCE

The successful proposer shall service installed components in compliance with the manufacturer's recommendations or Metro Fire Air Operations requirements (Contact Metro Fire Air Operations Program Manager prior to servicing). Services shall be accomplished prior to initial test or operation of said components: transmission, gear boxes, aircraft engine oil components, etc. The proposer assumes full responsibility for failure or damage to components caused by lack of, or improper service. This service shall be done prior to any acceptance test.

Metro Fire Air Operations Chief Pilot and contract Maintenance Manager will make a final inspection and operational test of the completed aircraft before the Metro Fire's Air Operations representative is advised that a unit is complete and operationally ready for Metro Fire's acceptance. These inspections shall consist of, but not be limited to: Metro Fire Maintenance personal performing/observing aircraft ground run/operational tests.

The proposer shall prepare and use a test report/check list for each of the installed or modified system(s) or equipment by part number and record the satisfactory accomplishment of each of the operational test items. A completed copy, duly signed and executed by the proposer's project manager, shall be provided to Metro Fire Air Operations Program Manager prior to the operational/acceptance test of the unit. Should substantial warranty issues arise in connection with Metro Fire supplied items, which result in delay or which preclude final acceptance of the completed aircraft, it will be the Metro Fire's responsibility to address such issues.

The acceptance and final operational checks will be accomplished by the Metro Fire representative at the proposer's test facility. The complete unit, as presented to the representative for "final" acceptance, will be clean externally (freshly washed) and internally (vacuumed and wiped).

PRE-CONSTRUCTION CONFERENCE

A pre-construction conference will be held between the successful proposer and Metro Fire representative(s) at the proposer's factory location (where the aircraft will be completed). This conference will be held prior to start of construction. The purpose of the conference is to review the specifications and any variations in the aircraft and to determine that the proposer has interpreted the specifications properly for production and to the satisfaction of Metro Fire. A Purchase Order will be issued following this conference.

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DRAWINGS AND SPECIFICATIONS
The proposer shall provide complete details of the scope of work involved including Supplemental Type Certificates (STC's), technical bulletins, etc. after the pre-construction conference.

PRODUCTION SCHEDULE
Within three (3) business days after receipt of the purchase order, the successful proposer shall submit to the Metro Fire Purchasing Officer and Metro Fire Air Operations Program Manager a production schedule including tentative conference, inspection and delivery dates. This shall be divided into phases of production for inspection purposes. Metro Fire will review the production schedule, and upon acceptance, the successful proposer may begin work.

PROGRESS INSPECTIONS
Representatives from Metro Fire's Air Operations Division will make in-house inspections during the project. These inspections will be orientated around the phases of work as outlined in the proposer's production time line supplied to Metro Fire. The representatives will travel to the proposer's fabrication plant(s), at no cost to the proposer, to make these inspections. The frequency of the inspections at a minimum will be accomplished as follows:

1. After aircraft tear down.
2. Airframe repair and modification.
3. Avionics and wiring.
4. After Interior and exterior application of paint.
5. Pre-delivery final inspection at the bidder's manufacturing facility.
6. Final delivery inspection at the bidder's manufacturing facility.

It is the proposer's' responsibility to:

1. Provide notice to the Metro Fire Project Manager with respect to each inspection.
2. Provide the Metro Fire Project Manager with a minimum of five (5) days' notice when requesting an inspection.

Should the proposer fail to request the required inspections, a deduction shall be taken from the proposer's invoice for any and all reasonable costs incurred for such travel and/or accommodations as determined by Metro Fire. Travel expenses shall be determined in accordance with Metro Fire's Travel and Conference Policy.

REPEAT INSPECTIONS
Metro Fire personal shall conduct these trips as described above with no cost to the proposer. If repeat inspections are required by the proposer or necessary because of proposer scheduling, inspection rejections, or other proposer related *issues, such inspection trips shall be at the expense of the proposer. Travel expenses shall be determined in accordance with* Metro Fire's Travel and Conference Policy.

COMPONET AND SYSTEMS MANUALS
Upon final delivery of the completed unit, the successful proposer is required to submit at a minimum, an "as built" complete component and parts list, including part numbers, electrical schematics, mounting locations, component weights, operating manuals and pertinent information. The proposer shall supply originals/copies of documentation used in or referenced in installation of equipment. The proposer will be required to supply original certification, installation, airworthiness inspections, and service/operator manuals in binder format. The proposer will be required to weigh the aircraft after all modifications/repairs have been completed and re-issue a current basic weight certification.

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PROPOSER SUBMISSION INSTRUCTIONS

RESTRICTION ON COMMUNICATION WITH STAFF
All questions about this Proposal must be submitted in writing and include the company name. Questions must be in writing to Mark Jones, Purchasing Manager by email jones.mark@metrofire.ca.gov.

All questions must be submitted by **Friday, November 01, 2013 at 4:00 PM PDT.** Any questions received after this time will not be addressed. No questions other than written will be accepted.

COSTS OF PREPARATION
Proposer assumes all costs of preparation of the proposal and any presentations necessary to the proposal process.

OPENING OF PROPOSALS
The proposals will be opened publicly and read aloud. Vendors are welcome to attend proposal openings. Proposal openings will be listed by vendor name, address and proposal amount only. Proposal tabulation will be done at a separate time following proposal opening and will be available to interested vendors at a later time.

EVALUATION CRITERIA
The Sacramento Metropolitan Fire District reserves the right to reject any or all proposals submitted in response to this RFFP. The Sacramento Metropolitan Fire District will exercise its discretion to accept the proposal that the District determines best addresses the District's requirements. Should the District determine that the proposals submitted do not satisfy the District's requirements, the District reserves the right to solicit additional proposals or take any other action permitted by law. The District reserves the right to negotiate the terms and conditions of any final contract for purchase of the item(s) described herein.

Evaluation will be based upon but not limited to the following criteria:

- Character, integrity, reputation and judgment of vendor or firm
- Price or quote
- Prior customer satisfaction
- Prior experience and efficiency of vendor or firm
- Quality and availability of the supplies or services to the use required.
- References
- Vendor or firm past relationship with the District

The contents of the proposal may become a contractual obligation if, in fact, the proposal is accepted and a contract is entered into with the District. The District may award a contract solely on the basis of the proposal submitted without any additional negotiations. The District shall reserve all rights to provide for additional negotiations if it deems it is in its best interest. Failure of the Proposer to adhere to and/or honor any or all of the obligations of the proposal may result in immediate cancellation of the award of the contract by the District. The District reserves the right to negotiate the terms and conditions of any final contract for purchase of the item(s) described herein.

INSURANCE REQUIREMENTS
Upon notification of award, Proposer shall furnish Metro Fire with certificate(s) evidencing insurance coverage required below. Copies of required endorsements must be attached to the provided certificates. It is the responsibility of the Proposer to notify its insurance advisor or insurance carrier(s) regarding coverage, limits, forms and other insurance requirements specified below. Building Trades Contractors and Contractors engaged in other projects of construction shall have their general liability Aggregate Limit of Insurance endorsed to apply separately to each job site or project. All documents must be received and approved by Metro Fire before work commences.

GENERAL LIABILITY shall be on an Occurrence basis (as opposed to Claims Made basis). Minimum limits and structure shall be:

- General Liability: $2,000,000
- Products Comp/Op Aggregate: $2,000,000
- Personal & Adv. Injury: $1,000,000

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- Each Occurrence: $1,000,000
- Fire Damage: $ 100,000

AUTOMOBILE LIABILITY

- Commercial Automobile Liability for Corporate/business owned vehicles including non-owned and hired, $1,000,000 Combined Single Limit.
- Personal Lines Automobile Liability for Individually owned vehicles, $250,000 per person, $500,000 each accident, $100,000 property damage.

WORKERS COMPENSATION

- Statutory

ADDITIONAL INSURED

- The District, its officers, directors, officials, employees, and volunteers are to be endorsed as additional insured's as respects: liability arising out of activities performed by or on behalf of Proposer; products and completed operations of Proposer; premises owned, occupied or used by Contractor; or automobiles owned, leased, hired or borrowed by Proposer. The coverage shall contain no endorsed limitations on the scope of protection afforded to District, its officers, directors, officials, employees, or volunteers.

INVOICING AND TERMS

- Vendor must accept a purchase order from the District with Government net 45 day payment terms.
- Invoices shall be submitted to: Metro Fire Finance Division, 10545 Armstrong Ave., Ste. 200**,** Mather, CA 95655

SUBMISSION PACKET

To successfully submit a Formal Proposal, Proposers are required to submit a sealed Proposal packet to the location specified in the "Submit Sealed Written Proposal To" on page 1. The Proposal packet shall contain the following documentation:

- The "Request For Formal Proposal Document" with signature, title, date, printed name and company name at the bottom of each page indicating that the formal Proposal document, including attachments, were received and read.
- Proposer must submit three (3) copies of its response, one (1) clearly marked "Original," the other two (2) clearly marked "Copy."
- Proposer is required to provide contact information to receive any Proposal amendments and changes prior to closing.
  - Proposer shall email Mark Jones at jones.mark@metrofire.ca.gov stating intentions to submit Proposal prior to the closing date.
  - Contact information should include: vendor's name, representatives' name, phone number, fax number and/or e-mail. Failure to provide initial contact information will exclude you from receiving update notifications.
- Unless otherwise stated, it will be our understanding that all specifications requested in this RFFP will be met. Unwillingness or inability to comply with any specific provisions in the RFFP may result in the Proposal being rejected.

SUBMISSION METHOD

Sealed Proposals shall be submitted using one of the following methods:

- In Person – hand delivered to the Sacramento Metropolitan Fire District to the address provided in the "Submit Written Proposal To" section.
- By mail - using certified or registered mail with return receipt requested, or by overnight delivery services to the address provided in the "Submit Written Proposal To" section. Proposal must be received by deadline.
- Faxed or e-mail proposals will not be accepted.

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Signature: _____ Title: _____ Date: _____

Print Name: _____ Company name: _____

GENERAL CONDITIONS OF FORMAL PROPOSAL

1. SUBMISSION OF FORMAL PROPOSAL (herein sometimes also referred to as "response")

1.1. The conditions herein constitute a part of the RFFP and the Proposer acknowledges acceptance of these conditions and waives all claims, rights, demands and the benefit of any provisions of any statute, rule of law or regulation that might affect the rights of the District under this RFFP by signing the Request for Formal Proposal. Responses submitted that do not have all sheets of this RFFP will not be accepted.

1.2. All technical communications regarding this RFFP should be sent to the Technical Inquiry contact listed on page 1 of the Request for Formal Proposal. The District will assume no responsibility for oral instructions or suggestions. Should the Proposer find discrepancies in, or omissions from the specifications, or should the Proposer be in doubt as to their meaning, or any other meaning in the RFFP, the Proposer must notify, in writing by e mail, the Technical Inquiry Contact Person, who may, if necessary, send written addenda to all Proposers.

1.3. Each Proposer must make full disclosure of any relationship of any employee of the District who makes recommendations concerning the selection of Proposals or any employee who may allot work to, or order supplies from, the successful Proposer. In addition, each Proposer must reveal any details of company ownership or partnership arrangements of any immediate relative employed by District.

2. BID AMENDMENT AFTER SUBMISSION AND RFFP CLOSING DATE

2.1. Proposals submitted may be withdrawn and re-submitted with amendments prior to the closing date for the RFFP. Proposal amendments submitted in any other manner shall not be accepted or considered by the District.

2.2. Any attempts to amend a submitted Proposal by way of a letter or facsimile or any other document or means, which would result in a Proposal being incomplete, ambiguous, inconsistent, or otherwise non-compliant, shall result in the Proposal being rejected.

3. PATENTS

3.1. The successful Proposer will pay all royalties and patent license fees or other fees in respect of any intellectual property right required to perform the work stipulated in the RFFP. The successful Proposer shall, at its own expense, defend all suits and proceedings instituted against the District and indemnify the District against any award of damages, demands, losses, charges or costs made against District if such suits or proceedings are based on any claim that any of the products, documentation, parts or equipment, as supplied by the successful Proposer, constitutes an infringement, or an alleged infringement, of any patent or other intellectual property right by the successful Proposer or anyone for whose acts it is liable.

3.2. If any of the products, documentation, parts or equipment supplied by the successful Proposer constitute an infringement of patent or other intellectual property rights and its use is enjoined, the successful Proposer will, at its own expense, procure for the District, the right to continue its prior use, replace or modify the supplied item so it becomes non-infringing and meets the District's requirements, or pay District for its loss of use of the item and for consequential damages or losses which occur as a result of the actual or alleged infringement of any patent or other intellectual property right, by the successful Proposer or anyone for whose acts it is liable.

4. GENERAL

4.1. The District may refuse to award a contract to a Proposer who has not complied with applicable State and Federal licensing regulations or bylaws or any other requirements.

4.2. Each Proposer warrants that the products and services it will supply to the District conform in all respects to the standards set forth by State and Federal licensing regulations.

4.3. Headings and titles in the RFFP are for convenience only and are not explanatory of the clauses with which they appear.

4.4. Any references in the RFFP to statutes or regulations are deemed to include the most recent amendments thereto or replacements thereof.

5. INDEMNIFICATION

5.1. The successful Proposer, by its acceptance of a purchase order, agrees to indemnify and hold harmless, the District, its agents and employees from and against all loss or expense that may be incurred by the District, its officials, officers, employees and agents as a result of bodily injury, including death at any time resulting there from, sustained by any person or persons, or on account of damage to property, including loss of use thereof arising out of, or as a consequence of, the performance of the work stipulated in the RFFP.

6. COMMITMENT

6.1. Proposers are advised that no commitment exists under this RFFP until such time as the successful Proposer receives official written confirmation from the Office of the Fire Chief, in the form of a letter from the Board Clerk. See item 2.18 for information regarding a Formal Agreement (Contract).

7. LIMITATION OF LIABILITY

7.1. Under no circumstances will a Proposer be entitled to consequential damages for any loss of profit or damage to reputation.

7.2. Under no circumstances will a Proposer be permitted to limit their liability to an amount less than one million ($1,000,000.00) dollars.

7.3. Under no circumstances will a Proposer be entitled to limit special damages.

8. ACCEPTANCE OR REJECTION

8.1. The District reserves the right to reject any and/or all Proposals, as well as to cancel the project which is the subject of this RFFP. Without limiting the generality of the foregoing, any Proposal which:

is incomplete, obscure, irregular, unrealistic or non-compliant; has erasures, ambiguities, inconsistency or correction(s);omits a price on any one or more items in any Schedule; fails to complete the information required in any Schedule or tabulation; and fails to include a duly executed required form may, at the District's sole discretion, be rejected. Furthermore, a response may be rejected on the basis of the Proposers past performance, financial capabilities, completion schedule or failure to comply with state or federal regulations. The purpose of the District is to obtain a Bid/Proposal most suitable to the interests of

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Signature: _____ Title: _____ Date: _____

Print Name: _____ Company name: _____

the District and what it wishes to accomplish. The District has the right to waive any irregularity or insufficiency or non-compliance in any Proposal submitted and to accept the Proposal which it deems most favorable to its interests or to reject all Proposals and cancel the RFFP.

9. FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT (FOIPP)

9.1. The District acknowledges that each response may contain information in the nature of trade secrets or commercial, financial, labor relations, scientific or technical information of or about a Proposer. The District acknowledges and agrees that responses to this RFFP are provided in confidence and protected from disclosure to the extent permitted under applicable law.

10. VENDOR PERFORMANCE AND EXCUSABLE DELAYS

10.1. The successful Proposer may be evaluated periodically throughout the course of work and at the end of the project as the case may be. Any evaluations will be shared with the Proposer, with the goal of immediate and permanent resolution where problems and concerns occur.

10.2. The District and Proposers acknowledge that delays in performance may arise due to events beyond their reasonable control. Such delays will be excusable and the relevant obligation suspended, but only for such reasonable period of time as the cause for the delay remains beyond the reasonable control of the obligated party.

11. COST OF PREPARATION

11.1. Proposal shall be prepared at the sole cost of the Proposer and under no circumstances will the District be responsible for these costs.

12. GIFTS AND DONATIONS

12.1. The successful Proposer will ensure and certify that no representative of the successful Proposer will extend any entertainment, gift, gratuity, discount, or special service, regardless of value, to any employee of the District. The successful Proposer will report any attempt by any employee of the District to obtain such favors to the Office of the Fire Chief.

13. CLARIFICATION

13.1. The District reserves the right to seek clarification from any Proposer to assist in the evaluation of its Proposal.

14. NEGOTIATION

14.1. By submitting a Proposal, a Proposer accepts that a contract may be concluded upon notification by the District. However, the District reserves the right to negotiate with any Proposer the terms and conditions of the Proposal. If the parties, after having bargained in good faith, are unable to conclude a formal agreement, the District and the Proposer will be released, without penalty, or further obligations other than any surviving obligations regarding confidentiality and the District may, at its own discretion, contact other Proposers whose Proposals are considered suitable for the project and attempt to conclude a formal agreement with them.

15. INTELLECTUAL PROPERTY

15.1. The successful Proposer represents and warrants that it has the sole and unrestricted right, title and interest or good and sufficient power, authority, and right, to use any intellectual property required for the performance of the contract.

15.2. The successful Proposer shall pay all fees associated with the use of the intellectual property, including, but not limited to, license fees and royalties, required for the performance of the contract.

15.3. The successful Proposer shall hold the District, its Board of Directors, the Chief, employees, officers, and agents harmless from and against all claims, demands, losses, costs, damages, actions, suits or proceedings arising out of the successful Proposers performance of the contract which are attributable to an infringement or an alleged infringement by the successful Proposer, or anyone for whose acts they may be liable, of any intellectual property right. If the District is enjoined or there is a reasonable likelihood that it may be enjoined as a result of an injunction or claim from using any intellectual property that is incorporated into, or associated with, any product or equipment installed by the Successful Proposer, the Successful Proposer, at its sole expense, shall: procure the right for the District to continue using the infringing intellectual property; or replace or modify the intellectual property to make it non-infringing, so long as such replacement or modification does not adversely affect the performance or use of the product or equipment or the Work generally, all subject to the prior written approval by the District.

16. EXECUTION OF FORMAL AGREEMENT

16.1. If the Proposer's Proposal is accepted, the Proposer may be required to enter into a separate Formal Written Agreement.

16.2. The Formal Written Agreement will be prepared by the District and provided to the Proposer for review. The Proposer will endeavor, in good faith and in a timely manner, execute the Formal Written Agreement (Contract) and return the executed document to the District.

16.3. Absent a separate Formal Written Agreement, the terms and conditions of the Request for Proposal, including referenced Attachments, will prevail and act as the Contract.

17. NO COLLUSION

17.1. Except as otherwise specified or by reason of a provision of the contractual documents, no person either natural, or corporation, other than the Proposer, has or will have any interest or share in its Proposal or in any award or contract arising out of this RFFP. There is no collusion or arrangement between the Proposer and any other actual or prospective Proposers, in connection with Proposals submitted in response to this RFFP, and the Proposer has no knowledge of the contents of other Proposals and has made no comparison of figures or agreement or arrangement, express or implied, with any other party in connection with the making of its Proposal.

18. RIGHT TO TERMINATE THE CONTRACT

18.1. Any of the following occurrences or acts will constitute a material breach by the successful Proposer under the terms and conditions of the contract:

Non-performance or non-observance of any of its other covenants, agreements, or obligations hereunder, express or implied, continuing for fifteen (15) days after the District has given the successful Proposer notice in writing. If the failure cannot be remedied within fifteen (15) days, then the District, at its discretion, may extend, in writing, the time period, or terminate the contract; an assignment for the

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Signature: _____ Title: _____ Date: _____

Print Name: _____ Company name: _____

benefit of creditors or becoming bankrupt or insolvent, taking the benefit of any legislation for the protection of bankrupt or insolvent parties; or the appointment of a Receiver for the successful Proposer. In the event either Subparagraphs (b) or (c) occur, as set forth in this Proposal, the District will have the right to terminate the contract immediately, which shall be done in writing and sent to the Proposer via certified, U.S. Mail.

18.2. Notwithstanding anything contained herein, the District may, at any time during the term of the contract, upon giving 30-days written notice to the successful Proposer, terminate the contract, if the District is of the opinion that the services supplied by the successful Proposer are of a unsatisfactory standard to the District or that the successful Proposer no longer has the financial capability to perform its obligations under the contract. Further, the District, in its sole discretion, may terminate the agreement for reasons including, but not limited to, unethical or criminal activities upon giving 7-days written notice to the successful Proposer.

19. NO WITHDRAWAL OF BID/PROPOSAL

19.1. A Proposal is a specialty instrument by the Proposer and is irrevocable. Therefore, it may not be withdrawn after its opening until it has been considered and either rejected or accepted by the District, or the RFFP has been cancelled.

20. ACCEPTANCE OF BID/PROPOSAL

20.1. The acceptance of a Proposal by the District will be made by written notice, from the Office of the Fire Chief, addressed to the successful Proposer, at the address given in the Proposal.

21. EVALUATION CRITERIA

21.1. The District retains the option to clarify bid information and/or request on site evaluation of the product from any vendors once the bidding process is closed.

21.2. The following criteria will be utilized by the Evaluation Team to determine the successful vendor**:**

Compliance with mandatory elements of RFFP

21.3. No conflict of interest

21.4. Proposer adheres to the instructions of the RFFP

Service/product

Compliance with scope of work/specifications

Cost

22. IF SUCCESSFUL, THE PROPOSER <u>MAY BE</u> REQUIRED TO PROVIDE: A CREDIT CHECK

22.1. The successful Proposer agrees to allow and authorize the District to conduct a credit check. A "Credit Application" form shall be completed and returned to the District within 24 hours after receipt by the successful Proposer, if so requested by the District.

23. PERFORMANCE GUARANTEE

~~23.1. A contract performance guarantee will be required in a form, type and amount, to be mutually agreed upon during contract negotiations between the District and the successful Proposer. All costs associated with obtaining said performance guarantee will be the sole responsibility of the successful Proposer.~~

24. INSURANCE REQUIREMENTS

24.1. The successful Proposer shall, during the term of this Agreement and at its own expense, maintain with Insurers, satisfactory to the District's General Counsel, the following insurance policies:

24.1.1. A Commercial General Liability insurance policy for bodily injury (including death) and property damage in an amount of not less than TWO MILLION DOLLARS ($2,000,000.00) inclusive limit for any one occurrence and such policy shall include:

24.1.2. District as an Additional Insured;

A Cross Liability clause;

Contractual Liability Coverage; and

Non-Owned Automobile Liability Clause.

24.2. That said insurance policies shall include a provision for the District to be given thirty (30) days prior written notice of cancellation, and thirty (30) days prior written notice of any material change(s) requested by Proposer of said insurance policies.

24.3. The Proposer shall furnish documentary evidence, satisfactory to the District's General Counsel, of evidence of such policies and of the renewal or continuance of such insurances within ten (10) business days of any expiration date(s) thereof.

24.4. The Proposer, and not the District, shall be responsible for any deductible that may apply in any of the said insurance policies.

24.5. The Proposer covenants and agrees that the District's insurance requirements mentioned above shall not be construed to and shall in no manner limit or restrict the liability of the Proposer.

25. PROVEN SATISFACTORY PERFORMANCE

25.1. The District reserves the right to reject any Proposal based on products that have not demonstrated proven satisfactory performance through field trials or actual use by the District, or a comparable fire agency. Whether a product meets this requirement shall be at the sole decision of the District. The lowest monetary bid of any of the submitted Proposals will not necessarily be accepted

26. WARRANTY

26.1. The Proposer shall supply information regarding the warranty that the Proposer is prepared to offer to the District, including the warranty period for each item and all warranty terms and conditions.

26.2. The warranty and service period shall commence after systems have passed the acceptance testing by the District, if applicable.

27. MAINTENANCE AND SUPPORT

27.1. If applicable, the Proposer should supply information regarding maintenance and support available to support the proposed system after the warranty period has elapsed.

27.2. The Proposer should supply a copy of their standard maintenance agreement, if applicable.

28. INVOICES AND PAYMENTS

28.1. The proposer shall submit properly certified invoices to District. The invoice(s) shall contain the following information: The purchase order number, item numbers, description of supplies or services, quantities, unit prices, and discounts, if applicable.

28.2. When a purchase order is issued against this Contract that has the potential for multiple or partial deliveries, a separate

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Signature: _____ Title: _____ Date: _____

Print Name: _____ Company name: _____

invoice shall be generated for each completed delivery accepted by District.

28.3. Failure to comply with these requirements or to provide an invoice in conformance with this bid document may delay payment.

28.4. District does not anticipate issuing a separate contract to bind both parties to the terms and conditions of this proposal. The successful proposer's acceptance of the purchase order will be acknowledgment of the proposer's intent to be bound by the terms and conditions as stated in this document.

28.5. District will not be bound by prices contained in an invoice that are higher than the original proposal. If a price increase has not been accepted in writing by District, the invoice may be rejected and returned all items to the proposer at no cost to District.

28.6. No advance payment shall be made for the goods or services furnished by the proposer pursuant to this Contract.

28.7. Standard government payment terms are net 45 days from date of receipt of goods or invoice, whichever is later.

29. NON-EXCLUSIVITY

29.1. The District may elect to purchase any items listed in this agreement from another vendor if this is beneficial and is in the best interest of District in order to fulfil its mission of providing fire and emergency services to the public.

30. REJECTION OF GOODS OR SERVICES AND REPROCUREMENT COST

30.1. After award, District representatives shall have the option of rejecting or refusing delivery of any and all goods or services which are not in strict conformity with the requirements of this proposal. All rejected goods or services shall be replaced.

~~30.2. Items found defective or not meeting proposal specifications shall be picked up and replaced by the successful Proposer at the next service date at no expense to the District. If any item(s) refused are not picked up within one week after notification, the item will become a donation to the District unless otherwise agreed upon by the District.~~

~~30.3. When a Proposer fails to furnish goods or services in accordance with terms of this Contract, and District must purchase at a price greater than the contract price, the difference may be charged to the Contractor.~~

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Signature: _____ Title: _____ Date: _____

Print Name: _____ Company name: _____

CONTACT INFORMATION FORM

Check one ☐Sole Owner ☐Partnership ☐Corporation

Firm Name: _____

Products/Services Provided _____ Business License# _____

Address: _____ City: _____ St _____ Zip-Code _____

Contact Name: _____

Title: _____

Email: _____

Phone: _____ Fax: _____

Filled Out by Vendor

Signature: _____ Title: _____ Date: _____

Print Name: _____ Company name: _____

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

10/25/2013 – Compilation of Questions and Answers from Prospective Proposers:

Q. It was brought to our attention that the Simplex 304 fire attack system is not offered anymore. Can something else be proposed for this solution?

A. Our scope of work lists our intended upgrades. As referenced on page 8 under Brand Names, specifications stated are for reference only and used for describing the quality of the item, unless stated "No exceptions". Please propose an alternative that at least meets the quality of our request. Please include all specifications of proposed alternative.

Q. Why in one part of the RFP does it ask to replace one of the fuel tanks 3e, because it is unserviceable, and then in another part, it requires changing all the tanks to the new light weight version (upgrades and improvements 1. L.)? These two sections appear to be in conflict with one another. Also, if there is one bad cell, how is it to be handled if the RFP is accepted and another cell if found to not be serviceable?

A. To clarify, Metro Fire is requesting a bid for all options which include changing all the tanks to the light weight fuel cell version and/or repairs on unserviceable fuel tanks.

Q. We generally overhaul all the instruments in the instrument panel as part of our upgrades. Although you are requesting to upgrade most of the instruments, there are 4 stock instruments remaining as written in the RFP. Do these get overhauled or installed as they are removed?

A. The remaining instruments will not be overhauled and should be installed as is.

Q. Airframe modifications: There is no known engineering that raises the gross weight of the UH-1H to 10,500 pounds by changing to just the 212 lift beam. Can you provide information as to what documentation was reviewed to make this request in the RFP? Although anything can be accomplished, we don't recommend this modification as it does not accomplish the 10,500 MGW by changing this part.

A. You are correct about the engineering data in relation to increasing the gross weight of the aircraft. Metro Fire administrative personnel are still requesting the modifications for the lift beam.

Q. Airframe modifications, 3.d, what is meant by "strut reinforcements" and what does "frames" mean?

A. Strut reinforcements include the front door struts and frames are referenced as doors and alignment of doors in the aircraft airframe.

Q. In airframe modifications and repair, what about other issues found during the process that are not covered by this RFP? We don't see that there is a line items for these probable issues, is there a plan for this?

A. This is an unknown until a proper inspection has been accomplished. If a deficiency has been found, then Metro Fire will incur the additional cost to that modification or repair if our maintenance personnel deem them necessary.

Q. What about ACE inspections? If the aircraft is being disassembled to this level, it is the best time to evaluate the airframe fully through some formal airframe inspection evaluation process.

A. Metro Fire will consider the full evaluation of the airframe upon the aircraft being disassembled. Therefore we request a formal bid for both options.

Q. What about phase 1-6 inspections? Again, generally when an aircraft is taken apart to this level, all phases are completed to start with a fresh full inspection but it is not mentioned in the RFP.

A. Metro Fire's maintenance program does not perform phase inspections. Therefore we do not require these inspections to be accomplished.

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Signature: _____ Title: _____ Date: _____/_____/_____

Print Name: _____ Company name: _____

Question and Answers (continued)

Q. How is it going to be handled if a component is found to be in need of repair, of unserviceable through inspection (advertent or inadvertent)?

A. These items will be addressed when they arise and Metro Fire will incur the additional costs of the repairs if our maintenance personnel deem them necessary.

Q. On 1.g, please clarify you want the full hook assy model UH-606. A model 606 is just the hook itself, the UH-606 is the cargo hook and suspension assembly. Also as a consideration, is the cargo hook bumper area reinforced properly?

A. The model UH-606 is acceptable for the cargo hook and suspension assembly. The reinforcement of the cargo hook bumper area is not required.

Q. Upgrades and improvements 1. i., for clarification purposes please explain this further?

A. This item refers to the open port fuel system with safety door (clapper door). A diagram can provide be provided if necessary.

Q. On 1.0, Please clarify what an "X-Plate" is and what it is used for, also if you have used these; a manufacturers name and model as an example.

A. This refers to the ceiling bracket anchor plate, from Heli-Tech Fabrication, which meets USDA Forest Service specifications (drawing F89-01, STC SH261WE).

Q. Extended wire strike. Explain further how it is different than a standard wire strike WSPS, and if you have utilized this in the past a make and model for reference would be appreciated.

A. This is in reference to the DART Aerospace extended WSPS (part #647.3704).

Q. Paint and interior. Fuselage interior. The RFP requires painting of the interior, but does not mention preparation standards (stripping of the old finish). To be properly prepared for painting, the aircraft needs to be completely disassembled to be stripped. We will strongly recommend that the interior portions be refinished in glow green/yellow. An example provided.

A. We agree with your recommendation and would like to request a proposal for the disassembly and any alternative paint colors to achieve our solution.

Q. Are you asking that all the rear compartments, inside the tailboom, under the floor, etc. be painted? If so, all of this will need to be stripped or the finish will look very unacceptable.

A. Yes and the additional preparation work will be acceptable.

Q. We recommend the same green/yellow glow paint for the hell hole as recommended.

Is this an acceptable alternative to your request for white?

A. Metro Fire maintenance personnel have no issues with the recommended colors or any other color to achieve our solution of visibility in dark areas of the interior.

Q. What about all the flight controls? They all need to be removed, stripped, inspected and painted also. These items need to be removed to have the interior fuselage painting done anyway. Can we add this to the project?

A. The additional work requested on the flight controls can be added to the proposal.

Q. Cabin interior: We recommend the aft cabin painted grey with the front part (cockpit) black to meet your NVG needs, is this acceptable?

A. The paint recommended for NVG use for both front and back interiors is acceptable.

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Signature: _____ Title: _____ Date: _____/_____/_____

Print Name: _____ Company name: _____

Question and Answers (continued)

Q. You mention replacing door bushings and mounts, what about replacing the old rubber seals on the entire helicopter? The seals are an integral part of the door and compartment fit and would recommend inclusion and replacement of all door seals. There are also structural parts that wear inside the fuselage and door for the door operation, are all these to be replaced as needed?

A. Metro Fire maintenance personnel do not require replacing the old rubber seals throughout the aircraft.

Q. You don't have any pilot steps in your request?

A. The addition of pilot steps will be predicated upon the type of fire tank system utilized. When a decision has been made on the fire tank, Metro Fire will take recommendations on pilot steps.

Q. You don't have any new cargo mirrors in your request?

A. Metro Fire will keep the current cargo mirrors that are installed.

Q. Can we offer an alternate price sheet in lieu of the one in the request? In our opinion it will better fit a proposal of this type. Your sheet does not cover all the aspects of the project, and we believe it will be important to cover some of the unknowns if possible for everyone's sake.

A. Proposers must adhere to the amended fillable price sheet in the document.

Q. Under Quality: What are Metro Fire Standards? Please send a copy for our review.

A. Metro Fire utilizes the same standards as Bell Helicopters and FAA standards. In addition, we will provide a copy of Metro Fire's inspections guidelines.

Q. Under inspections: who determines what the standard is and how do we have fairness with the cost of any possible re-inspections? This is an ongoing project and we understand ongoing inspections but we need to know how this is going to work. We have our own standard as an FAA approved repair station and Bell Service Center. We cannot predict what your inspector would do outside of that. Can we have this part removed?

A. Metro Fire utilizes the same standards as Bell Helicopters and FAA standards.

Q. Under part 23, what kind of performance guarantee and what is this for? By the terms of the RFP, we are funding the project until complete. Can we get a deposit from Metro for the work and guarantee those deposited funds? Without knowing what this is, we have no idea what the cost to Metro will be as it will be included in the price we give.

A. The performance guarantee has been removed as a requirement. During contract negotiations milestones will be set up to monitor the performance of the project.

Q. Under part 29. We will only offer an all or nothing bid for labor and materials. Our pricing is based on quantity discounts. There is also a problem with warranty, when issues arise from two or more different sources it can turn into a difficult scenario to control. There can be many, but as one example, if you provide a radio and it doesn't work and it's the fault of the radio you provided, we would have to charge you a separate charge for the labor and warranty work each time.

A. We most likely will only be dealing with the successful proposer.

Q. Under part 30. We need to remove part 30.2 and 30.3. The helicopter will have already been accepted at this point, making this not applicable to the project.

A. We will strike section 30.2 and 30.3 as a requirement.

Q. Price sheet: What type of audio panel(s) do you have installed currently?

A. Fire Copter One has the Becker system installed.

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Signature: _____ Title: _____ Date: _____/_____/_____

Print Name: _____ Company name: _____

Question and Answers (continued)

Q. You are adding another VHF transmitter with the Garmin GTN650, are you going to remove one of the KY-196's? The 650N is a GPS and Com.?

A. Yes, we will be eliminating one of the Bendix King KY-196's.

Q. Need to clarify all transmit positions needed and what audio system is used.

A. In Copter One, the Becker avionics system is installed. A diagram of all positions will be included along with the operator's manual.

Q. Price sheet: 5a. Unless you are looking at an alternate source which is not identified XM weather on the G500H requires a Garmin GDL 69 installation and a subscription which has to be purchased direct by Metro.

A. Metro Fire Air Operations will not be utilizing the XM weather feature.

Q. 5.Unless you are looking at an alternate source which is not identified, a Garmin GTS-800 is the approved traffic interface for the G500H. Can you clarify this part and give specific details.

A. Metro Fire will not be utilizing the TCAS feature on the Garmin G500H.

Q. Adding a TDFM 7000 radio. How many total transmit positions would that be?

A. Metro Fire has decided not to utilize the TDFM 7000?

Q. Airframe inspections and repairs on price sheet: need pictures and reports of each, such as "tailboom panels and frame", landing gear cross tube tunnels, etc. It will be difficult to price any repairs without a detailed report or physical inspection.

A. Metro Fire understands that an exact quote is not possible because of the difficulties you mentioned. Any additional costs added will be based on the inspections your company performs and the work needed.

Q. We did not see any mention of painting the inside of the tail boom, is this requested in the RFP?

A. Metro Fire did not request the painting of the inside of the tail boom, but would like to request this as part of the proposal.

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Signature: _____ Title: _____ Date: _____/_____/_____

Print Name: _____ Company name: _____

PROPOSAL PACKET CHECKLIST

Signed and responded to all pages of this RFFP (as amended) ☐

1 original complete packet (Marked **ORIGINAL**) ☐

2 Copies of original packet (Marked **COPY**) ☐

Contact Information Form **COMPLETED** ☐

Questions and Answers Addendum **READ** and **SIGNED** ☐

Amended Fillable Price Sheet **COMPLETED** (Now an attachment at the end of the RFFP) ☐

Notes Regarding Alternate items (IF ANY) ☐

Supplemental Information you wish to include ☐

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Signature: _____ Title: _____ Date: _____/_____/_____

Print Name: _____ Company name: _____

For Alternate Items, space is provided at the end of each numbered sub section to note Brand Name and Part Number
You can also use the space to write any comments about the specific line item.

		Description	Material / Item Cost	Alternate Item Cost	Labor Cost
ELECTRICAL AND AVIONICS					
1		Remove existing avionics and remove all unnecessary wiring and mountings. Examples would be any unused military systems, etc. In addition, clean-up existing wiring to meet or exceed aviation standards.			
Comments:					
2		Fabricate and replace a new cockpit instrument panel so as to accommodate the selected avionics below:			
	a	Rotor/Engine Tachometer Gage			
	b	Radar Altimeter (Existing, Two)			
	c	Fuel Pressure Gage			
	d	Fuel Quantity Gage			
	e	Load Meter Indicator			
	f	D.C. Volt Meter			
	g	Volts AC Meter			
	h	Davtron			
	i	Fuel Gage Test Switch and Warning Light indicator			
	j	Fire Detection Test Switch and Warning Light indicator			
	k	RPM Warning Light indicator			
	l	Sky Connect GPS Tracking System			
	m	Water Tank Hydraulic System Control Panel			
Comments:					
3		Reinstall any equipment removed from the avionics / console panel per the cockpit equipment/instrument location diagram once all unnecessary wiring and mountings are removed and cleanup work is done.			
Comments:					
4		Fabricate new Avionics Radio Console Panel to the standard UH-1H width and modify avionics console panel to accommodate selected avionics below:			
	a	(2) Technisonic TDFM-136A			
	b	(2) Motorola MCS 2000 800 MHz Radio Head			
	c	(4) Motorola 8 Channel Selector Head			
	d	(1) Bendix King KY 196 TSO VHF Radio			
	e	Bendix King Transponder Control Head			
	f	Search Light Control Panel			
Comments:					
5		Procure and install the electrical components and additional avionics outlined below.			

For Alternate Items, space is provided at the end of each numbered sub section to note Brand Name and Part Number
You can also use the space to write any comments about the specific line item.

		Description	Material / Item Cost	Alternate Item Cost	Labor Cost
	a	Garmin G-500 H, Class B NVIS compatible, Dual Multi-Functional Display system, with HSVT (synthetic vision technology), including ILS/VOR receivers and antennas, ~~TCAS, XM Weather updates,~~ GRA 5500 Radar Altimeter, western US approach plates and data input			
	b	Garmin Avionics, Class B NVIS compatible, GTN 650 GPS system.			
	c	Modify aircraft interior, exterior and cockpit instrument lighting for Class B NVG use. Include modifications for NVG compatible LED position lights, anti-collision and search lights. If the NVG cockpit, internal and external lighting proposed modifications do not meet District requirements,			
	d	L-3 Triology ESI-2000 Co-Pilot Standby Attitude Indicator.			
	e	Aerocomputers UltiChart UC-5100 digital moving map system Central Processing Unit (CPU), with EO/IR sensor slaving, video routing and moving map displays. Capable of integration with L-3, FLIR, Axsys, Gyrocam and other EO/IR sensor systems and Ultichart mission management software, and basic maps including 250,000:1, 100,000:1 and 24:000:1 scale topographic maps for the Continental U.S. AK-4 NVIS Sliding Keyboard with integrated joystick-type pointing device and full "QWERTY" keypad. Features standard PS/2 and USB connectivity for use with UltiChart™ mapping systems and other compatible devices. Backlit keys are NVIS B Green MIL-STD-3009 compliant.			
	~~f~~	~~TDFM-7000 Analog/Digital/Encrypted/Trunked/Multi-band Airborne FM Transceiver (Class B NVG Compatible).~~			
	g	Diamond J Digital Instruments Torque Gage, Two (2), Model Number: 8765100-112, DJ Pin Number: 651000-112, Class B NVIS compatible. **[NO EXCEPTION]**			
	h	Diamond J Digital Instruments Temperature (MGT) Gage, model number 8761000-112, DJ Pin Number: 61000-112, Class B NVIS compatible. **[NO EXCEPTION]**			
	I	Diamond J Digital Instruments NG% RPM Gage, model number 8764000-112, DJ Pin Number: 64000-112, Class B NVIS compatible. **[NO EXCEPTION]**			
	j	Diamond J Digital Instruments Engine Oil Gage, model number 8765000-112, DJ Pin Number: 65000-112, Class B NVIS compatible. **[NO EXCEPTION]**			
	k	Diamond J Digital Instruments Transmission Oil Gage, model number 8765000-212, DJ Pin Number: 65000-112, Class B NVIS compatible. **[NO EXCEPTION]**			
	l	Polycon Wireless Intercom System, DVS 6100, water-proof, 3 crewmembers.			
	m	Life Port 5 quick-change light-weight multi-mission utility seating including 4 point restraints and head rests for main compartment seating (See NW Helicopters).			

For Alternate Items, space is provided at the end of each numbered sub section to note Brand Name and Part Number
You can also use the space to write any comments about the specific line item.

		Description	Material / Item Cost	Alternate Item Cost	Labor Cost
	n	Install Oregon Aero Aircraft front seats with Lumbar supports and wool seat covers.			
	o	Pilot/Co-pilot 4-point inertial reel and DART cruise shoulder harness			
	p	Install DART Cargo Release Switch Guard on pilot cyclic control stick.			
	q	Re-wire cyclic controls to match current wiring modification of Metro Fire Copter 2.			
Comments:					
6		Supply wiring schematics for installed avionics.			
Comments:					
AIRFRAME MODIFICATIONS/REPAIRS					
1		Modifications to airframe which allow heavier gross weight and improved capabilities. These modifications should include a 212 Lift Beam and structural modifications and airframe improvements to enhance airframe strength, durability and increased gross weight of the aircraft to 10,500 lbs. 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 be operating at 9,500 lbs. and no new supplements will be needed to meet Operator Manual or performance chart requirements.			
Comments:					
2		Re-skin left side vertical fin.			
Comments:					
3		Inspect and repair issues to current airframe:			
	a	Tail Boom panels and frame.			
	b	Cracked skin on the lower belly of the airframe near the oil cooler.			
	c	Landing gear cross-tubes tunnels and saddles.			
	d	Pilot and co-pilot door bushings, frames, strut reinforcements and door alignment.			
	e	Repair or replace right hand lower fuel cell, Part No. 205-062-635-2.			
	f	Fabricate and install fuel filler port protector plate (brushed steel) and step protectors (brushed steel). Location to be determined at pre construction meeting.			
	g	Fabricate and install left rear cargo bay shelf panel.			
Comments:					
UPGRADES AND IMPROVEMENTS					
1		The following items and issues are required to be addressed, procured and installed on the provided airframe:			

For Alternate Items, space is provided at the end of each numbered sub section to note Brand Name and Part Number
You can also use the space to write any comments about the specific line item.

		Description	Material / Item Cost	Alternate Item Cost	Labor Cost
	a	External rescue hoist provisions kit to allow for the installation of the Goodrich external hoist and wiring for low light down looking camera and light for hoist and external loads (Displayed on G500H). External hoist control pendant will be modified to allow a radio control button for internal and external radio communication.			
	b	Goodrich, UH-1H certified External Hoist and provision kit rated at 600 lbs. maximum lifting capacity, Class B NVIS compatible, with secondary hoist controls for pilots.			
	c	FLIR Systems Ultra 9HD Forward Looking Infrared Module, pendant, laser designator and installation packet compatible with the Aerocomputers UltiChart UC-5100 digital moving map system.			
	d	Dart 31" tall landing gear for UH-1H airframe, Part No. D205-546-105 (FWD Cross Tube) and D205-596-107 (AFT Cross Tube).			
	e	Simplex Aerospace Model 304 Fire Attack aerial firefighting system with 369 gallon capacity. No foam modifications including a 5" hydraulic pump with 300 gallons per minute refill capacity. Simplex Aerospace Aft Hook modification including stowable hover pump latch with pilot activated remote switch for snorkel deployment for the Medium Bell (UH-1H) Fire Attack System which is mounted to the right side of the aircraft.			
	f	Heli-Step recommended folding steps to accommodate the Simplex Aerospace Model 304 Fire Attack aerial firefighting system.			
	g	Mechanical Specialties Model 606 Cargo Hook with 6,000 lbs. lifting capability and digital weigh system.			
	h	DART Aerospace skid BEAR Paw attachments with wear plate kit.			
	~~i~~	~~Open port fuel system with safety door modification.~~			
	j	Power Sonixs, PSAIR 22A (Recessed) 2 speaker, power boosted to 800 watts, PA System, with NVIS compatible control head and compatible Technisonic A-790 control head. The installation, location and type of mounting (recessed or external), will be determined at the pre-construction meeting.			
	k	Trakkabeam A800 Searchlight with dual control, pilot priority switching and internal filter wheel.			
	l	UH-1H Commercial Light Weight Fuel System Kit.			
	m	Tesla (TI47UH1-46AH MPU-24) Battery.			
	n	Extended Wire Strike Protective System (WSPS) kits.			
	o	Interior roof mounted "X Plate" with corresponding additional door mounts.			
Comments:					
PAINT AND INTERIOR					
1		The following items and issues are required to be addressed on the provided airframe:			

For Alternate Items, space is provided at the end of each numbered sub section to note Brand Name and Part Number
You can also use the space to write any comments about the specific line item.

		Description	Material / Item Cost	Alternate Item Cost	Labor Cost
	a	Strip and repaint exterior of complete airframe.			
	b	Paint scheme and design will be that of Metro Fire Copter 2. Photographs, designs and other information related to this specific paint format will be provided during the pre-construction meeting.			
	c	Repaint interior of complete airframe using Gloss White paint (reflective paint in hell hole area).			
	d	Any replacement parts to be painted to match the approved paint scheme.			
	e	Install provided acrylic windows as needed upon inspection.			
	f	Install and replace as needed upon inspection provided interior blankets and control boots.			
	g	Paint inside of the tail boom (see page 20 of RFFP, last question and answer)			
Comments:					
2		Whenever possible during the aircraft painting process, removable panels shall be painted separately. Any deviation from the painting process requires prior approval from the Metro Fire Air Operations Program Manager.			
Comments:					
		Totals			

Notes Regarding Alternate Items:

Signature _____

Title _____

Co. Name _____

Date _____