

S.E.A.T., PILOT, SERVICE TRUCK/TRAILER AND DRIVER

5740 Z1 COST PROPOSAL

Bidder Name: \_\_\_\_\_

1. Method of Measurement and Basis of Payment for Flight

- a. Compensation for flight time will be paid at the bid flight rate
- b. Flight time  
 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 initialed by the Pilot in Charge or the Aircraft Manager as appropriate.
  - i. On days when the aircraft is flown, the pilot will be responsible for recording on the Daily Seat Cost Summary Sheet the following:
    - a) Flight date.
    - b) Contract number/name.
    - c) FAA registration.
    - d) Contractor name.
    - e) Incident number and name.
    - f) Name of pilot.
    - g) Gallons of fire retardant delivered.
    - h) Location from which flight time for the day commenced and start time.
    - i) Location at which flight time for the day ended and end time.
    - j) Flight rate.
    - k) Any other items pertinent to the establishing of the net sum earned by the Contractor (per Diem, etc.)
  - ii. Approved invoices will be packaged for payment on a semi-monthly basis.
  - iii. 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.
  - iv. 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.
  - v. Payment for flight time will be made only when flight is properly ordered by designated personnel; by local incident commander.
  - vi. 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
Fuel Service/Support Truck Type	Year	Make	Model

1. Please enter the bid price for each line item.

LINE DESCRIPTION	DETAILS	UNIT OF MEASURE	INITIAL CONTRACT YEAR	YEAR TWO OPTIONAL RENEWAL	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	\$	\$	\$	\$	\$
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	\$	\$	\$	\$	\$
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	\$	\$	\$	\$	\$
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	\$	\$	\$	\$	\$
EXTENDED PILOT STANDBY	Additional Pilot standby hours after an initial eight (8) hour day.	PER HOUR	\$	\$	\$	\$	\$
EXTENDED DRIVER STANDBY	Additional Driver standby hours after an initial eight (8) hour day.	PER HOUR	\$	\$	\$	\$	\$
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	\$	\$	\$	\$	\$
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	\$	\$	\$	\$	\$
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.						
TOTAL			\$	\$	\$	\$	\$