**ATTACHMENT A**

**SOLICITATION NO. 5850000496**

This Solicitation is a Contract Document and is a request for proposal in connection with the Contract awarded by the Office of Management and Enterprise Services as more particularly described below. Any defined term used herein but not defined herein shall have the meaning ascribed in the General Terms or other Contract Document.

**PURPOSE**

The Contract is awarded as an agency specific contract on behalf of the Oklahoma Department of Public Safety (DPS), for the purchase and installation of a Flight Control System/ Autopilot for DPS owned Airbus AS350B3e Helicopter (N370HP, S/N 7598).

**1.** **Contract Term and Renewal Options**

One-time purchase and installation, with no options to renew.

**2.** Mandatory Specifications and Requirements

2.1 Equipment Specifications:

a. Helicopter-tailored safety features such as overspeed and low speed protection, a dedicated return-to-level (LVL) mode, Helicopter Electronic Stability and Protection and hover assist.

b. Integration potential with Garmin flight displays and navigation sources as well as third-party equipment.

c. Attitude-based flight control system with advanced attitude and heading reference system (AHRS) technology and redundant, cross-checking sensors.

d. Yaw axis servo supplements tail rotor pedal input by the pilot to help maintain heading and keep the helicopter in smooth, coordinated flight.

e. Shall integrate with GTN 650 series of touchscreen avionics — to automatically fly the helicopter along a desired lateral and vertical flight path. Vertical modes include altitude hold, altitude select, vertical speed, indicated airspeed and glidepath/glideslope. Lateral modes include heading select, navigation and approach.

f. Shall include stability augmentation inputs, to help stabilize the helicopter and make corrections provided by control servo to improve the helicopter’s basic handling characteristics by maintaining a commanded attitude.

g. The hover assist feature shall automatically provide flight control inputs to help maintain that position over the ground. It shall also hold heading in hover.

h. The flight control system’s control capabilities shall also encompass overspeed and low speed protection to prevent the aircraft from exceeding airspeed limits low and high.

i. The flight control system shall include electronic stability and protection to allow the pilot to remain within a safe envelope when hand-flying the helicopter.

i. Should the pilot exceed pre-determined pitch, roll or airspeed limitations it shall provide a corrective force on the flight controls proportionate to the exceedance.

ii. The electronic stability and protection system must function independently of the system — although it uses the same control servos — to assist in maintaining a safe, stable flight condition whether the system is engaged or not.

iii. The electronic stability and protection shall be able to be manually disabled to allow for tactical maneuvers.

iv. To further enhance safety in potentially disorienting situations, a dedicated LVL mode shall be available to be engaged by the pilot to automatically initiate recovery from unusual attitudes and return the aircraft to straight-and-level flight.

v. Must be NVG compliant (displays).

2.2 Installation Specification

a. Installation to include

i. Labor;

ii. Parts;

iii. Required software updates;

iv. [Supplemental Type Certificate](https://www.faa.gov/aircraft/air_cert/design_approvals/stc/)(s), (STCs) and

v. Integration with existing avionics by a Federal Aviation Administration (FAA), approved [avionics repair station](https://www.faa.gov/aircraft/repair/)

b. Troop O Location

i. 2320 Newton Drive, Norman Ok. 73069

2.3 Supplier Requirements

a. Repair and installation facility shall be manufacturer approved.