

S.E.A.T., Pilot, Service Truck/Trailer, and Driver

123501 O5 NEW FRONTIER AVIATION, INC. COST SHEET PROPOSAL

Bidder Name: NEW FRONTIER AVIATION, INC.

Method of Measurement and Basis of Payment for Flight

1. Compensation for flight time will be paid at the bid flight rate.
2. Flight time; will be measured in hours and tenths of hours, recorded by a direct reading, electronically driven hour meter in each aircraft on a Daily Invoice. If the hour meter becomes inoperative or inaccurate, the Pilot will use clock time of each takeoff and landing. The Daily Seat Cost Summary Sheet must be approved by an Aircraft Manager at the conclusion of each day. Any erasures or other corrections shall be initiated by the Pilot in Charge or the Aircraft Manager as appropriate.
 - a. On days when the aircraft is flown, the pilot will be responsible for recording on the Daily Seat Cost Summary Sheet the following:
 - i. Flight date.
 - ii. Contract number/name.
 - iii. FAA registration.
 - iv. Contractor name.
 - v. Incident number and name.
 - vi. Name of pilot.
 - vii. Gallons of fire retardant delivered.
 - viii. Location from which flight time for the day commenced and start time.
 - ix. Location at which flight time for the day ended and end time.
 - x. Flight rate.
 - xi. Any other items pertinent to the establishing of the net sum earned by the Contractor (per Diem, etc.)
 - a. Approved invoices will be packaged for payment on a semi-monthly/monthly basis.
 - b. If a load is dropped to enhance aircraft performance in a bona fide emergency or to meet landing requirements which endanger the safety of the aircraft flight, time will be paid for by the State and retardant will not be charged to the Contractor.
 - c. No payment will be made for flights when the load of retardant is accidentally or carelessly dropped on non-target areas. In addition, the cost of the lost load of retardant will be charged to the Contractor and deducted from payments due. All incidents of this nature will be reviewed and final determination made by the NEMA Operations Manager.
 - d. Payment for flight time will be made only when flight is properly ordered by designated personnel; by local incident commander.
 - e. Payment for flights for the benefit of the Contractor such as proficiency flights, functional check flights, ferrying to and from maintenance facilities, required flight following engine change, or transportation of Contractor's support personnel must be approved by the NEMA Operations Manager prior to the flight.

Please provide information regarding Airplane/Vehicle being bid for this contract.

Airplane Type	Year	Make	Model
SINGLE-ENGINE AIR TANKER	1996	AIR TRACTOR	AT-802
Fuel Service/Support Truck Type	Year	Make	Model
F-450 FORD/TDK FUEL TRAILER	2025	FORD	F-450

Enter the bid price for each line item.

LINE DESCRIPTION	DETAILS	UNIT OF MEASURE	INITIAL TWO-YEAR CONTRACT	YEAR THREE OPTIONAL RENEWAL	YEAR FOUR OPTIONAL RENEWAL	YEAR FIVE OPTIONAL RENEWAL
FLIGHT TIME COST	If no flight time occurs in a given day then there is no flight time charge. The pilot is limited to eight (8) hours of flight time per day. For all flights, both active fires and for proficiency flights.	FLIGHT HOUR	\$ 3990	\$ 4110	\$ 4233	\$ 4360
STAND BY COST	Based on a 9-hour day. This can be extended up to 14 hours per day. Standby costs are paid if no flights occur during that calendar day.	DAY	\$ 6890	\$ 7097	\$ 7310	\$ 7529
SUPPORT TRUCK MILEAGE	Mileage to and from the airport from temporary housing only. Any mileage in support of operations. (Support Truck Mileage will not be paid for mobilization or de-mobilization.)	MILE	\$ 2.64	\$ 2.72	\$ 2.72	\$ 2.85
RELIEF COST	Relief Pilot and driver. Regular crew can work 12 days in a row but relief crew is required on days 13 and 14.	PER TWO-DAY RELIEF PERIOD	\$ 2589	\$ 2718	\$ 2799	\$ 2883
EXTENDED PILOT STANDBY	Additional Pilot standby hours after an initial eight (8) hour day.	PER HOUR	\$ 75	\$ 75	\$ 89	\$ 89
EXTENDED DRIVER STANDBY	Additional Driver standby hours after an initial eight (8) hour day.	PER HOUR	\$ 55	\$ 55	\$ 69	\$ 69
MOBILIZATION COST	Includes flight time, service vehicle mileage, pilot and service vehicle crew compensation and per diem for mobilization from Contractor's home base to designated NEMA SEAT base. NEMA Operation Mgr. will notify Contractor with the start date.	EA	\$ 8221	\$ 8344	\$ 8469	\$ 8596
DEMOBILIZATION COST	Includes flight time, service vehicle mileage, pilot and service vehicle crew compensation and per diem for de-mobilization from designated NEMA SEAT base to Contractor's home base.	EA	\$ 8221	\$ 8344	\$ 8469	\$ 8596
PER DIEM	Charges will be based on the most current Federal Government regulation pay day rates. NEMA will also pay the additional per diem of the relief crew.	EA	\$ FTR	\$ FTR	\$ FTR	\$ FTR
TOTAL:						

Optional Services related to S.E.A.T

Description	UOM	Unit Price
N/A		

State of Nebraska Exclusive Use Single Engine Air Tanker Services Solicitation Number 123501 O5

Attn. Brenda Sensibaugh
Primary Procurement Contract Officer
State Purchasing Bureau
1526 K Street, Suite 130
Lincoln Nebraska 68508
(402) 471 6500
as.materialspurchasing@nebraska.gov



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Cover Letter

Dear Brenda,

New Frontier Aviation, Inc. is pleased to submit this proposal in response to the State of Nebraska's solicitation for Single Engine Air Tanker (SEAT) services. With over 30 years of aerial firefighting experience, our company has built a reputation for reliability, professionalism, and a deep commitment to supporting the agencies we serve.

Our fleet includes some of the newest and most capable SEAT aircraft operating today, each maintained to the highest standards and supported by one of the most robust Safety Management Systems (SMS) in the industry. Safety, pilot training, and aircraft readiness are not just priorities — they are the foundation of how we operate.

New Frontier Aviation has a long history of servicing both state and federal contracts across a wide range of operational environments. This experience has allowed us to develop strong relationships with contracting officers, dispatch centers, and fire managers nationwide. We take pride in tailoring our operations to meet the unique needs of each customer while maintaining consistent safety and performance standards.

We appreciate the opportunity to support the State of Nebraska's wildfire suppression and initial attack efforts. Our entire team remains dedicated to providing dependable, professional, and mission-ready aerial firefighting services whenever and wherever they are needed.

Respectfully,
Andy Taylor
New Frontier Aviation, Inc.
Fort Benton, Montana

Company Overview

New Frontier Aviation, Inc. is a Montana-based aerial firefighting company with more than three decades of experience providing fixed-wing suppression support to state and federal agencies across the United States. Our operations are built on four core principles: safety, training, customer service, and reliability.

We operate one of the most advanced SEAT fleets in the industry, pairing proven aircraft platforms with modern avionics, strict maintenance standards, and a company-wide Safety Management System designed to identify and mitigate risk at every level of the operation.

Our pilots bring thousands of hours of combined experience in aerial firefighting and agricultural aviation, ensuring each mission is executed with precision and professionalism. Beyond aircraft and pilot capability, we are deeply invested in continuous improvement — from recurrent pilot training to proactive maintenance programs — to ensure our customers receive dependable and efficient service every season.

For the past eleven years, New Frontier Aviation has proudly held the SEAT contract for the State of Nebraska. During this time, we have built a strong and trusted relationship with the Nebraska Forest Service, state firefighting agencies, and local fire cooperators across the region. That partnership has allowed us to better understand the state's operational needs and priorities, ensuring our support is always aligned with Nebraska's mission to protect lives, property, and natural resources.

New Frontier Aviation takes pride in being a trusted partner to multiple state and federal agencies and remains focused on delivering operational excellence to every customer we serve.

Terms and Conditions

Section II

New Frontier has no additional terms and conditions to be added.

II. TERMS AND CONDITIONS

Bidder should read the Terms and Conditions within this section and must initial either "Accept All Terms and Conditions Within Section as Written" or "Exceptions Taken to Terms and Conditions Within Section as Written" in the table below. If exception is not taken to a provision, it is deemed accepted as stated. If the bidder takes any exceptions, they must provide the following within the "Exceptions" field of the table below (Bidder may provide responses in separate attachment if multiple exceptions are taken):

1. The specific clause, including section reference, to which an exception has been taken;
2. An explanation of why the bidder took exception to the clause; and
3. Provide alternative language to the specific clause within the solicitation response.

By signing the solicitation, bidder agrees to be legally bound by all the accepted terms and conditions, and any proposed alternative terms and conditions submitted with the solicitation response. The State reserves the right to negotiate rejected or proposed alternative language. If the State and bidder fail to agree on the final Terms and Conditions, the State reserves the right to reject the solicitation response. The State reserves the right to reject solicitation responses that attempt to substitute the bidder's commercial contracts and/or documents for this solicitation.

Accept All Terms and Conditions Within Section as Written (Initial)	Exceptions Taken to Terms and Conditions Within Section as Written (Initial)	Exceptions: (Bidder must note the specific clause, including section reference, to which an exception has been taken, an explanation of why the bidder took exception to the clause, and provide alternative language to the specific clause within the solicitation response.)
A.T		

The bidders should submit with their solicitation response any license, user agreement, service level agreement, or similar documents that the bidder wants incorporated in the Contract. The State will not consider incorporation of any document not submitted with the solicitation response as the document will not have been included in the evaluation process. These documents shall be subject to negotiation and will be incorporated as addendums if agreed to by the Parties.

If a conflict or ambiguity arises after the Addendum to Contract Award has been negotiated and agreed to, the Addendum to Contract Award shall be interpreted as follows:

1. If only one (1) Party has a particular clause, then that clause shall control,
2. If both Parties have a similar clause, but the clauses do not conflict, the clauses shall be read together,
3. If both Parties have a similar clause, but the clauses conflict, the State's clause shall control.

A. GENERAL

1. The contract resulting from this Solicitation shall incorporate the following documents:

- a. Solicitation, including any attachments and addenda;
- b. Questions and Answers;
- c. Bidder's properly submitted solicitation response, including any terms and conditions or agreements submitted by the bidder;
- d. Addendum to Contract Award (if applicable); and
- e. Amendments to the Contract. (if applicable)

These documents constitute the entirety of the contract.

Unless otherwise specifically stated in a future contract amendment, in case of any conflict between the incorporated documents, the documents shall govern in the following order of preference with number one (1) receiving preference over all other documents and with each lower numbered document having preference over any higher numbered document: 1) Amendment to the executed Contract with the most recent dated amendment having the highest priority, 2) Executed Contract and any attached Addenda 3) Addendums to the solicitation and any Questions and Answers, 4) the original solicitation document and any Addenda or attachments, and 5) the Vendor's submitted solicitation response, including any terms and conditions or agreements that are accepted by the State.

Vendor Duties

Section III

III. VENDOR DUTIES

Bidder should read the Vendor Duties within this section and must initial either "Accept All Terms and Conditions Within Section as Written" or "Exceptions Taken to Vendor Duties Within Section as Written" in the table below. If exception is not taken to a provision, it is deemed accepted as stated. If the bidder takes any exceptions, they must provide the following within the "Exceptions" field of the table below (Bidder may provide responses in separate attachment if multiple exceptions are taken):

1. The specific clause, including section reference, to which an exception has been taken;
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Accept All Vendor Duties Within Section as Written (Initial)	Exceptions Taken to Vendor Duties Within Section as Written (Initial)	Exceptions: (Bidder must note the specific clause, including section reference, to which an exception has been taken, an explanation of why the bidder took exception to the clause, and provide alternative language to the specific clause within the solicitation response.)
<i>A.T</i>		

A. INDEPENDENT VENDOR / OBLIGATIONS

It is agreed that the Vendor is an independent Vendor and that nothing contained herein is intended or should be construed as creating or establishing a relationship of employment, agency, or a partnership.

The Vendor is solely responsible for fulfilling the contract. The Vendor or the Vendor's representative shall be the sole point of contact regarding all contractual matters.

The Vendor shall secure, at its own expense, all personnel required to perform the services under the contract. The personnel the Vendor uses to fulfill the contract shall have no contractual or other legal relationship with the State; they shall not be considered employees of the State and shall not be entitled to any compensation, rights or benefits from the State, including but not limited to, tenure rights, medical and hospital care, sick and vacation leave, severance pay, or retirement benefits.

By-name personnel commitments made in the bidder's solicitation response shall not be changed without the prior written approval of the State. Replacement of these personnel, if approved by the State, shall be with personnel of equal or greater ability and qualifications.

All personnel assigned by the Vendor to the contract shall be employees of the Vendor or a subcontractor and shall be fully qualified to perform the work required herein. Personnel employed by the Vendor or a subcontractor to fulfill the terms of the contract shall remain under the sole direction and control of the Vendor or the subcontractor respectively.

With respect to its employees, the Vendor agrees to be solely responsible for the following:

1. Any and all pay, benefits, and employment taxes and/or other payroll withholding,
2. Any and all vehicles used by the Vendor's employees, including all insurance required by state law,
3. Damages incurred by Vendor's employees within the scope of their duties under the contract,
4. Maintaining Workers' Compensation and health insurance that complies with state and federal law and submitting any reports on such insurance to the extent required by governing law,
5. Determining the hours to be worked and the duties to be performed by the Vendor's employees; and,
6. All claims on behalf of any person arising out of employment or alleged employment (including without limit claims of discrimination alleged against the Vendor, its officers, agents, or subcontractors or subcontractor's employees).

Payment

IV. PAYMENT

Bidder should read the Payment clauses within this section and must initial either "Accept All Terms and Conditions Within Section as Written" or "Exceptions Taken to Payment clauses Within Section as Written" in the table below. If exception is not taken to a provision, it is deemed accepted as stated. If the bidder takes any exceptions, they must provide the following within the "Exceptions" field of the table below (Bidder may provide responses in separate attachment if multiple exceptions are taken):

1. The specific clause, including section reference, to which an exception has been taken;
2. An explanation of why the bidder took exception to the clause; and
3. Provide alternative language to the specific clause within the solicitation response.

By signing the solicitation, bidder agrees to be legally bound by all the accepted terms and conditions, and any proposed alternative terms and conditions submitted with the solicitation response. The State reserves the right to negotiate rejected or proposed alternative language. If the State and bidder fail to agree on the final Terms and Conditions, the State reserves the right to reject the solicitation response. The State reserves the right to reject solicitation responses that attempt to substitute the bidder's commercial contracts and/or documents for this solicitation.

Accept All Payment Clauses Within Section as Written (Initial)	Exceptions Taken to Payment Clauses Within Section as Written (Initial)	Exceptions: (Bidder must note the specific clause, including section reference, to which an exception has been taken, an explanation of why the bidder took exception to the clause, and provide alternative language to the specific clause within the solicitation response.)
A.T		

A. PROHIBITION AGAINST ADVANCE PAYMENT (Nonnegotiable)

Pursuant to Neb. Rev. Stat. § 81-2403, "[n]o goods or services shall be deemed to be received by an agency until all such goods or services are completely delivered and finally accepted by the agency."

B. TAXES (Nonnegotiable)

The State is not required to pay taxes and assumes no such liability as a result of this Solicitation. The Vendor may request a copy of the Nebraska Department of Revenue, Nebraska Resale or Exempt Sale Certificate for Sales Tax Exemption, Form 13 for their records. Any property tax payable on the Vendor's equipment which may be installed in a state-owned facility is the responsibility of the Vendor.

C. INVOICES

Invoices for payments must be submitted by the Vendor to the agency requesting the services with sufficient detail to support payment. The Summary Sheets shall include the information required by the Nebraska Emergency Management Agency. Such sheets shall include, but are not limited to:

1. flight date, contract number/name;
2. FAA registration;
3. Contractor name;
4. incident number and name;
5. name of pilot;
6. number of passengers;
7. gallons of water dropped, and pounds of cargo delivered;
8. location from which flight time for the day commenced and start time;
9. location at which flight time for the day ended and end time; and
10. flight rate; and
11. any other items pertinent to the establishing of the net sum earned by the Contractor (per Diem, etc.).

Approved invoices will be packaged for payment on a semi-monthly/ monthly basis. NEMA prefers to receive the invoices electronically and will provide email addresses after the award of contract. Any terms or conditions on or attached to any such invoice shall not be binding upon the State, and no action by the State, including without limitation the payment of any such invoice in whole or in part, shall be construed as binding or estopping the State

Business Requirements

Aircraft Requirements Section 7-8

OAS Aircraft Certificates 7-8

Aircraft Maintenance Records

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Pilot Stacy Bellamy 11-12

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Aircraft Requirements

OAS Aircraft Certificate

T 854

OAS-36D 03/2014  SINGLE ENGINE AIR TANKER (SEAT) DATA CARD		AIRCRAFT DATA CARD EXPIRES: 04/30/2026 OAS-68 CONTROL NO.: TB24101601A <table border="1"> <thead> <tr> <th>CONTRACT #</th> <th>ITEM #</th> <th>TYPE</th> <th>Expire</th> <th>Base</th> </tr> </thead> <tbody> <tr> <td>140D0424D0066</td> <td></td> <td>OC SEAT</td> <td></td> <td>Missoula,MT</td> </tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>				CONTRACT #	ITEM #	TYPE	Expire	Base	140D0424D0066		OC SEAT		Missoula,MT																									
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140D0424D0066		OC SEAT		Missoula,MT																																				
OFFICE OF AVIATION SERVICES																																								
OPERATOR	New Frontier Aviation Inc					MAKE, MODEL AND SERIES	AT802																																	
ADDRESS	PO Box 159 Fort Benton MT 59442					REGISTRATION NO. / TANKER NO.	N 804MA																																	
PHONE NO.	(406) 662-5682 FAX:					MFG. SERIAL NO.	802-0026																																	
P.O.C.	Matt Lutz PHONE: (406) 350-0498					HOBBS / TACH READING	4219.3 /																																	
COMPANY EMAIL:	newfrontier@1sttriangle.com					TYPE AIRWORTHINESS CERTIFICATE:	RESTRICTED																																	
OAS CONTACT: Bryan Leone PH: (208) 484-1888 FAX: -																																								
CONTRACT CAPACITY: 800			HOT REFUELING (INITIAL): <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO			TANKER #																																		
GATE/DOOR SYSTEM TYPE: Hatfield						854																																		
GATE / DOOR SYSTEM TYPE: INLINE: X			(INITIAL ALL BLOCKS)																																					
Inspected By: /S/	Leone/Colson	Print Name:	Leone/Colson	Region/Area:	WRO	Date:	10/16/2024																																	
Approved By: /S/	Todd Burlage	Print Name:	Todd Burlage	Region/Area:	WRO	Date:	03/05/2025																																	

Aircraft Requirements

OAS Aircraft Certificate

T 854

OAS-68, V 1.6 6/30/2013		UNITED STATES DEPARTMENT OF THE INTERIOR OFFICE OF AVIATION SERVICES INSPECTION REPORT		OAS-68 CONTROL NO. TB24101601A AIRCRAFT APPROVAL EXPIRES: 04/30/2026			
OPERATOR	New Frontier Aviation Inc		CONTRACT #	ITEM #	TYPE	EXPIRES	BASE
ADDRESS	PO Box 159 Fort Benton	MT 59442	140D0424D0066	OC SEAT			Missoula, MT
PHONE NO.	(406) 662-5682	FAX NO.					
P. O. C.	Matt Lutz	PHONE	(406) 350-0498				
COMPANY EMAIL:	newfrontier@itstriangle.com						
COR:	ADDRESS:						
The following personnel and/or aircraft/equipment has been inspected for compliance with the specifications of the referenced contract(s):							
PERSONNEL (Approved Duty)				AIRCRAFT/EQUIPMENT			
				T 854	AT802	N 804MA	
						N	
						N	
						N	
						N	
						N	
The above listed personnel and/or aircraft/equipment ARE TB ARE NOT approved.							
REMARKS/DEFICIENCIES							
See attached Inspection Deficiency Report Corrected items 1-6							
There are <u>0</u> continuation sheets attached.							
SPECIAL USE:							
"N" Number				Describe		New	Existing
N	804MA				SEAT	A/C	A/C
N							
N							
N							
N							
N							
INSPECTION AND APPROVAL RECORD							
Pilot Approval /S/ <u>Todd Burlage</u>				Date/Time <u> / </u>			
Aircraft/Equipment Approval /S/ <u>Todd Burlage</u>				Date/Time <u>03/05/2025 / </u>			
Avionics Approval /S/ <u>Byran Leone</u>				Date/Time <u>10/16/2024 / </u>			
Reinspection Schedule: _____							
Date/Time _____				Location _____		Inspector _____	
Cost of reinspection will be charged in accordance with the contract specifications and at the discretion of the CO.							
I acknowledge receipt of this report. _____							
Signature of Contractor's Representative				Date _____			
WRO: 9/30/2013							

Distribution of Copies: CO; COR; COTR; OPERATOR; OAS VENDOR FILE QA _____ (Stamp)

Pilot Requirements

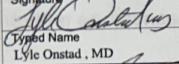
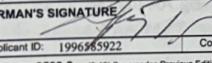
Andy Taylor

Pilot Instructions - This authorization card can be stored electronically (i.e. on a phone or tablet). The device must be on your person and the card viewable when exercising the privileges of the authorization card. Or, it can be printed cut out folded twice and carried on your person in paper form.



Pilot Requirements

Andy Taylor

UNITED STATES OF AMERICA Department of Transportation Federal Aviation Administration					
MEDICAL CERTIFICATE SECOND CLASS					
This certifies that (Full name and address): ANDREW WILLIAM TAYLOR Box 159 Fort Benton MT 59442 USA					
Date of Birth Height Weight Hair Eyes Sex 06/06/1964 70 192 BROWN BLUE M					
has met the medical standards prescribed in part 67, Federal Aviation Regulations, for this class of Medical Certificate.					
Limitations Must use corrective lens(es) to meet vision standards at all required distances.					
Examiner		Date of Examination 03/05/2025		Examiner's Designation No. 000002314	
		Signature 		Typed Name Lyric Onstad, MD	
AIRMAN'S SIGNATURE 					
Applicant ID: 1996985922		Control No.: 200011461711			
FAA Form 8500-9 (3-12) Supersedes Previous Edition ISBN: 0982-00-470-7002 (Cut on dashed line)					
Aviation Safety Office of Aerospace Medicine Aerospace Medical Certification Division, AAM-300 P.O. Box 25082 Oklahoma City, OK 73125-9867					
ANDREW WILLIAM TAYLOR Box 159 Fort Benton MT 59442 USA					

Pilot Requirements

Stacy Bellamy

Pilot Instructions - This authorization card can be stored electronically (i.e. on a phone or tablet). The device must be on your person and the card viewable when exercising the privileges of the authorization card. Or, it can be printed cut out folded twice and carried on your person in paper form.

Pilot Requirements

Stacy Bellamy



UNITED STATES OF AMERICA Department of Transportation Federal Aviation Administration					
MEDICAL CERTIFICATE SECOND CLASS					
This certifies that (Full name and address): STACY Lee BELLAMY Box 807 Three Forks MT 59752 USA					
Date of Birth	Height	Weight	Hair	Eyes	Sex
11/05/1988	71	200	BROWN	HAZEL	M
has met the medical standards prescribed in part 67, Federal Aviation Regulations, for this class of Medical Certificate.					
Limitations	None				
Date of Examination	Examiner's Designation No. 01/03/2025 000001951				
Examiner	Signature				
	Typed Name Michael Layman, MD				
AIRMAN'S SIGNATURE					
Applicant ID: 2001489127		Control No.: 200011391586			

CONDITIONS OF ISSUE

The holder of this certificate must:

- Have it in his or her personal possession at all times while exercising privileges of an airman certificate. (14CFR § 61.3)
- Understand that the issuance of a medical certificate by an Aviation Medical Examiner may be reversed by the FAA within 60 days. (14CFR § 67.407)
- Comply with validity standards specified for first-, second-, and third-class medical certificates. (14CFR § 61.23)
- Comply with any statement of functional, operational, and/or time limitation issued as a condition of certification. (14CFR § 67.401)
- Comply with the standards relating to prohibitions on operation during medical deficiency. (14CFR §§ 61.53, 63.19, and 65.49)

For International Operations Only: Some holders may be affected by certain international medical standards. Consult the U.S. Aeronautical Information Publication for U.S. differences with ICAO Annex 1 medical standards.

Pilot Requirements

Matt Lutz

 USDA INTERAGENCY USDI AIRPLANE PILOT QUALIFICATION CARD																												
I. Pilot Name: Matthew S. Lutz																												
II. Company: New Frontier Aviation																												
III. Expiration Date: 3/2026																												
<small>OAS-30A (11-18)</small>																												
IV. CARD STATUS <input checked="" type="checkbox"/> Interagency <input type="checkbox"/> DOI Only <input type="checkbox"/> USFS Only <input type="checkbox"/> Initial <input checked="" type="checkbox"/> Renewal <input type="checkbox"/> Re-issue <input type="checkbox"/> Added Authorization																												
V. Inspector Comments: Level I Flight Eval.																												
Previous card issued by J. Mitchem. Last NAFA 1/23.																												
VI. Issued By: Tom Cook  <small>(Print Name)</small>  Digitally signed by THOMAS COOK Date: 2025.03.19 19:26:55 -06'00' <small>(Signature)</small>																												
VII. Make & Model PIC SIC VFR IFR Auto Pilot Wheels Amphib Float Skis <table border="1"> <tr> <td>AT-802</td> <td><input checked="" type="checkbox"/></td> <td>TAC</td> <td>---</td> <td>---</td> <td>TAC</td> <td>---</td> <td>---</td> <td>---</td> </tr> <tr> <td>M-18T</td> <td><input checked="" type="checkbox"/></td> <td>TAC</td> <td>---</td> <td>---</td> <td>TAC</td> <td>---</td> <td>---</td> <td>---</td> </tr> </table>			AT-802	<input checked="" type="checkbox"/>	TAC	---	---	TAC	---	---	---	M-18T	<input checked="" type="checkbox"/>	TAC	---	---	TAC	---	---	---								
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M-18T	<input checked="" type="checkbox"/>	TAC	---	---	TAC	---	---	---																				
VIII. Authorized Missions <table border="1"> <tr> <td>Approved</td> <td>TAC</td> <td>SEAT</td> <td>Level I</td> <td></td> <td>Date Expte</td> <td colspan="2">Inspector Info Only</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td>3/28</td> <td>USFS</td> <td>DOI</td> <td>MM</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>X</td> <td>AT-80</td> <td></td> </tr> </table>			Approved	TAC	SEAT	Level I		Date Expte	Inspector Info Only							3/28	USFS	DOI	MM							X	AT-80	
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					3/28	USFS	DOI	MM																				
						X	AT-80																					
<small>(Office)</small> 3/19/2025 <small>(Issue Date)</small>																												

Pilot Instructions - This authorization card can be stored electronically (i.e. on a phone or tablet). The device must be on your person and the card viewable when exercising the privileges of the authorization card. Or, it can be printed cut out folded twice and carried on your person in paper form.

UNITED STATES OF AMERICA		XI
DEPARTMENT OF TRANSPORTATION, FEDERAL AVIATION ADMINISTRATION		
NAME		
MATTHEW COOTTER		
ADDRESS		
1000 BROADWAY, SUITE 1000 NEW YORK, NY 10036		
TELEPHONE		
(212) 555-2222		
EXPIRATION DATE		
10/2008		
SEX HEIGHT WEIGHT HAIR EYES		
M 73 180 BROWN BROWN		
EXAMINED AND FOUND PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF		
COMMERCIAL AIRLINE PILOT		
ISSUE DATE NUMBER C-151764735		
DATE OF ISSUE 23 MAY 2005		

A composite image of a pilot's license. It features a portrait of a man in a suit and tie on the right. The background is a blue-toned photograph of an airplane in flight. Overlaid on the image are several lines of text: 'MATTHEW SCOTT LUTZ' at the top left, 'X1 RATINGS' in the top right corner, '117046735' in the top right corner, 'COMMERCIAL PILOT'S LICENSE' in the upper left, 'AIRPLANE, HELICOPTER, MULTICPLANE, LAND, INSTRUMENT AIRPLANE' in the upper center, 'PRIVATE PILOT'S LICENSE' in the upper right, 'X1 LIMITATIONS' in the lower center, and 'X1 SIGNATURE OF HOLDER' at the bottom left. A signature 'MATTHEW SCOTT LUTZ' is written across the bottom.

UNITED STATES OF AMERICA Department of Transportation Federal Aviation Administration																																																																							
MEDICAL CERTIFICATE SECOND CLASS																																																																							
This certifies that (Full name and address):																																																																							
MATTHEW SCOTT LUTZ 2325 1/2 1/2 Lewistown MT 59457 USA																																																																							
Date of Birth (323)795	Height 73	Weight 222	Hair BROWN	Eyes BROWN	Sex M																																																																		
has met the medical standards prescribed in part 67, Federal Aviation Regulations, for this class of Medical Certificate.																																																																							
<table border="0"> <tr> <td>Limitations</td> <td colspan="5"></td> </tr> <tr> <td>Date of Examination 03/05/2019</td> <td colspan="5">Examiner's Designation No. 90000214</td> </tr> <tr> <td>Signature </td> <td colspan="5"></td> </tr> <tr> <td>Given Name Matthew</td> <td colspan="5"></td> </tr> <tr> <td>Middle Name None</td> <td colspan="5"></td> </tr> <tr> <td>Family Name LUTZ</td> <td colspan="5"></td> </tr> <tr> <td colspan="6">ARMED FORCES SIGNATURE</td> </tr> <tr> <td colspan="6">  </td> </tr> <tr> <td>Address (2) 1000 2515 119</td> <td colspan="5">Control No. 200011491329</td> </tr> <tr> <td colspan="6">FAA Form 8509-8 Aeronautical Registration Bureau</td> </tr> <tr> <td colspan="6">FEB 1973 EDITION GSA GEN. REG. NO. 27 GSA GEN. REG. NO. 27</td> </tr> </table>						Limitations						Date of Examination 03/05/2019	Examiner's Designation No. 90000214					Signature 						Given Name Matthew						Middle Name None						Family Name LUTZ						ARMED FORCES SIGNATURE												Address (2) 1000 2515 119	Control No. 200011491329					FAA Form 8509-8 Aeronautical Registration Bureau						FEB 1973 EDITION GSA GEN. REG. NO. 27 GSA GEN. REG. NO. 27					
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CONDITIONS OF ISSUE

The holder of this certificate must:

- Have it in his or her personal possession at all times while operating the privileges of an airman certificate (14 CFR § 61.3).
- Understand that the issuance of a medical certificate by a medical examiner or flight surgeon and the holder of this certificate by the FAA within 60 days. (14 CFR § 67.407)
- Understand that medical standards specified for first-, second-, and third-class medical certificates. (14 CFR § 61.23)
- Comply with the statement of functional, operational, and service limitation issued as a condition of certification. (14 CFR § 67.401)
- Comply with the standards relating to prohibitions on operation during medical deficiency. (14 CFR § 67.403)

For International Operations Only: Some holders may be affected by certain International medical standards. Consult the U.S. Aeronautical Information Publication for U.S. differences with ICAO Annex 1 medical standards.

New Frontier

FSV Records

OAS Records

OAS-68, V 1.6 6/30/2013		UNITED STATES DEPARTMENT OF THE INTERIOR OFFICE OF AVIATION SERVICES <u>INSPECTION REPORT</u>		OAS-68 CONTROL NO. TB25042503A	
				AIRCRAFT APPROVAL EXPIRES: 04/30/2026	
OPERATOR	New Frontier Aviation		CONTRACT #	ITEM #	TYPE
ADDRESS	P.O.Box 159 Ft. Benton MT 59442		140D0424D0066	OC Seat	Ft. Benton,MT
PHONE NO.	406-350-0498	FAX NO _____			
P. O. C.	Matt Lutz		PHONE		
COMPANY EMAIL:	Matt Lutz <lutzmatt@rocketmail.com>				
COR:			ADDRESS:		
The following personnel and/or aircraft/equipment has been inspected for compliance with the specifications of the referenced contract(s):					
<u>PERSONNEL (Approved Duty)</u>		<u>AIRCRAFT/EQUIPMENT</u>			
		fuel trailer required	250 gal	Lic: AT-467	MT
		trailer required for	250 gal	Lic: AT-462	MT
		TDK trailer	920 gal	Lic: 192648C	MT
		pilot required for	250 gal	Lic: AT-464	MT
		pilot required for	250 gal	Lic: AT-465	MT
		pilot required for	250 gal	Lic: AT-466	MT
The above listed personnel and/or aircraft/equipment ARE TB ARE NOT approved.					
REMARKS/DEFICIENCIES					
There are 0 continuation sheets attached.					
SPECIAL USE:					
"N" Number		Describe		New A/C	Existing A/C
INSPECTION AND APPROVAL RECORD					
Pilot Approval /S/			Date/Time	/	
Aircraft/Equipment Approval /S/	<u>Todd Burlage</u>		Date/Time	04/25/2025 /	
Avionics Approval /S/			Date/Time	/	
Reinspection Schedule:		Date/Time	Location	Inspector	
Cost of reinspection will be charged in accordance with the contract specifications and at the discretion of the CO.					
I acknowledge receipt of this report.					
Signature of Contractor's Representative				Date	

Distribution of Copies: CO; COR; COTR; OPERATOR; OAS VENDOR FILE QA _____ (Stamp)

FSV Records

OAS Records

OAS-39B, V 1.6 11/7/2013		FUEL SERVICE VEHICLE EXPIRES: 4/30/2026	
 FUEL SERVICE VEHICLE (FSV)		OAS-68 CONTROL NO: TB25042503A	
Office of Aviation Services		CONTRACT # ITEM # TYPE Expire Base	
OPERATOR New Frontier Aviation		140D0424D0066 OC Seat Ft. Benton,MT	
ADDRESS P.O.Box 159 Ft. Benton MT 59442		TYPE VEHICLE Ford F450, Fuel trailer required for capacity	
PHONE 406-350-0498 FAX - P.O.C. Matt Lutz		Ex-Use Fuel Consumption 86 Ex-Use Hours Required 6 LICENSE NUMBER: AT-467 STATE: MT UNIT No: 7	
APPROVED BY: (Signature) Todd Burlage (Print Name) Todd Burlage		DATE: 04/25/2025 REGION/AREA: OAS/WRO	

OAS-39B, V 1.6 11/7/2013		FUEL SERVICE VEHICLE EXPIRES: 4/30/2026	
 FUEL SERVICE VEHICLE (FSV)		OAS-68 CONTROL NO: TB25042503A	
Office of Aviation Services		CONTRACT # ITEM # TYPE Expire Base	
OPERATOR New Frontier Aviation		140D0424D0066 OC Seat Ft. Benton,MT	
ADDRESS P.O.Box 159 Ft. Benton MT 59442		TYPE VEHICLE TDK trailer	
PHONE 406-350-0498 FAX - P.O.C. Matt Lutz		Ex-Use Fuel Consumption 86 Ex-Use Hours Required 6 LICENSE NUMBER: 192648C STATE: MT UNIT No: FSV4	
APPROVED BY: (Signature) Todd Burlage (Print Name) Todd Burlage		DATE: 04/25/2025 REGION/AREA: OAS/WRO	

OAS-39B, V 1.6 11/7/2013		FUEL SERVICE VEHICLE EXPIRES: 4/30/2026	
 FUEL SERVICE VEHICLE (FSV)		OAS-68 CONTROL NO: TB25042503A	
Office of Aviation Services		CONTRACT # ITEM # TYPE Expire Base	
OPERATOR New Frontier Aviation		140D0424D0066 OC Seat Ft. Benton,MT	
ADDRESS P.O.Box 159 Ft. Benton MT 59442		TYPE VEHICLE F450, Fuel trailer required for capacity	
PHONE 406-350-0498 FAX - P.O.C. Matt Lutz		Ex-Use Fuel Consumption 86 Ex-Use Hours Required 6 LICENSE NUMBER: AT-462 STATE: MT UNIT No: 2	
APPROVED BY: (Signature) Todd Burlage (Print Name) Todd Burlage		DATE: 04/25/2025 REGION/AREA: OAS/WRO	

FSV Records

FSV Insurance

INSURANCE IDENTIFICATION CARD			
MT (STATE)	COMPANY	<input checked="" type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PERSONAL
COMPANY NUMBER 02-CA-069968144	Preferred Aviation Underwriter		
POLICY NUMBER 02-CA-069968144	EFFECTIVE DATE 4/3/2025	EXPIRATION DATE 2/27/2026	
YEAR 2025	MAKE/MODEL Ford F-450 DRW Fire Unit #4	VEHICLE IDENTIFICATION NUMBER 1FT8W4DM6SEC53786	
AGENCY/COMPANY ISSUING CARD Pioneer Insurance Agency, Inc. 1618 Front Street Fort Benton			
P.O. Box 128 MT 59442 (406) 622-5033			
INSURED Taylor Aviation, Inc. P.O. Box 159			
Fort Benton MT 59442			
SEE IMPORTANT NOTICE ON REVERSE SIDE			
<p>Web Address: www.pioneeragency.com</p> <p>THIS CARD MUST BE KEPT IN THE INSURED VEHICLE AND PRESENTED UPON DEMAND</p> <p>IN CASE OF ACCIDENT: Report all accidents to your Agent/Company as soon as possible. Obtain the following information:</p> <ol style="list-style-type: none"> 1. Name and address of each driver, passenger and witness. 2. Name of Insurance Company and policy number for each vehicle involved. 			
<small>ACORD 50 (2007/02)</small> <small>© ACORD CORPORATION 1983-2007. All rights reserved.</small>			
<small>INS050 (2007/02)</small>			

INSURANCE IDENTIFICATION CARD			
MT (STATE)	COMPANY	<input checked="" type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PERSONAL
COMPANY NUMBER 02-CA-069968144	Preferred Aviation Underwriter		
POLICY NUMBER 02-CA-069968144	EFFECTIVE DATE 4/2/2025	EXPIRATION DATE 2/27/2026	
YEAR 2025	MAKE/MODEL Ford F-450 DRW Fire Unit #9	VEHICLE IDENTIFICATION NUMBER 1FT8W4DM4SEC52376	
AGENCY/COMPANY ISSUING CARD Pioneer Insurance Agency, Inc. 1618 Front Street Fort Benton			
P.O. Box 128 MT 59442 (406) 622-5033			
INSURED Taylor Aviation, Inc. P.O. Box 159			
Fort Benton MT 59442			
SEE IMPORTANT NOTICE ON REVERSE SIDE			
<p>Web Address: www.pioneeragency.com</p> <p>THIS CARD MUST BE KEPT IN THE INSURED VEHICLE AND PRESENTED UPON DEMAND</p> <p>IN CASE OF ACCIDENT: Report all accidents to your Agent/Company as soon as possible. Obtain the following information:</p> <ol style="list-style-type: none"> 1. Name and address of each driver, passenger and witness. 2. Name of Insurance Company and policy number for each vehicle involved. 			
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<small>INS050 (2007/02)</small>			



FSV Records

DOT Inspection

COMPANY NAME <i>Taylor Aviation INC</i>		VEHICLE TYPE <input type="checkbox"/> TRUCK <input type="checkbox"/> TRACTOR <input checked="" type="checkbox"/> TRAILER <input type="checkbox"/> DOLLY	CONVERTER					
STREET ADDRESS <i>149 Signal Point Rd</i>		VEHICLE MAKE <i>TK</i>	MODEL <i>FB</i>					
CITY <i>Fort Benton MT</i> STATE <i>59442</i> ZIP		VEHICLE IDENTIFICATION (Company No., State Tag No. or VIN) <i>MT 19-2648C</i>						
INSPECTOR'S NAME (Please Print) <i>Dean Bomgardner</i>		EMPLOYEE NO.						
REPORT OF CONDITION (For Detailed Information on Inspection Procedures see FMCSR Part 396, Appendix A)								
BRAKES	OK	REPAIR	OK	REPAIR	OK	REPAIR	OK	REPAIR
	EXHAUST		STEERING		FRAME			
Adjustment	✓	Leaks		Adjustment		Members	✓	
Mechan. Compon.	✓	Placement		Column/Gear		Clearance	✓	
Drum/Rotor	✓	LIGHTING		Axle		Rear Impact Guard	✓	
Hose/Tubing	✓	Headlights		Linkage		TIRES		
Lining	✓	Tail/Stop	✓	Power Steering		Tread	✓	
Antilock System		Clearance/Marker	✓	Other		Inflation	✓	
Automatic Adjusters		Identification	✓	FUEL SYSTEM		Damage		
Low Air Warning		Reflectors	✓	Tank(s)/Cap(s)		Speed Restrictions		
Trailer Air Supply		Other		Lines		Other		
Compressor		CAB/BODY		SUSPENSION		WHEELS/RIM		
Parking Brakes		Access		Springs	✓	Fasteners	✓	
Other		Eqpt./Load Secure	✓	Attachments	✓	Disc/Spoke	✓	
COUPLERS		Tie-Downs		Sliders		WINDSHIELD		
Fifth-Wheel & Mount		Headerboard				Glass		
Pin/Upper Plate		Motorcoach Seats		MIRRORS		Wipers		
Pintle-Hook/Eye	✓	Other						
Safety Chain(s)	✓							

REMARKS

Certification: This vehicle has passed all the inspection items for the annual vehicle inspection in accordance with 49 CFR Part 396.

QUALIFIED INSPECTOR'S SIGNATURE *Dean Bomgardner*

DATE *11-24-25*

APPLY LABEL TO A CLEAN, DRY SURFACE.
USE WITH AN OVERLAMINATE (2402) TO
IMPROVE DURABILITY UNDER NORMAL
WEATHER CONDITIONS.

AN INDELIBLE INK MARKER IS RECOMMENDED
FOR USE WHEN FILLING OUT THE LABEL.
INDELIBLE INK IS PERMANENT AND WILL NOT
WASH OFF, BUT MAY FADE DUE TO EXPOSURE
TO ULTRAVIOLET LIGHT OVER TIME. CAREFUL
DISCRETION IS ADVISED REGARDING
APPLICATION OF LABEL TO AN AREA NOT
EXPOSED TO EXCESSIVE ULTRAVIOLET LIGHT
AND/OR ELEMENTS AND IT IS RECOMMENDED
THAT THE READABILITY OF THE LABEL BE
CHECKED PERIODICALLY.

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Printed in the USA

3136
(Rev. 11/21)

FEDERAL ANNUAL INSPECTION	
THIS VEHICLE HAS PASSED AN ANNUAL INSPECTION CONDUCTED IN ACCORDANCE WITH 49 CFR, PART 396, FMCSR	
MONTH <i>Nov</i>	YEAR <i>2025</i>
VEHICLE ID (Company No.) <i>Fuel Trailer #4</i> STATE/TAG NO. OR VIN <i>MT 19-2648C</i>	
LOCATION OF RECORDS: Company <i>Taylor Aviation INC</i> Street Address <i>149 Signal Point Rd</i> City, State, Zip <i>Fort Benton MT 59442</i>	

FSV Records

DOT Inspection

RECORD OF ANNUAL INSPECTION

(49 CFR 396.17-23)

DATE
11-24-25

D9387279

Prepare Separate Report for Each Vehicle Inspected

COMPANY NAME <i>Taylor Aviation INC</i>	VEHICLE TYPE <input checked="" type="checkbox"/> TRUCK <input type="checkbox"/> TRACTOR <input type="checkbox"/> TRAILER <input type="checkbox"/> DOLLY
STREET ADDRESS <i>149 Signal Point Rd</i>	VEHICLE MAKE <i>Ford</i>
CITY <i>Fort Benton MT</i>	MODEL <i>F450</i>
STATE <i>59442</i>	YEAR <i>2025</i>
ZIP	VEHICLE IDENTIFICATION (Company No., State Tag No. or VIN) <i>MT AT469</i>
INSPECTOR'S NAME (Please Print) <i>Dean Bongardner</i>	EMPLOYEE NO.

REPORT OF CONDITION (For Detailed Information on Inspection Procedures see FMCSR Part 396, Appendix A)

	OK	REPAIR		OK	REPAIR		OK	REPAIR		OK	REPAIR
BRAKES			EXHAUST			STEERING			FRAME		
Adjustment	✓		Leaks	✓		Adjustment	✓		Members	✓	
Mechan. Compon.	✓		Placement	✓		Column/Gear	✓		Clearance	✓	
Drum/Rotor	✓		LIGHTING			Axle	✓		Rear Impact Guard	✓	
Hose/Tubing	✓		Headlights	✓		Linkage	✓		TIRES		
Lining	✓		Tail/Stop	✓		Power Steering	✓		Tread	✓	
Antilock System			Clearance/Marker	✓		Other			Inflation	✓	
Automatic Adjusters			Identification	✓		FUEL SYSTEM			Damage		
Low Air Warning			Reflectors			Tank(s)/Cap(s)	✓		Speed Restrictions		
Trailer Air Supply			Other			Lines	✓		Other		
Compressor											
Parking Brakes	✓		CAB/BODY			SUSPENSION			WHEELS/RIM		
Other			Access	✓		Springs	✓		Fasteners	✓	
			Egpt./Load Secure	✓		Attachments	✓		Disc/Spoke	✓	
COUPLERS			Tie-Downs			Sliders			WINDSHIELD		
Fifth-Wheel & Mount	✓		Headerboard						Glass	✓	
Pin/Upper Plate			Motorcoach Seats			MIRRORS			Wipers	✓	
Pintle-Hook/Eye			Other								
Safety Chain(s)											

REMARKS

Certification: This vehicle has passed all the inspection items for the annual vehicle inspection in accordance with 49 CFR Part 396.

QUALIFIED INSPECTOR'S SIGNATURE *Dean Bongardner* DATE *11-24-25*

APPLY LABEL TO A CLEAN, DRY SURFACE.
USE WITH AN OVERLAMINATE (2402) TO
IMPROVE DURABILITY UNDER NORMAL
WEATHER CONDITIONS.

AN INDELIBLE INK MARKER IS RECOMMENDED
FOR USE WHEN FILLING OUT THE LABEL.
INDELIBLE INK IS PERMANENT AND WILL NOT
WASH OFF, BUT MAY FADE DUE TO EXPOSURE
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Printed in the USA

3136
(Rev. 11/21)

FEDERAL ANNUAL INSPECTION	
THIS VEHICLE HAS PASSED AN ANNUAL INSPECTION CONDUCTED IN ACCORDANCE WITH 49 CFR, PART 396, FMCSR	
MONTH <i>Nov</i>	YEAR <i>2025</i>
VEHICLE ID (Company No.) <i># 9</i>	STATE/TAG NO. OR VIN <i>MT AT 469</i>
LOCATION OF RECORDS: Company <i>Taylor Aviation INC</i> Street Address <i>149 Signal Point Rd</i> City, State, Zip <i>Fort Benton MT 59442</i>	

D9387279

Bidders approach to providing SEAT service to the State of Nebraska.

At New Frontier Aviation, we intend to provide one high-performance Single Engine Air Tanker (SEAT) supported by one dedicated Fuel Support Vehicle (FSV). Our objective is to ensure the State of Nebraska receives a safe, reliable, and mission-ready aircraft backed by experienced personnel and a strong maintenance and logistics program that minimizes downtime and maximizes operational effectiveness.

The SEAT assigned to this contract will be one of the best-maintained aircraft in the industry. Each aircraft in our fleet is operated under a strict inspection schedule that exceeds FAA and manufacturer requirements, ensuring consistent performance during high-demand wildfire operations. Our maintenance philosophy is proactive rather than reactive, addressing potential issues before they impact service availability.

In addition to providing a top-tier aircraft, New Frontier will deploy a late-model Fuel Support Vehicle and a fully stocked service trailer. We invest heavily in both our aircraft and support equipment to ensure each unit is a complete, self-sustaining system. Our FSVs arrive fully equipped with parts, tools, and consumables for both aircraft and vehicle maintenance, allowing our crews to remain operational even in remote areas or during extended incidents.

New Frontier Aviation has filled this SEAT contract for the State of Nebraska for a total of eleven years. Throughout that time, we have built strong, trusted relationships with the Nebraska Forest Service, NEMA program managers, and local firefighting partners across the state. We have also invested heavily in building and maintaining professional relationships at each Nebraska base location, working closely with airport managers, hangar owners, and local aviation staff. These long-standing partnerships allow us to better understand each location's unique needs and to operate as a seamless part of Nebraska's wildfire response. Additionally, we have obtained hangers at Ainsworth, Chadron, and Scottsbluff which reduces the expense to State of Nebraska during inclement weather.

This combination of a high-performance aircraft, a professional support team, a well-equipped FSV, and deep working relationships throughout the state allows New Frontier Aviation to provide uninterrupted, dependable service. Our approach reflects our commitment to safety, reliability, and exceptional customer service — the same standards that have guided our operations in Nebraska across nearly a decade of contract performance.

Bidder's capacity to provide 1 SEAT to the State of Nebraska.

New Frontier Aviation intends to provide one high-performing Single Engine Air Tanker (SEAT) and one dedicated Fuel Support Vehicle (FSV) to meet the requirements of this contract. The SEAT assigned to Nebraska exceeds all OAS contract minimums and is maintained to standards that ensure exceptional performance and reliability during wildfire operations.

In addition to the primary contracted aircraft, New Frontier maintains a fleet of ten additional SEATs that can be used to backfill or supplement operations at any time. This depth of fleet capacity allows us to respond quickly in the event of mechanical issues, extended maintenance needs, or increased operational demand. Our ability to provide replacement aircraft ensures continuity of service and protects the State of Nebraska from disruptions during critical fire periods.

This combination of a high-quality primary SEAT and substantial backup capacity demonstrates our commitment to providing consistent, dependable, and mission-ready aerial firefighting support throughout the duration of the contract.



Our team performs all maintenance in-house, ensuring every aircraft is prepared and mission-ready for fire season.

Bidders approach to providing availability to the State of Nebraska during fire season.

With eleven years of experience supporting the Nebraska SEAT program, New Frontier Aviation has a clear understanding of the State's operational needs and a longstanding commitment to ensuring that an aircraft is always available when requested. Our history with Nebraska demonstrates our willingness to adjust quickly and support the state whenever conditions require it.

New Frontier has repeatedly provided aircraft earlier than anticipated start dates and extended availability beyond the planned end of the season without hesitation. When unseasonable fire activity or rapid weather changes occur, we have consistently adjusted our aircraft availability to meet the needs of the State of Nebraska and the citizens we serve. This flexibility has been a key element of our partnership with Nebraska and remains a core part of how we operate.

For this contract, we intend to provide some of the most experienced and well-trained pilots in the industry, operating one of the highest-performing and best-maintained SEATs in the fleet. Our pilots and support crews understand the importance of rapid response, strong communication, and professionalism, especially during peak fire activity.

New Frontier Aviation has always gone above and beyond to support the State of Nebraska. Our approach is rooted in reliability, proactive planning, and a genuine commitment to Nebraska's fire managers, cooperators, and communities. We will continue to provide the level of service Nebraska has come to expect from us—dependable, flexible, and mission-ready throughout the entire fire season.

Bidders approach to providing crew relief and rotation.

New Frontier Aviation provides a strong and reliable crew relief and rotation program designed to maintain seamless operations throughout the fire season. More than 90 percent of our crew rotations are performed by upper management or company ownership. Our standard rotation schedule follows a 12-and-2 cycle, ensuring pilots receive proper rest while maintaining consistent aircraft availability for the State of Nebraska.



By utilizing upper-level management for pilot relief, we not only meet all contract requirements but also strengthen relationships at each base. These rotations give our leadership team direct visibility into day-to-day operations, allowing us to address needs immediately, support state personnel, and reinforce the partnerships we have built across Nebraska.

Vehicle is provided by one of our maintenance personnel. This approach adds significant value to the contract, as each rotation includes additional inspections of both the aircraft and the FSV. These routine assessments help identify early maintenance needs, prevent service interruptions, and ensure compliance with all contract standards throughout the season.

Both our primary and relief crews take pride in building and maintaining strong relationships with airport managers, hangar owners, NEMA personnel, Nebraska Forest Service staff, and local cooperators. Every rotation is an opportunity to reinforce our commitment to the State of Nebraska and to provide the highest level of service and professionalism.

Bidder's innovation approach's with other contracts or services.

While New Frontier Aviation has worked hard to bring new innovations to other contracts and states, we have made it a priority to bring those same advancements to the State of Nebraska. One of the most meaningful steps we have taken is employing pilots and drivers who are residents of Nebraska. This approach keeps taxpayer-supported salaries within the state while also allowing some of the fastest staffing response times in the industry for early-season call-ups, contract extensions, or short-notice activations.

New Frontier has also invested heavily in building one of the most efficient hot-fueling systems in the SEAT industry. When operating from a base that allows hot fueling, we deploy specialized equipment and personnel trained specifically for this task. Our approach ensures safe, rapid fueling without disrupting normal loading operations or interfering with base personnel preparing the next retardant load. This system increases operational efficiency and allows more time on target supporting firefighters—not sitting on the ramp with the engine shut down.

Another innovative practice we bring to the State of Nebraska is our early arrival protocol. New Frontier arrives 48 to 72 hours prior to the contract start date to ensure all equipment, aircraft, and personnel are fully prepared for operations on day one. This preparation includes aircraft inspections, FSV setup, base familiarization, and direct coordination with airport managers and Nebraska fire staff. All early arrival costs are absorbed by New Frontier and not passed on to the State of Nebraska.

In addition to Nebraska, New Frontier Aviation has demonstrated this same level of responsiveness and commitment in other long-standing state programs. Since 1991, we have provided SEAT services to the Pennsylvania Department of Conservation and Natural Resources on short notice and emergency activation, often mobilizing aircraft and personnel at a moment's notice to meet the state's operational needs. That experience has shaped our ability to respond quickly, operate efficiently, and integrate seamlessly with state fire programs—capabilities we continue to deliver to Nebraska every fire season.

Our innovations are driven by one goal: improving safety, efficiency, and service for the agencies and communities we support. We continuously look for ways to operate smarter and more effectively, and we take pride in bringing those improvements to the State of Nebraska year after year.



Late-model, well-equipped support vehicles staged and ready for fast, efficient mobilization.

Corporate Overview

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Bidders Identification and Information

New Frontier Aviation, Inc.
149 Signal Point Road
PO Box 159
Fort Benton, MT 59442
S Corporation
Incorporated in Montana in 1991 with no changes since inception

Financial Statements



Grabofsky, Van Heel & Funderburk, P.C.

C E R T I F I E D P U B L I C A C C O U N T A N T S

**TO THE BOARD OF DIRECTORS
NEW FRONTIER AVIATION, INC.
GREAT FALLS, MONTANA**

Management is responsible for the accompanying financial statements of New Frontier Aviation, Inc., Inc., (a Sub S Corporation), which comprise the statements of assets, liabilities, and equity - tax basis as of December 31, 2024 and 2023, and the related statements of revenues, expenses, and retained earnings - tax basis for the years then ended in accordance with the tax basis of accounting, and for determining that the tax basis of accounting is an acceptable financial reporting framework. We have performed a compilation engagement in accordance with Statements on Standards for Accounting and Review Services promulgated by the Accounting and Review Services Committee of the AICPA. We did not audit or review the financial statements nor were we required to perform any procedures to verify the accuracy or completeness of the information provided by management. We do not express an opinion, a conclusion, nor provide any form of assurance on these financial statements.

The financial statements are prepared in accordance with the tax basis of accounting, which is a basis of accounting other than accounting principles generally accepted in the United States of America.

Management has elected to omit substantially all of the disclosures ordinarily included in financial statements prepared in accordance with the tax basis of accounting. If the omitted disclosures were included in the financial statements, they might influence the user's conclusions about the company's assets, liabilities, equity, revenues, and expenses. Accordingly, the financial statements are not designed for those who are not informed about such matters.

Grabofsky, Van Heel & Funderburk, P.C.

GRABOFSKY, VAN HEEL & FUNDERBURK, P.C.

March 11, 2025

Dale Grabofsky, CPA • Allen Funderburk, CPA

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P. O. Box 1436 • 101 River Drive N., Milwaukee Station, Suite 100 • Great Falls, MT 59403
(406) 727-0322 • Fax (406) 727-1010

Financial Statements

Balance Sheet

New Frontier Aviation, Inc

As of November 30, 2025

DISTRIBUTION ACCOUNT	TOTAL	
	AS OF NOVEMBER 30, 2025	AS OF NOVEMBER 30, 2024 (PY)
Assets		
Current Assets		
Bank Accounts		
Checking	5,112.48	-34,093.23
Sweep Account	5,099,001.32	3,487,796.32
Total for Bank Accounts	\$5,104,113.80	\$3,453,703.09
Accounts Receivable		
Other Current Assets		
Due From (To) SBA	0.00	970.45
Uncategorized Asset	-38,949.16	0.00
Total for Other Current Assets	-\$38,949.16	\$970.45
Total for Current Assets	\$5,065,164.64	\$3,454,673.54
Fixed Assets		
Accumulated Depreciation	-1,215,008.92	-2,958.00
Aircraft - Fixed Asset	1,252,500.00	
Equipment	2,958.00	2,958.00
Total for Fixed Assets	\$40,449.08	\$0.00
Other Assets		
Due From Dave Bright	0.00	-5,000.00
Total for Other Assets	\$0.00	-\$5,000.00
Total for Assets	\$5,105,613.72	\$3,449,673.54
Liabilities and Equity		
Liabilities		
Current Liabilities		
Accounts Payable		
Credit Cards		
Other Current Liabilities		
Payroll Liabilities		
Colonial Life - Pre-Tax	515.28	515.28
Federal Taxes (941/944)	587.61	0.00
Federal Unemployment (940)	42.48	134.23
MT Income Tax	126.00	0.00
MT Unemployment Tax	563.55	1,945.60
Total for Payroll Liabilities	\$1,834.92	\$2,595.11
Total for Other Current Liabilities	\$1,834.92	\$2,595.11
Total for Current Liabilities	\$1,834.92	\$2,595.11
Total for Liabilities	\$1,834.92	\$2,595.11

Financial Statements

Balance Sheet

New Frontier Aviation, Inc

As of November 30, 2025

DISTRIBUTION ACCOUNT	TOTAL	
	AS OF NOVEMBER 30, 2025	AS OF NOVEMBER 30, 2024 (PY)
Equity		
Capital Stock	17,000.00	17,000.00
Dividends	31,489.32	29,029.10
Retained Earnings	1,629,604.89	1,622,254.12
Net Income	3,488,663.23	1,836,853.41
Total for Equity	\$5,103,778.80	\$3,447,078.43
Total for Liabilities and Equity	\$5,105,613.72	\$3,449,673.54

Profit and Loss

New Frontier Aviation, Inc

January 1-November 30, 2025

DISTRIBUTION ACCOUNT	TOTAL	
	JAN 1 - NOV 30 2025	JAN 1 - NOV 30 2024 (PY)
Other Income		
Interest Income	211,227.80	116,731.90
Total for Other Income	\$211,227.80	\$116,731.90
Other Expenses		
State Income Tax Expense		476.46
Total for Other Expenses	\$211,227.80	\$476.46
Net Other Income	\$211,227.80	\$116,255.44
Net Income	\$3,488,663.23	\$1,836,853.41

Accrual Basis Wednesday, December 10, 2025 07:20 PM GMTZ

2/2

Accrual Basis Wednesday, December 10, 2025 07:21 PM GMTZ

2/2

Financial Statements

Profit and Loss

New Frontier Aviation, Inc

January 1-November 30, 2025

DISTRIBUTION ACCOUNT	TOTAL	
	JAN 1 - NOV 30 2025	JAN 1 - NOV 30 2024 (PY)
Income		
Fire Fighting Income	12,567,173.37	9,694,158.44
Other Income	9,425.61	3,969.39
Total for Income	\$12,576,598.98	\$9,698,127.83
Gross Profit	\$12,576,598.98	\$9,698,127.83
Expenses		
Auto Expense	1,981.69	582.41
Bank Charges	346.47	340.70
Contract Labor	1,371,492.54	761,685.76
Depreciation Expense	26,966.06	
Donations	610.00	
Drug Screening	3,300.00	1,900.00
Dues & Subscriptions	47,310.21	5,748.81
Education & Training	6,601.00	
Fees	16,187.19	5,652.68
Fuel & Oil	257,931.58	289,669.34
Health Insurance	16,480.20	15,894.03
Insurance - Workers Comp	41,674.86	22,080.11
Legal & Accounting	14,441.64	9,125.00
Meals & Entertainment 50% deduct	11,668.32	8,503.66
Office Supplies	501.58	123.70
Payroll Expenses	\$0.02	
Taxes	83,284.92	125,395.73
Wages	997,327.80	2,068,677.78
Total for Payroll Expenses	\$1,080,612.74	\$2,194,073.51
Postage & Freight	3,586.94	764.47
Rent	8,224.00	5,300.00
Rent - Airplanes	5,940,609.00	3,320,091.00
Repair & Maintenance	183,527.65	33,861.84
Supplies	78,158.70	48,610.43
Taxes & Licenses	3,512.34	
Telephone	941.40	
Travel	177,174.06	261,328.87
Utilities	5,303.38	762.39
Employee Appreciation		600.00
Interest Paid		12.93
Lease Expense		990,818.22
Total for Expenses	\$9,299,163.55	\$7,977,529.86
Net Operating Income	\$3,277,435.43	\$1,720,597.97

Accrual Basis Wednesday, December 10, 2025 07:21 PM GMTZ

Change of Ownership

New Frontier Aviation has been under the same ownership since 1990, and we do not anticipate any changes in ownership or control during this contract cycle or in the twelve months following the solicitation response due date. Should any unforeseen change occur in the future, New Frontier will notify the State of Nebraska immediately and comply with all requirements outlined in the solicitation.

Office Location

New Frontier Aviation
149 Signal Point Rd.
Fort Benton, MT 59442

Relationship with the State

New Frontier Aviation declares that no current employee of the company is, or has been, an employee of the State of Nebraska within the past twelve months. None of our current personnel have held positions with any Nebraska state agency, and no former New Frontier employees are currently employed by the State.

Additionally, no employee of any State of Nebraska agency is employed by New Frontier Aviation or serves as a subcontractor to our company. We have no personnel with direct or indirect employment ties to the State other than our professional working relationships while fulfilling previous SEAT contracts.

New Frontier Aviation confirms that no conflicts of interest exist.

Contract Performance

Frontier Aviation has never had a contract terminated for default at any time. We have not been subject to any notices of non-performance, stop-work actions, or litigation related to performance. Our company has maintained a strong operational record with all state and federal agencies we have supported.

In addition, within the past five years, New Frontier Aviation has not had any contract terminated for convenience, non-performance, non-allocation of funds, or for any other reason. All contracts we have held have been completed in good standing, and we have never operated under poor performance or been removed from a contract for cause.

New Frontier Aviation is proud of our long history of dependable service, consistent performance, and strong relationships with the agencies we support.

Corporate Experience

Project 1 – State of Nebraska Single Engine Air Tanker (SEAT) Services

Customer: State of Nebraska – Nebraska Forest Service

Primary Contact: Justin Nickless

Email: jnickless2@unl.edu

Phone: (402) 760-1930

Role: Prime Vendor

Time Period: 2014–2019 and 2021–Present

Scheduled Completion: Annual contract cycles

Actual Completion: All seasons completed successfully on schedule

Budget: Annual negotiated SEAT contract rate; all work completed within budget

Project Description and Responsibilities:

New Frontier Aviation has served as the prime SEAT vendor for the State of Nebraska across multiple contract cycles, providing a high-performance SEAT aircraft, a fully equipped Fuel Support Vehicle (FSV), and highly trained personnel. We managed all aviation operations, logistics, fueling, documentation, and daily coordination with state program managers.

Our responsibilities included providing a fully carded aircraft and crew, ensuring compliance with all OAS requirements, maintaining continuous readiness, and supporting extended operational periods when fire activity required starting early, ending late, or temporarily pausing operations to prevent unnecessary state cost. New Frontier successfully executed every contract cycle without interruption and without the use of subcontractors.

Relevance to This Solicitation:

This experience directly aligns with the requirements of the current solicitation. Nebraska is one of our longest-standing state partners, and our team understands the unique needs of the program—including early-season preparedness, rapid-response capability, and seamless communication with Nebraska Forest Service personnel, airport managers, and hangar operators.

We have consistently gone above and beyond contract requirements by:

- Arriving 48–72 hours prior to contract start dates to ensure full readiness.
- Hiring Nebraska-based pilots and a Nebraska-based FSV operator, which keeps tax dollars in-state and allows faster response to short-notice schedule changes.
- Purchasing fuel from local airports (even at higher cost) to eliminate ramp fees and support the communities we operate in.
- Providing hands-on assistance outside normal SEAT duties, including tank cleaning, pump motor troubleshooting, and plumbing replacement on state-owned equipment.
- Completing nearly 90% of crew relief using company ownership or upper management to maintain contract quality and ensure continuity with state personnel.

All work has been performed on time, within budget, and without any performance issues. Our longstanding relationship with Nebraska agencies is built on trust, transparency, and a commitment to deliver the highest-quality SEAT service in the region.

Corporate Experience Cont.

Corporate Experience – BIA Ronan, MT (Ronan SEAT Base)

Customer: Bureau of Indian Affairs – Confederated Salish and Kootenai Tribes (CSKT) Fire Management

Primary Contact: Todd Couture, SEAT Base Manager

Email: Todd.Couture@cskt.org

Phone: (406) 214-7062

Role: Prime Contractor

Contract & Task Order: DOI OAS Parent Contract 140D8019D0016, Task Order 140D8020F0471

Period of Performance: July 3, 2020 – September 15, 2020

Completion: Performed on schedule, no delays, no performance issues.

Narrative

New Frontier Aviation served as the prime vendor for the Bureau of Indian Affairs' Single Engine Air Tanker services in Ronan, Montana. This project was awarded under DOI's national SEAT contract (Parent Contract 140D8019D0016), with services ordered through Task Order 140D8020F0471. The contract required full SEAT operations, flight services, maintenance, availability, pilot staffing, and ground-support capability for the CSKT Fire Management program. The scheduled start date was July 3, 2020, with an end date of September 15, 2020, and we met every operational and administrative requirement throughout the entire period.

Our responsibilities included providing a high-performance SEAT, ensuring daily availability, supplying all required maintenance in-house, and staffing the project with highly experienced pilots and drivers. We also coordinated closely with the local base manager, dispatch, and BIA aviation leadership to ensure smooth aircraft integration during both initial attack and extended attack operations. We operated as a full-service vendor, managing all flight operations, fueling coordination, SMS reporting, and daily readiness checks without the use of subcontractors.

This project remained on schedule and within budget, with all mission requirements met safely and efficiently. Flight services, availability, and demobilization all aligned exactly with the task order's planned timelines and estimated costs, as reflected in the federal billing documentation. At no point were there performance concerns, corrective actions, or operational deficiencies.

Relevance to Nebraska SEAT Requirements

This project closely aligns with the State of Nebraska's needs. The Ronan contract required rapid response to changing fire conditions, strong communication with local fire agencies, strict adherence to DOI Office of Aviation Services (OAS) procedures, and reliable flight operations over the course of a full fire season. New Frontier's performance demonstrated the same capabilities Nebraska relies on: experienced pilots, dependable aircraft, consistent in-house maintenance, strong SMS practices, and the ability to integrate seamlessly with state and federal managers.

Corporate Experience Cont.

Corporate Experience – Montana DNRC (Call-When-Needed Single Engine Air Tanker Services)

Customer Contact:

Jay Lindgren

Aviation Program Manager, Montana DNRC

Jay.Lindgren@mt.gov

(406) 461-1652

Project Overview

New Frontier Aviation has supported the State of Montana's wildfire response continuously since 1996. While Montana DNRC utilizes the Department of the Interior's parent SEAT contract structure rather than issuing a separate state Exclusive Use contract, New Frontier has long been one of DNRC's primary and most reliable SEAT providers through Call-When-Needed activations. The structure may be unique, but our commitment to the State of Montana has always been the same as any full-season Exclusive Use relationship: immediate response, dependable performance, and true partnership with DNRC aviation leadership and base personnel.

Time Period

1991 – Present

(Repeated multi-year activation under DOI parent contract; annual CWN mobilizations as requested by DNRC.)

Scheduled and Actual Completion

Montana DNRC typically activates our aircraft throughout the height of the fire season, generally June through September, with mobilization and demobilization adjusted as conditions change. New Frontier consistently reports on-site within 24 hours of DNRC's call, and remains available as long as the state requires. When fire activity slows, we return home at DNRC's request and re-mobilize immediately when activity increases.

Corporate Experience Cont.

Scope of Work & Responsibilities

New Frontier provides complete Single Engine Air Tanker flight and ground support services, mirroring Exclusive Use performance standards even under CWN activation. Our responsibilities include:

- Rapid mobilization of aircraft and personnel (typically within 24 hours)
- Full SEAT operations using highly experienced Level 1 and Level 2 pilots
- Complete fuel support and aircraft loading via our SEAT Support Vehicles (SSVs)
- On-site maintenance, ensuring aircraft remain mission-ready without reliance on outside vendors
- Daily coordination with DNRC base staff, air attack, dispatch, and program leadership
- Assistance beyond contract requirements, including pump servicing, pump-motor troubleshooting, and helping maintain DNRC facilities during high-tempo operations
- Supporting DNRC's limited staffing by taking on administrative and operational tasks that reduce workload for state personnel

Relationship & Performance

Our partnership with Montana DNRC is one of our longest professional relationships and reflects the values we bring to all state contracts—including Nebraska. Over nearly three decades, we have built strong, trusted working relationships with DNRC aviation program managers, base managers, and airport personnel. New Frontier is known for:

- Showing up early, staying late, and remaining flexible during rapidly changing fire activity
- Returning home during quiet periods to save the State money, and re-mobilizing immediately at DNRC's request
- Maintaining SEAT bases, pumps, plumbing, and equipment to reduce workload on state staff
- Operating at a level of professionalism and readiness that mirrors (and often exceeds) Exclusive Use expectations

Prime Contractor Status

All work for Montana DNRC is performed by New Frontier Aviation as the prime vendor under the DOI parent contract. No subcontractors have ever been used.

SUMMARY OF BIDDER'S PROPOSED PERSONNEL / MANAGEMENT APPROACH

New Frontier Aviation proposes a management and operational team built around three senior leaders who bring decades of combined experience in aerial firefighting, pilot development, and aviation safety. Our approach relies on direct involvement from ownership and top-level leadership to ensure the State of Nebraska receives highly reliable service, clear and timely communication, and consistent, high-quality contract performance throughout the season.

Management Structure and Approach

The Nebraska SEAT program will be overseen by company owner Andy Taylor, supported by Chief Pilot Matt Lutz and Safety Management System (SMS) and Training Officer Stacy Bellamy. This team has worked together for years across multiple states and contract environments, providing an integrated leadership structure anchored in safety, operational readiness, and customer service.

Andy Taylor serves as the primary point of contact and has direct oversight of all operational decision-making, aircraft readiness, supervision of personnel, and contract compliance.

Matt Lutz oversees daily flight operations, mission execution, and pilot coordination, ensuring that every sortie aligns with State requirements and national aviation standards.

Stacy Bellamy manages all SMS functions, internal audits, training programs, risk-management processes, and safety documentation, providing independent oversight throughout the contract cycle.

New Frontier's management philosophy emphasizes presence and accountability. More than 90 percent of all crew relief and rotation duties are handled by ownership or senior management. This ensures the State receives consistent performance, immediate response to any issues, and continuous alignment between field operations and State expectations. This hands-on approach has been central to our long-standing success supporting Nebraska since 2014 and again from 2021 to the present.

Proposed Personnel

Andy Taylor – Owner / Program Lead

Andy brings over 30 years of aerial firefighting experience and is widely recognized as one of the most capable and respected Level 1 SEAT pilots in the industry. He has trained numerous pilots throughout his career and has led New Frontier's Nebraska operations across multiple contract cycles. Andy will oversee all aspects of contract performance, including aircraft readiness, personnel supervision, safety assurance, and communication with State program managers.

Primary Duties: Contract oversight, operational leadership, aircraft and crew readiness, safety oversight, communication with State leadership.

Professional References:

- Zachery Sullivan, Four Mile Fire District – ATGS/HLCO
Phone: (970) 744-8937 | Email: sullivan@fourmilefire.org
- Jason Williams, Pennsylvania DCNR
Phone: (717) 919-2653 | Email: japwilliam@pa.gov
- Keith Olive, Bureau of Land Management
Phone: (801) 560-3021 | Email: kolive@blm.gov

Matt Lutz – Chief Pilot

Matt has nearly 20 years of wildland aviation experience and is known for his professionalism, sound operational judgment, and consistent performance in high-tempo fire environments. As Chief Pilot, he supervises day-to-day flight operations, supports assigned pilots, and ensures full compliance with federal, State, and internal aviation requirements.

Primary Duties: Daily flight oversight, mission execution, pilot coordination, operational quality control.

Professional References:

- Zachery Sullivan, Four Mile Fire District – ATGS/HLCO
Phone: (970) 744-8937 | Email: sullivan@fourmilefire.org
- Todd Couture, Pennsylvania DCNR
Phone: (402) 214-7062 | Email: Todd.Couture@cskt.org
- Jeremy Seng, Bureau of Land Management
Phone: (602)361-4753 | Email: jseng@blm.gov

Stacy Bellamy – SMS & Training Officer

Stacy has a long and respected background in aerial firefighting with a focus on training, safety, and aviation program management. He oversees all aspects of New Frontier's Safety Management System, manages internal and recurrent training, and ensures compliance with all OAS, DOI, and State aviation requirements. Stacy also maintains safety records, conducts audits, and supports operational risk-management processes throughout the season.

Primary Duties: SMS oversight, documentation and audits, training coordination, compliance management, safety briefings, risk-mitigation support. Professional References:

- Zachery Sullivan, Four Mile Fire District – ATGS/HLCO
Phone: (970) 744-8937 | Email: sullivan@fourmilefire.org
- Jason Williams, Pennsylvania DCNR
Phone: (717) 919-2653 | Email: japwilliam@pa.gov
- Kassidie Hynes, Oregon Department of Forestry
Phone: (805) 975-7143 | Email: kassidie.m.hynes@odf.oregon.gov

Team Leadership, Interface, and Reporting Structure

- Andy Taylor serves as the overall project manager and primary point of contact for the State of Nebraska.
- Matt Lutz reports directly to Andy and manages daily flight operations, pilot readiness, and mission execution.
- Stacy Bellamy reports to Andy and provides independent oversight of safety systems, training programs, and risk-management processes.
- All pilots, drivers, and support personnel report to Matt for daily operations and work within Stacy's safety and compliance framework.

This structure provides Nebraska with clear lines of authority, reliable communication channels, and a leadership team with decades of combined experience delivering safe, dependable, and professional SEAT services—both in Nebraska and across the United States.

Subcontractors

New Frontier Aviation does not intend to subcontract any part of our performance under this Solicitation. We have never used subcontractors on any State of Nebraska SEAT contract, and we do not plan to change that approach. All aircraft operations, pilot staffing, driver staffing, maintenance functions, FSV operations, training, and safety oversight will be carried out by New Frontier Aviation personnel.

Because we do not utilize subcontractors, the required information is listed below for clarity:

Name, address, telephone number of subcontractor(s):

Not applicable.

No subcontractors will be used.

Specific tasks for each subcontractor:

Not applicable.

Percentage of performance hours intended for each subcontractor:

0%

Total percentage of subcontractor performance hours:

0%

New Frontier Aviation performs all operational, logistical, safety, training, and administrative duties internally. This allows us to maintain the highest operational standards, ensure consistency across the contract, and uphold the level of customer service and performance the State of Nebraska has come to expect from us.

TECHNICAL RESPONSE

a. Understanding of the Project Requirements

New Frontier Aviation fully understands the State of Nebraska's expectations for an exclusive-use Single Engine Air Tanker (SEAT) capable of providing safe, timely, and consistent aerial firefighting operations across the State. We recognize that the State requires:

- A fully mission-ready aircraft and pilot on the assigned availability schedule
- Rapid response times with clear communication to State personnel
- A professional, qualified pilot who understands Great Plains and mixed-fuel fire behavior
- Consistent aircraft reliability, maintenance readiness, and daily operational checks
- Support equipment and company processes that reduce downtime and ensure uninterrupted service
- Close coordination with local, state, and federal fire agencies operating within or near Nebraska

We also understand that Nebraska's operational environment can shift quickly — from fast-running grass fires to interface threats during wind-driven events. A successful SEAT vendor must be prepared to launch quickly, integrate seamlessly with ground resources, follow State and federal procedures, and maintain safety as the top priority.

Our company structure, training program, aircraft preparation, and maintenance systems are specifically designed to meet and exceed these operational requirements.



b. Proposed Development Approach

Our approach is centered around reliability, pilot proficiency, and clear communication with State personnel. The three core components of our approach include:

1. Direct Involvement of Company Leadership

Company owner Andy Taylor, Chief Pilot Matt Lutz, and SMS/Training Officer Stacy Bellamy are hands-on throughout the contract. This ensures operational consistency, rapid decision-making, and direct accountability.

2. Structured, Repeatable SEAT Operations Program

We integrate standardized processes developed from decades of combined aerial firefighting experience, including:

- A defined pre-season readiness cycle
- Company-level training on Nebraska-specific hazards
- Daily operational briefings and communication standards
- A formal Safety Management System (SMS)
- Standardized dispatch, launch, and mission procedures
- Rapid after-action review processes to improve daily performance

3. Strong Multi-Agency Integration

Our personnel have years of experience working with municipal fire districts, BLM, USFS, and state agencies. We bring a full understanding of the varying tactics used by federal, state, and local partners — ensuring the SEAT integrates smoothly **with any agency on a Nebraska fire.**

c. Technical Requirements

New Frontier Aviation fully meets or exceeds the technical requirements outlined by the State, including:

Aircraft Requirements

- Fully carded SEAT meeting all DOI/USFS standards
- Aircraft available for mission launch within contract timelines
- Properly installed and tested GPS, radios, intercoms, and mission equipment
- SEAT capable of safe operations in windy, high-temperature environments typical of the region
- Complete maintenance logs, aircraft documents, and availability reports provided as required

Pilot Qualifications

- FAA certificated and SEAT-qualified pilot
- Meets or exceeds DOI/USFS/OAS requirements
- Trained annually in aerial firefighting tactics, safety, and communication standards

Dual seat AT 802 used for new pilot and recurrent training



- Experienced in Great Plains fire behavior, grass fire dynamics, and rapid-intensity changes
- Professionalism and communication skills suitable for direct work with State personnel

Maintenance and Support Readiness

- On-site support equipment and tools for quick field maintenance
- 24/7 access to company maintenance leadership
- Redundant ground support capability to minimize downtime
- A structured inspection and preventative maintenance program

Safety Requirements

- Active Safety Management System
- Daily risk assessment and hazard identification
- Crew and pilot fatigue tracking
- Immediate documentation and reporting of hazards or incidents
- Training built around lessons learned from national SEAT operations

d. Detailed Project Work Plan

Our work plan breaks the contract into five phases:

1. Pre-Season Preparation (January–April)

- Aircraft undergoes full pre-season maintenance and inspection
- Pilot completes annual recurrent training, including communications, CRM, and State-specific procedures
- Full review of Nebraska dispatching, local hazards, and mission expectations
- Equipment testing: radios, GPS, loading equipment, PPE, and support vehicle readiness

2. Mobilization & In-Brief

- Aircraft and pilot arrive by agreed-upon date
- Pilot and company leadership participate in State in-briefing
- Review of safety reporting procedures, communications protocols, and mission expectations
- Final readiness checks with State representatives

3. Daily Operations

- Mandatory morning pre-flight and readiness checks
- Weather and operational briefing
- Standby according to contract requirements
- Launch upon dispatch within designated timeframes
- Clear, concise communication with ground and air resources
- Debrief after each mission for operational improvement
- Daily maintenance, fueling, and readiness verification

4. Maintenance and Inspection Cycle

- Continuous aircraft monitoring and scheduled inspections
- Immediate correction of discrepancies
- Daily reporting to company leadership and State personnel on aircraft status
- Documentation recorded per federal and State requirements

5. Demobilization & After-Action Review

- End-of-season inspections and maintenance
- Submission of season logs, mission statistics, and safety reports
- Final meeting with State officials to capture lessons learned
- Recommendations for future improvements

e. Deliverables and Due Dates

New Frontier Aviation will provide the following deliverables according to the State's schedule:

Pre-Season Deliverables

- Aircraft documents, carding, and maintenance certifications
- Pilot qualifications and currency files
- Proof of insurance and contract-required documents
- Pre-season readiness checklist
(submitted before aircraft arrives)

Daily/Operational Deliverables

- Daily aircraft availability status
- Daily pilot availability
- Fueling and maintenance logs
- Hazard or safety reports as applicable
- Mission documentation as required



End-of-Season Deliverables

- Final aircraft season inspection summary
- Final maintenance logs
- Mission and flight-hour summary
- After-action report highlighting performance, challenges, and recommendations
- Any required State forms or compliance documents

All deliverables will be submitted on or before the dates outlined by the State or as requested by the Contract Manager.

Contractual Agreement Form

CONTRACTUAL AGREEMENT FORM

BIDDER MUST COMPLETE THE FOLLOWING

By signing this Contractual Agreement Form, the bidder guarantees compliance with the provisions stated in this solicitation and agrees to the terms and conditions unless otherwise indicated in writing and certifies that bidder is not owned by the Chinese Communist Party.

Per Nebraska's Transparency in Government Procurement Act, Neb. Rev Stat § 73-603, DAS is required to collect statistical information regarding the number of contracts awarded to Nebraska Vendors. This information is for statistical purposes only and will not be considered for contract award purposes.

NEBRASKA VENDOR AFFIDAVIT: Bidder hereby attests that bidder is a Nebraska Vendor. "Nebraska Vendor" shall mean any bidder who has maintained a bona fide place of business and at least one employee within this state for at least the six (6) months immediately preceding the posting date of this Solicitation. All vendors who are not a Nebraska Vendor are considered Foreign Vendors under Neb. Rev Stat § 73-603 (c).

I hereby certify that I am a Resident disabled veteran or business located in a designated enterprise zone in accordance with Neb. Rev. Stat. § 73-107 and wish to have preference, if applicable, considered in the award of this contract.

I hereby certify that I am a blind person licensed by the Commission for the Blind & Visually Impaired in accordance with Neb. Rev. Stat. § 71-8611 and wish to have preference considered in the award of this contract.

THIS FORM MUST BE SIGNED MANUALLY IN INK OR BY DOCUSIGN

COMPANY:	New Frontier Aviation, Inc.
ADDRESS:	PO Box 159, Fort Benton MT 59442
PHONE:	(406) 788-0268
EMAIL:	taylorav@mtintouch.net
BIDDER NAME & TITLE:	Andy Taylor, President
SIGNATURE:	
DATE:	12/10/2025

VENDOR COMMUNICATION WITH THE STATE CONTACT INFORMATION (IF DIFFERENT FROM ABOVE)

NAME:	
TITLE:	
PHONE:	
EMAIL:	

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Terms and Conditions

Section II

New Frontier has no additional terms and conditions to be added.

II. TERMS AND CONDITIONS

Bidder should read the Terms and Conditions within this section and must initial either 'Accept All Terms and Conditions Within Section as Written' or 'Exceptions Taken to Terms and Conditions Within Section as Written' in the table below. If exception is not taken to a provision, it is deemed accepted as stated. If the bidder takes any exceptions, they must provide the following within the "Exceptions" field of the table below (Bidder may provide responses in separate attachment if multiple exceptions are taken):

1. The specific clause, including section reference, to which an exception has been taken;
2. An explanation of why the bidder took exception to the clause; and
3. Provide alternative language to the specific clause within the solicitation response.

By signing the solicitation, bidder agrees to be legally bound by all the accepted terms and conditions, and any proposed alternative terms and conditions submitted with the solicitation response. The State reserves the right to negotiate rejected or proposed alternative language. If the State and bidder fail to agree on the final Terms and Conditions, the State reserves the right to reject the solicitation response. The State reserves the right to reject solicitation responses that attempt to substitute the bidder's commercial contracts and/or documents for this solicitation.

Accept All Terms and Conditions Within Section as Written (Initial)	Exceptions Taken to Terms and Conditions Within Section as Written (Initial)	Exceptions: (Bidder must note the specific clause, including section reference, to which an exception has been taken, an explanation of why the bidder took exception to the clause, and provide alternative language to the specific clause within the solicitation response.)
A.T		

The bidders should submit with their solicitation response any license, user agreement, service level agreement, or similar documents that the bidder wants incorporated in the Contract. The State will not consider incorporation of any document not submitted with the solicitation response as the document will not have been included in the evaluation process. These documents shall be subject to negotiation and will be incorporated as addendums if agreed to by the Parties.

If a conflict or ambiguity arises after the Addendum to Contract Award has been negotiated and agreed to, the Addendum to Contract Award shall be interpreted as follows:

1. If only one (1) Party has a particular clause, then that clause shall control,
2. If both Parties have a similar clause, but the clauses do not conflict, the clauses shall be read together,
3. If both Parties have a similar clause, but the clauses conflict, the State's clause shall control.

A. GENERAL

1. The contract resulting from this Solicitation shall incorporate the following documents:

- Solicitation, including any attachments and addenda;
- Questions and Answers;
- Bidder's properly submitted solicitation response, including any terms and conditions or agreements submitted by the bidder;
- Addendum to Contract Award (if applicable); and
- Amendments to the Contract. (if applicable)

These documents constitute the entirety of the contract.

Unless otherwise specifically stated in a future contract amendment, in case of any conflict between the incorporated documents, the documents shall govern in the following order of preference with number one (1) receiving preference over all other documents and with each lower numbered document having preference over any higher numbered document: 1) Amendment to the executed Contract with the most recent dated amendment having the highest priority, 2) Executed Contract and any attached Addenda 3) Addendums to the solicitation and any Questions and Answers, 4) the original solicitation document and any Addenda or attachments, and 5) the Vendor's submitted solicitation response, including any terms and conditions or agreements that are accepted by the State.

Vendor Duties

Section III

III. VENDOR DUTIES

Bidder should read the Vendor Duties within this section and must initial either "Accept All Terms and Conditions Within Section as Written" or "Exceptions Taken to Vendor Duties Within Section as Written" in the table below. If exception is not taken to a provision, it is deemed accepted as stated. If the bidder takes any exceptions, they must provide the following within the "Exceptions" field of the table below (Bidder may provide responses in separate attachment if multiple exceptions are taken):

1. The specific clause, including section reference, to which an exception has been taken;
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Accept All Vendor Duties Within Section as Written (Initial)	Exceptions Taken to Vendor Duties Within Section as Written (Initial)	Exceptions: (Bidder must note the specific clause, including section reference, to which an exception has been taken, an explanation of why the bidder took exception to the clause, and provide alternative language to the specific clause within the solicitation response.)
A.T		

A. INDEPENDENT VENDOR / OBLIGATIONS

It is agreed that the Vendor is an independent Vendor and that nothing contained herein is intended or should be construed as creating or establishing a relationship of employment, agency, or a partnership.

The Vendor is solely responsible for fulfilling the contract. The Vendor or the Vendor's representative shall be the sole point of contact regarding all contractual matters.

The Vendor shall secure, at its own expense, all personnel required to perform the services under the contract. The personnel the Vendor uses to fulfill the contract shall have no contractual or other legal relationship with the State; they shall not be considered employees of the State and shall not be entitled to any compensation, rights or benefits from the State, including but not limited to, tenure rights, medical and hospital care, sick and vacation leave, severance pay, or retirement benefits.

By-name personnel commitments made in the bidder's solicitation response shall not be changed without the prior written approval of the State. Replacement of these personnel, if approved by the State, shall be with personnel of equal or greater ability and qualifications.

All personnel assigned by the Vendor to the contract shall be employees of the Vendor or a subcontractor and shall be fully qualified to perform the work required herein. Personnel employed by the Vendor or a subcontractor to fulfill the terms of the contract shall remain under the sole direction and control of the Vendor or the subcontractor respectively.

With respect to its employees, the Vendor agrees to be solely responsible for the following:

1. Any and all pay, benefits, and employment taxes and/or other payroll withholding,
2. Any and all vehicles used by the Vendor's employees, including all insurance required by state law,
3. Damages incurred by Vendor's employees within the scope of their duties under the contract,
4. Maintaining Workers' Compensation and health insurance that complies with state and federal law and submitting any reports on such insurance to the extent required by governing law,
5. Determining the hours to be worked and the duties to be performed by the Vendor's employees; and,
6. All claims on behalf of any person arising out of employment or alleged employment (including without limit claims of discrimination alleged against the Vendor, its officers, agents, or subcontractors or subcontractor's employees).

Payment

IV. PAYMENT

Bidder should read the Payment clauses within this section and must initial either "Accept All Terms and Conditions Within Section as Written" or "Exceptions Taken to Payment clauses Within Section as Written" in the table below. If exception is not taken to a provision, it is deemed accepted as stated. If the bidder takes any exceptions, they must provide the following within the "Exceptions" field of the table below (Bidder may provide responses in separate attachment if multiple exceptions are taken):

1. The specific clause, including section reference, to which an exception has been taken;
2. An explanation of why the bidder took exception to the clause, and
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Accept All Payment Clauses Within Section as Written (Initial)	Exceptions Taken to Payment Clauses Within Section as Written (Initial)	Exceptions: (Bidder must note the specific clause, including section reference, to which an exception has been taken, an explanation of why the bidder took exception to the clause, and provide alternative language to the specific clause within the solicitation response.)
<i>A.T</i>		

A. PROHIBITION AGAINST ADVANCE PAYMENT (Nonnegotiable)

Pursuant to Neb. Rev. Stat. § 81-2403, "no goods or services shall be deemed to be received by an agency until all such goods or services are completely delivered and finally accepted by the agency."

B. TAXES (Nonnegotiable)

The State is not required to pay taxes and assumes no such liability as a result of this Solicitation. The Vendor may request a copy of the Nebraska Department of Revenue, Nebraska Resale or Exempt Sale Certificate for Sales Tax Exemption, Form 13 for their records. Any property tax payable on the Vendor's equipment which may be installed in a state-owned facility is the responsibility of the Vendor.

C. INVOICES

Invoices for payments must be submitted by the Vendor to the agency requesting the services with sufficient detail to support payment. The Summary Sheets shall include the information required by the Nebraska Emergency Management Agency. Such sheets shall include, but are not limited to:

1. flight date, contract number/name;
2. FAA registration;
3. Contractor name;
4. incident number and name;
5. name of pilot;
6. number of passengers;
7. gallons of water dropped, and pounds of cargo delivered;
8. location from which flight time for the day commenced and start time;
9. location at which flight time for the day ended and end time; and
10. flight rate; and
11. any other items pertinent to the establishing of the net sum earned by the Contractor (per Diem, etc.).

Approved invoices will be packaged for payment on a semi-monthly/ monthly basis. NEMA prefers to receive the invoices electronically and will provide email addresses after the award of contract. Any terms or conditions on or attached to any such invoice shall not be binding upon the State, and no action by the State, including without limitation the payment of any such invoice in whole or in part, shall be construed as binding or estopping the State

Contractual Agreement Form

CONTRACTUAL AGREEMENT FORM

BIDDER MUST COMPLETE THE FOLLOWING

By signing this Contractual Agreement Form, the bidder guarantees compliance with the provisions stated in this solicitation and agrees to the terms and conditions unless otherwise indicated in writing and certifies that bidder is not owned by the Chinese Communist Party.

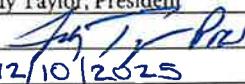
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THIS FORM MUST BE SIGNED MANUALLY IN INK OR BY DOCUSIGN

COMPANY:	New Frontier Aviation, Inc.
ADDRESS:	PO Box 159, Fort Benton MT 59442
PHONE:	(406) 788-0268
EMAIL:	taylorav@mtintouch.net
BIDDER NAME & TITLE:	Andy Taylor, President
SIGNATURE:	
DATE:	12/10/2025

VENDOR COMMUNICATION WITH THE STATE CONTACT INFORMATION (IF DIFFERENT FROM ABOVE)

NAME:	
TITLE:	
PHONE:	
EMAIL:	