



ATTACHMENT 50

AIRWORTHINESS GROUP CHAIRMAN'S FACTUAL REPORT

LAX-02-GA-201

C.5 AIRCRAFT SPECIFICATIONS

C.5.1 AIRCRAFT GENERAL

Aircraft shall have been issued a Standard or a Restricted Airworthiness Certificate.

Aircraft certified as Airtankers after October 1970, must be licensed under a Restricted-Type Certificate (TC) for the aircraft and tank or licensed under a previously published TC with an approved Supplemental-Type Certificate (STC) for the suppressant/retardant tank installation. The STC must be issued for each individual aircraft and tank installation or be a multiple for a specific aircraft make or model and tank system.

Airtankers which are configured from aircraft types which have FAA Type Certificates obtained by the aircraft manufacturer must incorporate the manufacturer's designated changes to bring the aircraft into conformity with their type design, except for the tank STC and excluding passenger configuration requirements. All applicable Airworthiness Directives and manufacturer's mandatory service bulletins must be accomplished.

Airtankers which are configured from former military aircraft which have FAA Type Certificates based upon military operation in lieu of a manufacturer's type certificate must have all applicable Time Compliance Technical Orders (TCTO's) or Navy Service Bulletins accomplished. This includes any directives which refer to later models of the same type which were issued after the earlier models had left the military inventory. If FAA approvals establish more restrictive limits, they will prevail.

Any modification or alteration which affects the aircraft's performance, flight characteristics or operational limitations must be approved by the Interagency Airtanker Board.

Airtankers are classified below on the basis of retardant capacities, payload weight, and cruise speed.

C.5.5 AIRCRAFT MAINTENANCE

- (1) All maintenance shall be performed in accordance with manufacturer's recommendations and all applicable Federal Aviation Regulations pertaining to civil aircraft. The standard of performance for all maintenance shall be FAR part 43 and FAR Part 91. The Contractor will assure that all maintenance performed on contract aircraft is recorded in the aircraft's maintenance record as specified in Part I, Section C.5.5(6)(A).
- (2) All aircraft inspections shall be performed in accordance with an FAA-accepted inspection or continuous maintenance program applicable to the aircraft at the start of the contract. A copy of the inspection or maintenance program used by the operator in accordance with Federal Aviation Regulation 91.409(f)(1) through (4), or Part 121, Subpart L (135.2), shall be made available to the Contracting Officer prior to the start of the contract.
- (3) Compliance with mandatory manufacturer's bulletins, FAA Airworthiness Directives (AD) as applicable, and the correction of maintenance deficiencies shall be accomplished prior to the start and during the period of contract performance.
- (4) All maintenance deficiencies existing prior to the contract shall be corrected before the starting date of the contract. Those deficiencies occurring during the contract shall be corrected in accordance with Federal Aviation Regulation 91.405 or, if the aircraft is operated under Federal Aviation Regulation Part 121, the operator's maintenance manual. For the purpose of maintenance, the Airtanker shall be off duty on the days in which the Airtanker crew is off duty.
- (5) Aircraft shall have been weighed originally as an Airtanker. Weight and balance data, including forward and aft center of gravity limits, shall be recorded and maintained in aircraft records. Weight and balance update shall be accomplished following major repair or major alterations that would have an appreciable affect on weight and balance.
- (6) The following aircraft records and manuals shall be available to Agency inspectors:
 - (A) Current airframe and engine maintenance records that contain at least the information required in Federal Aviation Regulation 91.417 shall be available at the Designated Base. Airframe and engine records with the current status of overhaul, life-limited components and Airworthiness Directives, as well as the maintenance performed throughout the contract period, shall be onboard each contract aircraft at all times.
 - (B) Aircraft Daily Maintenance Log
 - (1.) An aircraft Daily Maintenance Log will be maintained for each aircraft used on contract. The form illustrated in Part III, Section J, is only a sample, but illustrates the minimum requirements.

- (2.) This form or similar log must contain the following minimum information:
- (a) Name of the Contractor
 - (b) Date
 - (c) Aircraft Identification Number
 - (d) Tanker Number
 - (e) Flight Crew
 - (f) Departure and Destination Each Flight
 - (g) Takeoff and Landing Time Each Flight
 - (h) Elapsed Time Each Flight
 - (i) Total Time Each Date a Flight is Completed
 - (j) Total Aircraft Time
 - (k) Purpose of Each Flight (i.e., Ferry, Maintenance, Crew Training, Revenue, etc.)
 - (l) Recording of Fuel and Oil Added and Total Fuel on Board After Each Refueling
 - (m) Space for Recording Discrepancies as They Occur During Each Flight
 - (n) Space for Corrective Action Taken on Discrepancies. (Serial Numbers of major components removed and replacements will be recorded in this Section. Copies of the change records must be kept with the aircraft daily records.)
- (3) A log sheet entry is required any day a flight is performed regardless of the purpose. One copy of each completed log sheet will be maintained at the Contractor's principal base of operations, and will be made available to the Forest Service Audit Representative(s) and the National Airtanker Inspection Team.
- (C) A copy of current weight and balance data. A completed sample weight and balance computation based on normal operating weight at the Designated Base.
 - (D) One copy of the Manufacturer's Maintenance Manual for each make and model aircraft and engine used.
- (7) The Contractor shall provide a qualified mechanic or repair facility to maintain the aircraft in an airworthy condition throughout the contract. The responsible mechanic shall hold an FAA Mechanic's Certificate with Airframe and Powerplant ratings. A repair facility used in lieu of a Contractor mechanic shall be appropriately rated FAA-Certified Repair Station. If the Government inspection indicates a general laxity in this respect, it will be sufficient grounds for

C.7 FLIGHT AND GROUND OPERATIONS

C.7.1 GENERAL

- (1) Aircraft shall be operated in accordance with the requirements of Federal Aviation Regulations Parts 91 and 137 governing all civil aircraft (Federal Aviation Regulation 137.29(d), notwithstanding), other Federal Aviation Regulations stated in the contract and the air regulations of the States in which the aircraft may operate under this contract, except those requirements specifically exempted by the Contracting Officer while operating for Government Agencies. Status as a public aircraft does not alter this requirement for compliance with the above regulations.
- (2) Aircraft shall be operated within recommended flight envelope limitations. Aircraft operating in turbulent conditions shall not exceed authorized penetration speeds for the aircraft.
- (3) All flights shall be loaded such that the center of gravity shall remain within allowed limits during the flight. Actual weights shall be used for weight calculations. The Pilot-in-Command shall be responsible for compliance with the approved center of gravity limitations.
- (4) Airtankers shall be required to load the applicable minimum payload shown in the Schedule of Items at the Designated Base(s). When additional gallorage is ordered by the Contracting Officer, those Airtankers capable and approved to do so will carry the additional gallorage.
- (5) At the Government's discretion, Airtankers may at times be loaded with retardant and shall remain loaded until dispatched to a fire. Off-loading may be authorized by the Contracting Officer when required for the performance of maintenance or flights not requiring retardant.
- (6) Retardants shall be dropped as accurately as possible on the designated target areas of the fire. Minimum drop height is 150 feet above the ground or canopy cover (whichever is higher). Depending on the type and volume of retardant dropped at one time, the safe drop height altitude may be higher.
- (7) Anti-collision lights shall be lighted for all flight operations except when the Pilot-in-Command determines in the interest of safety, to turn the lights off (Federal Aviation Regulation 91.209).
- (8) Aircraft with inoperable instruments or equipment shall be operated in accordance with FAR Part 91.213.
- (9) A copy of the current contract shall be kept in the aircraft at all times.
- (10) See Section H (*Alaska Requirements*)
- (11) Aircraft shall not be fueled while engines are running, or propellers are turning.

2002 SCHEDULE OF ITEMS
AIRTANKERS

ITEM NUMBER CONTRACTOR CONTRACT #	DESIGNATED BASE FS REGION OR OTHER AGENCY	MINIMUM		SPECIAL REQUIREMENTS AND OTHER LIMITATIONS	MANDATORY AVAILABILITY PERIOD		EXTENDED STANDBY	DAILY POST & OPTION	DAILY AVAIL	FLIGHT RATE	A/C TYPE TANKER NO. N NO.
		GALLON	PAYLOAD		ON	OFF					
14 HAWKINS & POWERS FS # 1-2194	LaGrande/R6	3,000	27,000	Day Off - Monday Max Oper Wt. S=90,000# D=133,000#	6/28	10/15	94	\$37.00	\$5,760	\$3,815	C-130
15 TBM FS # 1-2198	K. Falls/R6 (Kingsley Field)	3,000	27,000	Day Off - Wednesday Normal Oper Temp - 86F	6/15	10/19	108	\$37.00	\$3,987	\$3,236	T-130
16 TBM FS # 1-2198	K. Falls/R6 (Kingsley Field)	3,000	27,000	Day Off - Thursday Normal Oper Temp - 86F	5/30	10/4	108	\$37.00	\$3,987	\$3,236	DC-7
17 AERO UNION FS # 1-2192	Redmond/R6	3,000	27,000	Day Off - Tuesday Max Oper Wt. S=80,000# D=155,000#	6/9	9/28	98	\$37.00	\$5,103	\$2,943	P-3
18 NEPTUNE FS # 2-2205	Redmond/R6	2,450	22,050	Day Off - Wednesday Max Oper Wt. S=80,000# D=155,000#	7/1	10/22	98	\$37.00	\$4,401	\$2,573	T-27
19 HAWKINS & POWERS FS # 1-2194	Moses Lake/R6	3,000	27,000	Day Off - Thursday Max Oper Wt. S=80,000# D=155,000#	6/12	10/4	98	\$37.00	\$5,607	\$3,815	P2V
20 TBM FS # 1-2198	Moses Lake/R6	3,000	27,000	Day Off - Friday Max Oper Wt. S=80,000# D=155,000#	6/70	10/24	118	\$37.00	\$3,915	\$3,236	T-12
21 AERO FLITE FS # 1-2193	Ramona/R5	2,000	18,000	Day Off - Tuesday Max Oper Wt. S=75,000# D=95,000#	6/2	11/16	144	\$37.00	\$2,565	\$1,884	DC-4