

## BLM FIRE AIRCRAFT ACQUISITION PLAN

**Purpose:** This plan establishes the baseline configuration and acquisition strategy for the BLM firefighting fleet composed of Government-Owned, Exclusive Use contract, Variable Term contract and any other long-term aircraft acquisitions. The plan consists of Acquisition Principles, the BLM Firefighting Aircraft Summary Table and individual Aircraft Category Acquisition Summaries.

**Acquisition Responsibilities:** Government-Owned, Exclusive Use, Variable Term and other long-term acquisitions will be initiated, managed and funded by the National Office to achieve cost efficiencies and limit uncoordinated acquisition. State and Field offices have the authority to secure short-term aircraft acquisitions (On-Call, CWN, Rental).

**Quality (Best Value):** To the extent possible, BLM will acquire aircraft that provide the best performance, capacity, speed, technology and safety features available and affordable. Government ownership, long-term contracts, multiple-aircraft contracts, sharing of contracts and innovative procurement methods will be explored to achieve economies whenever possible. Conversion of contract aircraft to government-owned shall be analyzed for cost savings in the following prioritized categories: Utility, SMJ, ASM. Aircraft will not be secured by any procurement method until there is commitment and capability by the hosting unit to provide the appropriate management support to maximize effectiveness, i.e. staffing levels, qualifications, facilities, equipment/vehicles and administrative support.

**Standardization/Interoperability:** To the extent possible, BLM will acquire like make/model aircraft with standardized equipment and configuration to meet the needs of specific mission categories, regardless of geographic area. Interoperability and standardization provide the most efficiency in regards to government-owned aircraft and government pilots.

**National Mobility:** All Government-Owned, Exclusive Use and Variable Term aircraft will be considered BLM national resources and will be acquired with national mobility in mind. Hosting locations (designated bases) shall be committed to providing staffing, facilities and administrative functions in support of national mobility. Aircraft specifications, requirements and payment terms will be established to facilitate long-term assignments within the lower-48 states and to/from Alaska.

**Baseline Fleet Numbers & Budget Fluctuations:** Baseline numbers of aircraft, by category, are currently derived from the Interagency Aviation Strategy approved by the Fire Executive Council (FEC) and National Wildfire Coordinating Group (NWCG) in 2008. Future changes to the BLM Fire Aircraft Fleet shall be determined by fire planning tools approved by the BLM FLT/ELT, or by other strategic interagency plans approved by the FEC/NWCG. If budget constraints dictate a reduction in core aviation assets, these reductions will be absorbed primarily in categories that have the most elastic CWN component and/or that do not impact aerial delivered firefighter capabilities (SEAT, Scooper, ATGS, Utility). When planning tools or strategic plans indicate an increase in aircraft numbers, aircraft will be attained through CWN/On-Call procurement and hosted in locations that are best suited to logistically support both the aircraft and associated personnel.

**National Interagency Aviation Council (NIAC) Interagency Aviation Strategy**

**BLM FIREFIGHTING AIRCRAFT FLEET PROJECTION SUMMARY**

Approved by: National Wildfire Coordinating Group and Fire Executive Council - July 2008

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>ATGS</b>	9	9	10	10	10	10	10	10	10	10	10
<b>ASM</b>	3	5 [3]	5	5	5	5	5	5	5	5	5
<b>Heli T2</b>	6 (9)	7 [9]	8	9	10	10	10	10	10	10	10
<b>Heli T3</b>	18 (14)	17 [14]	16	15	14	14	14	14	14	14	14
<b>SMJ</b>	7	7	7	7	7	7	7	7	7	7	7
<b>Scooper</b>	2	2	2	2	2	2	2	2	2	2	2
<b>SEAT</b>	17 (12)	17	20	20	25	25	25	25	25	25	25
<b>Utility</b>	4	4	4	4	4	4	4	4	4	4	4
<b>Heli T1</b>	0	0	0	0	0	0	0	0	0	0	0
<b>Infra-Red</b>	0	0	0	0	0	0	0	0	0	0	0
<b>LAT</b>	0	0	0	0	0	0	0	0	0	0	0
<b>Transport</b>	0	0	0	0	0	0	0	0	0	0	0
<b>Aircraft/YR</b>	66 (60)	68 [65]	72	72	77	77	77	77	77	77	77
	(=) Actual 2008 Fleet				[=] Projected 2009 Fleet						



<b>AIR ATTACK PLATFORM</b>	
<b>PURPOSE</b>	Multi-Purpose; Air Tactical Supervision, Fire Recon, Detection
<b>CURRENT SPECIFICATIONS</b>	High wing, piston driven aircraft with air tactical type 1 avionics. Cruise speed 165 kts, payload of 780 lbs, and endurance of 4 hours.
<b>FAR</b>	91, 135, 43
<b>MINIMUM AIRCRAFT</b>	Aero Commander 500 series
<b>TARGET SPECIFICATIONS</b>	High wing turbine aircraft with air tactical type 1 avionics. Cruise speed 200 kts, payload of 2,000 lbs, endurance of 4 hours, and outfitted for ATGS training (rear audio panel). Add additional VHF AM radio and air conditioning.
<b>TARGET AIRCRAFT</b>	Turbine Aero Commander
<b>ACQUISITION METHOD</b>	Exclusive use
<b>MANDATORY PERIOD</b>	90 Days
<b>ACQUISITION RATIONALE</b>	Exclusive Use contracting provides economical acquisition that must be dedicated to air tactical need in 3-4 month period. Although multi-purpose aircraft is suited for a wide variety of non-fire missions, sufficient work does not exist in off-season to warrant longer contracts or government-owned procurement.
<b>FLIGHT CREW</b>	Vendor Provided
<b>CURRENT TOTAL</b>	9
	<b>TARGET TOTAL</b> 10
<b>HOSTING LOCATION(s)</b>	Boise Pocatello Salt Lake City Cedar City Reno/Stead Elko Miles City Burns NAO (Training) 1 Location TBD

<b>AERIAL SUPERVISION MODULE</b>	
<b>PURPOSE</b>	Multi-Purpose; Air Tactical Supervision, Leadplane, Recon, Training
<b>CURRENT SPECIFICATIONS</b>	Multi-engine turbine airplanes, IFR single-pilot and approved for flight into known icing conditions; Single-engine service ceiling @ ISA > 12,000 Ft; 200kt cruise speed @ 75% power; Fuel endurance @ 75% power > 4.0 hrs; Type 1 avionics package with the addition of 1 AM, 1 FM, TCAS, and smoke system.
<b>FAR</b>	14 CFR Parts 23, 43, 91, and 135
<b>MINIMUM AIRCRAFT</b>	BE-A90 (U-21)
<b>TARGET SPECIFICATIONS</b>	The items listed above under current specifications including total airframe times < 10,000 hrs., pressurization, and visibility enhancements.
<b>TARGET AIRCRAFT</b>	BE-E90, PC-12
<b>ACQUISITION METHOD</b>	Exclusive-Use Contract IDIQ
<b>MANDATORY PERIOD</b>	180 Days
<b>ACQUISITION RATIONALE</b>	The predominate aircraft use is fire related, national in scope, seasons vary in length and intensity from year to year. The 180 day IDIQ contract gives the agency the ability to maximize aircraft use and availability during the length of the season and then use CWN aircraft during peak use months or for specific coverage periods. Government ownership should be explored.
<b>FLIGHT CREW</b>	Government Provided
<b>CURRENT TOTAL</b>	<b>TARGET TOTAL</b>
<b>HOSTING LOCATION(s)</b>	3 <span style="float: right;">5</span>
	<u>Exclusive-Use Contract IDIQ</u> Boise, ID Lancaster, CA Grand Junction, CO <u>CWN</u> Fort Wainwright, AK Stead, NV

<b>Type II Helicopters</b>			
<b>PURPOSE</b>	Multi-Purpose; Tactical, Logistical		
<b>CURRENT SPECIFICATIONS</b>	Turbine engine Single pilot helicopter; Economy Cruise Speed of 95kts. Range of 250Nm. Passenger capacity of 9 and HOGÉ-J of 1,200lbs. @ 7,000 & 25c.; External Load Weight Indicator in cockpit; Wire strike protection system (mechanical); Two panel-mounted VHF-AM and two panel-mounted VHF-FM radios; One Automated Flight Following System; Panel mounted GPS ; Vendor supplied fuel servicing vehicle with operator and vendor provided mechanic.		
<b>FAR</b>	133, 135, 137		
<b>MINIMUM AIRCRAFT</b>	Bell 205++; Bell 210; Bell 214; Bell 212-HP		
<b>TARGET SPECIFICATIONS</b>	Single pilot helicopter; Economy Cruise Speed of 135kts. Range of 500Nm. Passenger capacity of 9 and HOGÉ-J of 3,000lbs. @ 7,000 & 25c. GPS XM weather display capabilities, Hoist, cargo let-down, and/or Rope Assisted Deployment System and voice data recorders may be requested.		
<b>TARGET AIRCRAFT</b>	Agusta Westland 139; Eurocopter 155B1; Siskorsky S-70C		
<b>ACQUISITION METHOD</b>	Exclusive Use Contract		
<b>MANDATORY PERIOD</b>	90-130 Days		
<b>ACQUISITION RATIONALE</b>	The predominate aircraft missions are fire related; seasonal in nature. Although well suited to many non-fire applications, not enough requirement outside of fire season to justify government-owned or long-term contracts. Efficiencies may be realized by sharing >130 day contracts within agency or with other federal agencies.		
<b>FLIGHT CREW</b>	Contractor Provided		
<b>CURRENT TOTAL</b>	FY2008 -9	<b>TARGET TOTAL</b>	FY2012 -10
<b>HOSTING LOCATION(s)</b>	Fort Wainwright-2 Fort Yukon-1 Galena-1 Apple Valley, CA-1	Boise, ID-1 Twin Falls, ID-1 Burns, OR-1 Lakeview, OR-1	
	1 Additional T2 Helicopter to be phased-in by FY 2012, through conversion of T3 (Location TBD).		

<b>Type III Helicopters</b>			
<b>PURPOSE</b>	Multi-Purpose; Tactical, Logistical		
<b>CURRENT SPECIFICATIONS</b>	Single pilot Turbine engine helicopter; Economy Cruise Speed of 95kts. Range of 300Nm. Passenger capacity of 5 and HOGES of 970 lbs. @ 7,000 & 25c. External Load Weight Indicator in cockpit; Wire strike protection system (mechanical); Two panel-mounted VHF-AM and two panel-mounted VHF-FM radios; One Automated Flight Following System; Panel mounted GPS. Vendor supplied fuel servicing vehicle with operator.		
<b>FAR</b>	133, 135, 137, Part 127 Certification		
<b>MINIMUM AIRCRAFT</b>	Eurocopter AS-350B2; Bell 206L4 with High Altitude Tail Rotor		
<b>TARGET SPECIFICATIONS</b>	Single pilot Turbine engine helicopter; Economy Cruise Speed of 120kts. Range of 350Nm. Passenger capacity of 5 and HOGES of 1,200 lbs. @ 7,000 & 25c. GPS XM weather display capabilities, Hoist, cargo let-down, and/or Rope Assisted Deployment System and voice data recorders may be requested.		
<b>TARGET AIRCRAFT</b>	Eurocopter AS-350B3; Agusta Westland AW-119 Koala; Bell 407		
<b>ACQUISITION METHOD</b>	Exclusive Use Contract		
<b>MANDATORY PERIOD</b>	90-130 Days		
<b>ACQUISITION RATIONALE</b>	The predominate aircraft missions are fire related; seasonal in nature. Although well suited to many non-fire applications, not enough requirement outside of fire season to justify government-owned or long-term contracts. Efficiencies may be realized by sharing >120 day contracts between geographic areas with dissimilar fire seasons.		
<b>FLIGHT CREW</b>	Contractor Provided		
<b>CURRENT TOTAL</b>	FY2008 -14	<b>TARGET TOTAL</b>	FY2012-14
<b>HOSTING LOCATION(s)</b>	Fort Wainwright, AK Galena, AK St. George, UT Weaver Mtn, AZ/Lewistown, MT Ravendale, CA Rifle, CO Miles City, MT	Elko, NV Ely, NV Las Vegas, NV Vale, OR Moab, UT Salt Lake, UT Rawlins, WY	

<b>SMOKEJUMPER PLATFORM</b>			
<b>PURPOSE</b>	Multi-Purpose; SMJ Deployment, Paracargo Delivery		
<b>CURRENT SPECIFICATIONS</b>	<ul style="list-style-type: none"> <li>- Required Seats 6 ( min)</li> <li>- Total payload 3000 minimum pounds</li> <li>- Endurance with designated jumpload 2.5 Hours</li> <li>- Maximum 1.3 Vs1 in smj config 105 KIAS</li> </ul>		
<b>FAR</b>	FAR 91,135,121		
<b>MINIMUM AIRCRAFT</b>	BE-90, BE-99A, BE-200, DHC-6 100/200/300, Casa 212, 100/200/300, DC-3TP, Dornier 228, C-23 A/SD-330, C208B		
<b>TARGET SPECIFICATIONS</b>	<p>Turning capability into dead engine at 1.3VSO  Center of gravity related to payload compartment of two jumpers and two spotters at door should be considered). Maneuverability at drop speeds.  Minimum stable jumper drop speed (not to exceed 100 knots)  Flight and environment characteristics with door removed. FAA certified to fly with door removed. Engine compatibility to wide range of power and negative thrust. Minimum stable cargo drop speed of less than 120 kts.  Trim change with speed and power variations.  Straightforward and easy to manage systems.  Meets minimum one engine out (critical engine) service ceiling policy (9000 feet density altitude at -3 o C with a capability of 50 feet per minute rate of climb). Minimum jumper exit door size must be at least 25 inches wide and at least 36 inches high Provisions for restraint of smokejumpers</p>		
<b>TARGET AIRCRAFT</b>	Same as minimum aircraft (SASEB list)		
<b>ACQUISITION METHOD</b>	6 Exclusive Use Contract/ 1 Government-Owned Aircraft		
<b>MANDATORY PERIOD</b>	90 -120-365 Days		
<b>ACQUISITION RATIONALE</b>	Aircraft missions are fire related; seasonal in nature. Although well suited to many non-fire applications, not enough requirements outside of fire season currently justify an entire government owned category. One government-owned aircraft provides leveling competition to a limited contractor pool. Where costs can be substainily reduced, additional government-owned aircraft may be cost-effective.		
<b>FLIGHT CREW</b>	Contractor Provided (6 aircraft)/Government Provided (1 aircraft)		
<b>CURRENT TOTAL</b>	FY 2008-7	<b>TARGET TOTAL</b>	FY 2012-7
<b>HOSTING LOCATION(s)</b>	Fort Wainwright AK - 3 contract Boise - 1 Fleet, 2 contract Fort Wainwright/Boise - 1 shared contract		

<b>SCOOPERS</b>	
<b>PURPOSE</b>	Single-Purpose; Purpose-Built, Tactical
<b>CURRENT SPECIFICATIONS</b>	Multi-engine piston or turbine water scooping tanker airplanes specifically designed for firefighting; minimum tank capacity of 1400 gallons of water; minimum payload of 1000 USG of water with 3.5 hours of fuel @ 3000' PA, 25°C; minimum cruise speed of 150 KTS, TAS. Drop speed of 125 KTS, IAS; 4 hours endurance at maximum cruise power and optimum altitude with 45 minute fuel reserve; Capable of operating from a 5000' gravel surface at certified takeoff weight @ 3,000' PA and 25°C; Airplanes offered shall be approved by the U.S. Department of Agriculture/U.S. Department of the Interior Interagency Airtanker Board; The original equipment manufacturer (OEM) must provide engineering and logistical support for the aircraft make and model offered
<b>FAR</b>	Part 137
<b>MINIMUM AIRCRAFT</b>	CL-215
<b>TARGET SPECIFICATIONS</b>	Multi-engine turbine water scooping tanker airplanes specifically designed for firefighting; Minimum tank capacity of 1600 gallons of water; Minimum payload of 1000 USG of water with 3.5 hours of fuel @ 3000' PA, 25°C; Minimum cruise speed of 170 KTS, TAS. Drop speed of 125 KTS, IAS; 4 hours endurance at maximum cruise power and optimum altitude with 45 minute fuel reserve; Capable of operating from a 5000' gravel surface at certified takeoff weight @ 3,000' PA and 25°C; Airplanes offered shall be approved by the U.S. Department of Agriculture/U.S. Department of the Interior Interagency Airtanker Board; The original equipment manufacturer (OEM) must provide engineering and logistical support for the aircraft make and model offered
<b>TARGET AIRCRAFT</b>	CL215T, and/or CL-415
<b>ACQUISITION METHOD</b>	Exclusive Use Contract
<b>MANDATORY PERIOD</b>	80 Days
<b>ACQUISITION RATIONALE</b>	The aircraft are single-purpose with only seasonal use applications. Limited number of aircraft are owned and operated in the private sector. Exclusive Use contracts of at least 80 days provides adequate incentive to industry to maintain and provide these aircraft for use by the Federal Government. Establish/maintain On-Call and Variable Term contracts to provide an avenue for new vendors to establish a contract history with the Federal Government and compete for Exclusive Use contracts in the future.
<b>FLIGHT CREW</b>	Contractor Provided
<b>CURRENT TOTAL</b>	<b>TARGET TOTAL</b>
	2 2
<b>HOSTING LOCATION(s)</b>	Fairbanks, Alaska

<b>SINGLE ENGINE AIR TANKERS</b>			
<b>PURPOSE</b>	Single Purpose; Tactical Retardant & Suppressant Delivery		
<b>CURRENT SPECIFICATIONS</b>	Single pilot turbine engine agricultural application type aircraft modified to the aerial retardant delivery role. "On Call" contract specifications are: low wing, tank size of 500 US gallons, payload of 4,600 pounds. Capable of operating with the above payload at a pressure altitude of 7000 feet at an outside temperature (OAT) of 30 degrees celsius. Endurance of at least 1.5 hours with full contract load of retardant at 75% max rated power.		
<b>FAR</b>	Part 137, 91, and various sections of Part 135		
<b>MINIMUM AIRCRAFT</b>	Ayres thrush S2rT-45, Dromader M18T, G-10 w/ 500 gallon hopper		
<b>TARGET SPECIFICATIONS</b>	Single pilot turbine engine agricultural application type aircraft modified to the aerial retardant delivery role. "Variable Term" contract specifications are: low wing, tank size of 700+ US gallons, payload of 6,440 pounds. Capable of operating with the above payload at a pressure altitude of 7000 feet at an outside temperature (OAT) of 30 degrees celsius. Endurance of at least 1.5 hours with full contract load of retardant at 75% max rated power.		
<b>TARGET AIRCRAFT</b>	Air Tractor 802, Ayres Thrush 660/730 series		
<b>ACQUISITION METHOD</b>	Variable Term Contract		
<b>MANDATORY PERIOD</b>	30-90 Days		
<b>ACQUISITION RATIONALE</b>	The predominate aircraft are mission specific and must be modified from the standard agrcultural application aircraft, as delivered from the manufacturers. Once modified these aircraft can only be flown as firefighting aircraft since the fire gating systems preclude their use as agricultural application aircraft. As mission specific aircraft (retardant delivery) there is no other use for these types of aircraft outside the fire season. There is not enough use outside the fire season to justify government owned aircraft for this mission, or for longterm contract or lease. Additional effeciencies may be realized with longer term contracts and shared contracts.		
<b>FLIGHT CREW</b>	Contractor Provided		
<b>CURRENT TOTAL</b>	FY2008-17	<b>TARGET TOTAL</b>	FY2012-25
<b>HOSTING LOCATION(s)</b>	Safford, AZ (2) Grand Junction, CO Twin Falls, ID (2) Boise, ID Billings, MT Miles City, MT (2)	Lakeview, OR Cedar City, UT (2) Burns, OR (2) Winnemucca, NV Stead, NV (2)	

<b>UTILITY FIXED-WING</b>	
<b>PURPOSE</b>	Multi-purpose; Logistical, Cargo & Personnel Transport
<b>CURRENT SPECIFICATIONS</b>	Single engine or Multi-engine, airplane allowing unobstructed downward and lateral views from right front cockpit seat. Capable of short gravel airstrip operations
<b>FAR</b>	FAR part 135
<b>MINIMUM AIRCRAFT</b>	C-206, AC-680
<b>TARGET SPECIFICATIONS</b>	In addition to the current specifications listed above: Single-engine or Multi-engine, turbine aircraft. WAAS-enabled GPS.
<b>TARGET AIRCRAFT</b>	C-206, AC-680, AC-690, PC-12 or C-208
<b>ACQUISITION METHOD</b>	Exclusive Use Contract/Government-Owned
<b>MANDATORY PERIOD</b>	60-120 Days
<b>ACQUISITION RATIONALE</b>	Multi-Purpose aircraft suited well to fire and non-fire missions. Amount of resource work outside of fire season may justify only one government-owned utility aircraft.
<b>FLIGHT CREW</b>	Contractor provided/Government Provided for the PC-12
<b>CURRENT TOTAL</b>	4 <b>TARGET TOTAL</b> 4
<b>HOSTING LOCATION(s)</b>	Based in Fairbanks AK (1 aircraft shared with L-48, Aug - Oct)