



Bell 429 Helicopters

Specifications

The Aviation Section of the Tennessee Highway Patrol (THP), a division of the Tennessee Department of Safety and Homeland Security, is seeking to purchase two (2) “factory new” Bell 429 twin-engine, multi-mission equipped helicopters. All specifications apply equally to, and are required for, each helicopter.

1. Background:

The Aviation Section of the Tennessee Highway Patrol (THP), a Division within the Tennessee Department of Safety and Homeland Security (TDOSHS), provides twenty-four (24) hour state-wide response for critical occurrences and emergency situations. Missions include search operations, technical rescue operations, and aerial and logistical support for law enforcement and public safety agencies. The Aviation Section performs these missions utilizing multiple models of Bell Helicopters that include the 206B, 407GX, 429, and UH-1H. These helicopters are equipped with various sensors, lighting, radios, rescue hoists, and other apparatuses. The TDOSHS has identified the need to continue with the modernization of its helicopter fleet with the purchase of two (2) factory new twin-engine, multi-mission equipped helicopters.

2. Overview:

The Tennessee Department of Safety and Homeland Security is seeking to purchase two (2) “factory new”, 2023 year model or later, Bell 429 multi-mission, law enforcement equipped helicopters. Each helicopter must have no previous owners. Each helicopter must be the latest improved model in current production as offered to the commercial trade.

Each helicopter will be completed and delivered in the conditions specified by the TDOSHS and shall have the minimum number of accumulated flight hours and associated pre delivery support necessary for production test flights. Time on the airframes, powerplants, and components shall be limited to that time necessary for manufacture, testing and/or transportation during the production, finishing, and delivery processes.

All equipment (parts, materials, components) and installations must be in accordance with prescribed Federal Aviation Regulations (FARs) and Federal Aviation Administration (FAA) procedures, and the completed systems must include all radio components, wiring harnesses,

mounting brackets, lighting devices, circuit breakers, antennas, and switches. All the foregoing must pass FAA inspection and certification and be approved by the FAA. All materials and parts, unless otherwise stated, shall be new and unused, of current manufacture, and of the highest quality, free from all defects or imperfections affecting performance or appearance.

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

Interior designs of each helicopter shall be certified to applicable FAA / FAR.

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

Prior to award of the purchase order contract, the Respondents will submit an itemized specification sheet that lists the overall base of each helicopter, as well as itemized pricing concerning the requested "add-ons". The respondents must also provide the weights of each base helicopter, as well as all itemized "add-ons" to determine whether or not each helicopter with add-ons meets the weight and balance class as required by the TDOSHS. The amount of the purchase order contract will be determined by these factors.

3. General Specifications:

Each helicopter shall be equipped with standard equipment as published in the Bell 429 Product Specifications Guide (most current publication) and shall be equipped with optional accessories and other equipment as indicated in this Specifications document.

If any bidder fails to meet all of the Specifications for each helicopter as set forth in the Specifications of this Solicitation, then that bidder shall make it clear to the TDOSHS by written notification, which specifications are unable to be met along with proposed substitutions that must be agreed upon by TDOSHS.

Substitutions must be submitted to the Solicitation Coordinator prior the Question and Comments deadline for consideration. TDOSHS reserves the right to reject a proposed substitution.

A. General Requirements:

- Bidder shall complete the Price Sheet identified in the solicitation attachments.
- Bidder shall agree to work with a State designated Vendor and/or integrator for engineering and installation of additional State-supplied or third party-supplied equipment.

- All completion/customizing work shall be performed by a facility that specializes in the completion and customizing of factory new helicopters and shall hold a FAA Part 145 Repair Station certificate.
- Facility shall have previous documented experience with full completion/customizing of law enforcement configured Bell 429 helicopters.
- Documentation of law enforcement configured Bell 429 helicopters completion/customizing experience with a minimum of ten (10) years shall be provided with bid.
- Bidder shall disclose the name, location, and experience documentation of the intended completion/customizing facility with bid.

B. Airframe:

- Dual Pilot Provisions
- Dual Pilot Controls Equipment
- 200 Amp Starter Generators (Dual)
- Increased Capacity Battery (44 AmpH)
- Articulating Landing Light (Cat A. compliant)
- Rotor Brake Equipment⁹
- Door Openers-Automatic-Crew and Passenger Doors (2 Door Kit, AA)
- Forward Flashing Light
- Fuel Filler Area Protector (AA)
- Hard Point Ceiling Spotter Kit
- Hard Point Rappelling System (dual, right and left side, rated for at least 400 pounds for rappel and static line rescue operations) (AA)
- Skid tube mounted Special Ops Platform/Step with Hoist Cable Guard
- Polycarbonate (LH & RH) Windshields, Clear
- Engine Inlet Barrier Filter (Filtration System)
- Passenger Windows (LH & RH) (Dark Gray; photo) (AA)
- Sliding Door Windows (Dark Gray; photo)
- Wire Strike Protection System (Polycarbonate Windshield Compatible; and to include both upper and lower wire cutters)
- LED Step Lights for Cabin Doors (LH & RH) (Whelen; to illuminate the cabin step and skid area)

C. Avionics:

- The awarded bidder (“Vendor”) shall provide (except Customer supplied equipment) and install the following avionics and specialized equipment. All units shall be of the named manufacturer unless otherwise noted in the bid sheet and approved by the

TDOSHS. Units shall be of solid-state construction, utilizing appropriate fusing and voltage regulations. Units shall be designed to operate from the helicopter's 28 VDC electrical system. Avionics shall be as follows:

- Radar Altimeter (Honeywell 405B (Category A))
 - Garmin GPS GTN 650/750 with ChartView Upgrade (NVG Compatible)
 - Garmin GPS GTN 750 HTAWS Upgrade
 - 4th Axis Autopilot
 - Equipped and capable of performing coupled Wide Area Augmentation System (WAAS) approaches (approach speeds as slow as 45 knots; glide slope up to six (6) degrees.
 - GTS 800 Traffic Avoidance System
 - Marker Beacon w/Remote Mounted (PS Engineering) Displayed on Factory EFIS
 - Rhotheta RT600 Direction Finding System (SAR and Law Enforcement Direction Finder) integrated to Audio Panel and ISR equipment
 - Garmin Weather Data Link (GDL-69A) & XM Radio with remote
 - Eagle Copters P139 Digital ICS/Audio Panel with 4 Panel Interfaces (1 Pilot, 1 Co-Pilot, 2 Rear Cabin)
 - ICS Connections: Crew, both LEMO and U-174 connections for both pilot and Co-Pilot station. U-174 headset jacks in aft cabin located in overhead with 6 connections (each seating position) with MS connectors and 2 of which with transmit capability (Aft right hand side and left hand side)
 - Cabin ICS Drop Cords, Alpine Aerotech (6 each, loose equipment)
 - Cabin-mounted cockpit call switch or button to alert pilot when isolated from ICS loop.
 - Installation of customer-supplied Technisonic TDFM-9000 NV series radio (pedestal),
 - Installation of customer-supplied Technisonic TDFM-9000RC Remote Control Head (rear cabin)
 - Installation of three (3) customer-supplied multi-band antennas to allow for simultaneous operation for the TDFM-9000 system
 - Installation of two (2) customer supplied TDFM Multi Communication Port (MCP) Kits
 - Installation of customer/third party-supplied, Intelligence, Surveillance, and Reconnaissance (ISR) package. Required aircraft mounts, cables, and connects shall be customer/third party supplied. (See also Section 1.)
 - Helicopter Emergency Egress luminescent placards
 - 406 Mhz GPS position reporting Emergency Locator Transmitter (ELT).
 - ADS-B (In and Out) transponder compatible with and supporting the requirements of the Traffic Collision Alert System.
- If required, specialized equipment shall be installed and documented via FAA Form 337, or Supplemental Type Certificate (STC).

- Instrumentation and avionics shall be front mounted to the extent possible in the instrument panel and center console with sufficient extra wiring to allow easy removal and replacement.
- A mission master switch (avionics master) and circuit breaker combination that permits single point power control for all mission equipment and radios.
- **ANTENNAE:** Due to the numerous radios and pieces of equipment to be installed, the selection of mounting locations is a critical factor. Therefore, it is the Vendor's responsibility to ensure that antennae provide switching circuits (if necessary), and ensure that mounting requirements are met so as to reduce interference such as intermodulation or co-channel and adjacent channel interference. The awarded vendor shall coordinate all antennae selected with the TDOSHS Aviation Section prior to procurement and installation.
- **LOCATION OF EQUIPMENT:** Radios, control heads, wiring harnesses, brackets, antennas, etc., cannot be installed in such manner as to hinder or interfere with the normal passenger accommodations. Prior to beginning any installation of equipment, the Vendor will agree to a design review with members of the TDOSHS for review and approval of mounting locations of all Vendor installed equipment.
- **DISCONNECT CIRCUIT:** A disconnect circuit shall be incorporated to automatically disconnect all radios (with the exception of the TDOSHS 'main-band' system) when the starter is energized with the radio master in the "on" position, thus preventing damage to installed equipment.

D. Environment:

- Dual Evaporator Air Conditioner with manual controls (AirComm)
- Bleed Air Heater Provisions (AirComm)
- Bleed Air Heater Equipment with chin bubble defrost capability (AirComm)
- Avionics Bay Cooling Fan

E. Equipment:

- Cargo Hook Provisions
- Cargo Hook (Certified for HEC)
- Rescue Hoist Provisions, including Interior Trim Modification (installed on the starboard—RH—side; will have a "RED" and "GREEN" waterproof light system selectable from the hook.
- ZEPHYR cable cutter mounted in close proximity to the starboard—RH—rear sliding door; hoist will have a removable hoist controller in the rear cabin area in addition to pilot controls.
- Rescue Hoist Equipment, Goodrich 600 lb. Capacity

- Hoist mounted camera with the video feed viewable from the pilot/co-pilot station on Center Display Unit and recorded on Third-Party supplied pedestal mounted Digital Video Recorder

F. Interior:

- Crew Seats (Pilot/Co-Pilot) – BAE seats without headrests, with sheepskin covers
- Passenger Standard 6 Place Club – 18.5” Seats with 4 Point Restraint System-Quick Release Disconnects
- Headliner - Standard with LED Lights & Adjustable AC Vents
- Interior Trim – Utility Light Weight
- Floor Cover – Gray Aeromat
- Soundproofing (crew and cabin compartments)
- Night Vision Goggle (NVG) compatible cockpit lighting and instrumentation and a flexible mounted NVG compatible map light system (s) on each side of cockpit.
- AeroDynamix NVG STC Night Vision Goggle (NVG) compatible cockpit lighting and instrumentation and a flexible mounted NVG compatible map light system (s) usable on each side of cockpit.

G. Engine:

- Compressor Wash Kit
- Engine shall have a minimum warranty of 1,000 hours or thirty-six (36) months, whichever comes first. The engine time between overhaul (TBO) shall be no less than 3,500 hours.
- 200 Amp Starter/Generators (Dual)

H. Miscellaneous and Loose Equipment:

- Cockpit tray-type floor protectors
- The helicopter shall have FAA approved fire extinguisher kit(s) (Fire detection and suppression systems shall be installed and capable of being monitored and activated from the cockpit)
- The helicopter shall be fitted with custom map pockets large enough for Visual Flight Rules (VFR) / (Instrument Flight Rules) IFR aeronautical charts and flight manuals
- Main rotor tie-downs
- Tail rotor tie down
- Gross Weight Towing Puller Provisions and removable ground handling wheels and equipment.
- Pitot tube cover
- Turbine air inlet covers
- Engine Exhaust Covers
- Flight bag(s)

- Windscreen cover

I. Additional State/Third-Party Supplied Equipment and Placement:

Vendor shall consult and work with a Third-Party vendor designated by the State for the engineering, design, and integration of a complete Intelligence Surveillance and Reconnaissance (ISR) system. ISR equipment for this project will be provided by the State designated Third-Party vendor that will be responsible for the engineering and design of the system. The designated Third-Party vendor will be responsible for ensuring that the aircraft installed downlink system must be seamlessly integrated into the Tennessee Bureau of Investigation's (TBI) existing video downlink ground based statewide infrastructure. Bidder will be responsible for installation of all ISR equipment and shall ensure that all applicable FAA and manufacturer regulations and guidelines are followed.

- Installation of customer/Third-Party supplied Intelligence, Surveillance, and Reconnaissance (ISR) package to include the following equipment:
 - WESCAM MX-10 Gen IV Multi-Sensor Turret, Bulkhead connectors and cable kits, Laser arming panel
 - ARS-750 Augmented Reality Mapping System (ATOM 2)
 - With stowable NVIS keyboard
 - Digital Video Recorder
 - ION-R Dual Channel Digital Video Recorder
 - LTE/WiFi Router
 - Monitors/Display Units – Including installation kits
 - 15.6" or larger Macro-Blue "Q" Series Display/Monitor (co-pilot side)
 - 7" Macro-Blue LINQ Series Display with Remote Control (pilot side)
 - Trakka TLX Searchlight with hand controller and Bell 429 Light Kit
 - Airborne Mini 2 6.5 GHz Downlink System, including:
 - Troll Mini2 6.5GHz Microwave Downlink Transmitter
 - SkyLink Mini 2 Antenna
 - Mounts
 - Meeker Bell 429 Nose Utility Mount w/upper dovetail
 - Meeker Bell 429 Aft Utility Mount w/upper dovetail
- Vendor supplied mission master switch to power WESCAM MX-10, Trakka TLX Searchlight and ARS.
- Cannon plug connection points for the WESCAM MX-10 and Trakka A-800 remote controls shall be positioned in the area between the cockpit and cabin such that the systems can be controlled by either occupant using the standard remote-control cables without extensions.

- 15.6-inch diagonal or larger Macro Blue HD (1080p) NVIS compatible, anti-glare, touch screen monitor mounted in the co-pilot side of cockpit instrument panel with video inputs from ARS Moving Map and WESCAM MX-10
- Pedestal mounted dual channel HD Digital Video Recorder with one receiving input from ARS/MX-10 System and the other receiving input from the Hoist-Cam with output to co-pilot side monitor.

4. Performance Specifications:

A. Loading and Weight Balance:

- The Vendor shall provide loading information and instructions necessary to ensure that each flight is conducted within the approved gross weight and center of gravity limitations of the aircraft.
- The Vendor shall weigh the helicopter prior to and after completion and provide new weight and balance certificates.
- The Vendor shall ensure that the aircraft with avionics and specialized equipment herein specified installed is within center of gravity in the following conditions and useful fuel weights:
 - Design shall permit minimum to maximum indiscriminate cabin loading without having to move any aircraft components or using any movable ballast weights to keep within revised flight limits. The center of gravity limits, both longitudinally and laterally, shall be clearly stated in an approved rotorcraft flight manual reflecting variations, if any, due to the installation of special equipment required in this specification.
- Aircraft shall be equipped with an area capable of stowing rescue and tactical equipment without crowding the intended cabin use or allowing loose objects to be misplaced within the cabin area. If this compartment(s) is separate from the main cabin, it shall be provided with a key-operated lockable door. Storage space shall also be provided for miscellaneous operating items such as: turbine inlet covers, tailpipe covers, main rotor tie-downs and tail rotor tie-downs. Dedicated storage space compartments should be an integral part of the aircraft.
- Helicopter shall be equipped with sufficient exterior lighting to continuously illuminate the area from the "10 o'clock to 2 o'clock" area (as viewed from the flight crew positions) during landing and hovering operations.

5. Required Minimal Technical Specifications:

- All current Alert Service Bulletins (ASB's), Technical Bulletins (TB's) and Airworthiness Directives (AD's) shall be current and complied with as of the date of delivery. All FAA Supplemental Type Certificates (STC's), FAA Field Approvals forms, FAA Registration Certificates, FAA Airworthiness Certificates, flight manuals, maintenance manuals,

aircraft logbooks and other documentation as appropriate shall be current as of the date of delivery. (See also Sections 8. and 11.)

6. Maintenance Specifications:

A. Maintenance Specifications:

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

B. Emergency Maintenance and Repairs:

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

7. Warranties and Technical Support:

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

- All maintenance technician labor provided by the TDOSHS Aviation unit to resolve warranty issues shall be credited to the TDOSHS at the current contractual shop rate of that provider for the purposes of procuring airframe parts from the Vendor after warranty expiration.
- On those occasions during the warranty period when a helicopter is grounded AOG (Aircraft on Ground), the Vendor shall begin actions for resolution within twenty-four (24) hours of notification and shall work with TDOSHS to resolve the problem without delay including onsite technical support and overnight shipping or courier services for required parts at the Vendor's expense.
- The Vendor shall recognize the role of the aircraft in support of the mission of the TDOSHS. As such, should the TDOSHS request on-site support for any maintenance issue, component issue, or installed equipment issue, the Vendor shall make every effort to fulfill this request within seventy-two (72) hours in order to resolve the issue.
- All installed equipment and component warranty periods shall commence at the time of final helicopter delivery acceptance. Delivery acceptance is defined by the date when the helicopter has been completed, accepted, and signed for per the scope outlined within, and is ready for operational service.
- The Vendor shall confer with the TDOSHS in determining the best location for the aircraft's completion. The completion shall be conducted at a location that is mutually agreed upon between the parties.
- The aircraft shall come with all necessary manufacturer technical support for the aircraft, component parts, systems, subsystems, factory installed accessories and optional items. The support shall be provided within twenty-four (24) hours of demand.

8. Schematics:

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

9. Pilot and Mechanic Training:

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

- Vendor shall provide three (3) Bell 429 initial Pilot Qualification Training Courses from the Bell Training Academy in Fort Worth, Texas. Training to be made available upon award of contract and the scheduling of training dates shall be in conjunction with the needs of TDOSHS. All pilot training shall be conducted in a combination of classroom, simulator and

- aircraft owned and operated by the Vendor and following the standard syllabus offered to commercial operators to include inadvertent flight into Instrument Meteorologic Conditions and at least five (5) hours (initial training) of flight time. The initial pilot training shall be provided by the Vendor at the helicopter's manufacturer's flight training facility. This training facility shall be capable of providing initial, recurrent, and advanced training as required by the TDOSHS in these specifications.
- Vendor shall provide two (2) Bell 429 Initial Mechanic Field Maintenance Training Courses from the Bell Customer Training Center. Training to be made available upon award of contract and the scheduling of training dates shall be in conjunction with the needs of TDOSHS.
 - Vendor shall provide two (2) Bell 429 Integrated Avionics Systems Training Courses from the Bell Customer Training Center. Training to be made available upon award of contract and the scheduling of training dates shall be in conjunction with the needs of TDOSHS.

10. **Delivery and Acceptance:**

A. **Location and Contact:**

- Delivery of the completed aircraft shall be made at the TDOSHS Aviation Section Hangar located at 225 Ezell Pike, Nashville, Tennessee 37217 or at the awarded contract Vendor's location at the discretion of the TDOSHS.
- Lieutenant Brad Lund
Tennessee Highway Patrol, Aviation Section
225 Ezell Pike
Nashville, TN 37217
Telephone: (615) 202-3678
Email: Bradley.Lund@tn.gov

B. **Color Scheme and Paint:**

- Vendor must coordinate with designated TDOSHS staff concerning the "final paint design" scheme, as well as interior colors upon award of the bid.
- Painting of the helicopters must be considered by the Vendor in the bid submission and the color scheme shall be consistent with current TDOSHS Bell 429 design for planning purposes. Final exterior paint scheme, however, shall be determined at the time of design review.
- All exterior parts of the airframe shall be covered with high quality polyurethane paint of DuPont Imron quality or higher and a clear coat finish acceptable to the TDOSHS. All TDOSHS "State Trooper" customized stenciling shall be painted and not decaled.
- Interior colors, including carpet and upholstery shall be selected at the time that the final paint design scheme is selected.

C. **Operational Checks:**

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

D. Inspections:

- The Vendor shall accommodate visits and inspections by representatives of the TDOSHS at any point during aircraft production or customization.
- The TDOSHS reserves the right to modify or change the configurations during the production stage as necessary to aid maintenance function or crew operations. The type of equipment will not be modified or changed and will remain as specified in the Solicitation or as submitted by the TDOSHS.
- Final inspection and flight testing will be combined with the final inspection trip. Delivery will be made by a Vendor pilot accompanied by a TDOSHS pilot to further evaluate the aircraft. Acceptance of the helicopter shall be upon delivery at the TDOSHS Aviation Section, Nashville, Tennessee. Any discrepancies or non-conformity to contract specifications shall result in the Vendor taking the helicopter for repair and / or modification with all work accomplished and the helicopter returned within thirty (30) days of the notification by the TDOSHS of any such discrepancies or non-conformity.

E. Flight Testing and Acceptance:

- Acceptance of the helicopter shall be designated by the successful completion of the following process:
 - An inspection of all appropriate aircraft records and documentation by the Director of Maintenance for the TDOSHS Aviation Section and a designated technical representative of the Vendor;
 - A thorough ground inspection of the helicopter by the Director of Maintenance for the TDOSHS Aviation Section and a designated technical representative of the Vendor.
 - A thorough flight test by a designated pilot representing the Vendor, designated pilot and maintenance personnel representing the TDOSHS Aviation Section to ensure the proper operation of the aircraft, its component parts, systems, subsystems, accessories and optional items and any other devices furnished to satisfy the requirements of this document.
- A Flight test that shall consist of the following:
 - Verification that all inflight and ground vibrations are of an acceptable level;
 - Verification that all avionic systems, communication, navigational, radar altimeter, etc. are operational and accurate;

- Verification of all autopilot functions to include demonstration of various coupled instrument approaches are operational and accurate;
- Performance of engine power checks of both engines.

11. All Applicable FAA Supplemental Type Certificates, Publications, Manuals, and Diagrams:

- The helicopter shall be delivered with a full set of publications as commonly delivered with any new helicopter sold by the Vendor. FAA forms (Form 337), diagrams, drawings, airworthiness certificates, registration certificates, manuals, logbooks, and other documentation shall be presented with the helicopter at the time of delivery. All documentation shall include a minimum of two copies—an original paper and electronic copy. Documentation shall include, but not be limited to the following:
 - Rotorcraft flight Manual (RFM) including all appropriate supplements for factory installed optional kits and accessories
 - Aircraft Maintenance Manuals
 - Engine Maintenance Manuals
 - Illustrated Parts Manuals
 - Aircraft Logbook
 - Engine Logbook
 - Historical Service Records
 - Current Weight and Balance information
 - Aircraft Equipment List
 - Wiring diagrams
 - Any other documents required for certification and or continued airworthiness
- All manufacturers' service bulletins, letter, and modification notices, which are published prior to delivery, shall be complied with and versed by entries in the appropriate logbook.
- The Vendor shall ensure that all databases, firmware, and operating systems are the most current available at the time of aircraft delivery and acceptance.
- The Vendor shall provide certification engineering for each aircraft.