I. Background

The Aviation Section of the Tennessee Highway Patrol (THP), a Division within the Tennessee Department of Safety and Homeland Security (TDOSHS), provides twenty-four (24) hour state-wide response for critical occurrences and emergency situations. Missions include search operations, technical rescue operations, and aerial and logistical support for law enforcement and public safety agencies. The Aviation Section performs these missions utilizing four different models of Bell Helicopters that include the 206B, OH-58 and UH-1H. These various helicopters are equipped with various sensors, lighting, radios, rescue hoists and other apparatuses.

Missions are performed during the day and night in all corners of the state. The key to the Aviation Section’s success is its quick response and ability to provide support to public safety agencies during emergencies and in times of natural disaster at a moment’s notice. Support may include search and rescue, tactical support, and transportation of law enforcement personnel, emergency medical personnel and/or their equipment. The ability to complete these missions is often hampered by the limitations of the TDOSHS’s aging fleet of legacy helicopters. The TDOSHS has identified the need to modernize its helicopter fleet with a new twin-engine, multi-mission equipped helicopter. This helicopter will replace one of the Bell 206B helicopters.

Questions pertaining to the technical requirements of these specifications shall be directed in writing to:

Lieutenant Brad Lund
Tennessee Highway Patrol, Aviation Section
225 Ezell Pike
Nashville, TN 37217
Telephone: (615) 202-3678
Email: Bradley.Lund@tn.gov

AND

Captain Robert Johnson
Tennessee Highway Patrol, Special Operations Unit
283 Stewarts Ferry Pike-Annex
Nashville, TN 37214
Telephone: (615) 232-2968
Email: Robert.T.Johnson@tn.gov

II. Overview

The Tennessee Department of Safety and Homeland Security is seeking to purchase a “factory new” Bell 429 twin-engine, multi-mission equipped helicopter. The helicopter must have no previous owner. It must be the latest improved model in current production as offered to the commercial trade.
The aircraft will be completed and delivered in the conditions specified by the TDOSHS and shall have the minimum number of accumulated flight hours and associated pre delivery support necessary for production test flights. Time on the airframe, powerplant, and components shall be limited to that time necessary for manufacture, testing and/or transportation during the production, finishing, and delivery processes.

All equipment (parts, materials, components) and installations must be in accordance with prescribed Federal Aviation Regulations (FARs) and Federal Aviation Administration (FAA) procedures and the completed systems must include all radio components, wiring harnesses, mounting brackets, lighting devices, circuit breakers, antennas and switches. All the foregoing must pass FAA inspection and certification and be approved by the FAA. All materials and parts, unless otherwise stated, shall be new and unused, of current manufacture, and of the highest quality, free from all defects or imperfections affecting performance or appearance.

The helicopter shall be Single Pilot Instrument Flight Rules (IFR) Certified (SPIFR).

The helicopter’s interior designs shall be certified to applicable FAA / FAR.

The helicopter shall meet or exceed current International Civil Aviation Organization (IACO) noise standards for 1,000 foot fly-over.

The helicopter shall be capable of carrying two (2) pilots and six (6) passengers.

The helicopter shall be equipped with chip detectors in the engines, main gear box, tail rotor, and intermediate gear boxes.

The successful bidder shall endeavor to provide a completed helicopter within six (6) months of the start date of the contract. The successful bidder shall provide the projected timeframe for delivery prior to award. The TDOSHS reserves the right to accept or reject the bidder’s proposal based upon the completion and delivery dates presented.

### III. General Specifications

The aircraft shall be equipped with standard equipment as published in the Bell 429 Product Specifications Guide (released February 2017) and shall be equipped with optional accessories and other equipment as indicated in this specifications document.

If any bidder fails to meet all of the Specifications related to the helicopter that are set forth in the Specifications of this Solicitation, then that bidder shall make it clear to the TDOSHS by written notification, which of the Specifications for the helicopter are not being met and provide details of the substituted equipment or capability being proposed for those Specifications.
A. General Requirements
   o Bidder shall agree to work with a State designated Vendor and/or integrator for the installation of additional State-supplied or third-party-supplied equipment.

B. Airframe
   o Dual Pilot Provisions
   o Dual Pilot Controls Equipment
   o Pilot Cyclic Stick Locking Device
   o 200 Amp Starter Generators (Dual)
   o Increased Capacity Battery (53 AmpH; Cat. A compliant)
   o Articulating Landing Light (Cat. A compliant)
   o Rotor Brake Equipment
   o Door Openers-Automatic: Crew (2 Door Kit, AA) and Passenger (2 Door Kit, AA)
   o Forward Flashing Light
   o Fuel Filler Area Protector (AA)
   o Hard Point Floor Spotter (AA)
   o Hard Point Rappelling System (rated for at least 400 pounds for rappel and static line rescue operations. If hard point is external, it must be accessible from the cabin in flight) (AA)
   o Polycarbonate (LH & RH) Windshields, Clear
   o Engine Inlet Barrier Filter (Filtration System)
   o Passenger Windows (LH & RH) (Dark Gray; photo) (AA)
   o Sliding Door Windows (Dark Gray; photo)
   o Wire Strike Protection System (Polycarbonate Windshield Compatible; and to include both upper and lower wire cutters)
   o LED Step Lights for Cabin Doors (LH & RH) (Whelen; to illuminate the cabin step and skid area)
   o External steps to facilitate inspection of engines and rotor head without the use of a stepladder
   o Snow deflector, snow baffle/barrier system or cold weather kit option to allow for operations in falling or blowing snow if necessary (equipment to be an integral part of the aircraft design or capable of being affixed with approved fasteners)
   o Auxiliary fuel tank equipment

C. Avionics
   o The awarded bidder (“Vendor”) shall provide (except Customer supplied equipment) and install the following avionics and specialized equipment. All units shall be of the named manufacturer unless otherwise approved by the TDOSHS. Units shall be of solid
state construction, utilizing appropriate fusing and voltage regulations. Units shall be
designed to operate from the helicopter’s 28 VDC electrical system. Avionics shall be as
follows:

- Radar Altimeter (Honeywell 405B (Category A))
- **Garmin GPS** GTN 750 ChartView Upgrade
- **Garmin GPS** GTN 750 HTAWS Upgrade
- **Garmin** GTS 800 Traffic Avoidance System
- 4th Axis Autopilot
- Marker Beacon w/Remote Mounted (PS Engineering) Displayed on Factory EFIS
- RHO-Theta DF517 Direction Finding System (SAR and Law Enforcement Direction Finder)
- **Garmin** Weather Data Link (GDL-69A) & XM Radio with remote
- Installation of customer-supplied Technisonic TDFM-9000 NV series radio, as well as, all associated antennae to allow for simultaneous operation for the TDFM-9000 system. (Three modules to include two 700/800/VHF Motorola Smart Zone trunking, and one conventional UHF low band FM module) *(See also Section I)*
- Installation of two (2) “Auxiliary FM” Radio Interface Adapter provisions in accordance with FS/OAS A-17 drawing.
- Installation of customer-supplied Intelligence, Surveillance, and Reconnaissance (ISR) package. Required aircraft mounts, cables, and connects shall be customer supplied. *(See also Section I)*
- “Permanent” swing away universal iPad mount with anti-glare shield located at the pilot position.
- Helicopter Emergency Egress luminescent placards
- Digital ICS/Radio interface system with three (3) control boxes. One of each shall be located at the pilot station, co-pilot station, and one in the rear cabin area with six (6) additional ICS connections in the aircraft cabin. This ICS system shall be the Eagle Copters P139 or suitable substitute system. ICS system shall be switchable to allow the pilot or pilot and co-pilot to be isolated out of the ICS loop. System shall allow multicast of two (2) installed radios.
- Cabin-mounted cockpit call switch or button to alert pilot when isolated from ICS loop.
- Equipped and capable of performing coupled Wide Area Augmentation System (WAAS) approaches (approach speeds as slow as 45 knots; glide slope up to six (6) degrees.
- 406 Mhz GPS position reporting Emergency Locator Transmitter (ELT).
- Dual transponders compatible with and supporting the requirements of the Traffic Collison Alert System.
If required, specialized equipment shall be installed and documented via FAA Form 337, or Supplemental Type Certificate (STC).

Instrumentation and avionics shall be front-mounted to the extent possible in the instrument panel and center console with sufficient extra wiring to allow easy removal and replacement.

A mission master switch (avionics master) and circuit breaker combination that permits single point power control for all radios.

**ANTENNAE**: Due to the numerous radios to be installed, the selection of correct size antennas and their mounting locations is a critical factor. Therefore, it is the Vendor's responsibility to ensure that antennae are the proper size, provide switching circuits (if necessary), and ensure that mounting requirements are met so as to reduce interference such as intermodulation or co-channel and adjacent channel interference. The Vendor shall coordinate all antennae selected with the TDOSHS Aviation Section prior to procurement and installation.

**LOCATION OF EQUIPMENT**: Radios, control heads, wiring harnesses, brackets, antennas, etc., cannot be installed in such manner as to hinder or interfere with the normal passenger accommodations. Prior to beginning any installation of equipment, the Vendor will agree to a design review with members of the TDOSHS for review and approval of mounting locations of all Vendor installed equipment.

**DISCONNECT CIRCUIT**: A disconnect circuit shall be incorporated to automatically disconnect all radios (with the exception of the TDOSHS 'main-band' system) when the starter is energized with the radio master in the "on" position, thus preventing damage to installed equipment.

### D. Environment

- **Dual Evaporator Air Conditioner with manual controls (AirComm)**
- **Bleed Air Heater Provisions (AirComm)**
- **Bleed Air Heater Equipment with chin bubble defrost capability (AirComm)**

### E. Equipment

- **Cargo Hook Provisions**
- **Cargo Hook (Certified for HEC)**
- **Rescue Hoist Provisions, including Interior Trim Modification (installed on the starboard—RH—side; will have a “RED” and “GREEN” waterproof light system selectable from the hook.**
- **ZEPHRYR cable cutter mounted in close proximity to the starboard—RH—rear sliding door; hoist will have a removable hoist controller in the rear cabin area in addition to pilot controls.**
- **Rescue Hoist Equipment, Goodrich 600 lb. Capacity (will be equipped with Customer supplied hoist camera with the video feed viewable from the pilot/co-pilot station)**
F. Interior
- Headliner - Standard with LED Lights & Adjustable AC Vents
- Interior Trim – Utility Light Weight
- Soundproofing (crew and cabin compartments)
- AeroDynamix NVG STC (does not include AeroDynamix NVG Covert IR Formation Lighting System): Night Vision Goggle (NVG) compatible cockpit lighting and instrumentation and a flexible mounted NVG compatible map light system (s) on each side of cockpit
- Self-illuminating "Fasten Seat Belt" and "No Smoking" placards
- Laminated passenger safety briefing cards (specific to the made and model; 30)

G. Engine
- Compressor Wash Kit
- Engine shall have a minimum warranty of 1,000 hours or thirty-six (36) months, whichever comes first. The engine time between overhaul (TBO) shall be no less than 3,500 hours.
- Electrically operated anti-icing system (installed)

H. Miscellaneous & Loose Equipment
- Cockpit tray-type floor protectors
- The helicopter shall have FAA approved fire extinguisher kit(s) (Fire detection and suppression systems shall be installed and capable of being monitored and activated from the cockpit)
- The helicopter shall be fitted with custom map pockets large enough for Visual Flight Rules (VFR) / (Instrument Flight Rules) IFR aeronautical charts and flight manuals
- Main rotor tie-downs
- Tail rotor tie down
- Gross Weight Towing Puller Provisions and removable ground handling wheels and equipment.
- Pitot tube cover
- Turbine air inlet covers
- Tail pipe covers
- Flight bag(s)
- Windscreen cover
Tubular landing gear shall be capable of accepting provisions for an emergency inflatable floatation system

I. Additional State-Supplied Equipment and Placement

If flight testing is required prior to receiving FAA approval of the equipment installation, the Vendor will provide a pilot for the purpose of conducting these tests. All necessary paperwork will be completed by the Vendor.

- Technisonic TDFM-9000NV series radio. There are three (3) modules to include two (2) (700/800/VHF Motorola smart zone trunking and one (1) conventional UHF low band FM module (Project number 90532))
- Installation of customer supplied Intelligence, Surveillance, and Reconnaissance (ISR) package to include Churchill Augmented Reality System (ARS) Digital Moving Map system with stow-able keyboard, WESCAM MX-10 Triple Sensor Turret, 12.1” monitor, and Searchlight.
- Mission master switch to power WESCAM MX-10, Trakka A-800, Churchill ARS and tactical radios.
- WESCAM MX-10 system consisting of Triple Sensor Turret, ½ ATR Master Control Unit (MCU), GPS, remote control and cabling (CUSTOMER SUPPLIED EQUIPMENT). The turret assembly is to be centerline mounted in such location as to ensure the highest opportunity to avoid blanking of field of view. In any case, it shall be removable by the flight crew (2 persons) in less than fifteen (15) minutes without the necessity of an FAA or A&P sign-off. There should be a cannon plug / coupling mounted on the exterior of the aircraft, which allows the MX-10 to be connected to the aircraft/systems. This system shall include an equipment jack to safely remove and store the MX-10.
- Trakka A-800 Searchlight, Power Control Interface Unit (PCIU), Remote Control and Cabling. In any case, it shall be removable by the flight crew (2 persons) in less than fifteen (15) minutes without the necessity of an FAA or A&P sign-off.
- Cannon plug connection points for the WESCAM MX-10 and Trakka A-800 remote controls shall be positioned in the area between the cockpit and cabin such that the systems can be controlled by either occupant using the standard remote control cables without extensions.
- 12-inch diagonal or larger Macro Blue HD (1080p) anti-glare, touch screen monitor mounted in the co-pilot side of cockpit with video inputs from Churchill ARS Moving Map and WESCAM MX-10 with a preference for the ability to fold flat against the instrument panel or center console.
- Two (2) console mounted HD Digital Video Recorders with one receiving input from Churchill ARS and MX-10 System and the other receiving input from the Hoist-Cam and output for controls to co-pilot side monitor.
IV. Performance Specifications

A. Loading/Weight & Balance
  - The Vendor shall provide loading information and instructions necessary to ensure that each flight is conducted within the approved gross weight and center of gravity limitations of the aircraft.
  - The Vendor shall weigh the helicopter prior to and after completion and provide new weight and balance certificates.
  - The Vendor shall ensure that the aircraft with avionics and specialized equipment herein specified installed is within center of gravity in the following conditions and useful fuel weights:
    - Design shall permit minimum to maximum indiscriminate cabin loading without having to move any aircraft components or using any movable ballast weights to keep within revised flight limits. The center of gravity limits, both longitudinally and laterally, shall be clearly stated in an approved rotorcraft flight manual reflecting variations, if any, due to the installation of special equipment required in this specification.
  - Aircraft shall be equipped with an area capable of stowing rescue and tactical equipment without crowding the intended cabin use or allowing loose objects to be misplaced within the cabin area. If this compartment(s) is separate from the main cabin, it shall be provided with a key-operated lockable door. Storage space shall also be provided for miscellaneous operating items such as: turbine inlet covers, tailpipe covers, main rotor tie-downs and tail rotor tie-downs. Dedicated storage space compartments should be an integral part of the aircraft.

B. Performance Standards
The helicopter shall be certified by the FAA to permit the following performance standards while operating at sea level under the conditions of the International Civil Aviation Organization (ICAO) standard atmospheric day. These performance standards must be demonstrated in the aircraft certification documents and subject to verification during flight test.
  - Category A performance with engine barrier inlet filter installed.
  - Using internal battery system, ability to perform standard start and run-up to flight ready status.
  - Cruise speed of at least 135 Knots True Airspeed (KTAS) utilizing maximum continuous power or less in a basic aircraft configuration at maximum gross weight.
  - Hover Out of Ground Effect (HOGE) at maximum gross weight utilizing 85% or less of gas producer, turbine outlet temperature (MGT, TOT, TIT, etc.) or torque limitations with 15 knot winds from any direction relative to the nose of the helicopter.
- Helicopter should have a minimum of 3.5 hours endurance capability in the standard configuration at 4,000 ft. and 1.5 hours in the law enforcement mission package, with two (2) pilots and two (2) passengers.
- Helicopter should have a minimum useful payload of 1,500 lbs. in the standard configuration.
- Helicopter hydraulic system shall be designed to provide complete redundancy in the event of a single hydraulic failure.
- Helicopter shall be equipped with a "weight on gear" actuator switch, integrated with avionics and electrical components to minimally include the transponder, engine hour meter (hobbs), and electric sump drain valves.
- Helicopter shall be equipped with sufficient exterior lighting to continuously illuminate the area from the "10 o’clock to 2 o’clock" area (as viewed from the flight crew positions) during landing and hovering operations.

V. Required Minimum Technical Specifications

- All current Alert Service Bulletins (ASB’s), Technical Bulletins (TB’s) and Airworthiness Directives (AD’s) shall be current and complied with as of the date of delivery. All FAA Supplemental Type Certificates (STC’s), FAA Field Approvals forms, FAA Registration Certificates, FAA Airworthiness Certificates, flight manuals, maintenance manuals, aircraft logbooks and other documentation as appropriate shall be current as of the date of delivery. (See also Sections VIII and XI)

VI. Maintenance Specifications

A. Maintenance Specifications

- No scheduled maintenance requirements between 100 hour inspections (except lubrication or visual inspections).
- No component overhaul or retirement times of less than 1,000 hours.
- Main fuselage assembly shall be “on-condition” with no scheduled retirement or overhaul.

B. Emergency Maintenance & Repairs

- Vendor should have the ability to provide or arrange for maintenance and repair work on the helicopter on an emergency basis while the aircraft is in active service with the TDOSHS. It is anticipated that TDOSHS personnel or possibly another outside Vendor will perform most of the necessary maintenance and repair work on the helicopter being purchased under this solicitation. However, should situations arise in which TDOSHS personnel cannot perform all necessary maintenance and repair work on the helicopter and another outside Vendor is not readily available, then said Vendor would be expected to perform or arrange for necessary maintenance and repair services on
the helicopter being purchased under this solicitation. The maintenance and repairs should include, but are not limited to, emergency maintenance, repair and overhauls to the engines and airframe if needed. Maintenance and repairs not covered under warranty shall be at the expense of the TDOSHS.

VII. Warranties and Technical Support

- A standard Bell Helicopter Warranty shall be provided to the aircraft and all of its component parts, systems, subsystems, factory-installed accessories and optional items and any other devices furnished to satisfy the requirements of this document. This will include replacement and repair of all parts for one-thousand (1000) hours or thirty-six (36) months after final acceptance, whichever comes first, at no additional costs to the TDOSHS. The Vendor shall be responsible for all shipping and ancillary costs associated with warranty repair and parts replacement, and shall provide any technical support necessary to return the aircraft to service. All parts requiring replacement during the warranty period shall be new or like-new and of original equipment manufacturer. On those occasions when loaner components are provided to keep helicopters in service, these loaner components shall be provided at no costs to the TDOSHS during the warranty period.

- Warranty shall cover the installation and/or workmanship of all new components and provisions.

- All maintenance technician labor provided by the TDOSHS Aviation unit to resolve warranty issues shall be credited to the TDOSHS at the current contractual shop rate of that provider for the purposes of procuring airframe parts from the contractor after warranty expiration.

- On those occasions during the warranty period when a helicopter is grounded AOG (Aircraft on Ground), the Vendor shall begin actions for resolution within twenty-four (24) hours of notification and shall work with TDOSHS to resolve the problem without delay including onsite technical support and overnight shipping or courier services for required parts at the Vendor’s expense.

- The Vendor shall recognize the role of the aircraft in support of the mission of the TDOSHS. As such, should the TDOSHS request on-site support for any maintenance issue, component issue, or installed equipment issue, the Vendor shall make every effort to fulfill this request within seventy-two (72) hours in order to resolve the issue.

- All installed equipment and component warranty periods shall commence at the time of final helicopter delivery acceptance. Delivery acceptance is defined by the date when the helicopter has been completed, accepted and signed for per the scope outlined within, and is ready for operational service.

- The Vendor shall confer with the TDOSHS in determining the best location for the aircraft’s completion. The completion shall be conducted at a location that is mutually agreed upon between the parties.
The aircraft shall come with all necessary manufacturer technical support for the aircraft, component parts, systems, subsystems, factory installed accessories and optional items. The support shall be provided within twenty-four (24) hours of demand.

VIII. Schematics

- The Vendor shall provide two (2) sets of schematics and working drawings of all equipment manufactured by the Vendor; all custom manufactured equipment and installations; all modifications of standard, off-the-shelf equipment that does not have schematics or drawings available from the manufacturer; to include overall system wiring and audio mixer control units. The airframe number will be included on all schematics provided by the Vendor.

IX. Pilot and Mechanic Training

Training courses credit shall be valid for twenty-four (24) months from date of delivery of completed aircraft. Vendor shall provide appropriate Certificates for each trainee for each completed training. The initial training shall be conducted prior to acceptance and delivery of the aircraft and/or at the discretion of the TDOSHS. Recurrent training shall also be included in the purchase price of the helicopter. Travel to and from the Vendor’s training facility and per diem for employees of the TDOSHS shall be the responsibility of the TDOSHS.

- Vendor shall provide three (3) Bell 429 initial Pilot Qualification Training Courses from the Bell Customer Training Center. Training to be made available upon award of contract and scheduling shall be in conjunction with the needs of TDOSHS.
- Vendor shall provide two (2) Bell 429 Initial Mechanic Field Maintenance Training Courses from the Bell Customer Training Center. Training to be made available upon award of contract and the scheduling of training dates shall be in conjunction with the needs of TDOSHS.
- Vendor shall provide two (2) Bell 429 Integrated Avionics Systems Training Courses from the Bell Customer Training Center. Training to be made available upon award of contract and the scheduling of training dates shall be in conjunction with the needs of TDOSHS.

X. Delivery and Acceptance

A. Location:

Delivery of the completed aircraft shall be made at the TDOSHS Aviation Section Hangar located at 225 Ezell Pike, Nashville, Tennessee 37243 or at the awarded contract Vendor’s location at the discretion of the TDOSHS.

B. Color Scheme and Paint:

- Vendor must coordinate with designated TDOSHS staff concerning the “final paint design” scheme, as well as, interior colors upon award of the bid.
Painting of the helicopters must be considered by the Vendor in the bid submission and the color scheme shall be consistent with current TDOSHS fleet design for planning purposes. Final exterior paint scheme however, shall be determined at the time of design review.

All exterior parts of the airframe shall be covered with high quality polyurethane paint of DuPont Imron quality or higher and a clear coat finish acceptable to the TDOSHS. All TDOSHS “State Trooper” customized stenciling shall be painted and not decaled.

Interior colors, including carpet and upholstery shall be selected at the time that the final paint design scheme is selected.

C. Operational Checks

The Vendor shall perform a functional check of each piece of equipment after final installation of control positions on the consoles. At the time of the flight test/delivery, Vendor shall perform said functional checks (of each piece of equipment after final installation of control positions on the consoles), in the presence of representatives of the TDOSHS Aviation Section.

D. Inspections

The Vendor shall accommodate visits and inspections by representatives of the TDOSHS at any point during aircraft production or customization.

The TDOSHS reserves the right to modify or change the configurations during the production stage as necessary to aid maintenance function or crew operations. The type of equipment will not be modified or changed and will remain as specified in the Solicitation or as submitted by the TDOSHS.

Final inspection and flight testing will be combined with the final inspection trip. Delivery will be made by a Vendor pilot accompanied by a TDOSHS pilot to further evaluate the aircraft. Acceptance of the helicopter shall be upon delivery at the TDOSHS Aviation Section, Nashville, Tennessee. Any discrepancies or non-conformity to contract specifications shall result in the Vendor taking the helicopter for repair and / or modification with all work accomplished and the helicopter returned within thirty (30) days of the notification by the TDOSHS of any such discrepancies or non-conformity.

E. Flight Testing and Acceptance

Acceptance of the helicopter shall be designated by the successful completion of the following process:

- An inspection of all appropriate aircraft records and documentation by the Director of Maintenance for the TDOSHS Aviation Section and a designated technical representative of the Vendor;
A thorough ground inspection of the helicopter by the Director of Maintenance for the TDOSHS Aviation Section and a designated technical representative of the Vendor;

A thorough flight test by a designated pilot representing the Vendor, a designated pilot and maintenance personnel representing the TDOSHS Aviation Section to ensure the proper operation of the aircraft, its component parts, systems, subsystems, accessories and optional items and any other devices furnished to satisfy the requirements of this document.

- A Flight test that shall consist of the following:
  - Verification that all inflight and ground vibrations are of an acceptable level;
  - Verification that all avionic systems, communication, navigational, radar altimeter, etc. are operational and accurate;
  - Verification of all autopilot functions to include demonstration of various coupled instrument approaches are operational and accurate;
  - Performance of engine power checks of both engines.

**XI. All Applicable FAA Supplemental Type Certificates, Publications, Manuals, Diagrams (see also Sections V and VIII)**

- The helicopter shall be delivered with a full set of publications as commonly delivered with any new helicopter sold by the Vendor. FAA forms (Form 337), diagrams, drawings, airworthiness certificates, registration certificates, manuals, logbooks and other documentation shall be presented with the helicopter at the time of delivery. All documentation shall include a minimum of two copies—an original paper and electronic copy. Documentation shall include, but not be limited to the following:
  - Rotorcraft flight Manual (RFM) including all appropriate supplements for factory installed optional kits and accessories
  - Aircraft Maintenance Manuals
  - Engine Maintenance Manuals
  - Illustrated Parts Manuals
  - Aircraft Log Book
  - Engine Log Book
  - Historical Service Records
  - Current Weight and Balance information
  - Aircraft Equipment List
  - Wiring diagrams
  - Any other documents required for certification and or continued airworthiness

- All manufacturers’ service bulletins, letter and modification notices, which are published prior to delivery, shall be complied with and versed by entries in the appropriate logbook.
o The Vendor shall ensure that all databases, firmware and operating systems are the most current available at the time of aircraft delivery and acceptance.