



**AERIAL FIRE SUPPRESSION
AERIAL SEARCH & RESCUE**

**FAA PART 135
CERTIFICATE NUMBER
3SEA158M**

**Nebraska Exclusive Use Single Engine Air Tanker
RFP 5740Z1
Aero SEAT Inc.**

Phone 970.522.1941

darrel@aeroseat.com

Fax 970.522.1920

www.aeroseat.com

12376 Rd 27

Sterling, CO 80751

patrick@aeroseat.com



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Mr. Imler and Mr. Holte,

Thank you for taking time to evaluate our Bid for the Nebraska Single Engine Air Tanker contract. Enclosed in our bid packet is a company overview, description of our aircraft and work to be performed, aircraft pilot and SSV documentation, form A, contractual services form, terms and conditions and a cost proposal. On the following page there is a table of contents that will allow you to easily navigate through the bid. Let me know if you require anything further or if any questions arise when you are evaluating our bid.

Sincerely,

Patrick Mertens



Company Overview

Aero SEAT Inc. - fixed wing aviation services

Certified under part 91,135,137

- Aerial Fire Suppression
- Aerial Seeding
- Aerial Application
- Aerial Fire Detection
- Aerial Surveying
- Aerial Hydro mulching
- Aerial Transportation
- Charter Flights
- Aerial Photography
- Aerial Predator Control
- Light fixed wing air attack

About Aero SEAT Inc.

Aero SEAT Inc. was founded and incorporated 10 years ago in 2006. Aero SEAT was incorporated and is owned by Darrel Mertens who has been the owner/operator of Aero Applicators an agricultural application company that has been in business over thirty years. Aero SEAT is located in northeast Colorado in Sterling. The company was formed primarily as a fire suppression, air charter and search and rescue (SAR) business. Aero SEAT has performed SAR missions and air charters for all ten years the company has been in existence. Aero SEAT has performed fire suppression services mainly from 2006-2008 and until 2016 were part time performing fire missions for our regional area in Colorado. In 2016 Aero SEAT started to pursue Aerial Fire Suppression full time and gained On-Call contracts with the State of Colorado and Nebraska. Aero SEAT has also expanded its scope of services to include pre and post fire operations. This includes aerial fire detection and post fire rehabilitation that consists mainly of aerial seeding. Going forward we are fully committed to the fire business and we see it as being the main part of our business.



Awards and Recognitions

Environmental Respect

- 2001
- 2010

Community Service- First Responders

- 2014

Contractor Equipment

Work Aircraft

AT-802F N802HM

- **Aerial fire suppression**
 - 820 gallon payload
 - FRDS GEN II GATE with Trotter control
 - Two hole addition with dual controls
 - Long range fuel tanks
 - Single point fuel
 - Airframe includes -67AG engine
 - 18 gallon foam tank

2016 AT-602 N602DM

- **Aerial fire suppression**
 - 630 gallon payload
 - Computerized hydraulic gate system
 - Airframe includes -65AG engine for optimal performance
 - Long range fuel tanks
 - Most economical SEAT in the industry (price per gallon of payload)
- **Aerial seeding**
 - 60 bushel hopper capacity



- Capable of seeding at rates as low as 1lb/acre
- Equipped gate system capable of adjusting at 1/32 of an inch
- High volume 13' Transland spreader
- Outfitted with an agitator and Transland meterate to prevent bridging of seed
- Aerial application
 - 630 gallon hopper capacity
 - Capable of applying application rates up to 5 gallons/acre
 - Swath width of 80 feet
 - Outfitted with flow control and CP 11 nozzels

AT-402 N235LA

- Aerial seeding
 - 40 bushel hopper capacity
 - High volume 8 ' spreader
- Aerial application
 - Hopper capacity of 400 gallons
 - Capable of applying application rates of up to 5 gallons/acre
 - Outfitted with flow control and CP 11 nozzels
 - Long range fuel tanks

AT-402 N4215W

- Aerial seeding
 - 40 bushel hopper capacity
 - High volume 8' spreader
- Aerial application
 - Hopper capacity of 400 gallons
 - Capable of applying application rates of up to 5 gallons/acre
 - Outfitted with flow control and CP 11 nozzels



Navigation/Hardware/ Course Deviation Systems

All work aircraft are outfitted with the SatLoc G4 navigation system which is the most up to date navigation system on the market today. The SatLoc G4 system will comply with all contract requirements including precise tracking and mapping of projects, memory, logging, and easy to use reports once a job is completed.

Our AT-602 in addition to the SatLoc has an installed Garmin 796 GPS system. This navigation system is capable of 3D vision of flight area, complete digital charts, terrain view and alerts, complete up-to-date weather, and airport directories.

Part 135 Aircraft

135 license # 3SEA158M

Cessna-180

- Traveling at 165 mph capable of carrying three people plus the pilot.
- Outfitted with the TDFM 136 radio (often referred to as the forest service radio package)
- Push to talk radio communication
- Garmin GPS
- Spider tracks and AFF capable
- ADSB in and out

The Cessna is utilized for:

- Charter Flights
- Aerial Transportation
- Aerial Fire Reconnaissance
- Aerial Photography
- Aerial Surveying
- Air Attack Platform

Cessna-172

- Traveling at speeds of 140 mph capable of carrying three people plus the pilot
- Push to talk radio communication
- Garmin GPS



The Cessna is utilized for:

- Aerial Fire Reconnaissance
- Charter flights
- Aerial Transportation
- Aerial Fire Reconnaissance
- Aerial Photography

PA-18

Equipped with:

- Push to talk phone communication
- Garmin GPS
- Spider Tracks and AFF capable
- ADSB in and out

Utilized for:

- Aerial Predator Control
- Aerial Photography
- Aerial Search and Rescue

Major Support equipment

- GMC pickups
- Mobile Reloading trailers
- Seed tender- capable of precise weighing of seed
- Tractors
- Fork lift
- Mobile fuel tanks

Commitment to Customer Service

In operating Aero SEAT for 10 years and Aero Applicators for 30 years, the owner/operators have gained valuable knowledge and a proven track record for customer satisfaction. Our private customer business currently has over 400 customer accounts, of which consist of



anywhere from 40 acres to 10000+ acres each. We commit to our customers that the smallest account will be treated exactly the same as our largest account. This guarantee to our customers includes that they will be treated the same in terms of our time commitment, recommendations, pricing and follow up after the job is completed. At Aero SEAT Inc. and Aero Applicators we try to do as much business as we can on a hand shake to promote trust between ourselves and our customers. This ensures to the customer that our word still means something and they can count on us to come through.

As a company policy we do not accept any percentage of unsatisfied customers. This is an unrealistic expectation however, but it is our goal to perform the best we can on every job. If the customer is unsatisfied with our work we take whatever means possible to make it right with the customer and keep the account. We do not always perform the job perfectly or to the customers' complete satisfaction, but we try to get to the root of the problem of why our customer was dissatisfied. We take a hands on approach to customer complaints by visiting the customer, inspecting the job site, talking to our employees and consulting seed and chemical representatives if necessary. Once we know why we did not perform well we take corrective action to prevent the problem from happening again. This is true for any successful business, for us we would not be in business for over 30 years with Aero Applicators or 10 years with Aero SEAT if we did not adjust and learn from our mistakes along the way. Customer satisfaction will always be our number one priority because the customer is what keeps us in business.

Contractor Base of Operations

Headquartered out of Mertens Air Field, which is a private base of operation. Aero SEAT has superior infrastructure which includes on site living for pilots and personnel, insulated and heated buildings for storage of bulk water through the winter, two large heated and insulated hangers with electronic doors, and a loading facility outfitted with an EPA approved loading pad and secondary containment along with bulk water and fuel storage. Our facilities allow for unprecedented response and support when we are operating away from our home base. We are centrally located in Region 2 in the northeast corner of Colorado. Our location ensures rapid response to dispatch orders anywhere in the region including Colorado, Kansas, Nebraska, Oklahoma, South Dakota and Wyoming.



Colorado SEAT base

In 2008 the owner operator of Aero SEAT attended a SEAT base manager's school in Grand Junction, Colorado. Upon the completion of the SEAT base managers' school, Aero SEAT and the owner/operator in working with the State of Colorado became an official SEAT base in the State of Colorado. This gave the management team at Aero SEAT experience in dealing with different types of SEAT's along with experience in filling out and documenting the correct paperwork. Aero SEAT's prime motivation in being a SEAT base was to be able to have our aircraft respond loaded to a fire to ensure quicker response of our assets.

Aero SEAT has recently sent personnel to a MixMaster class in Grand Junction for training on mixing and loading of retardant. Our base of operations in Sterling will once again be a SEAT base for the state of Colorado starting the summer of 2017. This will enable our planes to respond loaded to any neighboring state with any type of suppressant that is requested.

Operating from Remote Locations

The same owner/operators of Aero SEAT and Aero Applicators that founded those businesses have been around agricultural aircraft for over 30 years with Aero Applicators and 10 years with Aero SEAT. Over those 30 years we have become familiar with operating in remote areas away from our base of operation in Sterling, Co. In that amount of years we occasionally encountered problems operating away from our base in Sterling due to pilot, aircraft or vehicle problems. We have learned to solve problems as fast as they can be resolved when we are operating away from our home base. We have found it very important to have a contingency plan if something does break down or personnel become unavailable. The best course of action to limit downtime is training of our personnel, investing in new equipment/airplanes and having a preventative maintenance program to help stop the problems before they happen.

Safety First Atmosphere

Aero SEAT personnel operate under a safety management system (SMS) developed by FLTSAFETY which has been adjusted and implemented by company personnel to meet company safety policies. Aero SEAT embraces all four pillars of the SMS system; safety policy, safety assurance, safety promotion, and safety risk management. One of the most important features of our SMS system is the flight risk assessment tool (FRAT). Aero SEAT pilots are required to fill out a FRAT before each and every mission assuring every aspect of the flight has been analyzed before takeoff.



Part 135

Aero SEAT holds and operates under a part 135 certificate #3SEA158M day VFR only. Aero SEAT currently performs charter services, aerial fire reconnaissance, air attack services and aerial photography under our part 135 certificate. Utilizing a combination of our part 137 and 135 services Aero Seat can offer a combination of services that most fixed wing part operators cannot.

Contractor Key Personnel

Darrel Mertens-President

Darrel is the owner and operator of Aero SEAT Inc and Aero Applicators Inc. He received his private pilot license in May of 1974, commercial and instrument in 1980, and multi engine rating in January of 2000. Darrel purchased the spraying business in 1984 where he operated two Ag Cats and two Pawnee aircraft off of a dirt runway with one hanger. The business continually grew over the years with the addition of turbine Air Tractors, along with several investments into support equipment and additional buildings. In 2006 Aero SEAT was incorporated in order to diversify the business into aerial fire suppression and aerial search and rescue. Darrel has garnered many accolades over the years for his knowledge in the aviation industry including an environmental respect award winner, serving as the president for the Colorado Agricultural Aviation Association, and being named a board member to the National Agricultural Aviation Association.

Patrick Mertens- Vice President

Born, raised and residing in Sterling, Colorado where he has grown up around the aviation industry in which he has gained over 13 years of practical experience working in and around single engine aircraft. Patrick has worked full time for Aero SEAT for 3 years after getting out of college in the fall of 2014. Patrick holds two Bachelor of Science degrees in agricultural business and finance from the University of Wyoming in Laramie, Wyoming. He had specific concentration in the financing of agricultural industries and the behaviors of financial markets.

While attending the University of Wyoming Patrick was an integral part of the university's football team from 2009-2014. He played football for six years where he garnered many accolades including being recognized as an All-American football player and being voted a team



captain by his peers. This exemplifies Patrick's leadership, managerial ability and ability to perform in a high pressure environment.

Jason Blanke-Pilot

This is Jason's second year with Aero SEAT Inc. where he will be flying our AT-602. Jason is primarily an aerial firefighting and agricultural pilot. He began his training in 1997 and acquired his Private, Instrument, Commercial and, FAA Part 137 (agricultural aircraft operations) sign off. Jason has worked as an agricultural aircraft pilot and was an owner and operator with his own FAA part 137 business over a twenty year time period. In Jason's career he has been a pilot in several remote places of the world including Puerto Rico, Iraq, Afghanistan, Cameroon and the United States. Jason has his single engine Instrument rating, sea plane rating and is carded level 2 pilot with the Department of Interior. Jason is very well qualified as a level 2 pilot with an estimated 60 fire drops of which 23 have been aurally supervised. Jason has accumulated over 6,500 flight hours, a majority of which has come performing low level operations. Jason has a total of 2,500 turbine hours in a variety of different aircraft that encompasses every Air Tractor aircraft from an AT-400 to an AT-802.

Tommy Regier-Pilot/Mechanic

Tommy began training and received his pilot's license in 2006. Since then he has acquired his Instrument rating, Multi engine, and commercial certificates. He has 1630 hrs total time with 1230 hrs of low level flight. In the last few of years Tommy has transitioned into turbine aircraft accumulating 360 hrs of flight time. His flight experience includes crop spraying in Oklahoma and Colorado as well as cross country experience. Tommy has experience in flying a multitude of agricultural aircraft including the AT-602. Tommy is also a licensed A&P mechanic which is an invaluable expertise when operating aircraft out of remote locations. Tommy is currently training to receive his level 2 Interagency Fire Card that he will be receiving in February.

Jason Robinson-Pilot

This will be Jason's first year with Aero SEAT Inc. where he will be flying our 602 and 802. Jason has had a diverse flying career that has span over 26 years with the majority of that time spent performing agricultural operations. Jason has over ten thousand hours performing low level operations mainly in an Air Tractor 602 and 802. He has been able to add a couple of endorsements over his career including a multiengine and instrument rating. Jason is currently in training to receive his level 2 Interagency Fire Card that he will be receiving in February.



Jim Watson-Pilot

Jim will be heading into his second year with Aero SEAT Inc. where he will be flying our 802 in the secondary seasons. Jim is a carded level 1 pilot with extensive experience in aerial firefighting operations. Jim has recorded over 2300 hundred hours of aerial firefighting time. He has been able to add a numerous amount of endorsements over his career including his instrument, ATP, Seaplane, and complex ratings.

List of Governmental Past Performance

Agency: USDA-APHIS

Contract Number: 43-6395-3-c060

Customer Contact Point: Robert Crowther

Status: Completed

Services: Assist in spraying grasshoppers on rangeland comprised of over 13,750 acres in Cheyenne County, Nebraska. Services were provided in a remote area flying over featureless terrain. The work was completed

Agency: USDA-APHIS

Contract Number: 53-6395-4-co57

Customer Contact Point: Larry Nelson

Status: Completed

Services: Assist in spraying grasshoppers on rangeland of over 8400 acres in Powell County, Montana. Services were provided in a remote location flying over featureless terrain. The work was completed ahead of schedule in a matter of only one day.

Agency: USDA-APHIS

Contract Number: 43-9147-0-G143

Customer Contact Point: Susan Moore

Status: Completed

Services: Assist in spraying grasshoppers on rangeland of over 3400 acres in Goshen County, Wyoming. Services were provided in a remote location flying over featureless terrain.



Agency: Colorado State Forest Service
Contract Number: 1-92980-4770
Customer Contact Point: Sergio Lopes
Status: Completed

Services: We provided On-Call single engine air tanker services to the state of Colorado. Services were provided throughout the state away from our home operating base.

Agency: Colorado State Forest Service
Contract Number: 5-39845-4770
Customer Contact Point: Sergio Lopes
Status: Completed

Services: We provided On-Call single engine air tanker services to the state of Colorado. Services were provided throughout the state away from our home operating base.

Agency: Logan County, Colorado Sheriff's Office
Contract Number: N/A
Customer Contact Point: Brett Powell
Status: Current

Services: We performed Search and Rescue, low level surveillance, and aerial fire suppression missions. Services were provided out of our home operating base in Sterling, Colorado. Services that we provided promoted the safety and well being for citizens within the county.

Agency: Colorado Division of Fire Prevention and Control
Contract Number: 92767
Customer Contact Point: Vince Welbaum
Status: Current

Services: We are providing On-Call single engine air tanker services to the state of Colorado. Services are provided throughout the state away from our home operating base.



Agency: USDOJ/BLM

Contract Number: D17PC00266

Customer Contact Point: Steve Etzel

Status: Starting May 1 2017

Services: We are providing On-Call single engine air tanker services on the federal BLM contract. Services are provided throughout the rocky mountain region away from our home operating base.

Agency: South Dakota Department of Agriculture- Wild land Fire Division

Contract Number: 605-391-2692

Customer Contact Point: Chris Blair

Status: Current

Services: Aero SEAT is providing single engine air tanker fire suppression services to the state of South Dakota.

Executive Summary

Aero SEAT Inc. is located in the northeast corner of Colorado in Sterling. We operate out of Mertens airfield which is a private base of operation located eight miles west of Sterling. The owner of Aero SEAT has been involved in low level, part 137 operations for over thirty years. He currently owns and operates Aero Applicators Inc. and Aero SEAT Inc. Aero Applicators is the aerial spraying side of the business which has operated for over thirty years. Aero SEAT is primarily the government contracting side of the business and has operated for over ten years.

Our proposal consists of a state of the art aircraft that was specifically designed by Aero SEAT personnel to combine features to offer unprecedented aerial fire suppression at an economical price. The management at Aero SEAT fully understands the budget constraints that most government agencies are currently experiencing. With this in mind Aero SEAT has designed the company and this proposal on supplying a great service, but at a lower cost without compromising the effectiveness of the service.

Our aircraft is classified as a type four air tanker, our aircraft however is vastly different than a Dromader, type four air tanker that government agencies are use to. Our Air Tractor 602 is much more reliable, can outperform, and outwork the typical type four air tanker that the industry is use to.



Aero SEAT can work out of smaller undersized airports or airstrips which are generally located closer to the fire area than established airports with SEAT bases. Aero SEAT is able to operate out of these areas because our airplane operates under typical ramp weight requirements and can take off on short fields due to the performance of our aircraft. We can also utilize our support vehicle which carries enough water/retardant and fuel for continued operations at remote airfields. This will enable Aero SEAT to cut down on ferry/load and return times to help keep fires small and avoid unnecessary ferry times.

As a company Aero SEAT is only interested in working in a small regional area including Nebraska. This will allow management and support personnel to better serve our customers and equipment when they are performing services out in the field. We feel that this is extremely important to the effectiveness of our services that our main base will not be located several states away and out of touch with what is going on in the field.

Aero SEAT has also included additional equipment in our Cessna 180 to be utilized under our part 135 certificate that can offer aerial fire detection and air attack services.

Narrative of work to be performed

The personnel and equipment that we have purposed are more than capable of performing to the expectations that are required. Aero SEAT management and personnel understand the complexity of the work that is to be completed and the importance of completing the work to an acceptable level.

Aero SEAT pilots fully understand and have been trained on ramp base procedures, in flight procedures, communication, fire traffic area procedures, and drop zone performance. Our personnel have been trained through required government training courses, company initial and recurrent training programs and annual supplemental training conducted by a Forest Service lead plane pilot. Aero SEAT has trained our personnel to be able to respond and perform missions rapidly, but also performing and operating those missions with safety being the most important factor.

Aero SEAT pilots will always take a proactive approach to flight preparation that will reduce response time while still completing company SMS safety policies. Aero SEAT personnel operate under a Safety Management System that embraces the four pillars of safety; safety promotion, safety policy, safety risk management and safety assurance. Included in our company SMS policy is a flight risk assessment tool (FRAT) that the pilot is required to fill out



before each mission. This tool helps to ensure safety by accounting for many flight variables that could take place during any given mission. This will help the pilot to account for potential hazards to each flight and to help mitigate risk factors that could take place.

Aero SEAT has purposed four pilots to perform on the contract that will enable Aero SEAT to have relief personnel for our aircraft. We have also devoted three CDL HazMat drivers to operate our support vehicle which will allow us to have one primary driver with two relief drivers. The personnel that we have included will ensure that our aircraft and support vehicle will be available every day without any downtime for required days off. Aero SEAT has also invested into new equipment including our 2016 AT-602 which should help ensure that unavailability does not take place due to mechanical issues while performing on the contract.

Aircraft

AT-602
N602DM
Tanker #435
Fuel Capacity: 290 Gallons
Retardant Capacity: 630 Gallons

Our 2016 AT-602 has been specifically designed to operate in high density altitude environments over rugged terrain. The aircraft is currently carded and on the USDOl On-Call SEAT source list. Our aircraft boasts a Pratt and Whitney PT6-65ag engine which is installed in a smaller, lighter airframe which allows for heavy loads with more maneuverability. This 602 can carry a greater percentage of payload at a far more economical price than any other seat in the industry.

Our aircraft is equipped with a computerized hydraulic gate system from Transland Inc. The tank is flow controlled to keep as close to the same flow rates as possible throughout the entire dispersal of payload. Our controller can be adjusted by the pilot for different coverage rates, type of split load (quarters, thirds, or halves) and gallons on board. The combination of our gate system, controller, and flow control is specifically unique to our 602 which enhances the service that we provide to our customers.

The AT-602 has a gross weight of 12,500 pounds, which allows Aero SEAT to operate out of airfields/airports that have gross ramp weight requirements or limited runway length. This



allows Aero SEAT personnel to locate and reload as close as possible to the fire area which cuts down on ferry time and time between loads.

The aircraft is also outfitted with long range fuel tanks which allows us to fly more than four hours without having to shut down to refuel. We can carry nearly 300 gallons of fuel on board which allows us to have a fuel range of approximately 720 miles

The 602 which has a tank capacity less than 800 gallons is considered to be a type 4 air tanker. The aircraft and its capabilities over perform compared to other type 4 air tankers in the industry. Our AT-602 compared to a Dromader is more reliable with less down time for repairs, can travel faster and respond quicker, and we believe is the next generation of type 4 air tankers in the industry. Our aircraft can even compete with larger AT-802's where we regularly take out only 100 gallons less payload per mission. This is due to the size of the engine that we have installed into the aircraft with a smaller airframe. This allows us to take out larger loads at higher density altitudes by not having to downgrade our gross weight due to atmospheric conditions.

Reload/Support Vehicle

Our support vehicle is a combination of an International farm truck and a twenty two foot deck over trailer. The support vehicle is currently carded and on the USDOJ On-Call SEAT Source list. We have a total water capacity of 2400 gallons, 1600 of which is bulk water supply and an 800 gallon mix tank. The trailer can mix both dry and wet retardant products along with water enhancers such as gels and foams. The water system is set up on a combination of 2 and 3 inch hoses. The bulk water storage is on a two inch hose system and the batch tank is on a three inch system. The three inch system allows for quick mixing and loading of the airplane. The vehicle has a Jet-A fuel capacity of 500 gallons which is ample fuel for extended flying operations. The trailer also has room for 2-3 shuttles or pallets of retardant/water enhancing products.

Proximity Nebraska

Aero SEAT Inc. is located in Sterling Colorado which is approximately 140 miles south of Chadron and 200 miles south west from Valentine. We believe this makes Aero SEAT the closest operator in terms of miles to the high fire areas of Nebraska. In the mandatory availability period for the Exclusive Use Contract we can offer lower mobilization costs than have been occurred in the past.



Old Mobilization Costs:

Mobilization- \$16,710
Demobilization- \$16,710

Aero SEAT Estimated Mobilization Cost

Mobilization- \$8,000
Demobilization- \$8,000

In an on call setting we can arrive anywhere in Western Nebraska in just under one hour of flight time. The airplane can respond loaded with any suppressant material; retardant, gel, or foam. Aero SEAT will also have personnel and equipment available 12 months a year. This is extremely important for the shoulder fire seasons that occur in the spring and fall of the year.

Local Support

With our base of operations being located within a close proximity to Nebraska will allow Aero SEAT to offer unprecedented support of personnel and equipment when they are operating in the field. Aero SEAT management will be highly involved in the operation and will continually be out in the field with our equipment and personnel.

Continuity of operations

In fire season it is extremely important to have personnel and equipment ready and available when a dispatch order is issued. Aero SEAT Inc has developed a continuity of operations plan that will limit downtime due to an unforeseen personnel or mechanical issues. Our first step when we encounter a mechanical issue is to utilize our on staff A&P mechanics to perform the repairs. If the problem is to complex or an IA is needed Aero SEAT has employed Butterfly Aviation out of Goodland, Kansas for over 20 years to perform any repair work or maintenance on our aircraft. The mechanics at Butterfly will fly anywhere in the rocky mountain region to where our plane is located to perform repair work needed. This being stated the best way to limit down time is to invest in new equipment, have properly trained personnel and have a preventative maintenance plan in place to identify problems before they occur.





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AERIAL SEARCH & RESCUE**

**FAA PART 135
CERTIFICATE NUMBER
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AT-602 N602DM

Phone 970.522.1941

darrel@aeroseat.com

Fax 970.522.1920

www.aeroseat.com

12376 Rd 27

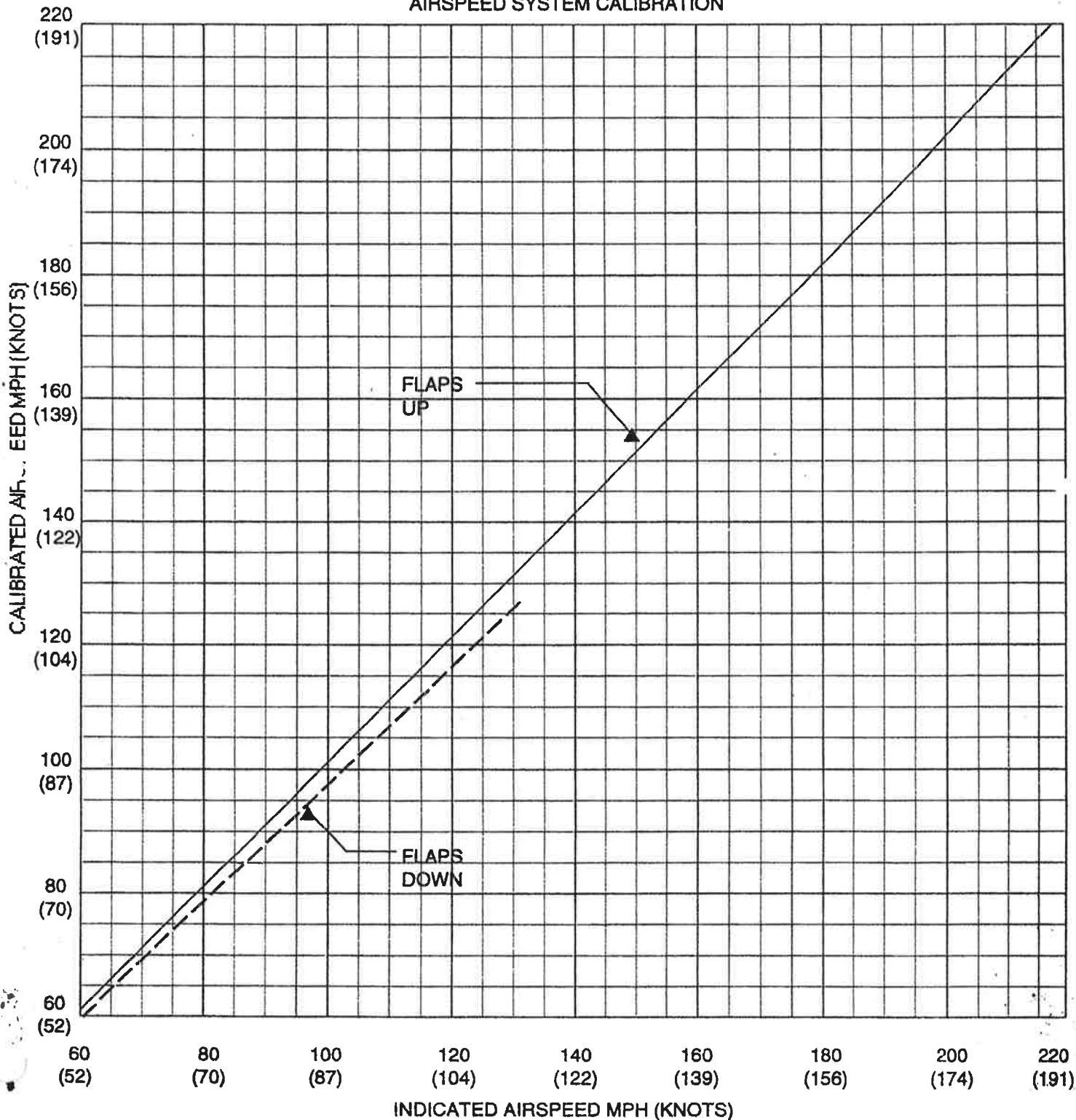
Sterling, CO 80751

patrick@aeroseat.com

AIRSPEED SYSTEMS CALIBRATION:

Read the airspeed indicator and determine the calibrated airspeed from the chart. Note that this technique assumes zero instrument error for the airspeed indicator.

AIRSPEED SYSTEM CALIBRATION



AIR TRACTOR, INC.

Olney, Texas

MAXIMUM TAKE-OFF WEIGHTS

AIR TRACTOR AT-602

WITH PT6A-65AG/ -65R/ -65AR/ -65B ENGINE AND FIRE FIGHTING EQUIPMENT

OAT (°C)	OAT (°F)	PRESSURE ALTITUDE (FT)								
		0	1000	2000	3000	4000	5000	6000	7000	8000
20	68	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500
25	77	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500
30	86	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,200
35	95	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,200	11,875
40	104	12,500	12,500	12,500	12,500	12,500	12,500	12,375	11,925	11,525
45	113	12,500	12,500	12,500	12,500	12,500	12,400	12,000	-	-

NOTE: Weight in kilograms = Weight in pounds times 0.45359

★ No other performance data is issued for the 602

Fire Configuration Equipment list

Installed as weighed on 4/12/17

Equipment	Weight	Station/Arm
Air Conditioner	73.2	+34
Attitude Gyro	2.5	+54.1
3" Bottom Load	17.4	+81.0
Batteries	121.5	-18.0
Cockpit Heater	9.0	+25.0
Compro Smoker	18.0	+93.6
ELT	4.0	+94.0
Fire Extinguisher	6.0	+74.0
Hopper Rinse System	73.0	+16.0
Night Working Lights	25.0	+33.0
Pilot Restraints with Air Bags	11.3	+87.5
Shadin Fuel Flowmeter	2.9	+53.8
Spray Valve	5.3	+60.9
Strobe, Panel, Flap Lights	6.0	+46.0
Windshield Washer	10.0	+87.0
Windshield Wiper	4.8	+69.8
Transland Gate System	144.4	+11.75
Turbine Conversions Single Point Fuel	29.07	+88.76
Satloc M3	48.15	+77.69
Radio Panel Assembly	3.0	65.00
PMA8000c Audio Panel	1.85	64.0
Garmin GTR 225 Com Transceiver	3.06	65.0
Comant CI121 Aviation Com Antenna	.60	139.0
Garmin GTR 225 Com Transceiver	3.06	67.0
Comant CI121 Aviation Com Antenna	.60	165.0
Technosonic TDFM-136B VHF FM Transceiver	3.50	71.0
Comant CI 292-3 VHF FM Antenna	.60	14.0
Garmin GTX 345 Mode S Transponder with ADS B and GPS	3.22	69.0
Comant CI 105 Transponder Antenna	.40	14.0
Garmin GA 35 WAAS GPS Antenna	.50	70.0
Garmin 796 GPS	1.70	63.0
Spidertracks portable tracking	.80	52.0



U.S. Department
of Transportation
**Federal Aviation
Administration**

Operating Certificate

This certifies that

**AERO APPLICATORS, INC.
BOX 535
STERLING, COLORADO 80751**

has met the requirements of the Federal Aviation Act of 1958, as amended, and the rules, regulations, and standards prescribed therein, for the issuance of this certificate and is authorized to operate as an Air Operator and conduct

COMMERCIAL AGRICULTURAL AIRCRAFT OPERATIONS

in accordance with said Act and its rules, regulations, and standards;

This certificate is not transferable and, unless canceled, suspended, superseded, surrendered or revoked, shall continue in effect **unless otherwise terminated by order of the Administrator.**

By Direction of the Administrator.

Certificate number: NLPG872G

Effective date: May 3, 1966
Reissued: February 14, 1995

Issued at: **FLIGHT STANDARDS DISTRICT OFFICE
5440 Roslyn Street, Suite 201
Denver, Colorado 80216-6026**


JOHN D. STEVENSON

(Signature)

Manager

(Title)

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION	Restricted	
	PURPOSE	Agriculture and Pest Control / Forest	
B	MANU-FACTURER	NAME	N/A
		ADDRESS	N/A
C	FLIGHT	FROM	See attached operating limitations
		XXX	Subject to D(2) on reverse side
D	N- 602DM	SERIAL NO.	602-1273
	BUILDER Air Tractor, Inc.	MODEL	AT-602
	DATE OF ISSUANCE 29 MAR 2016	EXPIRY	Unlimited
	OPERATING LIMITATIONS DATED 29 MAR 2016	ARE PART OF THIS CERTIFICATE	
E	SIGNATURE OF FAA REPRESENTATIVE		DESIGNATION OR OFFICE NO.
	 Rodger C. Holbert		229783742

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE TITLE 14, CODE OF FEDERAL REGULATIONS (CFR).

1. No person may operate this R

OAS-36D V 1.6
01/09/2014



**SINGLE ENGINE AIR TANKER
(SEAT) DATA CARD
INTERAGENCY FIRE**

OFFICE OF AVIATION SERVICES

AIRCRAFT DATA CARD EXPIRES:				04/30/2018	
OAS-68 CONTROL NO.:		AC17051901A	AC17041001D		
CONTRACT #	ITEM #	TYPE	Expire	Base	
D17PC00266		OC SEAT		Sterling, CO	

OPERATOR Aero Seat, Inc.
 ADDRESS 12502 Cr 27
Sterling CO 80751
 PHONE NO. 970-571-0871 FAX: _____
 P.O.C: Patrick Mertens PHONE: 970-571-0871
 COMPANY EMAIL: patrick@aeroseat.com

MAKE, MODEL AND SERIES AT-602
 REGISTRATION NO. / TANKER NO. N 602DM
 MFG. SERIAL NO. 602-1273
 HOBBS / TACH READING 131.9 /
 TYPE AIRWORTHINESS CERTIFICATE: RESTRICTED
 OAS CONTACT: Allen Colson PH: 208-859-0171 FAX OAS INSPECTOR

CONTRACT CAPACITY: 630 HOT REFUELING (INITIAL): YES
 GATE/DOOR SYSTEM TYPE: Transland
 GATE / DOOR SYSTEM TYPE: TRANSVERSE: AC (INITIAL ALL BLOCKS)

TANKER #
435

Inspected By: IS/ ALLEN COLSON Print Name: ALLEN COLSON Region/Area: WRO Date: 04/11/2017
 Approved By: IS/ ALLEN COLSON Print Name: ALLEN COLSON Region/Area: WRO Date: 05/19/2017

Aircraft Record General Information

Manufacturer: Air Tractor, Inc. Model Number: AT-602

Serial Number: 602-1273 Registration Number: N602DM

Date of Manufacture: 29 MAR 2016

Engine installed:

Manufacturer: Pratt & Whitney Model Number: PT6A-65AG Serial Number: PCE-PN0273

Propeller installed:

Manufacturer: Hartzell Propeller, Inc. Model Number: HC-BSMP-3F/M11276NS

Hub Model: HC-BSMP-3F Serial Number: EVA3480

Blade Model: M11276NS Serial Numbers: L67773, L67774, L6778, L6779, L67781

MINISTRATION
IFICATE

MS

NO. 602-1273

AT-602

Unlimited

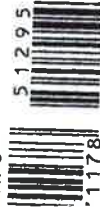
RT OF THIS CERTIFICATE
TION OR OFFICE NO.

129783742

if fine not exceeding \$1,000 or
PLAYED IN THE AIRCRAFT
TIONS (CFR).

VERSE SIDE NSN: 0052-00-693-4000

117-8



51295

11781

Notes

To

To

To

To

To

To

To

To

To

Air Tractor, Inc. 1524 Leland Snow Way, P.O. Box 485, Olney, Texas 76374
FAA Production Approval Holder PC 2SW

Life Limited Aircraft Articles

Date	Aircraft Model	Aircraft Serial Number
29 MAR 2016	AT-602	602-1273
Aircraft Registration N602DM	Aircraft Total Time 1.0 Hours	Aircraft - Flights 2
Nomenclature	Part Number	Serial Number
L/H Wing - Lower Spar Cap	21121-1	6966
R/H Wing - Lower Spar Cap	21121-2	6976
Wing Attach Block - Upper	21076-1	1071-13
Wing Attach Block - Lower	21076-2	1071-13
Plate Assy. - Fin Front Spar Attach	30511-1	1075-8
Spar Assy. - Fin Rear	30315-1	1075-3
L/H Spring - Main Gear	40086-4	5191F-45
R/H Spring - Main Gear	40086-4	5191F-41
Spring - Tail Gear	40092-8	5191C-47
Electronics Module Assy.	508358-421	S/N: A23DEC15-81
Inflator Assy. L/H	510184-401	S/N: AS259VEYBGP
Inflator Assy. R/H	510226-401	S/N: AS332TEJDWB
Note: For Life Limits and replacement times, refer to the latest revision of the FAA approved Airworthiness Limitations Section of the Air Tractor Owner's Manual.		Aircraft - Starts 2

DOM: 12/15
 DOM: 12/15
 DOM: 01/16

Air Tractor, Inc., 1524 Leland Snow Way, P.O. Box 485, Olney, Texas 76374
 FAA Production Approval Holder PC 2SW

Date	Aircraft - Total Time Hours	Aircraft - Flights	Engine - Starts
16 MAR 2016	0	0	0

This aircraft is equipped with an Artex ME406 ELT. Transmission frequencies are 406Mhz and 121.5Mhz. Artex ME406 ELT, P/N 453-6603, S/N 242-04314 Hex ID# ADCC4 04368 003C9, battery replacement is due on or before April 2023.

Jay Hudson
 Jay Hudson - Air Tractor, Inc. - PC 2SW

Date	Aircraft - Total Time Hours	Aircraft - Flights	Engine - Starts
25 MAR 2016	1.0	2	2

Air Tractor Model Number AT-602, Serial Number 602-1273, Registration Number N602DM, was test flown in accordance with Air Tractor, Inc. QCPM Section 7: Inspection and Testing, Production Flight Test Procedures and Flight Test Form 1006, Revision Orig., dated 11/1/11. The aircraft was found to operate satisfactory and is in condition for safe operation.

Brent Colvin
 Brent Colvin - Pilot Certificate Number 3310363

Date	Aircraft - Total Time Hours	Aircraft - Flights	Engine - Starts
29 MAR 2016	1.0	2	2

The 20779-43 and 20779-44 Main Spar Assy. splice at W.S. 189 3/16 complies with Process Specification 208. This aircraft complies with all applicable Air Tractor, Inc. Service Letters through Service Letter #343. This aircraft complies with all applicable Airworthiness Directives through Biweekly AD 2016-06, published 07 MAR 2016 through 20 MAR 2016.

Jay Hudson
 Jay Hudson - Air Tractor, Inc. PC-2SW

YEAR
20

DATE

Air Tractor, Inc. 1524 Leland Snow Way, P.O. Box 485, Olney, Texas 76374
FAA Repair Station #AXTR327C

Date	Aircraft Make	Aircraft Model
March 05, 2016	Air Tractor	AT-602
Aircraft Serial Number	Aircraft Registration	Aircraft Total Time
602-1273	N602DM	1.0

INSTALLED STC NO. SA02135SE ELECTRONICS INTERNATIONAL INC. GLASS PANEL ENGINE MONITOR MVP-50T IN ACCORDANCE WITH INSTALLATION INSTRUCTIONS, DOCUMENT NO. II 1211061, REV. D DATED JUNE 15, 2011. OPERATIONAL / FUNCTIONAL CHECK COMPLETED SATISFACTORY IN ACCORDANCE WITH INSTALLATION CHECKLIST DOC. NO. 1213062 AND SETUP CHECKLIST DOC. NO. 1213061.

WEIGHT AND BALANCE CHANGE NEGLIGIBLE I/A/W AC43.13-1B, CH. 10. PARA. 10-2(C). FAA APPROVED POH/AFM SUPPLEMENT NO. 06271101 REV. IR, DATED 27 JUN 11 POSTED TO FAA APPROVED AIRPLANE FLIGHT MANUAL. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS PROVIDED IN DOCUMENT NO. 06201101, REV. A DATED 06/23/11. OPERATING INSTRUCTIONS PROVIDED IN DOCUMENT NO. OI 1206061 REV. C DATED 5/8/09. (SEE FAA FORM 337 DATED 05 MAR 2016

The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and with respect to the above work is approved for return to service. Pertinent details of the repair are on file at this repair station under work order No. 16-3339.



Robert Salvors
Air Tractor, Inc.
CRS# AXTR327C

Airframe


LANE
PHONE: 681

May 9, 2016	ACFT: AIR TRACTOR AT-602	IDENT:
	ENG: PT6A-65AG	SERIAL NO: N/A
	PROP: HARTZELL	SERIAL NO: N/A

Installed Satloc G4 Guidance System along with Inletflow flow control. Installed Trair aircraft systems. Installed Hatfield bottom loading fuel system per STC# SA0132C weight and balance adjusted to reflect installations. New EMPTY WEIGHT IS 6,151.3


Grant E. Lane 2088648A&P

Airframe

December 12, 2015	ACFT: AIR TRACTOR AT-602	SERIAL NO:
	ENG: PT6A-65AG	SERIAL NO:
	PROP: HARTZELL	SERIAL NO:

This is a corrected version of the airframe log entry. Installed the Turbine Conversions, LTD Single point balance was revised and noted in the aircraft flight r


Grant E. Lane 2088648 A&P

P.O. Box 485, Olney, Texas 76374
 #AXTR327C

Aircraft Model	AT-602
Aircraft Total Time	1.0

NATIONAL INC. GLASS PANEL ENGINE
 ATION INSTRUCTIONS, DOCUMENT NO. II
 / FUNCTIONAL CHECK COMPLETED
 ON CHECKLIST DOC. NO. 1213062 AND SETUP

AC43.13-1B, CH. 10. PARA. 10-2(C) . FAA
 . IR, DATED 27 JUN 11 POSTED TO FAA
 NS FOR CONTINUED AIRWORTHINESS
 D 06/23/11. OPERATING INSTRUCTIONS
 ED 5/8/09.

was repaired and inspected in accordance with current Regulations
 approved for return to service. Pertinent details of the repair are on

Airframe



LANE AVIATION, INC.

P.O. Box 485, Olney, Texas 77471
 Phone (281) 342-5451 FAX: (281) 232-5401
 www.laneav.com

May 9, 2016	ACFT: AIR TRACTOR AT-602	IDENT: N/A	NG02DM	S/N: 602-1273	HOBBS: 3.0	TTAF: 3.0
	ENG: PT6A-65AG	SERIAL NO: N/A	TSN: N/A	TSOH: N/A	N/A	
	PROP: HARTZELL	SERIAL NO: N/A	TSN: N/A	TSOH: N/A	N/A	

Installed Satloc G4 Guidance System along with interflow flow control. Installed Transland 7.5" hydraulic gate system. Both systems are stand alone systems with no interface with th aircraft systems. Installed Hatfield bottom loading fuel system per STC# SA0132CH. Systems functionally tested ok. Aircraft found ok to return to service for work accomplished. Weight and balance adjusted to reflect installations. New EMPTY WEIGHT IS 6,151.82 POUNDS @ 26.01 INCHES.

Grant E. Lane
 Grant E. Lane 2088848 A&P

Airframe



LANE AVIATION, INC.

P.O. Box 482
 Rosenberg, Texas 77471
 Phone: (281) 342-5451 FAX: (281) 232-5401
 www.laneav.com

CORRECTED ENTRY

December 12, 2016	ACFT: AIR TRACTOR AT-602	IDENT: N/A	NG02DM	S/N: 602-1273	HOBBS: 130.0	TTAF: 130.0
	ENG: PT6A-65AG	SERIAL NO: N/A	TSN: N/A	TSOH: N/A	N/A	
	PROP: HARTZELL	SERIAL NO: N/A	TSN: N/A	TSOH: N/A	N/A	

This is a corrected version of the airframe log entry dated May 9, 2016 due to typographical errors. Installed the Turbine Conversions, LTD Single point Fueling System Modified In Accordance With STC SA01323CH. The weight and balance was revised and noted in the aircraft flight manual. A 337 form has been filed with the FAA.

Grant E. Lane
 Grant E. Lane 2088848 A&P

Description of Inspections, Tests, Repairs and Alterations
 Entries must be endorsed with Name, Rating and Certificate Number of
 Technician or Repair Facility. (See back pages for other specific entries.)

YEAR 20__	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE

— Work Performed on Air Tractor AT-602, s/n 602-1273, N602DM, Tach Time 7.82, Hobbs 8.7, on 05-24-2016:

— Installed Comant CI 121 antennas on upper fuselage (station 139 and 165) IAW Air Tractor Drawing 60453. Forward antenna interfaced to #1 aviation com transceiver, aft antenna interfaced to #2 aviation com transceiver. Existing factory-installed doubler used for forward antenna installation. Fabricated and installed identical doubler using 2024 T3 Alclad aluminum 0.063 inch thickness for aft antenna IAW Drawing 60453. RG 400 coax installed for each antenna and routed forward to cockpit using existing wire/cable runs IAW same drawing. Installed Comant CI 292-3 VHF FM antenna on existing inspection plate on underside of left wing (FS 14.0, WS 122). Installed Comant CI 105 transponder antenna on existing inspection plate on underside of right wing (FS 14.0, WS 123). Antennas installed IAW Air Tractor Drawing 60452. RG 400 coax installed for each antenna and routed inboard to fuselage and then into the cockpit area using wire/cable runs IAW mfg drawing. Installed radio panel assembly (Air Tractor kit p/n 61336) underneath and aft of instrument panel (to the right of pilot seat) IAW Air Tractor Drawing 61337. Installed the following avionics in this radio panel assembly (station 67): PS Engineering PMA 8000C Audio Panel with Marker Receiver and stereo intercom IAW PS Engineering Installation Manual p/n 200-890-0303 Rev 5 (May 2015); 2x Garmin GTR 225 (#1 and #2 Com transceiver) IAW Garmin Installation Manual p/n 190-01182-02 Rev F; Technisonic TDFM-136B (#3 Com transceiver) IAW TIL Document No 08RE398 Rev B Issue 2; and Garmin GTX 345 Mode S transponder with ADS-B In/Out IAW Part 23 AML STC Installation Manual p/n 190-00734-10 Rev 5 (STC SA01714W). Transponder certified per FAR 91.413 and meets the requirements of FAR 43 Appendix F. Installed new wiring and jacks for pilot headset (ANR, power, mic and phone). Stereo headset jacks located on aft cockpit wall slightly behind and to the right of the pilot seat. Wiring routed behind aft cockpit wall and under floorboard forward to radio panel location using existing wire runs/routing.

P.J. Stulg
 Paul J. Stooksbury

Date:

Inspections, Tests, Repairs and Alterations
 Entries must be endorsed with Name, Rating and Certificate Number of
 Technician or Repair Facility. (See back pages for other specific entries.)

Time 7.82, Hobbs 8.7, on 05-24-2016:

165) IAW Air Tractor Drawing 60453. Forward antenna
 violation com transceiver. Existing factory-installed doubler
 doubler using 2024 T3 Alclad aluminum 0.063 inch
 or each antenna and routed forward to cockpit using existing
 antenna on existing inspection plate on underside of left
 on existing inspection plate on underside of right wing (FS
 400 coax installed for each antenna and routed inboard to
 drawing. Installed radio panel assembly (Air Tractor kit p/n
 IAW Air Tractor Drawing 61337. Installed the following
 8000C Audio Panel with Marker Receiver and stereo
 v 5 (May 2015); 2x Garmin GTR 225 (#1 and #2 Com
 Technisonic TDFM-136B (#3 Com transceiver) IAW TIL
 ransponder with ADS-B In/Out IAW Part 23 AML STC
 onder certified per FAR 91.413 and meets the requirements
 (ANR power, mic and phone). Stereo headset jacks located
 routed behind aft cockpit wall and under floorboard forward

Paul J. Stooksbury
 Paul J. Stooksbury

Description of Inspections, Tests, Repairs and Alterations
 Entries must be endorsed with Name, Rating and Certificate Number of
 Technician or Repair Facility. (See back pages for other specific entries.)

Work Performed on Air Tractor AT-602, s/n 602-1273, N602DM, Tach Time 7.82, Hobbs 8.7, on 05-24-2016:

Installed W31M-20 circuit breaker switch at vacant location on top row of circuit breakers located at lower right of subpanel below
 main instrument panel. Switch labeled AVIONICS MASTER and line side connected to main power bus using 14G wire. Connected
 all avionics to the load side of this switch through/via individual Klixon 7277-2 circuit breakers sized and labeled as follows: PMA
 8000C, 5 amp, AUDIO PANEL; Garmin GTR 225, 5 amp, COM 1; Garmin GTR 225, 5 amp, COM 2; Technisonic TDFM-136B, 3
 amp, COM 3; Garmin GTX 345, 3 amp, XPDR; and ANR headset power jack, 1 amp, ANR HDST. All circuit breakers installed on
 radio panel IAW Air Tractor Dwg. CPC connectors used for in-line disconnect of all wiring to/from avionics equipment installed in
 radio panel. Reference AvSpec Drawing 970-99867-00 for complete electrical wiring information of these installed avionics. Re-
 located fuel boost pump switch and rinse pump and low fuel warning lights and associated placards to a lower location at the far left
 of the instrument panel. Installed Garmin aera 796 mounting cradle for aviation portable GPS at upper right of pilot instrument
 panel. Used wiring provisions/harness provided with this Garmin mount to connect unit to main power bus via in-line fuse installed
 in the harness. Installed mounting bracket for Spidertracks S6 portable tracking unit on top of center portion of glareshield. Unit
 interfaced to main bus via 3 amp Klixon 7277-2 circuit breaker labeled AFF; breaker located to the right of the top row for circuit
 breakers at center of subpanel below instrument panel. GTX 345 AFMS p/n 190-00734-15 Rev 2 added to Airplane Flight Manual.
 An electrical load analysis was performed and found that the continuous load of the alternator does not exceed 80% of capacity.
 Magnetic compass checked to verify no adverse effects on compass readings with any/all newly installed equipment operational.
 Aircraft weight and balance records are also amended to reflect all of the above changes. AvSpec Work Order #4067.

Avionics Specialists, LLC
 CRS # YOXR999X
 Loveland, CO

Page 2 of 2

Date:

Paul J. Stooksbury
 Paul J. Stooksbury

Inspections, Tests, Repairs and Alterations
 endorsed with Name, Rating and Certificate Number of
 air Facility. (See back pages for other specific entries.)



ON, INC.
 3574271
 FAX: (281) 235-5401
 com

ENTRY

M	SN:	602-1273	HOBBS:	130.0	TTAF:	130.0
			TSOH:	N/A		
			TSOH:	N/A		

This is to add substantiating information for the installation of the 337. A copy of the 337 along with instructions for Continued e was previously calculated on December 12, 2016. A 337 form

YEAR
 20
 DATE

RECORDING
 TACH
 TIME

TODAY'S
 FLIGHT

TOTAL
 TIME IN
 SERVICE

Description of Inspections, Tests, Repairs and Alterations
 Entries must be endorsed with Name, Rating and Certificate Number of
 Technician or Repair Facility. (See back pages for other specific entries.)

N602DM
 Date: 03/15/2017. Hobbs: 131.0. T.T. 131.0. Insp. & lube all cables, pulleys, rod ends, bell cranks & hinges. Check all lights & elect. Components. Installed new rht nav lite. Remove, clean, inspect, lube l/w assy. Inspected and lubed tail wheel bearing. Inspected tail spring attach bolts. Inspected fwd bolt. Checked torque on swivel housing bolts. Clean & pack MLG wheel bearings. Replaced rht brake pads. Replaced otbd bearing and race on rht wheel. Inspected brake disc on rht and lift sides. Serviced brakes. Drained, cleaned, inspected and reinstalled airframe fuel filter. Checked and serviced batteries. Performed AMSAFE Diagnostic check. System checks good. EMA PN: 508358-421, S/N: A23dec15-81. No AD's due at this time. AD06-24-10
 "WING LOWER SPAR CAP SAFE LIFE LIMIT" THE SAFE LIFE LIMIT AND REPLACEMENT TIME
 FOR THIS SPAR CAP IS 0,000 HRS TIS. NO EDDY CURRENT INSPECTION REQUIRED. I certify this aircraft has been inspected in accordance with annual inspection and determined to be in airworthy condition.
 Duane D. Schaal AP34313571A

Butterfly Aviation, Inc., Goodland, KS.

Hobbs
 208.8

PTT
 208.8

9/6/2017

Inspected airframe, wings, control surface, and tail assembly.
 Removed and replaced right main wheel and requested bearing.
 Inspected fuel cell filter. No AD's due at this time.
 I certify this aircraft has been inspected in accordance with POA
 inspection and is in an airworthy condition.
 Isaac T. Rye AP 3181485 Isaac T. Rye

Description of Inspections, Tests, Repairs and Alterations
 Entries must be endorsed with Name, Rating and Certificate Number of
 Technician or Repair Facility. (See back pages for other specific entries.)



YEAR 20___ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE

Butterfly Aviation, Inc., Goodland, KS.

N602DM
 Date: 11/21/2017. Hobbs: 211.0. T.T: 211.0. Insp. & lube all cables, pulleys, rod ends, bell cranks & hinges. Check all lights & elect. Components. Secured lose screws on nose landing lights. Remove, clean, inspect, lube t/w assy. Inspected tail wheel bearing. Inspected tail spring attach bolts. Inspected fwd bolt. Checked torque on swivel housing bolts. Installed new t/w mount bolt. Inspected MLG wheel bearings. Inspected brake disc on rht and lft sides. Serviced brakes. Drained, cleaned, inspected and reinstalled airframe fuel filter. Installed new concord sealed batteries. Installed new fuel sump drain on rht wing. Installed new clevis pin on aft rudder trim linkage at control. Tested ELT per FAR 91.207(d). Replacement battery due on or before April 2023. Performed AMSAFE Diagnostic check. System checks good. EMA PN: 508358-421, S/N: A23dec15-81. No AD's due at this time. AD06-24-10 "WING LOWER SPAR CAP SAFE LIFE LIMIT" THE SAFE LIFE LIMIT AND REPLACEMENT TIME FOR THIS SPAR CAP IS 10,000 HRS TIS. NO EDDY CURRENT INSPECTION REQUIRED. I certify this aircraft has been inspected in accordance with annual inspection and determined to be in airworthy condition.

Duane D. Schaal AP34313571A

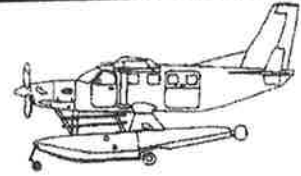


USDA INTERAGENCY USDI AIRPLANE PILOT QUALIFICATION CARD		VII. Make & Model	PIC SIC	VFR	IFR	Auto Pilot	Wheels	Amphib	Float	Skis	
 		AT-602	PIC	X			X				
I. Pilot Name: Blanke, Jason F.		Approved		VIII. Authorized Missions			Date Expire	Inspector Info Only			
II. Company: Aero Seat, Inc.		GGB	SEAT Level II				4/18	USFS	DOI	MM	
III. Expiration Date: 4/30/2018 OAS-30A (10-16)								X	AT-802		
IV. CARD STATUS <input checked="" type="checkbox"/> Interagency <input type="checkbox"/> DOI Only <input type="checkbox"/> USFS Only <input checked="" type="checkbox"/> Initial <input type="checkbox"/> Renewal <input type="checkbox"/> Re-issue <input type="checkbox"/> Added Authorization											
V. Inspector Comments: #2 SEAT company (Henry's Aerial)											
VI. Issued By: Gene G Bannister											
(Print Name)		(Office)									
Gene G Bannister		4/11/2017									
(Signature)		(Issue Date)									

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.



U.S. DEPARTMENT OF THE INTERIOR
**INTERAGENCY AIRPLANE PILOT EVALUATION
 APPLICATION**



I. Applicant Information

a. Name (Last, First) BLANK	b. Office Telephone	d. Office E-mail
e. Employer AERO APPLICATORS / AERO SEAT Address 12562 county Rd 27 City, ST ZIP STERLING, CO Telephone 970-522-1941 Hire Date 4/23/17	f. Previous Employer JAY'S Flying Service Address 6079 County Rd 425 City, ST ZIP HARRIBAL, MO 63401 Telephone 985-264-2826 Dates Employed 4/1/2008 - current	

g. Flight Experience	Hours
Total Pilot Time	1850
Pilot-In-Command (PIC) Airplane	6650
PIC Airplane last 12 Months	350
PIC Airplane Last 60 Days	70
PIC Single Engine Airplane	6750
PIC Multiengine Airplane	
PIC Seaplane	2
PIC Skiplane	
PIC Make & Model AT400	2852
PIC Make & Model AT602	100
IFR Simulated	15
IFR Actual	2
PIC Night	35
PIC Large Airplane (>12,500#)	35
PIC Turboprop	3060
PIC Jet	0
PIC Low Level Airplane (<500' AGL)	6500
PIC Airtanker/Dispensing Ops.	50
PIC Mission Specific	
PIC Typical Terrain	250
Second-In-Command (SIC) Airplane	35
SIC in Class	
SIC Make and Model	
SIC Mission Specific	

h. PILOT HISTORY:

Date of Last Agency Flight Evaluation 4/30/2018 OAS USFS

Date of Previous Agency Card 3/17/2017 OAS USFS
(Attach a copy)

YES NO Aircraft accidents within the last 5 years.

YES NO FAA violations within the last 5 years.

YES NO OAS or USFS pilot qualifications card denied, suspended, or revoked.
(Attach details and explanation for each YES)

i. 14 CFR 121/135 QUALIFICATIONS

Date	Make & Model	Type of Qualification			
_____	_____	<input type="checkbox"/> VFR	<input type="checkbox"/> IFR	<input type="checkbox"/> IFR W/ AP	<input type="checkbox"/> SIC Only
_____	_____	<input type="checkbox"/> VFR	<input type="checkbox"/> IFR	<input type="checkbox"/> IFR W/ AP	<input type="checkbox"/> SIC Only
_____	_____	<input type="checkbox"/> VFR	<input type="checkbox"/> IFR	<input type="checkbox"/> IFR W/ AP	<input type="checkbox"/> SIC Only

(Attach FAA 8410-3 or equivalent)

j. AIRTANKER/SCOOPER OPERATIONS 14 CFR (dates as required)

61.55 SIC Qualification _____ 61.56 Flight Review _____

61.57 IFR Currency _____ 61.58 PIC Proficiency _____
(Attach a copy of endorsement or logbook entries)

k. I certify that the information listed on this form is true and correct. In addition, I certify that I have read the information provided pursuant to Public Law 93-579 (Privacy Act of 1974).

1/12/2018 Jot. Blah
 Date Pilot Signature

PRIVACY ACT NOTICE

General - This information is provided pursuant to Public Law 93-579 (Privacy Act of 1974), December 31, 1974, for individuals supplying information for inclusion in a system of records.

Authority - The authority to collect the information on the attached form is contained in 5 USC 552A.

Purpose and Use - This information, along with data you may have supplied previously, and information developed by investigation will be for use by such as:

- To determine your pilot qualifications to comply with contract specifications.
- Transfer to the U.S. Department of Justice in the event of litigation.
- Transfer, in the event there is indicated violation or potential violation of a statute, regulation, whether civil, criminal, or regulatory in nature, to the appropriate agency or agencies, whether Federal, State, local, or foreign, charged with the responsibility of investigation or prosecuting such violation or charged with enforcing or implementing the statute, rule, regulation, order, or license violated or potentially violated.

ii. Inspector Information:

Approved attach OAS-30A Disapproved (see remarks)

Inspector: _____ (Print Name) _____ (Signature) _____ (Agency) _____ (Date)

Remarks: _____

UNITED STATES OF AMERICA
Department of Transportation
Federal Aviation Administration

MEDICAL CERTIFICATE SECOND CLASS

This certifies that (Full name and address):

JASON Frederick BLANKE
6079 County Road 425
Hannibal MO 63401 USA

Date of Birth	Height	Weight	Hair	Eyes	Sex
09/01/1962	73	191	BROWN	BROWN	M

has met the medical standards prescribed in part 67, Federal Aviation Regulations, for this class of Medical Certificate.

Limitations

Must have available glasses for near vision.

Date of Examination
10/03/2016

Examiner's Designation No.
000007585

Examiner
Signature
Leslie Ann McCoy

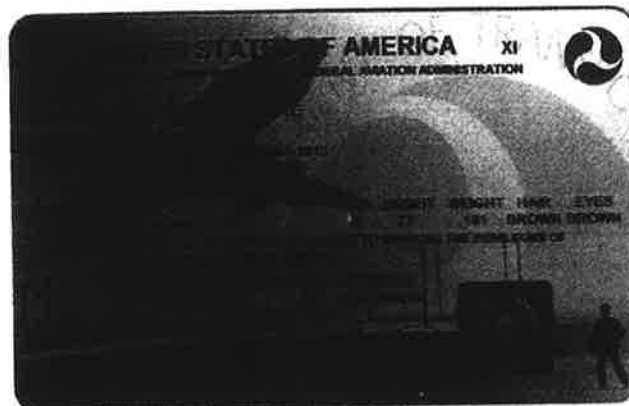
Typed Name
LESLIE ANN MC COY . DO

AIRMAN'S SIGNATURE
J. Blanke

Applicant ID: 199809602

Control No.: 200007513461

Print Here



UNITED STATES OF AMERICA
Department of Transportation
Federal Aviation Administration

MEDICAL CERTIFICATE SECOND CLASS

This certifies that (Full name and address):

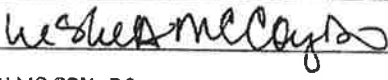
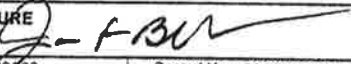
JASON Frederick BLANKE
6079 County Road 425
Hannibal MO 63401 USA

Date of Birth	Height	Weight	Hair	Eyes	Sex
09/01/1962	73	191	BROWN	BROWN	M

has met the medical standards prescribed in part 67, Federal Aviation Regulations, for this class of Medical Certificate.



Limitations

Must have available glasses for near vision.

Date of Examination 10/03/2016	Examiner's Designation No. 000007585
Examiner Signature 	Typed Name LESLIE ANN MC COY, DO
AIRMAN'S SIGNATURE 	
Applicant ID: 1998009802	Control No.: 200007513461

Fold Here



 USDA INTERAGENCY USDI AIRPLANE PILOT QUALIFICATION CARD 		VII. Make & Model	PIC SIC	VFR	IFR	Auto Pilot	Wheels	Amphib	Float	Skis
		I. Pilot Name: Watson, Jimmy G.		AT-802	PIC	X			X	
II. Company: Aero Seat, Inc.		AT-602	PIC	X			X			
III. Expiration Date: 4/30/2018 OAS-30A (8-17)		Approved	VIII. Authorized Missions				Date Expre	Inspector Info Only		
		GGB	SEAT Level I				03/31/19	USFS	DOI	MM
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: **Secondary company (GB Aerial primary)										
VI. Issued By: Gene G Bannister OAS WRO <small>(Print Name) (Office)</small>										
/S/ Gene G Bannister 10/4/2017 <small>(Signature) (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.



Department of the Interior
Aviation Management



Contract No. _____

INTERAGENCY AIRPLANE PILOT QUALIFICATIONS AND APPROVAL RECORD

Rental Agreement No. _____

Name: Last Watson	First Jim	MI G.	Date of Birth 11-15-1949	Home Telephone 806-410-8363
Home Address 4607 Marseille, DR.		City, State & Zip Code Arlington, Texas 76013		
Employed By Aero Seat	Address 12502 CR 27, Sterling, Co. 80751	Telephone 970-571-0871	Employed Since 10-1-18	
Previous Employer GB Aerial, INC.	Address 4601 50th, Lubbock, TX. 79414	Telephone 806-535-8560	Period Employed 7-1-05 to Present	
Medical Certificate: Class <u>2nd</u> Date <u>2-26-2016</u>	Airman Certificate No. <u>1775719</u>	Aircraft To Be Flown on This Contract AT 802 - AT 602	Total PIC Hours in Make/Model 2188	
Limitations <u>Glasses for Near Vision</u>	ATP <u>---</u> Coml <u>---</u> Instrument <u>---</u> SEL <u>---</u> MEL <u>---</u> SES <u>---</u> MES <u>---</u> CFI <u>---</u> Type Ratings <u>DC-3 Rotorcraft</u>			

Total Pilot Time	3410
Pilot-In-Command (PIC) Airplane	3441
PIC Single-Engine Airplane	3278
PIC Multiengine Airplane	125
PIC Seaplane	68
PIC Cross-Country	1250
PIC Night	109
Instrument Simulator or "Hood"	160
PIC "Actual Weather"	8
PIC Turbo Prop Airplanes	2824
PIC Jet Airplanes	15
PIC Turbine-Powered Airplane	2824
PIC Airplane: Last 12 Months	220
PIC Airplane: Last 60 Days	90
PIC Fire Surveillance: Opns.	0
PIC "Low-Level" Opns. (<500' AGL)	6514
PIC "Animal/Fowl Surveillance" Opns.	305
PIC Airplane over 12,500# Gr. Wt.	2286
PIC "Typical Terrain" (Over Mtns., etc.)	1995
PIC Airtanker/Dispensing Opns.	2399
Takeoff/Landings Last 90 Days	250
Night Takeoff/Landings Last 90 Days	0

Other Aircraft for Which Pilot is Current for Part 135 Operations:
Make/Model _____
Total PIC: _____

PART 135 FLIGHT CHECK (Attach Info Copy(s))
(135 Flight Checks Must Cover Type of Operations Required by Contract)

Date	Make/Model Aircraft	Total PIC (in Make/Model)	Type Flight Check
_____	_____	_____	VFR <input type="checkbox"/> IFR <input type="checkbox"/> IFR W/AP <input type="checkbox"/>
_____	_____	_____	VFR <input type="checkbox"/> IFR <input type="checkbox"/> IFR W/AP <input type="checkbox"/>
_____	_____	_____	VFR <input type="checkbox"/> IFR <input type="checkbox"/> IFR W/AP <input type="checkbox"/>

Date of Previous Agency Card Approval
AMD: 3-29-14 USFS: _____
Date of Last Agency Flight Check
AMD: 3-2-11 USFS: _____

Aircraft Accidents/FAA Violations Last 5 Years
 No Yes (Attach Date and Explanation)

Previous AMD or USFS Card Denied, Suspended, or Revoked?
 No Yes (Attach Explanation)

Airtanker Operations Only:
Date Last PIC IFR Check in Type _____ Date Last FAR 61.55 Copilot Check _____

I certify that the information listed on this form is true and correct. In addition, I certify that I have read the statements on the back of this form covering information pursuant to Public Law 93-579 (Privacy Act of 1974).

9-21-17 Jim Watson
Date Signature of Pilot

Special Use Operations

- Duty Approved For: (Inspector shall initial.)
- _____ Low-Level (Less Than 500 Ft Above the Surface) (6D)
 - _____ Animal/Fowl, Surveillance/Control
 - _____ Mtn. Flying-Unimproved Strips (9A)
 - _____ Snow (Ski) Operations (4)
 - _____ Recon (USFS)

For Inspector's Use Only

- _____ Airtanker Pilot (AT)
- _____ Airtanker Pilot, "Initial Attack" (1A)
- _____ Airtanker Copilot (CP)
- _____ Agriculture Application
- _____ Other _____
- _____ Fire Surveillance
- _____ Smokejumper (2E)
- _____ Paracargo (9E)
- _____ Aerial Ignition (8)
- _____ Other _____

Authorized Operations

SEL _____ SES _____ MEL _____ MES _____ IFR, W/CP _____ IFR, Single Pilot _____

Make/Model (Type) Aircraft	Inspector's Signature	Agency	Date	Expiration Date
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

Remarks: _____



MEDICAL CERTIFICATE SECOND CLASS

This certifies that (Full name and address):

JIMMY Gayle WATSON SR
4607 Marscille Drive
Arlington TX 79013 USA

Date of Birth	Height	Weight	Hair	Eyes	Sex
11/15/1949	69	212	BLOND	GREEN	M

has met the medical standards prescribed in part 67, Federal Aviation Regulations, for this class of Medical Certificate.

Limitations

Must have available glasses for near vision.

Date of Examination 02/03/2017	Examiner's Designation No. 000010629
-----------------------------------	---

Examiner Signature <i>[Signature]</i>	Examiner's Designation No. 000010629
Typed Name BOBBY G SMITH, DO	

AIRMAN'S SIGNATURE <i>[Signature]</i>	
Applicant ID: 1998089742	Control No.: 200007649983

OAS-39D V 1.6

11/7/2013



**SSV
SEAT SUPPORT VEHICLE**

OFFICE OF AVIATION SERVICES

OPERATOR: Aero Seat, Inc.
ADDRESS 12502 Cr 27
Sterling CO 80751
PHONE NO. 970-571-0871 FAX -
P.O.C: Patrick Mertens

SERVICE VEHICLE EXPIRES:		4/30/2018		
OAS-68 CONTROL NO:		AC17041002A	AC17041002D	
CONTRACT #	ITEM #	TYPE	Expire	Base
D17PC00266		OC Seat		Sterling, CO

TYPE VEHICLE	INTERNATIONAL		
LICENSE #	182DQZ / 182DQZ	STATE: CO	
FUEL CAPACITY	500		
WATER CAPACITY	2400		
UNIT(s)#	1 / 1		
OAS CONTACT PH:	208-859-0171	FAX: IAS Inspector: Allen Colson	

Inspected By: *ISI ALLEN COLSON* Print Name: ALLEN COLSON Region/Area WRO Date: 04/10/2017
 Approved By: *ISI ALLEN COLSON* Print Name: ALLEN COLSON Region/Area WRO Date: 04/21/2017

RECORD OF ANNUAL INSPECTION

(49 CFR, 396. 17-23)

Prepare Separate Report for Each Vehicle Inspected

3-28-17

D1905545

COMPANY NAME <i>Aero Applicators</i>			VEHICLE TYPE <input checked="" type="checkbox"/> TRUCK <input type="checkbox"/> TRACTOR <input type="checkbox"/> TRAILER <input type="checkbox"/> CONVERTER DOLLY		
STREET ADDRESS <i>12502 CR27</i>			VEHICLE MAKE <i>IHC</i>		MODEL <i>4700</i>
CITY <i>Stirling</i>			STATE <i>CO</i>	ZIP <i>80757</i>	YEAR <i>91</i>
INSPECTOR'S NAME (Please Print) <i>Amy Milbranson</i>				VEHICLE IDENTIFICATION (Company No., State Tag No. or VIN) <i>MH358780</i>	
				EMPLOYEE NO.	

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

	OK	REPAIR		OK	REPAIR		OK	REPAIR		OK	REPAIR
BRAKES			EXHAUST			STEERING			FRAME		
Adjustment	X		Leaks	X		Adjustment	X		Members	X	
Mechan. Compon.	X		Placement	X		Column/Gear	X		Clearance	X	
Drum/Rotor	X		LIGHTING			Axle	X				
Hose/Tubing	X		Headlights	X		Linkage	X		TIRES		
Lining	X		Tail/Stop	X		Power Steering	X		Tread	X	
Low Air Warning	X		Clearance/Marker	X		Other	X		Inflation	X	
Trailer Air Supply	X		Identification	X		FUEL SYSTEM			Damage	X	
Compressor	X		Reflectors	X		Tank(s)	X		Other	X	
Parking Brakes	X		Other	X		Lines	X				
Other	X								WHEELS/RIM		
			CAB/BODY			SUSPENSION			Fasteners	X	
COUPLERS			Access	X		Springs	X		Disc/Spoke	X	
Fifth-Wheel & Mount	NA		Eqpt./Load Secure	X		Attachments	X				
Pin/Upper Plate			Tie-Downs	X		Sliders	X		WINDSHIELD	X	
Eye-Hook/Eye			Headerboard	X							
Safety Chain(s)			Other	X		MIRRORS	X		WINDSHLD. WIP.	X	

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 *[Signature]*

DATE *3-28-17*

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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3136
(Rev. 7/13)

FEDERAL ANNUAL INSPECTION

THIS VEHICLE HAS PASSED AN ANNUAL INSPECTION
CONDUCTED IN ACCORDANCE WITH 49 CFR, PART 396, FMCSR

MONTH	YEAR
D1905545	
VEHICLE ID (Company No.)	STATE/TAG NO. OR VIN

LOCATION OF RECORDS:

Company _____

Street Address _____

City, State, Zip _____

RECORD OF ANNUAL INSPECTION

(49 CFR, 396.17-23)

Prepare Separate Report for Each Vehicle Inspected

4-6-17

D1905543

IPARTY NAME <i>Aero Applications</i>			VEHICLE TYPE <input type="checkbox"/> TRUCK <input type="checkbox"/> TRACTOR <input checked="" type="checkbox"/> TRAILER <input type="checkbox"/> CONVERTER DOLLY		
STREET ADDRESS <i>12502 CR 27</i>			VEHICLE MAKE <i>PJ</i>	MODEL <i>22A</i>	YEAR <i>2016</i>
CITY <i>Steslm</i>	STATE <i>CO</i>	ZIP <i>80757</i>	VEHICLE IDENTIFICATION (Company No., State Tag No. or VIN)		
INSPECTOR'S NAME (Please Print) <i>Andy Millerberger</i>				EMPLOYEE NO.	

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

	OK	REPAIR		OK	REPAIR		OK	REPAIR		OK	REPAIR
BRAKES			EXHAUST			STEERING			FRAME		
Adjustment	X		Leaks	NA		Adjustment	NA		Members	X	
Mechan. Compon.	X		Placement	NA		Column/Gear			Clearance	X	
Drum/Rotor	X		LIGHTING			Axle					
Hose/Tubing	NA		Headlights	NA		Linkage			TIRES		
Lining	X		Tail/Stop	X		Power Steering			Tread	X	
Low Air Warning	NA		Clearance/Marker	X		Other			Inflation	X	
Trailer Air Supply			Identification	X		FUEL SYSTEM			Damage	X	
Compressor			Reflectors	X		Tank(s)	NA		Other	X	
Parking Brakes	X		Other	X		Lines					
Other	X		CAB/BODY			SUSPENSION			WHEELS/RIM		
COUPLERS			Access	NA		Springs	X		Fasteners	X	
Fifth-Wheel & Mount	X		Eqpt./Load Secure	X		Attachments	X		Disc/Spoke	X	
Upper Plate	X		Tie-Downs	X		Sliders	X		WINDSHIELD	NA	
File-Hook/Eye	X		Headerboard	X					WINDSHLD. WIP.	NA	
Safety Chain(s)	X		Other	X		MIRRORS	NA				

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 _____

DATE

4-6-17

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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3136
(Rev. 7/13)

FEDERAL ANNUAL INSPECTION

THIS VEHICLE HAS PASSED AN ANNUAL INSPECTION
CONDUCTED IN ACCORDANCE WITH 49 CFR, PART 396, FMCSR

MONTH	YEAR
D1905543	
VEHICLE ID (Company No.)	STATE/TAG NO. OR VIN

LOCATION OF RECORDS:

Company _____

Street Address _____

City, State, Zip _____



NAIC # 796-24414

Colorado Insurance Identification Card

Policy Number CBA 0989790	Vehicle Description 2017 PJ FLATBED	To report a claim, call the QBE Claims line our 24 hour claim reporting service, or your Agent. Call toll free 1 844 QBE Claims (1-844-723-2524)
Policy Term 12/20/2016 TO 12/20/2017	VIN 4P5F82226H1263800	
Named Insured AERO APPLICATORS	Agency RICHARD A JACKSON	This card must be carried in the insured motor vehicle for production upon demand.
PO BOX 535 STERLING CO 80751	330 W MAIN ST STERLING CO 075 80751	
	Agency Phone Number (970) 522-0672	ISSUED 05/03/2017

Please detach at perforation and place this card in your vehicle.

Und. 43 (12-97)

00220051365CBA0989790060001034434639



NAIC # 796-24414

Colorado Insurance Identification Card

Policy Number CBA 0989790	Vehicle Description 1991 INT'L 4700	To report a claim, call the QBE Claims line our 24 hour claim reporting service, or your Agent. Call toll free 1 844 QBE Claims (1-844-723-2524)
Policy Term 12/20/2016 TO 12/20/2017	VIN 1HTSCNEN4MH358780	
Named Insured AERO APPLICATORS	Agency RICHARD A JACKSON	This card must be carried in the insured motor vehicle for production upon demand.
PO BOX 535 STERLING CO 80751	330 W MAIN ST STERLING CO 075 80751	
	Agency Phone Number (970) 522-0672	ISSUED 05/03/2017

Please detach at perforation and place this card in your vehicle.

Und. 43 (12-97)

**Form A
Bidder Contact Sheet
Request for Proposal Number 5740 Z1**

Form A should be completed and submitted with each response to this RFP. This is intended to provide the State with information on the bidder's name and address, and the specific person(s) who are responsible for preparation of the bidder's response.

Preparation of Response Contact Information	
Bidder Name:	Aero SEAT Inc.
Bidder Address:	12502 Sterling, CO 80751
Contact Person & Title:	Patrick Mertens Vice President
E-mail Address:	patrick@aeroseat.com
Telephone Number (Office):	970 522 1941
Telephone Number (Cellular):	970 571 0871
Fax Number:	970 522 1920

Each bidder should also designate a specific contact person who will be responsible for responding to the State if any clarifications of the bidder's response should become necessary. This will also be the person who the State contacts to set up a presentation/demonstration, if required.

Communication with the State Contact Information	
Bidder Name:	Aero SEAT Inc
Bidder Address:	12502 CR 27 Sterling, CO 80751
Contact Person & Title:	Patrick Mertens Vice President
E-mail Address:	patrick@aeroseat.com
Telephone Number (Office):	970 522 1941
Telephone Number (Cellular):	970 571 0871
Fax Number:	970 522 1920

REQUEST FOR PROPOSAL FOR CONTRACTUAL SERVICES FORM

BIDDER MUST COMPLETE THE FOLLOWING

By signing this Request for Proposal for Contractual Services form, the bidder guarantees compliance with the procedures stated in this Request for Proposal, and agrees to the terms and conditions unless otherwise indicated in writing and certifies that bidder maintains a drug free work place.

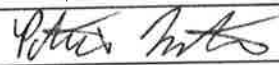
Per Nebraska's Transparency in Government Procurement Act, Neb. Rev Stat § 73-603 DAS is required to collect statistical information regarding the number of contracts awarded to Nebraska Contractors. This information is for statistical purposes only and will not be considered for contract award purposes.

_____ NEBRASKA CONTRACTOR AFFIDAVIT: Bidder hereby attests that bidder is a Nebraska Contractor. "Nebraska Contractor" 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 RFP.

_____ 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.

FORM MUST BE SIGNED USING AN INDELIBLE METHOD (NOT ELECTRONICALLY)

FIRM:	Aero SEAT Inc
COMPLETE ADDRESS:	12502 CR 27 Sterling, CO 80751
TELEPHONE NUMBER:	970 522 1941
FAX NUMBER:	970 522 1920
DATE:	1/22/18
SIGNATURE:	
TYPED NAME & TITLE OF SIGNER:	Patrick Mertens Vice President

II. TERMS AND CONDITIONS

Bidders should complete Sections II through VI as part of their proposal. Bidder is expected to read the Terms and Conditions and should initial either accept, reject, or reject and provide alternative language for each clause. The bidder should also provide an explanation of why the bidder rejected the clause or rejected the clause and provided alternate language. By signing the RFP, bidder is agreeing to be legally bound by all the accepted terms and conditions, and any proposed alternative terms and conditions submitted with the proposal. 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 proposal. The State of Nebraska is soliciting proposals in response to this RFP. The State of Nebraska reserves the right to reject proposals that attempt to substitute the bidder's commercial contracts and/or documents for this RFP.

The bidders should submit with their proposal 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 bidder's proposal 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 have been negotiated and agreed to, the Addendum to Contract Award shall be interpreted as follows:

1. If only one 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

Accept (Initial)	Reject (Initial)	Reject & Provide Alternative within RFP Response (Initial)	NOTES/COMMENTS:
AM			

The contract resulting from this RFP shall incorporate the following documents:

1. Request for Proposal and Addenda;
2. Amendments to the RFP;
3. Questions and Answers;
4. Contractor's proposal (RFP and properly submitted documents);
5. The executed Contract and Addendum One to Contract, if applicable ; and,
6. Amendments/Addendums to the Contract.

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) Amendments to RFP and any Questions and Answers, 4) the original RFP document and any Addenda, and 5) the Contractor's submitted Proposal.

Any ambiguity or conflict in the contract discovered after its execution, not otherwise addressed herein, shall be resolved in accordance with the rules of contract interpretation as established in the State of Nebraska.

B. NOTIFICATION

Accept (Initial)	Reject (Initial)	Reject & Provide Alternative within RFP Response (Initial)	NOTES/COMMENTS:
pm			

Contractor and State shall identify the contract manager who shall serve as the point of contact for the executed contract.

C. GOVERNING LAW (Statutory)

Notwithstanding any other provision of this contract, or any amendment or addendum(s) entered into contemporaneously or at a later time, the parties understand and agree that, (1) the State of Nebraska is a sovereign state and its authority to contract is therefore subject to limitation by the State's Constitution, statutes, common law, and regulation; (2) this contract will be interpreted and enforced under the laws of the State of Nebraska; (3) any action to enforce the provisions of this agreement must be brought in the State of Nebraska per state law; (4) the person signing this contract on behalf of the State of Nebraska does not have the authority to waive the State's sovereign immunity, statutes, common law, or regulations; (5) the indemnity, limitation of liability, remedy, and other similar provisions of the final contract, if any, are entered into subject to the State's Constitution, statutes, common law, regulations, and sovereign immunity; and, (6) all terms and conditions of the final contract, including but not limited to the clauses concerning third party use, licenses, warranties, limitations of liability, governing law and venue, usage verification, indemnity, liability, remedy or other similar provisions of the final contract are entered into specifically subject to the State's Constitution, statutes, common law, regulations, and sovereign immunity.

The Parties must comply with all applicable local, state and federal laws, ordinances, rules, orders, and regulations.

D. BEGINNING OF WORK

Accept (Initial)	Reject (Initial)	Reject & Provide Alternative within RFP Response (Initial)	NOTES/COMMENTS:
pm			

The bidder shall not commence any billable work until a valid contract has been fully executed by the State and the successful Contractor. The Contractor will be notified in writing when work may begin.

E. CHANGE ORDERS

Accept (Initial)	Reject (Initial)	Reject & Provide Alternative within RFP Response (Initial)	NOTES/COMMENTS:
PM			

The State and the Contractor, upon the written agreement, may make changes to the contract within the general scope of the RFP. Changes may involve specifications, the quantity of work, or such other items as the State may find necessary or desirable. Corrections of any deliverable, service, or work required pursuant to the contract shall not be deemed a change. The Contractor may not claim forfeiture of the contract by reasons of such changes.

The Contractor shall prepare a written description of the work required due to the change and an itemized cost sheet for the change. Changes in work and the amount of compensation to be paid to the Contractor shall be determined in accordance with applicable unit prices if any, a pro-rated value, or through negotiations. The State shall not incur a price increase for changes that should have been included in the Contractor's proposal, were foreseeable, or result from difficulties with or failure of the Contractor's proposal or performance.

No change shall be implemented by the Contractor until approved by the State, and the Contract is amended to reflect the change and associated costs, if any. If there is a dispute regarding the cost, but both parties agree that immediate implementation is necessary, the change may be implemented, and cost negotiations may continue with both Parties retaining all remedies under the contract and law.

F. NOTICE OF POTENTIAL CONTRACTOR BREACH

Accept (Initial)	Reject (Initial)	Reject & Provide Alternative within RFP Response (Initial)	NOTES/COMMENTS:
PM			

If Contractor breaches the contract or anticipates breaching the contract, the Contractor shall immediately give written notice to the State. The notice shall explain the breach or potential breach, a proposed cure, and may include a request for a waiver of the breach if so desired. The State may, in its discretion, temporarily or permanently waive the breach. By granting a waiver, the State does not forfeit any rights or remedies to which the State is entitled by law or equity, or pursuant to the provisions of the contract. Failure to give immediate notice, however, may be grounds for denial of any request for a waiver of a breach.

G. BREACH

Accept (Initial)	Reject (Initial)	Reject & Provide Alternative within RFP Response (Initial)	NOTES/COMMENTS:
PM			

Either Party may terminate the contract, in whole or in part, if the other Party breaches its duty to perform its obligations under the contract in a timely and proper manner. Termination requires written notice of default and a thirty (30) calendar day (or longer at the non-breaching Party's discretion considering the gravity and nature of the default) cure period. Said notice shall be delivered by Certified Mail, Return Receipt Requested, or in person with proof of delivery. Allowing time to cure a failure or breach of contract does not waive the right to immediately terminate the contract for the same or different contract breach which may occur at a different time. In case of default of the Contractor, the State may contract the service from other sources and hold the Contractor responsible for any excess cost occasioned thereby.

The State's failure to make payment shall not be a breach, and the Contractor shall retain all available statutory remedies and protections.

H. NON-WAIVER OF BREACH

Accept (Initial)	Reject (Initial)	Reject & Provide Alternative within RFP Response (Initial)	NOTES/COMMENTS:
<i>RM</i>			

The acceptance of late performance with or without objection or reservation by a Party shall not waive any rights of the Party nor constitute a waiver of the requirement of timely performance of any obligations remaining to be performed.

I. SEVERABILITY

Accept (Initial)	Reject (Initial)	Reject & Provide Alternative within RFP Response (Initial)	NOTES/COMMENTS:
<i>RM</i>			

If any term or condition of the contract is declared by a court of competent jurisdiction to be illegal or in conflict with any law, the validity of the remaining terms and conditions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the contract did not contain the provision held to be invalid or illegal.

J. INDEMNIFICATION

Accept (Initial)	Reject (Initial)	Reject & Provide Alternative within RFP Response (Initial)	NOTES/COMMENTS:
<i>RM</i>			

1. GENERAL

The Contractor agrees to defend, indemnify, and hold harmless the State and its employees, volunteers, agents, and its elected and appointed officials ("the indemnified parties") from and against any and all third party claims, liens, demands, damages, liability, actions, causes of action, losses, judgments, costs, and expenses of every nature, including investigation costs and expenses, settlement costs, and attorney fees and expenses ("the claims"), sustained or asserted against the State for personal injury, death, or property loss or damage, arising out of, resulting from, or attributable to the willful misconduct, negligence, error, or omission of the Contractor, its employees, subcontractors, consultants, representatives, and agents, resulting from this contract, except to the extent such Contractor liability is attenuated by any action of the State which directly and proximately contributed to the claims.

2. INTELLECTUAL PROPERTY

The Contractor agrees it will, at its sole cost and expense, defend, indemnify, and hold harmless the indemnified parties from and against any and all claims, to the extent such claims arise out of, result from, or are attributable to, the actual or alleged infringement or misappropriation of any patent, copyright, trade secret, trademark, or confidential information of any third party by the Contractor or its employees, subcontractors, consultants, representatives, and agents; provided, however, the State gives the Contractor prompt notice in writing of the claim. The Contractor may not settle any infringement claim that will affect the State's use of the Licensed Software without the State's prior written consent, which consent may be withheld for any reason.

If a judgment or settlement is obtained or reasonably anticipated against the State's use of any intellectual property for which the Contractor has indemnified the State, the Contractor shall, at the Contractor's sole cost and expense, promptly modify the item or items which were determined to be infringing, acquire a license or licenses on the State's behalf to provide the necessary rights to the State to eliminate the infringement, or provide the State with a non-infringing substitute that provides the State the same functionality. At the State's election, the actual or anticipated judgment may be treated as a breach of warranty by the Contractor, and the State may receive the remedies provided under this RFP.

3. PERSONNEL

The Contractor shall, at its expense, indemnify and hold harmless the indemnified parties from and against any claim with respect to withholding taxes, worker's compensation, employee benefits, or any other claim, demand, liability, damage, or loss of any nature relating to any of the personnel, including subcontractor's and their employees, provided by the Contractor.

4. SELF-INSURANCE

The State of Nebraska is self-insured for any loss and purchases excess insurance coverage pursuant to Neb. Rev. Stat. § 81-8,239.01 (Reissue 2008). If there is a presumed loss under the provisions of this agreement, Contractor may file a claim with the Office of Risk Management pursuant to Neb. Rev. Stat. §§ 81-8,829 – 81-8,306 for review by the State Claims Board. The State retains all rights and immunities under the State Miscellaneous (Section 81-8,294), Tort (Section 81-8,209), and Contract Claim Acts (Section 81-8,302), as outlined in Neb. Rev. Stat. § 81-8,209 et seq. and under any other provisions of law and accepts liability under this agreement to the extent provided by law.

5. The Parties acknowledge that Attorney General for the State of Nebraska is required by statute to represent the legal interests of the State, and that any provision of this indemnity clause is subject to the statutory authority of the Attorney General.

K. ATTORNEY'S FEES

Accept (Initial)	Reject (Initial)	Reject & Provide Alternative within RFP Response (Initial)	NOTES/COMMENTS:
AM			

In the event of any litigation, appeal, or other legal action to enforce any provision of the contract, the Parties agree to pay all expenses of such action, as permitted by law and if order by the court, including attorney's fees and costs, if the other Party prevails.

L. ASSIGNMENT, SALE, OR MERGER

Accept (Initial)	Reject (Initial)	Reject & Provide Alternative within RFP Response (Initial)	NOTES/COMMENTS:
AM			

Either Party may assign the contract upon mutual written agreement of the other Party. Such agreement shall not be unreasonably withheld.

The Contractor retains the right to enter into a sale, merger, acquisition, internal reorganization, or similar transaction involving Contractor's business. Contractor agrees to cooperate with the State in executing amendments to the contract to allow for the transaction. If a third party or entity is involved in the transaction, the Contractor will remain responsible for performance of the contract until such time as the person or entity involved in the transaction agrees in writing to be contractually bound by this contract and perform all obligations of the contract.

M. FORCE MAJEURE

Accept (Initial)	Reject (Initial)	Reject & Provide Alternative within RFP Response (Initial)	NOTES/COMMENTS:
PM			

Neither Party shall be liable for any costs or damages, or for default resulting from its inability to perform any of its obligations under the contract due to a natural or manmade event outside the control and not the fault of the affected Party ("Force Majeure Event"). The Party so affected shall immediately make a written request for relief to the other Party, and shall have the burden of proof to justify the request. The other Party may grant the relief requested; relief may not be unreasonably withheld. Labor disputes with the impacted Party's own employees will not be considered a Force Majeure Event.

N. CONFIDENTIALITY

Accept (Initial)	Reject (Initial)	Reject & Provide Alternative within RFP Response (Initial)	NOTES/COMMENTS:
PM			

All materials and information provided by the Parties or acquired by a Party on behalf of the other Party shall be regarded as confidential information. All materials and information provided or acquired shall be handled in accordance with federal and state law, and ethical standards. Should said confidentiality be breached by a Party, the Party shall notify the other Party immediately of said breach and take immediate corrective action.

It is incumbent upon the Parties to inform their officers and employees of the penalties for improper disclosure imposed by the Privacy Act of 1974, 5 U.S.C. 552a. Specifically, 5 U.S.C. 552a (i)(1), which is made applicable by 5 U.S.C. 552a (m)(1), provides that any officer or employee, who by virtue of his/her employment or official position has possession of or access to agency records which contain individually identifiable information, the disclosure of which is prohibited by the Privacy Act or regulations established thereunder, and who knowing that disclosure of the specific material is prohibited, willfully discloses the material in any manner to any person or agency not entitled to receive it, shall be guilty of a misdemeanor and fined not more than \$5,000.

O. EARLY TERMINATION

Accept (Initial)	Reject (Initial)	Reject & Provide Alternative within RFP Response (Initial)	NOTES/COMMENTS:
PM			

The contract may be terminated as follows:

1. The State and the Contractor, by mutual written agreement, may terminate the contract at any time.
2. The State, in its sole discretion, may terminate the contract for any reason upon thirty (30) calendar day's written notice to the Contractor. Such termination shall not relieve the Contractor of warranty or other service obligations incurred under the terms of the contract. In the event of termination the Contractor shall be entitled to payment, determined on a pro rata basis, for products or services satisfactorily performed or provided.
3. The State may terminate the contract immediately for the following reasons:
 - a. if directed to do so by statute;
 - b. Contractor has made an assignment for the benefit of creditors, has admitted in writing its inability to pay debts as they mature, or has ceased operating in the normal course of business;

- c. a trustee or receiver of the Contractor or of any substantial part of the Contractor's assets has been appointed by a court;
- d. fraud, misappropriation, embezzlement, malfeasance, misfeasance, or illegal conduct pertaining to performance under the contract by its Contractor, its employees, officers, directors, or shareholders;
- e. an involuntary proceeding has been commenced by any Party against the Contractor under any one of the chapters of Title 11 of the United States Code and (i) the proceeding has been pending for at least sixty (60) calendar days; or (ii) the Contractor has consented, either expressly or by operation of law, to the entry of an order for relief; or (iii) the Contractor has been decreed or adjudged a debtor;
- f. a voluntary petition has been filed by the Contractor under any of the chapters of Title 11 of the United States Code;
- g. Contractor intentionally discloses confidential information;
- h. Contractor has or announces it will discontinue support of the deliverable; and,
- i. In the event funding is no longer available.

P. CONTRACT CLOSEOUT

Accept (Initial)	Reject (Initial)	Reject & Provide Alternative within RFP Response (Initial)	NOTES/COMMENTS:
PM			

Upon contract closeout for any reason the Contractor shall within 30 days, unless stated otherwise herein:

1. Transfer all completed or partially completed deliverables to the State;
2. Transfer ownership and title to all completed or partially completed deliverables to the State;
3. Return to the State all information and data, unless the Contractor is permitted to keep the information or data by contract or rule of law. Contractor may retain one copy of any information or data as required to comply with applicable work product documentation standards or as are automatically retained in the course of Contractor's routine back up procedures;
4. Cooperate with any successor Contractor, person or entity in the assumption of any or all of the obligations of this contract;
5. Cooperate with any successor Contractor, person or entity with the transfer of information or data related to this contract;
6. Return or vacate any state owned real or personal property; and,
7. Return all data in a mutually acceptable format and manner.

Nothing in this Section should be construed to require the Contractor to surrender intellectual property, real or personal property, or information or data owned by the Contractor for which the State has no legal claim.

III. CONTRACTOR DUTIES

A. INDEPENDENT CONTRACTOR / OBLIGATIONS

Accept (Initial)	Reject (Initial)	Reject & Provide Alternative within RFP Response (Initial)	NOTES/COMMENTS:
			

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

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

The Contractor shall secure, at its own expense, all personnel required to perform the services under the contract. The personnel the Contractor 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 Contractor's proposal 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 Contractor to the contract shall be employees of the Contractor or a subcontractor, and shall be fully qualified to perform the work required herein. Personnel employed by the Contractor or a subcontractor to fulfill the terms of the contract shall remain under the sole direction and control of the Contractor or the subcontractor respectively.

With respect to its employees, the Contractor 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 Contractor's employees, including all insurance required by state law;
3. Damages incurred by Contractor'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; and
5. Determining the hours to be worked and the duties to be performed by the Contractor's employees.
6. All claims on behalf of any person arising out of employment or alleged employment (including without limit claims of discrimination alleged against the Contractor, its officers, agents, or subcontractors or subcontractor's employees)

If the Contractor intends to utilize any subcontractor, the subcontractor's level of effort, tasks, and time allocation should be clearly defined in the bidder's proposal. The Contractor shall agree that it will not utilize any subcontractors not specifically included in its proposal in the performance of the contract without the prior written authorization of the State.

The State reserves the right to require the Contractor to reassign or remove from the project any Contractor or subcontractor employee.

Contractor shall insure that the terms and conditions contained in any contract with a subcontractor does not conflict with the terms and conditions of this contract.

The Contractor shall include a similar provision, for the protection of the State, in the contract with any subcontractor engaged to perform work on this contract.

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

5740 Z1 COST PROPOSAL

Bidder Name: Aero SEAT Inc

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 initiated 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
Single Engine Turbine	2016	Air Tractor	602
Fuel Service/Support Truck Type	Year	Make	Model
Flatbed Truck	1991	International	4780

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	\$ 3000	\$ 3060	\$ 3120	\$ 3180	\$ 3245
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	\$ 3000	\$ 3060	\$ 3120	\$ 3180	\$ 3245
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	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.60	\$ 2.60
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	\$ 2500	\$ 2550	\$ 2600	\$ 2650	\$ 2700
EXTENDED PILOT STANDBY	Additional Pilot standby hours after an initial eight (8) hour day.	PER HOUR	\$ 55	\$ 55	\$ 55	\$ 60	\$ 60
EXTENDED DRIVER STANDBY	Additional Driver standby hours after an initial eight (8) hour day.	PER HOUR	\$ 35	\$ 35	\$ 35	\$ 40	\$ 40
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	\$ 8000	\$ 8160	\$ 8320	\$ 8485	\$ 8655
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	\$ 8000	\$ 8160	\$ 8320	\$ 8485	\$ 8655
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			\$ 24592	\$ 25082	\$ 25572	\$ 26082	\$ 26602