SECTION I

TITLE PAGE

Part I – Technical Proposal	
RFP Title:	***Aerial Wildlife Capture and Transport Services***
RFP:	***3272***
Vendor Name:	***Sunset Helicopters NW, Inc. D/B/A Whisper Jet, Inc.***
Vendor Phone #:	***425-633-0899***
Proposal Opening Date:	***August 23, 2016***
Proposal Opening Time:	***11:00 AM PT***

SECTION II
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PART I – TECHNICAL PROPOSAL

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State Documents	*Section IV*	*4-43*
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Section 4 – Company Background and References	*Section VII*	*48-54*
Attachment G – Proposed Staff Resumes	*Section VIII*	*55-86*
Company Mission Statement & Plan	*Section IX*	*87*

PART II – COST PROPOSAL

Subject	Reference	Page No.
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Cost Proposal	*Section II*	*2*
Attachment H	*Section III*	*3*

SECTION III

VENDOR INFORMATION

V1	Company Name	***Sunset Helicopters NW, Inc. D/B/A Whisper Jet, Inc.***
V2	Street Address	***1880 Gentry Way, Hangar #2***
V3	City, State, ZIP	***Reno, Nevada 89502***

V4	Telephone Number		
	Area Code: ***775***	Number: ***453-9974***	Extension:

V5	Facsimile Number		
	Area Code: ***775***	Number: ***870-9325***	Extension:

V6	Toll Free Number		
	Area Code:	Number:	Extension:

V7	***Contact Person for Questions / Contract Negotiations, including address if different than above***
	Name: ***Geoffrey Hall***
	Title: ***CEO***
	Address: ***1880 Gentry Way, Hangar #2, Reno, Nevada 89502***
	Email Address: ***geoffhall@whisperjethelicopters.com***

V8	Telephone Number for Contact Person		
	Area Code: ***425***	Number: ***633-0899***	Extension:

V9	Facsimile Number for Contact Person		
	Area Code: ***775***	Number: ***870-9325***	Extension:

V10	***Name of Individual Authorized to Bind the Organization***	
	Name: ***Geoffrey Hall***	Title: ***CEO***

V11	Signature ***(Individual must be legally authorized to bind the vendor per NRS 333.337)***	
	Signature:	Date: 082216

SECTION IV

STATE DOCUMENTS

No amendments issued

ATTACHMENT A – CONFIDENTIALITY AND CERTIFICATION OF INDEMNIFICATION

Submitted proposals, which are marked "confidential" in their entirety, or those in which a significant portion of the submitted proposal is marked "confidential" **will not** be accepted by the State of Nevada. Pursuant to NRS 333.333, only specific parts of the proposal may be labeled a "trade secret" as defined in NRS 600A.030(5). All proposals are confidential until the contract is awarded; at which time, both successful and unsuccessful vendors' technical and cost proposals become public information.

The State will not be responsible for any information contained within the proposal. Should vendors not comply with the labeling and packing requirements, proposals will be released as submitted. In the event a governing board acts as the final authority, there may be public discussion regarding the submitted proposals that will be in an open meeting format, the proposals will remain confidential.

By signing below, I understand it is my responsibility as the vendor to act in protection of the labeled information and agree to defend and indemnify the State of Nevada for honoring such designation. I duly realize failure to so act will constitute a complete waiver and all submitted information will become public information; additionally, failure to label any information that is released by the State shall constitute a complete waiver of any and all claims for damages caused by the release of the information.

This proposal contains Confidential Information, Trade Secrets and/or Proprietary information as defined in ***Section 2 "ACRONYMS/DEFINITIONS."***

Please initial the appropriate response in the box below and provide the justification for confidential status.

Confidential Information			
YES		*NO*	***X***
Justification for Confidential Status			

Sunset Helicopters NW, Inc. D/B/A Whisper Jet, Inc.
Company Name

Signature

Geoffrey Hall
Print Name

082216
Date

ATTACHMENT C – VENDOR CERTIFICATIONS

Vendor agrees and will comply with the following:

(1) Any and all prices that may be charged under the terms of the contract do not and will not violate any existing federal, State or municipal laws or regulations concerning discrimination and/or price fixing. The vendor agrees to indemnify, exonerate and hold the State harmless from liability for any such violation now and throughout the term of the contract.

(2) All proposed capabilities can be demonstrated by the vendor.

(3) The price(s) and amount of this proposal have been arrived at independently and without consultation, communication, agreement or disclosure with or to any other contractor, vendor or potential vendor.

(4) All proposal terms, including prices, will remain in effect for a minimum of 180 days after the proposal due date. In the case of the awarded vendor, all proposal terms, including prices, will remain in effect throughout the contract negotiation process.

(5) No attempt has been made at any time to induce any firm or person to refrain from proposing or to submit a proposal higher than this proposal, or to submit any intentionally high or noncompetitive proposal. All proposals must be made in good faith and without collusion.

(6) All conditions and provisions of this RFP are deemed to be accepted by the vendor and incorporated by reference in the proposal, except such conditions and provisions that the vendor expressly excludes in the proposal. Any exclusion must be in writing and included in the proposal at the time of submission.

(7) Each vendor must disclose any existing or potential conflict of interest relative to the performance of the contractual services resulting from this RFP. Any such relationship that might be perceived or represented as a conflict should be disclosed. By submitting a proposal in response to this RFP, vendors affirm that they have not given, nor intend to give at any time hereafter, any economic opportunity, future employment, gift, loan, gratuity, special discount, trip, favor, or service to a public servant or any employee or representative of same, in connection with this procurement. Any attempt to intentionally or unintentionally conceal or obfuscate a conflict of interest will automatically result in the disqualification of a vendor's proposal. An award will not be made where a conflict of interest exists. The State will determine whether a conflict of interest exists and whether it may reflect negatively on the State's selection of a vendor. The State reserves the right to disqualify any vendor on the grounds of actual or apparent conflict of interest.

(8) All employees assigned to the project are authorized to work in this country.

(9) The company has a written equal opportunity policy that does not discriminate in employment practices with regard to race, color, national origin, physical condition, creed, religion, age, sex, marital status, sexual orientation, developmental disability or handicap.

(10) The company has a written policy regarding compliance for maintaining a drug-free workplace.

(11) Vendor understands and acknowledges that the representations within their proposal are material and important, and will be relied on by the State in evaluation of the proposal. Any vendor misrepresentations shall be treated as fraudulent concealment from the State of the true facts relating to the proposal.

(12) Vendor must certify that any and all subcontractors comply with Sections 7, 8, 9, and 10, above.

(13) The proposal must be signed by the individual(s) legally authorized to bind the vendor per NRS 333.337.

Sunset Helicopters NW, Inc. D/B/A Whisper Jet, Inc.

Vendor Company Name

Vendor Signature

Geoffrey Hall, CEO

Print Name

08 22 16

Date

SECRETARY OF STATE

STATE OF NEVADA

NEVADA STATE BUSINESS LICENSE

WHISPER JET, INC

Nevada Business Identification # NV20141494234

Expiration Date: July 31, 2017

SECRETARY OF STATE

CERTIFICATE OF EXISTENCE WITH STATUS IN GOOD STANDING

I, ROSS MILLER, the duly elected and qualified Nevada Secretary of State, do hereby certify that I am, by the laws of said State, the custodian of the records relating to filings by corporations, non-profit corporations, corporation soles, limited-liability companies, limited partnerships, limited-liability partnerships and business trusts pursuant to Title 7 of the Nevada Revised Statutes which are either presently in a status of good standing or were in good standing for a time period subsequent of 1976 and am the proper officer to execute this certificate.

I further certify that the records of the Nevada Secretary of State, at the date of this certificate, evidence, **WHISPER JET, INC**, as a corporation duly organized under the laws of Washington and existing under and by virtue of the laws of the State of Nevada since July 31, 2014, and is in good standing in this state.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Great Seal of State, at my office on August 14, 2014.

ROSS MILLER
Secretary of State

Electronic Certificate
Certificate Number: C20140814-0872
You may verify this electronic certificate online at **http://www.nvsos.gov/**

SECRETARY OF STATE

STATE OF NEVADA

FOREIGN CORPORATE QUALIFICATION

I, ROSS MILLER, the duly elected and qualified Nevada Secretary of State, do hereby certify that **WHISPER JET, INC** did on July 31, 2014 file in this office a Foreign Qualification in this State and is now on file and of record in the office of the Nevada Secretary of State, and that further, that said Corporation is at the date of this Certificate duly qualified to exercise therein all the powers recited in its Foreign Qualification and to transact business in the State of Nevada in accordance with the laws governing Corporations in said State.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Great Seal of State, at my office on August 1, 2014.

ROSS MILLER
Secretary of State

Certified By: Clair Fry
Certificate Number: C20140731-3057
You may verify this certificate online at **http://www.nvsos.gov/**

Wolfgang Associates

Hereby certifies that

Sunset Helicopters, Inc.

HAS IMPLEMENTED A COMPREHENSIVE

ANTI-DRUG & ALCOHOL MISUSE PREVENTION PROGRAM

UNDER THE

US DEPARTMENT OF TRANSPORTATION,

FEDERAL AVIATION ADMINISTRATION

REGULATIONS

49 CFR Part 40 AND 14; CFR Part 121, Appendices I & J

AURORA, OREGON

Effective 12/5/2006; updated 4/24/2009

Questions regarding the program may be addressed to:

Jana Wolfgang, MS, C-SAPA

Wolfgang Associates, Inc.

7220 SW SYLVAN CT

PORTLAND OR 97225-3742 PH:503-297-4113

US Department
of Transportation
Federal Aviation Administration

Operating Certificate

This certifies that

SUNSET HELICOPTERS, INC.
d/b/a
Sunset Helicopters NW
Whisper Jet, Inc.
1880 Gentry Way H2
Reno, NV. 89502

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;
Dispensing of Economic Poisons is Prohibited

This certificate is not transferable and, unless canceled, suspended, superseded, surrendered or revoked, shall continue in effect **DECEMBER 31, 2017**

By Direction of the Administrator

For Richard A. Falcon
(Signature)

Manager, AWP-FSDO-19
(Title)

Certificate number: 9SHG799L

Effective Date: February 18, 2008
Reissued 02/23/2016

Issued at: WP-19 RENO, NEVADA

US Department
of Transportation
Federal Aviation Administration

Operating Certificate

This certifies that
SUNSET HELICOPTERS, INC.
d/b/a
Sunset Helicopters NW
Whisper Jet, Inc.
1880 Gentry Way H2
Reno, NV. 89502

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

ROTORCRAFT - EXTERNAL LOAD OPERATIONS

in accordance with said Act and its rules, regulations, and standards; **CLASSES A, B, AND C LOADS ARE AUTHORIZED**

This certificate is not transferable and, unless canceled, suspended, superseded, surrendered or revoked, shall continue in effect **UNTIL DECEMBER 31, 2017**

By Direction of the Administrator

For Richard A. falcon
(Signature)
Manager, AWP-FSDO-19
(Title)

Certificate number: 9SHL799L

Effective Date: February 23, 2016

Issued at: WP-19 RENO, NEVADA

US Department
of Transportation
Federal Aviation
Administration

Air Carrier Certificate

This certifies that

SUNSET HELICOPTERS, INC.
1880 GENTRY WAY H2
RENO, NV. 89502

has met the requirements of the Federal Aviation Act of 1958, as amended, and the rules, regulations, and standards prescribed thereunder for the issuance of this certificate and is hereby authorized to operate as an air carrier and conduct common carriage operations in accordance with said Act and the rules, regulations, and standards prescribed thereunder and the terms, conditions, and limitations contained in the approved operations specifications.

This certificate is not transferable and, unless sooner surrendered, suspended, or revoked, shall continue in effect indefinitely.

By Direction of the Administrator

For Richard A. Falcon
(Signature)

Manager
(Title)

WP-FSDO-19
(Region/Office)

Certificate number: 9SHA799L

Effective Date: February 27, 2008
Reissued February 23, 2016

Issued at: WP-19 Reno, Nevada

Appendix A

Operations Specifications

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

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Part A

	HQ CONTROL DATE	EFFECTIVE DATE	AMENDMENT NUMBER
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002 Definitions and Abbreviations	05/22/2013	02/26/2016	2
003 Aircraft Authorization	03/10/2011	02/25/2016	4
004 Summary of Special Authorizations and Limitations	08/03/2001	02/25/2016	1
006 Management Personnel	10/19/2009	02/25/2016	2
007 Other Designated Persons	12/19/2006	03/15/2014	1
008 Operational Control	10/19/2009	01/22/2010	1
009 Airport Aeronautical Data	12/05/1997	02/11/2008	0
010 Aviation Weather Information	03/12/2013	02/28/2014	1
040 Single Pilot Operator	03/02/2005	02/25/2016	3
096 Actual Weight Program For All Aircraft	05/27/2005	02/25/2016	3
447 Emergency Airworthiness Directives (EAD) Notification Requirements	07/30/2003	02/11/2008	0
449 Antidrug and Alcohol Misuse Prevention Program	07/17/2009	01/22/2010	1

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

A001 . Issuance and Applicability

HQ Control: 05/09/2003
HQ Revision: 02e

a. These operations specifications are issued to Sunset Helicopters, Inc, whose principal base of operation is located at:

Primary Business Address:
1880 GENTRY LANE H2
RENO, Nevada 89502

The holder of these operations specifications is the holder of Certificate Number 9SHA799L and shall hereafter be referred to as the certificate holder. The certificate holder is authorized to conduct:

On Demand operations in	Common carriage pursuant to Title 14 Code of Federal Regulations (CFR) Section	119.25(b) - Rotorcraft On-Demand	and provided, at all times, the certificate holder has appropriate written economic authority issued by the Department of Transportation.

The certificate holder shall conduct these kinds of operations in accordance with the specific authorizations, limitations, and procedures in these operations specifications and all appropriate Parts of the CFR.

b. These operations specifications are effective as of the "Date Approval is effective" listed in each paragraph and shall remain in effect as long as the certificate holder continues to meet the requirements of Part 119 as specified for certification.

c. The certificate holder is authorized to conduct the operations described in subparagraph a under the following other business names:

SUNSET HELICOPTERS NW
WHISPER JET, INC

d. The certificate holder is authorized to conduct flights under 14 CFR Part 91 for crewmember training, maintenance tests, ferrying, re-positioning, and the carriage of company officials using the applicable authorizations in these operations specifications, without obtaining a Letter of Authorization, provided the flights are not conducted for compensation or hire and no charge of any kind is made for the conduct of the flights.

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Frank J Vavra, Principal Avionics Inspector (WP19)
[1] EFFECTIVE DATE: 2/25/2016, [2] AMENDMENT #: 2
DATE: 2016.02.25 15:05:05 -06:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

GH 022616

Hall, Geoffrey, Dir. of Operations, Part 135 Date

A002 . Definitions and Abbreviations

HQ Control: 05/22/2013
HQ Revision: 11b

Unless otherwise defined in these operations specifications, all words, phrases, definitions, and abbreviations have identical meanings to those used in Title 14 Code of Federal Regulations (CFR) and Title 49 United States Code as cited in Public Law 103-272, as amended. Additionally, the definitions listed below are applicable to operations conducted in accordance with these operations specifications.

Term or Terms	Definition
Agent(s)	The significance of the words "agent" and "agents" as used in these operations specifications is that the certificate holder is the principal and that the certificate holder is accountable and liable for the acts or omissions of each of its agent or agents.
Air Ambulance Aircraft	An aircraft used in air ambulance operations. The aircraft must be equipped with at least medical oxygen, suction, and a stretcher, isolette, or other approved patient restraint/containment device. The aircraft need not be used exclusively as an air ambulance aircraft and the equipment need not be permanently installed.
Air Ambulance Operations	(a) Air transportation of a person with a health condition that requires medical personnel as determined by a health care provider; or (b) Holding out to the public as willing to provide air transportation to a person with a health condition that requires medical personnel as determined by a health care provider including, but not limited to, advertisement, solicitation, association with a hospital or medical care provider and (c) Uses an air ambulance aircraft, either fixed wing or helicopter.
Airways Navigation Facilities	Airways navigation facilities are those ICAO Standard Navigation Aids (VOR, VOR/DME, and/or NDB) which are used to establish the en route airway structure within the sovereign airspace of ICAO member states. These facilities are also used to establish the degree of navigation accuracy required for air traffic control and Class I navigation within that airspace.
Authority	A power that a person is vested with.
Auto Flight Guidance System (AFGS)	Aircraft systems, such as an autopilot, auto throttles, displays, and controls, that are interconnected in such a manner so as to allow the crew to automatically control the aircraft's lateral and vertical flightpath and speed. A flight management system is sometimes associated with an AFGS.

Automatic Dependent Surveillance (ADS)	A function for use by air traffic services in which the ADS equipment in the aircraft automatically transmits data derived from on-board navigation systems via a datalink. As a minimum, the data include aircraft identification and three-dimensional position. ADS is sometimes referred to as ADS-A or ADS-Contract (e.g., a communications contract between the aircraft communications/surveillance system and an air traffic facility or service provider only).
Automatic Dependent Surveillance-Broadcast (ADS-B)	ADS-B is a function on an aircraft or surface vehicle operating within the surface movement area that periodically broadcasts via datalink its state vector (horizontal and vertical position, horizontal and vertical velocity) and other information. ADS-B is Automatic in that it requires no external stimulus to elicit a transmission. ADS-B is Dependent because it relies on on-board navigation sources. ADS-B Surveillance information is provided, via data link, to any users (either aircraft or ground-based) within range of the Broadcast signal.
Available Landing Distance (ALD)	ALD is that portion of a runway available for landing and roll-out for aircraft cleared for land and hold short operations (LAHSO). This distance is measured from the landing threshold to the hold-short point.
Category I Instrument Approach	A Category I instrument approach is any authorized precision or nonprecision instrument approach which is conducted with a minimum height for IFR flight not less than 200 feet (60 meters) above the touchdown zone and a minimum visibility/RVV not less than 1/2 statute mile or RVR 1800 (for helicopters, 1/4 statute mile or RVR 1600).
Certificate Holder	In these operations specifications the term "certificate holder" shall mean the holder of the certificate described in Part A paragraph A001 and any of its officers, employees, or agents used in the conduct of operations under these operations specifications.
Class I Navigation	Class I navigation is any en route flight operation or portion of an operation that is conducted entirely within the designated Operational Service Volumes (or ICAO equivalents) of ICAO standard airway navigation facilities (VOR, VOR/DME, NDB). Class I navigation also includes en route flight operations over routes designated with an "MEA GAP" (or ICAO equivalent). En route flight operations conducted within these areas are defined as "Class I navigation" operations irrespective of the navigation means used. Class I navigation includes operations within these areas using pilotage or any other means of navigation which does not rely on the use of VOR, VOR/DME, or NDB.
Class II Navigation	Class II navigation is any en route flight operation which is not defined as Class I navigation. Class II navigation is any en route flight operation or portion of an en route operation (irrespective of the means of navigation) which takes place outside (beyond) the designated Operational Service Volume (or ICAO equivalents) of ICAO standard airway navigation facilities (VOR, VOR/DME, NDB). However, Class II navigation does not include en route flight operations over routes designated with an

	"MEA GAP" (or ICAO equivalent).
Cockpit Display of Traffic Information (CDTI)	A CDTI is a generic display that provides a flightcrew with surveillance information about other aircraft including their position. Traffic information for a CDTI may be obtained from one or multiple sources (including ADS-B, TCAS, and traffic information services) to provide improved awareness of proximate aircraft and as an aid to visual acquisition as part of the normal see and avoid operations both in the air and on the ground.
Decision Altitude (Height)	DA(H) is a specified minimum altitude in an instrument approach procedure by which a missed approach must be initiated if the required visual reference to continue the approach has not been established. The 'altitude' value is typically measured by a barometric altimeter; the 'height' value (H) is typically a radio altitude equivalent height above the touchdown zone (HAT) used only for advisory reference and does not necessarily reflect actual height above underlying terrain. [This definition is consistent with both current U.S. operator usage and ICAO international agreements.]
Dual-Certificated-Noise Compliance	For purposes of noise compliance rules, dual-certificated airplanes are those that are certificated to operate in either a Stage 2 or Stage 3 configuration. The only airplanes dual certificated by the FAA were certain Boeing 747's, -300 series or earlier. For noise compliance purposes, these airplanes are considered Stage 2 unless the operator gets a supplemental type certificate to make the airplane Stage 3 only, or unless the operator voluntarily limits the operation to Stage 3 only.
Duty	A task or function a person must do.
Fault Detection and Exclusion (FDE)	FDE technology allows onboard GPS equipment to automatically detect a satellite failure that effects navigation and to exclude that satellite from the navigation solution.
Flight Management Systems (FMS)	An integrated system used by flightcrews for flight planning, navigation, performance management, aircraft guidance, and flight progress monitoring.
Free Flight	A safe and efficient flight operating capability under instrument flight rules in which the operators have the freedom to select a path and speed in real time. Air traffic restrictions are imposed only to ensure separation, to preclude exceeding airport capacity, to prevent unauthorized flight through special use airspace, and to ensure safety of flight. Restrictions are limited in extent and duration to correct the identified problem. Any activity that removes restrictions represents a move toward Free Flight.
Global Position System (GPS) Landing System (GLS)	GLS is a differential GPS-based landing system providing both vertical and lateral position fixing capability. The term GLS may also be applied to any GNSS-based differentially corrected landing system.

Helicopter Emergency Medical Service	Helicopter emergency medical service (HEMS) is (a) Air transportation by helicopter of a person with a health condition that requires medical personnel as determined by a health care provider; or (b) Holding out to the public as willing to provide air transportation by helicopter to a person with a health condition that requires medical personnel as determined by a health care provider including, but not limited to, advertisement, solicitation, association with a hospital or medical care provider. (c) Helicopter emergency medical evacuation service (HEMES)
ILS-PRM	Simultaneous close parallel ILS approaches are enabled through the implementation of special precision runway monitoring (PRM) equipment operated by ATC at certain airfields for specific runways, titled in 14 CFR part 97 as "ILS PRM." ILS PRM approaches are conducted between 4,299 and 3,000 feet parallel runway spacing. Runways 3,400 feet or greater apart utilize two parallel ILS courses, aligned with the runway centerlines (RCLs). For runways spaced less than 3,400 feet, one ILS is offset 2.5° to 3.0°.
Imported Airplane-Noise Compliance	For purposes of the noise compliance rules, an imported airplane is a Stage 2 airplane of 75,000 pounds or more that was purchased by a U.S. person from a non-U.S. owner on or after November 5, 1990. [Under the non addition rule (see 14 CFR § 91.855), an imported airplane may not be operated to or from any airport in the contiguous United States. Such airplanes may be owned and registered by U.S. persons but are limited to operation outside the contiguous United States.]
JAA JAR-OPS-1	Joint Aviation Authorities (JAA) Joint Aviation Requirements (JAR) operational agreements (OPS). The European JAA adopted common operational guidance for all Member States in order to harmonize the rules within those States. The JAR-OPS-1, is part 1 of the operational agreement and comprises the operational requirements applicable to commercial air transportation fixed wing aircraft.
Localizer-Type Directional Aid (LDA) PRM	See definition of SOIA.
Lease	A lease is where an aircraft owner transfers possession and use of a specific aircraft to a lessee for a fixed period. In a lease, as opposed to other types of custody/use agreements, the lessee has the right to possess and use the aircraft even if the aircraft owner needs the aircraft returned, assuming the lessee has made timely payments and is properly maintaining the aircraft. In accordance with Section 119.53(b), the certificate holder may not wet lease from or enter into any wet leasing arrangement with any person not authorized by the FAA to engage in common carriage operations under 14 CFR Parts 121 or 135 (as appropriate), whereby that other person provides an aircraft and at least one crewmember to the

	certificate holder.
Life Vest, Non-Quick-Donning	A non-quick-donning life vest is one which must be removed from its container, placed over the wearer's head, and/or requires additional steps beyond inflation to make it ready to use for its intended purpose.
Life Vest, Quick-Donning	A quick-donning life vest is fastened around a person in a manner which requires the wearer only to pull on a single tab and lift the life vest over his/her head. At this point the life vest needs only to be inflated to be ready to use for its intended purpose.
Local Flying Area	An area designated by the operator in which air ambulance services will be conducted. Each local flying area should be defined in a manner acceptable to the operator, the local Flight Standards District Office, and the Principal Operations Inspector, taking into account the operating environment, the geographic terrain features, and the capabilities of the aircraft.
Major Contract Training	Any flight training, flight testing, or flight checking leading to and maintaining certification and qualification of air carrier flightcrew members in accordance with the requirements (maneuvers and procedures) explicitly stated in 14 CFR Parts 61, 121, or 135; or in SFAR 58 Advanced Qualification Program (AQP), as applicable.
Medical Crewmember	A person with medical training who is assigned to provide medical care and other crewmember duties related to the aviation operation during flight.
Minimum Descent Altitude (Height)	MDA(H) is the lowest altitude in an instrument approach procedure to which a descent is authorized on final approach or during circle-to-land maneuvering. The 'altitude' value is typically measured by a barometric altimeter; the 'height' value (H) is typically a radio altitude equivalent height above the touchdown zone (HAT) or height above airport (HAA) published elevation. The (H) is used only for advisory reference and does not necessarily reflect actual height above underlying terrain. [This definition is consistent with both current U.S. operator usage and ICAO international agreements.]
Operational Service Volume	The Operational Service Volume is that volume of airspace surrounding a NAVAID which is available for operational use and within which a signal of usable strength exists and where that signal is not operationally limited by co-channel interference. Operational Service Volume includes all of the following: (1) The officially designated Standard Service Volume excluding any portion of the Standard Service Volume which has been restricted. (2) The Expanded Service Volume. (3) Within the United States, any published instrument flight procedure (victor or jet airway, SID, STAR, SIAP, or instrument departure). (4) Outside the United States, any designated signal coverage or published instrument flight procedure equivalent to U.S. standards.

Outsourced Training	Any training, testing, or checking activity which an air carrier certificate holder provides by way of a contract arrangement with another party.
Parabolic Flight Operations	Parabolic flight operations are aerobatic maneuvers in which the aircraft is intentionally pitched in excess of 30 degrees above and 30 degrees below the horizon in a repeated fashion for the specific purpose of exposing the participants to reduced or zero gravity conditions.
Planned Redispatch or ReRelease EnRoute	The term "planned redispatch or rerelease en route" means any flag operation (or any supplemental operation that includes a departure or arrival point outside the 48 contiguous United States and the District of Columbia) that is planned before takeoff to be redispatched or rereleased, in accordance with 14 CFR 121.631(f), at a predetermined point along the route of flight to an airport other than that specified in the original dispatch or flight release.
Polar Area (North)	The north polar area of operations is that area that lies north of latitude N 78° 00'.
Qualified Local Observer	A person who provides weather, landing area, and other information as required by the operator, and has been trained by the operator under a training program approved by the Principal Operations Inspector.
Raw Terrain	Raw terrain is devoid of any person, structure, vehicle or vessel.
Receiver Autonomous Integrity Monitoring (RAIM)	RAIM is a function that considers the availability of satisfactory signal integrity broadcasted from the particular GPS satellites used during a given flight. Onboard GPS navigators accomplish this automatically as the aircraft proceeds along its route. When insufficient signal integrity is detected an alarm is provided to the flightcrew. Using the predictive RAIM software flightcrews and dispatchers know in advance whether or not suitable GPS navigation will be available throughout the flight. This predictive information may also be determined during flight planning by contacting an FAA Flight Service Station.
Reliable Fix	A "reliable fix" means station passage of a VOR, VORTAC, or NDB. A reliable fix also includes a VOR/DME fix, an NDB/DME fix, a VOR intersection, an NDB intersection, and a VOR/NDB intersection provided course guidance is available from one of the facilities and the fix lies within the designated operational service volumes of both facilities which define the fix.
Required Navigation Performance (RNP)	A statement of navigation performance necessary for operations within a defined airspace.
Required Navigation Performance (RNP) Time Limit	Applies to aircraft equipped with INS or IRU systems where those systems provide the means of navigation to navigate to the degree of accuracy required by ATC. The FAA-approved time in hours--after the system is placed in navigation mode or is updated en route--that the

	specific INS or IRU make/model can meet a specific RNP type on a 95% probability basis. It is used to establish the area of operations or routes on which the aircraft/navigation system is qualified to operate.
Required Navigation Performance (RNP) Type	A value typically expressed as a distance in nautical miles from the intended position within which an aircraft would be for at least 95 percent of the total flying time. For example, RNP-4 represents a lateral and longitudinal navigation accuracy of 4 nm on a 95 percent basis. Note: Applications of RNP to terminal area and other operations may also include a vertical component.
Responsibility	Something a person is accountable for.
RNAV (GPS) PRM	Area navigation (RNAV) (GPS) PRM approach that may be substituted for an ILS PRM or LDA PRM approach and is procedurally equivalent.
Runway	In these operations specifications the term "runway" in the case of land airports, water airports and heliports, and helipads shall mean that portion of the surface intended for the takeoff and landing of land airplanes, seaplanes, or rotorcraft, as appropriate.
Simultaneous Offset Instrument Approach (SOIA)	This operation comprises one ILS and one LDA with glide slope. The ILS is aligned with its runway, but the LDA serving the second runway is offset (between 2.5° and 3°) from a parallel track. This offset permits simultaneous instrument approach operations to parallel runways spaced less than 3,000 feet apart, but no less than 750 feet. Because of the offset, this operation is also known as an SOIA.
Sustainable Transfer	A sustainable transfer is a transfer of operational control, without any impediment, by a contract, agreement, lease, or other written or verbal arrangement between the owner, lessor, or other entity, and any other entity, that restricts any person or entity from transferring operational control to the certificate holder. Examples of such impediments are lease, mortgage, insurance, management agreements, and other agreements which limit the use of the aircraft to a particular party or purpose other than the certificate holder and its authorized kinds of operation.
VFR Station-Referenced Class I Navigation	VFR station-referenced Class I navigation is any operation conducted within the operational service volumes of ICAO standard navigation aids under visual flight rules (VFR) which uses nonvisual navigation aids (stations), such as VOR, VOR/DME, or NDB as the primary navigation reference. VFR station-referenced Class I navigation includes Class I navigation conducted on-airways and off-airway routings predicated on airways navigation facilities. These operations also include Class I navigation using an area navigation system which is certificated for IFR flights over the routes being flown.

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Wide Area Augmentation System (WAAS)	WAAS has been developed to improve the accuracy, integrity, availability, and reliability of GPS signals. WAAS utilizes a fixed localized ground station to calculate GPS integrity and correction data, then broadcasts this information through the GPS satellites to GPS/WAAS users along with ranging signals. It is a safety critical system consisting of a ground network of reference and integrity monitor data processing sites which assess current GPS performance, as well as a space segment that broadcasts that assessment to GNSS users to support IFR navigation.

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Harry R Smith, Principal Maintenance Inspector (WP19)
[1] EFFECTIVE DATE: 2/26/2016, [2] AMENDMENT #: 2
DATE: 2016.02.26 14:42:36 -06:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Hall, Geoffrey, Chief Pilot — Date 2602/16

A003 . Aircraft Authorization

HQ Control: 03/10/2011
HQ Revision: 02h

The certificate holder is authorized to conduct operations under the provisions of Title 14 CFR Part 135 using aircraft with the approved configuration and operations described in the following table:

M/M/S	Type Section 119	Operation Configuration	Class/Category Operation	En Route	Condition of Flight
SK-55-55	119.25(b) - Rotorcraft On-Demand	PAX and Cargo	HEL	VFR	Day/Night

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Operations Specifications

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Frank J Vavra, Principal Avionics Inspector (WP19)
[1] EFFECTIVE DATE: 2/25/2016, [2] AMENDMENT #: 4
DATE: 2016.02.25 15:06:04 -06:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Hall, Geoffrey, Dir. of Operations, Part 135 — Date 022616

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

A004 . Summary of Special Authorizations and Limitations **HQ Control: 08/03/2001**
HQ Revision: 000

a. The certificate holder, in accordance with the reference paragraphs, is authorized to:

	Reference Paragraphs
Conduct operations as a single pilot operator.	A040
Use only actual passenger and baggage weights (no combinations of average and actual weights) for all its aircraft	A096
Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for rotorcraft operations.	D102
Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for emergency equipment.	D104

b. The certificate holder is *not authorized* and *shall not*:

	Reference Paragraphs
Conduct operations under certain exemptions and/or deviations.	A005
Use an approved carry-on baggage program.	A011
Conduct extended overwater turbojet operations without required emergency equipment.	A013
Conduct special en route IFR operations in Class G airspace.	A014
Use an autopilot in lieu of a second-in-command.	A015
Use an approved security program in helicopter operations.	A017
Conduct scheduled passenger helicopter operations.	A018
Use automotive gasoline as aircraft fuel.	A019
Conduct Part 135 airplane operations without instrument-rated pilots.	A020
Conduct helicopter air ambulance operations in accordance with 14 CFR Part 135.	A021
Use an approved exit row seat program.	A022
Determine ground icing conditions for the purpose of flight [using an approved deicing/anti-icing procedure IAW CFR Section 135.227(b)(3)].	A023
Conduct airplane air ambulance operations under 14 CFR Part 135.	A024
Use an approved electronic recordkeeping system.	A025
Conduct Land and Hold Short Operations (LAHSO) at designated airports and specified runway configurations as identified by Air Traffic Services in Notice 7110.118, Appendix 1.	A027
Conduct aircraft wet lease arrangements.	A028
Use an aircraft interchange agreement under 14 CFR Section 119.49.	A029
Make arrangements with training centers and other organizations for certificate holder training in accordance with 14 CFR Section 135.324.	A031

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Adopt flight crewmember flight time limitations rules to establish flight attendant duty & flight time limitations & rest restrictions.	A032
Conduct certain CFR Part 135 operations in accordance with flight and rest time limitations under 14 CFR Sections 135.261 through 135.273.	A033
Conduct operations using an approved Advanced Qualification Program in accordance with 14 CFR Part 121, Subpart Y, subsection 121.901 - 121.925.	A034
Conduct commuter and on-demand operations as a basic Part 135 operator IAW the deviation provisions of Section 135.21(a), and 135.341(a).	A037
Conduct on-demand operations as a basic 14 CFR Part 135 operator IAW the deviation provisions of Sections 135.21(a), 119.69(b), and 135.341(a)	A038
Conduct single pilot-in-command operations as a Part 135 operator IAW the deviation provisions of Section 135.21(a), 119.69(b), and 135.341(a).	A039
Conduct a pretakeoff contamination check during ground icing conditions for Part 135 operators.	A041
Conduct Part 135 aircraft operations without a deicing/anti-icing procedure.	A042
Conduct Single Engine IFR (SEIFR) Passenger-Carrying Operations Under CFR Part 135.	A046
Conduct helicopter night vision goggle operations.	A050
Accept, handle, and carry materials regulated as Hazardous Materials (HazMat).	A055
Conduct data link communications.	A056
Conduct "eligible on-demand operations" as defined in and in accordance with 14 CFR Section 135.4.	A057
Use an electronic flight bag.	A061
Use any combination of actual, standard average (or segmented), or survey-derived average weights in its small cabin aircraft passenger and baggage weight program.	A097
Use any combination of actual, standard average (or segmented), or survey-derived average weights for its medium cabin aircraft.	A098
Use any combination of actual, standard average (or segmented), or survey-derived average weights for its large cabin aircraft.	A099
Conduct ADS-B OUT Operations outside of U.S.-Designated Airspace	A153
Conduct low altitude aerial delivery of cargo in support of special military operations in Afghanistan.	A303
Conduct the Airline Transport Pilot (ATP) Certification Training Program (CTP), required by 14 CFR Part 61, §61.156 for all ATP applicants, subject to the conditions and limitations in OpSpec A304.	A304
Conduct flight operations within the territory and airspace of Iraq in accordance with a grant of exemption from SFAR 77.	A320
Conduct flight operations to or from Erbil International Airport and Sulaymaniyah International Airport within the territory and airspace of Iraq in accordance with SFAR 77, paragraphs (b) and (d).	A321
Conduct airplane operations using a Liquid Water Equivalent System (LWES).	A323
Allow persons eligible under 14 CFR Section 121.547(a)(3) access to the flightdeck using the CASS program and/or the FDAR program IAW the	A348

limitations and provisions of A348.	
Conduct Automatic Dependent Surveillance-Broadcast Out (ADS-B Out) operations outside of U.S.-designated Airspace.	A353
Conduct In-Trail Procedures (ITP) using Automatic Dependent Surveillance-Broadcast IN (ADS-B IN).	A354
Use ADS-B IN equipment and procedure(s) as specified in paragraph A355.	A355
Suspend its liability insurance due to seasonal operations.	A501
Use the air carrier merger and/or acquisition plan.	A502
Conduct the Airline Transport Pilot (ATP) Certification Training Program (CTP), required by 14 CFR Part 61, §61.156 for all ATP applicants, subject to the conditions and limitations in OpSpec A504.	A504
Conduct operations into the Democratic Peoples Republic of Korea (DPRK).	A519
Conduct flight operations within the territory of Iraq in accordance with the permitted operations requirements of SFAR-77.	A520
Conduct emergency operations to support a temporary regional disaster recovery.	A529
Conduct flight operations under contract to U.S. Transportation Command or Air Mobility Command within the territory of Iraq in accordance with the permitted operations requirements of SFAR-77.	A530
Conduct flight operations under contract to the sponsoring U.S. Government Agency(s) within the Tripoli (HLLL) FIR in accordance with the permitted operations requirements of SFAR-112.	A532
Issue an International Civil Aviation Organization (ICAO) air operator certificate (AOC) through the Operations Safety System (OPSS).	A999
Conduct operations using approved driftdown or fuel dumping procedures.	B029
Conduct IFR en route RNAV operations in the State of Alaska using TSO C145a/C146a GPS/WAAS RNAV systems as the only means of IFR navigation IAW SFAR 97.	B030
Conduct IFR en route operations.	B032
Conduct Class I navigation using an area navigation system.	B034
Conduct Class I navigation in the U.S. Class A airspace using an area or long-range navigation system.	B035
Conduct Class II navigation using multiple long-range navigation systems.	B036
Conduct operations in Central East Pacific (CEP) airspace.	B037
Conduct operations in North Pacific (NOPAC) airspace.	B038
Conduct operations in North Atlantic minimum navigation performance specifications (NAT/MNPS) airspace.	B039
Conduct operations in areas of magnetic unreliability.	B040
Conduct extended overwater operations using a single long-range communication system (S-LRCS).	B045
Conduct operations in reduced vertical separation minimum (RVSM) airspace.	B046
Conduct air tour operations below an altitude of 1,500 feet AGL in the State of Hawaii.	B048
Conduct operations in the Grand Canyon National Park Special Flight Rules Area (GCNP-SFRA).	B049

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Conduct Class II navigation using single long-range navigation system (S-LRNS).	B054
Conduct commercial air tour operations over certain national park(s) and tribal lands within or abutting those national park(s).	B057
Conduct operations in Canadian Minimum Navigation Performance Airspace (MNPS).	B059
Conduct extended operations (ETOPS) with two-engine airplanes.	B342
Conduct extended operations (ETOPS) in passenger-carrying airplanes with more than two-engines.	B344
Operate into/out of or overfly sensitive international area(s) as identified in B450 in accordance with the authorizations, conditions, and limitations of B050.	B450
Conduct operations using FAA certified Enhanced Flight Vision Systems (EFVS).	C048
Use a destination airport analysis program.	C049
Conduct terminal instrument operations using specific procedures and landing minima for airplanes.	C051
Conduct operations using basic instrument approach procedures for airplanes.	C052
Conduct IFR approach procedures using special IFR landing minimums for airplanes.	C054
Derive alternate airport weather minimums from the standard table for airplanes.	C055
Use IFR takeoff minimums, 14 CFR Part 135 airplane operations - all airports.	C057
Conduct foreign terminal instrument procedures with special restrictions for airplanes.	C058
Conduct airplane Category II instrument approach and landing operations.	C059
Conduct airplane Category III instrument approach and landing operations.	C060
Use flight control guidance systems for airplane automatic landing operations other than Categories II and III.	C061
Use manually flown flight control guidance systems certified for airplane landing operations.	C062
Conduct IFR area navigation (RNAV 1) and/or RNP 1 instrument departure procedures (DPs): RNAV 1 and/or RNP 1 Standard Terminal Arrivals Routes (STARs) published in accordance with 14 CFR Part 97; and/or tailored arrivals (TA).	C063
Conduct nonscheduled passenger and/or all-cargo, special terminal area IFR airplane operations in Class G airspace and at airports without an operating control tower.	C064
Use powerplant reversing systems for rearward taxi in specific airplane operations.	C065
Operate airplanes with special airport authorizations, provisions, and limitations.	C067
Conduct noise abatement departure profile operations with its subsonic turbojet-powered airplanes over 75,000 pounds gross takeoff weight.	C068
Conduct scheduled operations at authorized airports.	C070
Use autopilot minimum use altitudes/heights in accordance with 14 CFR Part 135, § 135.93 and the limitations and provisions of operations specification C071.	C071

Conduct engine-out departure procedures with approved 10-minute takeoff thrust time limits.	C072
Use minimum descent altitude (MDA) as a decision altitude (DA)/decision height (DH) with vertical navigation (VNAV) on a nonprecision approach (NPA).	C073
Conduct airplane IFR circle-to-land approach maneuvers.	C075
Conduct airplane contact approaches using IFR Category I landing minimums.	C076
Conduct certain Part 135 turbojet operations in the terminal area using visual flight rules.	C077
Conduct 14 CFR Part 135 IFR airplane operations using lower than standard takeoff minima.	C079
Conduct scheduled passenger, special terminal area IFR airplane operations in Class G airspace and at airports without an operating control tower.	C080
Conduct the special Instrument Approach Procedure (IAP), departure procedure, Standard Terminal Arrival (STAR) and RNAV Visual Flight Procedure (RVFP) operations specified in OpSpec C081.	C081
Conduct RNAV operations substituting for 14 CFR Part 97 instrument approaches.	C300
Conduct "RNP-like" foreign RNAV terminal instrument procedures with Required Navigation Performance (RNP) lines of minima.	C358
Use landing performance assessment procedures that increase landing distances by at least an additional 15% at time of arrival for its turbojet airplane operations.	C382
Conduct RNP AR approaches in accordance with 14 CFR Part 97 and operations specification C384.	C384
Conduct continuous airworthiness maintenance programs.	D072
Use an approved aircraft inspection program (AAIP).	D073
Use a reliability program for the entire aircraft.	D074
Use a reliability program for airframe, powerplant, systems, or selected items.	D075
Use short-term escalation.	D076
Contractually arrange with other certificated operators for maintenance of the entire aircraft.	D077
Use the provisions of contractual agreements limited to specific maintenance functions.	D078
Participate in a reliability program under a contractual agreement.	D079
Use leased maintenance program authorization: U.S.-registered aircraft.	D080
Use specific aircraft for which prorated times have been established.	D082
Use short-term escalation authorization for borrowed parts that are subject to overhaul requirements.	D083
Conduct ferry flights under special flight permits with continuing authorization.	D084
Use an Extended Operations (ETOPS) aircraft maintenance program.	D086
Use a maintenance program for leased foreign-registered aircraft.	D087
Use maintenance time limitations for operators with a partial reliability program.	D088
Use maintenance time limitations for operators without a reliability program.	D089
Use coordinating agencies for suppliers evaluation (CASE).	D090

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Use an approved maintenance program for listed airplanes used in operations in designated RVSM airspace.	D092
Use an approved maintenance program for helicopter night vision goggle operations.	D093
Use an FAA-approved Minimum Equipment List (MEL).	D095
Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for aircraft engine, propeller, and propeller control (governor).	D101
Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for single engine IFR.	D103
Suspend its liability insurance for specific aircraft in long-term storage or maintenance.	D106
Use weight and balance control procedures.	E096
Conduct terminal flight operations under instrument flight rules - helicopter.	H101
Conduct operations using basic instrument approach procedures for helicopters.	H102
Conduct category I IFR landings other than airborne radar approaches - helicopter.	H103
Conduct IFR helicopter en route descent (HEDA) procedures.	H104
Use alternate airport IFR weather minimums - helicopter.	H105
Conduct helicopter operations using standard takeoff minimums under Part 135.	H106
Use special restrictions for foreign terminal instrument procedures - helicopter.	H107
Conduct Helicopter Category II operations.	H108
Conduct Helicopter Category III operations.	H109
Use flight control guidance systems for aircraft automatic landing operations - helicopter.	H110
Use manually flown flight control guidance systems certified for aircraft landing operations - helicopter.	H111
Conduct helicopter approach operations using an area navigation system.	H112
Conduct nonscheduled passenger and all-cargo (scheduled and nonscheduled) special terminal area IFR rotorcraft operations in Class G airspace.	H113
Use special airport authorizations, limitations, and provisions - Helicopter.	H114
Conduct helicopter operations using lower than standard takeoff minimums under Part 135.	H116
Conduct helicopter Category I, ILS, MLS, or GLS approach procedures with specific IFR landing minimums.	H117
Conduct helicopter circle-to-land maneuvers using IFR Category I landing minimums.	H118
Conduct helicopter contact approaches using IFR Category I landing minimums.	H119
Conduct operations in authorized airports for scheduled operations - helicopter.	H120
Conduct scheduled passenger terminal area IFR rotorcraft operations in Class G airspace.	H121
Conduct special instrument approach procedure, departure procedure and standard terminal arrival (STAR) rotorcraft operations specified in operations specification H122.	H122

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Operations Specifications

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2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Frank J Vavra, Principal Avionics Inspector (WP19)
[1] EFFECTIVE DATE: 2/25/2016, [2] AMENDMENT #: 1
DATE: 2016.02.25 15:11:48 -06:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

GH 022616

Hall, Geoffrey, Dir. of Operations, Part 135 Date

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

A006 . Management Personnel

HQ Control: 10/19/2009
HQ Revision: 030

The certificate holder is authorized the following management positions:

a. The certificate holder uses the following named personnel in the 14 CFR Part 135 management positions listed below. All management personnel listed in this operations specification must be direct employees of the certificate holder.

Table 1- Authorized Management Positions and Personnel

Part 119 Position Title	Name	Company Equivalent Position Title
Agent for Service	Lindstrom, Tony	President

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[1] EFFECTIVE DATE: 2/25/2016, [2] AMENDMENT #: 2
DATE: 2016.02.25 15:07:16 -06:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Hall, Geoffrey, Dir. of Operations, Part 135 — Date 02/26/16

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Operations Specifications

A040 . Single Pilot Operator

HQ Control: 03/02/2005
HQ Revision: 00c

a. **Single Pilot Operator.** The certificate holder is authorized in accordance with the conditions and limitations of this paragraph to conduct operations as a Single Pilot Operator. The certificate holder shall conduct all operations under 14 CFR Part 135 under these conditions and limitations.

b. The only individual used as a pilot is:

NAME	CERTIFICATE NUMBER
Hall, Geoffrey	2668335

c. No Category II or III instrument approach operations are conducted.

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Digitally signed by Frank J Vavra, Principal Avionics Inspector (WP19)
[1] EFFECTIVE DATE: 2/25/2016, [2] AMENDMENT #: 3
DATE: 2016.02.25 15:08:07 -06:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Hall, Geoffrey, Dir. of Operations, Part 135 — Date 02/26/16

A096 . Actual Weight Program For All Aircraft

HQ Control: 05/27/2005
HQ Revision: 010

a. The certificate holder is authorized to use only actual weights when determining the aircraft weight and balance.

(1) This includes the passenger weights, carry-on bag weights, checked bag weights, plane-side loaded bag weights, and heavy bag weights, and/or

(2) Actual weights of all passengers and bags or solicited ("asked") passenger weight plus 10 pounds and actual weight of bags.

b. If this operations specification is issued, operations specifications A097, A098 and A099 must not be issued.

c. Operations specification A011 must be issued if the certificate holder has a carry-on baggage program.

d. The following aircraft must use actual weights:

(1) All single-engine aircraft, with the exception of single engine turbine-powered EMS helicopters operations

(2) All reciprocating-powered aircraft, and

(3) All aircraft certificated with less than five (5) passenger seats, with the exception of single engine turbine-powered EMS helicopters operations

e. Cargo-Only aircraft jumpseat and/or additional crewmembers.

(1) For large and medium cabin aircraft used in cargo-only operations, jumpseat occupants and/or additional crewmembers must be accounted for using their actual weight, solicited ("asked")-weight plus ten pounds, or the standard average flight crewmember weight of 190 pounds (as revised by AC 120-27).

(2) For small cabin aircraft used in cargo-only operations, jumpseat occupants and/or additional crewmembers must be accounted for using their actual weight, or solicited ("asked")-weight plus ten pounds.

(3) Each bag carried aboard a cargo-only aircraft by a jumpseat occupant and/or additional crewmember will be accounted for as 30 pounds each (as revised by AC 120-27).

(4) For cargo-only operated aircraft, standard flight crewmember average weights and flight crewmember average bag weights, as listed in AC 120-27 (as revised) may be included in the basic empty weight of the aircraft.

f. The following loading schedules and instructions shall be used for routine operations:

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

Table 1 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure
SK-55-55	Actual Weights	From Approved RFM	From Approved RFM

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[1] EFFECTIVE DATE: 2/25/2016, [2] AMENDMENT #: 3
DATE: 2016.02.25 15:08:53 -06:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

022616

Hall, Geoffrey, Dir. of Operations, Part 135 Date

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Operations Specifications

D085 . Aircraft Listing

HQ Control: 02/06/1998
HQ Revision: 02a

a. The certificate holder is authorized to conduct operations under 14 CFR Part 135 using the aircraft identified on this operations specification.

Registration No.	Serial No.	Aircraft M/M/S
N17756	V55-400T	SK-55-55
N17758	V55-396T	SK-55-55

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2. These Operations Specifications are approved by direction of the Administrator.

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[1] EFFECTIVE DATE: 2/25/2016, [2] AMENDMENT #: 4
DATE: 2016.02.25 15:09:38 -06:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

022616

Hall, Geoffrey, Dir. of Operations, Part 135 — Date

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

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Part D

	HQ CONTROL DATE	EFFECTIVE DATE	AMENDMENT NUMBER
085 Aircraft Listing	02/06/1998	02/25/2016	4
102 Additional Maintenance Requirements - Rotorcraft	04/19/2001	02/25/2016	3
104 Additional Maintenance Requirements - Emergency Equipment	05/10/2004	02/11/2008	0
485 Aging Airplane Inspection and Records Review	07/09/2008	09/03/2008	1

D102 . Additional Maintenance Requirements - Rotorcraft

HQ Control: 04/19/2001
HQ Revision: 00a

The certificate holder is authorized to use the following rotorcraft type identified below in its 14 CFR Part 135 nine seats or less operations provided these rotorcraft have met the additional maintenance requirements of Section 135.421:

a. Aircraft Engine. Each installed engine, to include turbosuperchargers, appurtenances and accessories necessary for its functioning shall be maintained in accordance with the maintenance documents listed in the following table. The engine shall be overhauled on or before the time-in-service interval shown in the table.

b. Rotor. Each installed main and auxiliary rotor shall be maintained in accordance with the manufacturer's maintenance documents listed in the following table.

Table 1. Aircraft Engine and Rotor

Rotorcraft Type	Engine			Rotor Main and Auxiliary
M/M/S	Make & Model	Maintenance Document	Time-In-Service Interval	Maintenance Document
SK-55-55	Garrett TSE 331-10	Garrett Maintenance Manual 72-00-98 and 72-99-45	6000 hours	Sikorsky SA 4045-9 and Supplement OA55-5-10-MM

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Operations Specifications

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[1] EFFECTIVE DATE: 2/25/2016, [2] AMENDMENT #: 3
DATE: 2016.02.25 15:10:57 -06:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

022616

Hall, Geoffrey, Dir. of Operations, Part 135 — Date

Appendix B

Hazardous Materials Program

State of Nevada
Department of Administration
Purchasing Division
515 E. Musser Street, Suite 300
Carson City, NV 89701

Brian Sandoval
Governor

Jeffrey Haag
Administrator

SUBJECT:	Amendment 1 to Request for Proposal 3272
RFP TITLE:	Aerial Wildlife Capture and Transport Services
DATE OF AMENDMENT:	August 10, 2016
DATE OF RFP RELEASE:	July 26, 2016
OPENING DATE:	August 23, 2016
OPENING TIME:	11:00 AM PT
CONTACT:	Mark Stewart, Procurement Staff Member

The following shall be a part of RFP ***3272.*** If a vendor has already returned a proposal and any of the information provided below changes that proposal, please submit the changes along with this amendment. You need not re-submit an entire proposal prior to the opening date and time.

---

1. I am looking for results and scoring of the previous bid for the same capture job. It was about 4 years ago.

score sheet summary 2012.xlsx

2. Will NDOW or other personnel outside the vendor's employ ever be required to be onboard the aircraft for captures or transport to captured animals?

   Yes, we may have NDOW staff ferried to a remote site to assist crew in conducting disease surveillance sampling on the mountain if the desire is to have NDOW staff oversee the sampling and a centralized basecamp is not feasible.

3. If NDOW passengers or personnel outside the vendor's employ are ever required to be onboard, will NDOW require the vendor to hold an FAA Part 135 certificate that allows this type of operation?

   If the Part 135 certificate is a FAA requirement for allowing "passengers" to be on onboard, then yes.

4. Under Travel 11.3.5.3 of the RFP it states: "Vendor will be reimbursed travel expenses and per diem at the rates allowed for State employees at the time travel occurs."

Would you like us as vendors to include a per diem and travel costs for our pilot and capture crews in our cost proposals, or do you plan to just use the state rates?

The Cost section 5.2 supersedes the Travel section 11.3.5. More specifically and to clarify the Cost section 5.2 language, we strongly encourage vendors to include a separate single rate of "daily crew travel expenses" which may include fuel truck expenses.

5. You have requested a staff resume for each crew member on Attachment G. Can we just place the name of the crew member on the form and attach the complete resume of each crew member?

Yes

6. Can you please provide catch rate from previous years, per event, species, per area?

We don't have specific data on number of animals captured per time frame for past capture events. Every capture is different with varied terrain, vegetation, weather, herd densities, capture objectives, etc. Attached is a final outcome of our 2015-2016 big game aerial capture events.

Capture Schedule FY2016.xlsx

7. Would you like to see costs per area and species, based on the response from question #6?

If you feel it is necessary.

8. Are 5.1 and 5.6 basically outlining the same information?

Yes

9. In 5.3, The question is a bit confusing or maybe stated incorrectly since there are different types of rates to be considered, NOT only ferry. You mention:
   1. Ferry
   2. Capture
   3. Animal transport and
   4. Herding

   Are you requesting FERRY rate only? Or all of the other types of rates as listed above?

Yes, please provide a separate rate for each of the 4 different tasks and their specific conditions.

10. Should Mobilization costs, from our location to Nevada and back, be included in capture and hourly catch rate or do you want to see this as written under 5.5 as a separate total?

Yes, include a separate cost rate(s) for ferrying or mobilizing your aircraft, fuel truck, and crew to Nevada and back to your home base. You could either have a single mobilization rate or identify separate rates for helo ferry or trailering helo, fuel truck costs, and crew travel expenses.

11. We feel that it would be so much clearer and possibly more fair for all bidders, if all bidders were given a type of spreadsheet by the NDOW of all pricing needs to make sure we all give you the information you need to see and all bidders are compared apples to apples. Is this possible?

Vendors will structure their Cost Submittal as outlined in section 5 of the RFP with additional guidance from the responses to questions provided in this Amendment 1.

ALL ELSE REMAINS THE SAME FOR RFP 3272.

Vendor must sign and return this amendment with proposal submitted.

Vendor Name: SUNSET HELICOPTERS NW, INC. D/BA WHISPER JET, INC.

Authorized Signature:

Title: CEO Date: 08/22/16

This document must be submitted in the "State Documents" section/tab of vendors' technical proposal.

SECTION V

ATTACHMENT B – TECHNICAL PROPOSAL CERTIFICATION OF COMPLIANCE WITH TERMS AND CONDITIONS OF RFP

I have read, understand and agree to comply with ***all*** the terms and conditions specified in this Request for Proposal.

YES ***X*** I agree to comply with the terms and conditions specified in this RFP.

NO _____ I do not agree to comply with the terms and conditions specified in this RFP.

If the exception and/or assumption require a change in the terms in any section of the RFP, the contract, or any incorporated documents, vendors ***must*** provide the specific language that is being proposed in the tables below. If vendors do not specify in detail any exceptions and/or assumptions at time of proposal submission, the State will not consider any additional exceptions and/or assumptions during negotiations.

Sunset Helicopters NW, Inc. D/B/A Whisper Jet, Inc.
Company Name

gH
Signature

Geoffrey Hall, CEO
Print Name

082216
Date

Vendors MUST use the following format. Attach additional sheets if necessary.

EXCEPTION SUMMARY FORM

EXCEPTION #	RFP SECTION NUMBER	RFP PAGE NUMBER	EXCEPTION (Complete detail regarding exceptions must be identified)

ASSUMPTION SUMMARY FORM

ASSUMPTION #	RFP SECTION NUMBER	RFP PAGE NUMBER	ASSUMPTION (Complete detail regarding assumptions must be identified)

SECTION VI
SCOPE OF WORK

3. SCOPE OF WORK

3.1 The Department of Wildlife is soliciting proposals from qualified vendors to perform aerial wildlife capture and transport services. The following will be the various types of capture events and processes the contractor will be asked to perform:

3.1.1 Helicopter netgun capture and helicopter transporting of animals back to a basecamp for processing by NDOW staff and volunteers;

3.1.2 Helicopter netgun capture and process animals at or near the capture site with no involvement from NDOW other than radio contact;

3.1.3 Helicopter netgun capture and process animals at or near the capture site involving ferrying NDOW and/or other project collaborators (i.e., University researchers or adjacent state wildlife agency biologists) to or near the capture site to assist with data collection and processing once animals are captured;

3.1.4 Helicopter netgun capture of pronghorn antelope in sagebrush or low shrubs with snow cover and coordinating closely with NDOW staff and volunteer field ground crews that will assist to blindfold, hobble and transport animals in pickup trucks back to a basecamp; and

3.1.5 Aerially herd pronghorn antelope into a corral-type trap.

Whisper Jet Inc. has the capability to meet all of the above requirements of this RFP.

3.2 It is estimated during the first year (October 2016 – February 2017) of the contract that NDOW will have the following capture needs:

3.2.1 50 bighorn sheep for transplant;
3.2.2 175 bighorn sheep to sample, mark, and release;
3.2.3 50 elk to sample, mark, and release;
3.2.4 50 mule deer to sample, mark, and release;
3.2.5 20 pronghorn to sample, mark, and release; and
3.2.6 50 pronghorn for transplant.

3.3 REQUIREMENTS

3.3.1 Contractor must comply with all Federal Aviation Administration regulations.
Sunset Helicopters NW, Inc. Whisper Jet, Inc. operate under 4 different FAA licenses, 133 (External Load), this license enables us to carry cargo on the helicopter hook: 135 this license enables us to carry passengers within the aircraft: 137, this license enables us to disperse chemicals, {not relevant to this RFP]; 145, this license enables or A &P technicians to maintain, not only our fleet of aircraft, but to maintain aircraft from outside of our organization. Therefore, Whisper Jet Inc. is qualified to carry out the requirements within this RFP

3.3.2 Contractor must possess and submit with their proposal, proof of valid insurance.

3.3.3 Contractor will provide the following:

3.3.3.1 A helicopter(s);

3.3.3.2 Fuel truck;

3.3.3.3 Fuel;

3.3.3.4 Personnel;

3.3.3.5 Equipment (netgun, nets, animal restraints/animal bags, blindfold, hobbles, etc.); and

3.3.3.6 Equipment maintenance to perform helicopter netgun capturing of wildlife.

Please see full list of Whisper Jet's equipment in section IX of this Technical Proposal

3.3.4 The contractor selected must have the ability to furnish a helicopter that is suitable, properly equipped, and that can effectively perform animal captures and transports throughout the varied terrain and elevations (up to 12,000 feet) that exists in the State of Nevada.

Whisper Jet Inc. will use the Bell 407 helicopter as its aircraft platform for this proposal. It is a single engine 750hp gas turbine powered machine capable of carrying one pilot, 6 passengers to an altitude of 20,000 feet. It carries a fuel payload of more than 2 hours endurance, traveling at an average speed of 120 nautical miles per hour. Within this industry, the Bell 407 is considered an over kill, due to its high performance and lift capability at altitude, however it is the machine we propose in order to enable a greater scope of performance at any altitude, within the lower 48, enhancing safety to pilot and crew.

3.3.5 Personnel involved directly in netgunning and animal handling must have prior experience in helicopter netgun captures.

3.3.6 Pilots must have a minimum of 1,000 documented hours of netgun capture experience. The level of experience must be submitted with the proposal within the pilots' résumés or letters of recommendation

3.3.7 Netgunners and animal handlers must have previous experience in animal handling.

3.3.8 Contractors shall not subcontract these services without prior written approval of NDOW.

3.3.9 When scheduled 30 or more days in advance, the contractor shall:

3.3.9.1 Notify NDOW of prior commitments, which could conflict with the trapping operations.

3.3.9.2 Adhere to the schedule, unless both parties concur with the alteration, with the understanding that unapproved delays may result in the contractor being charged by NDOW for liquidated damages (i.e.; per diem, mileage, man-hours, etc.) at State of Nevada rates. Excused delays could include non-scheduled repairs or weather related causes.

Whisper Jet Inc. will be able to comply with all of the requirements put forth in this RFP. Please Refer to Section IX regarding Whisper Jet, Inc.'s mission statement and future plans.

SECTION VII

4. COMPANY BACKGROUND AND REFERENCES

4.1 VENDOR INFORMATION

4.1.1 Vendors must provide a company profile in the table format below.

Question	Response
Company name:	***Sunset Helicopters NW, Inc. D/B/A Whisper Jet, Inc.***
Ownership (sole proprietor, partnership, etc.):	***Corporation***
State of incorporation:	***Washington***
Date of incorporation:	***1993***
# of years in business:	***23***
List of top officers:	***Geoffrey Hall, Lisa Hall***
Location of company headquarters:	***1880 Gentry Way, #2, Reno Nevada 89502***
Location(s) of the company offices:	***1880 Gentry Way, #2, Reno Nevada 89502***
Location(s) of the office that will provide the services described in this RFP:	***1880 Gentry Way, #2, Reno Nevada 89502***
Number of employees locally with the expertise to support the requirements identified in this RFP:	7
Number of employees nationally with the expertise to support the requirements in this RFP:	7
Location(s) from which employees will be assigned for this project:	***1880 Gentry Way, #2, Reno Nevada 89502***

4.1.2 Please be advised, pursuant to NRS §80.010, incorporated companies must register with the State of Nevada, Secretary of State's Office as a foreign corporation before a contract can be executed between the State of Nevada and the awarded vendor, unless specifically exempted by NRS §80.015.

4.1.3 The selected vendor, prior to doing business in the State of Nevada, must be appropriately licensed by the Office of the Secretary of State pursuant to NRS §76. Information regarding the Nevada Business License can be located at http://nvsos.gov. Vendors must provide the following:

Question	Response
Nevada Business License Number:	***NV20141494234***
Legal Entity Name:	***Whisper Jet, Inc.***

Is "Legal Entity Name" the same name as vendor is doing business as?

Yes	*X*	No	

If "No," provide explanation.

4.1.4 Vendors are cautioned that some services may contain licensing requirement(s). Vendors shall be proactive in verification of these requirements prior to proposal submittal. Proposals that do not contain the requisite licensure may be deemed non-responsive.

4.1.5 Has the vendor ever been engaged under contract by any State of Nevada agency?

Yes	*X*	No	

If "Yes," complete the following table for each State agency for whom the work was performed. Table can be duplicated for each contract being identified.

Question	Response
Name of State agency:	***NDOW***
State agency contact name:	***Greg Smith***
Dates when services were performed:	***Beginning July 13, 2016 and ongoing for 4 years.***
Type of duties performed:	***Aircraft Maintenance***
Total dollar value of the contract:	***$1,811,250.00***

4.1.6 Are you or any of your employees now or have been within the last two (2) years an employee of the State of Nevada, or any of its agencies, departments, or divisions?

Yes	*X*	No	

If "Yes", please explain when the employee is planning to render services, while on annual leave, compensatory time, or on their own time?

If you employ (a) any person who is a current employee of an agency of the State of Nevada, or (b) any person who has been an employee of an agency of the State of Nevada within the past two (2) years, and if such person will be performing or producing the services which you will be contracted to provide under this contract, you must disclose the identity of each such person in your response to this RFP, and specify the services that each person will be expected to perform.

4.1.7 Disclosure of any significant prior or ongoing contract failures, contract breaches, civil or criminal litigation in which the vendor has been alleged to be liable or held liable in a matter involving a contract with the State of Nevada or any other governmental entity. Any pending claim or litigation occurring within the past six (6) years which may adversely affect the vendor's ability to perform or fulfill its obligations if a contract is awarded as a result of this RFP must also be disclosed.

Does any of the above apply to your company? ***Yes***
Mike Dobel, will be employed as Gunner and Training Manager

Yes		No	*X*

If "Yes", please provide the following information. Table can be duplicated for each issue being identified.

Question	Response	
Date of alleged contract failure or breach:		
Parties involved:		
Description of the contract failure, contract breach, or litigation, including the products or services involved:		
Amount in controversy:		
Resolution or current status of the dispute:		
If the matter has resulted in a court case:	Court	Case Number
Status of the litigation:		

4.1.8 Vendors must review the insurance requirements specified in ***Attachment E, Insurance Schedule for RFP 3272***. Does your organization currently have or will your organization be able to provide the insurance requirements as specified in ***Attachment E***.

Yes	*X*	No	

Any exceptions and/or assumptions to the insurance requirements ***must*** be identified on ***Attachment B, Technical Proposal Certification of Compliance with Terms and Conditions of RFP.*** Exceptions and/or assumptions will be taken into consideration as part of the evaluation process; however, vendors must be specific. If vendors do not specify any exceptions and/or assumptions at time of proposal submission, the State will not consider any additional exceptions and/or assumptions during negotiations.

Upon contract award, the successful vendor must provide the Certificate of Insurance identifying the coverages as specified in ***Attachment E, Insurance Schedule for RFP 3272***.

Sunset Helicopters NW, Inc. D/B/A Whisper Jet, Inc. will be able to comply completely with the insurance requirements as put forth in this RFP

4.1.9 Company background/history and why vendor is qualified to provide the services described in this RFP.

4.1.10 Length of time vendor has been providing services described in this RFP to the public and/or private sector. Please provide a brief description.

4.2 SUBCONTRACTOR INFORMATION

4.2.1 Does this proposal include the use of subcontractors?

Yes		No	*X*

If "Yes", vendors must:

4.2.1.1 Identify specific subcontractors and the specific requirements of this RFP for which each proposed subcontractor will perform services.

4.2.1.2 If any tasks are to be completed by subcontractor(s), vendors must:

A. Describe the relevant contractual arrangements;

B. Describe how the work of any subcontractor(s) will be supervised, channels of communication will be maintained and compliance with contract terms assured; and

C. Describe your previous experience with subcontractor(s).

4.2.1.3 Vendors must describe the methodology, processes and tools utilized for:

A. Selecting and qualifying appropriate subcontractors for the project/contract;

B. Ensuring subcontractor compliance with the overall performance objectives for the project;

C. Ensuring that subcontractor deliverables meet the quality objectives of the project/contract; and

D. Providing proof of payment to any subcontractor(s) used for this project/contract, if requested by the State.

Proposal should include a plan by which, at the State's request, the State will be notified of such payments.

4.2.1.4 Provide the same information for any proposed subcontractors as requested in ***Section 4.1, Vendor Information***.

4.2.1.5 Business references as specified in ***Section 4.3, Business References*** must be provided for any proposed subcontractors.

4.2.1.6 Vendor shall not allow any subcontractor to commence work until all insurance required of the subcontractor is provided to the vendor.

4.2.1.7 Vendor must notify the using agency of the intended use of any subcontractors not identified within their original proposal and provide the information originally requested in the RFP in ***Section 4.2, Subcontractor Information***. The vendor must receive agency approval prior to subcontractor commencing work.

4.3 BUSINESS REFERENCES

4.3.1 Vendors should provide a minimum of three (3) business references from similar projects performed for private, state and/or large local government clients within the last three (3) years.

4.3.2 Vendors must provide the following information for every business reference provided by the vendor and/or subcontractor:

4.3.3 The "Company Name" must be the name of the proposing vendor or the vendor's proposed subcontractor.

Reference #:	***1***		
Company Name:	***Nevada Department of Wildlife***		
Identify role company will have for this RFP project (Check appropriate role below):			
X	***VENDOR***		***SUBCONTRACTOR***
Project Name:	***Helicopter Maintenance & Air Support***		
Primary Contact Information			
Name:	***Greg Smith***		
Street Address:	***2295 Fire Brand***		
City, State, Zip	***Minden, NV 89423***		
Phone, including area code:	***(209) 256-3255***		
Facsimile, including area code:	***(775) 782-6727***		
Email address:	***gpsmith@ndow.org***		
Alternate Contact Information			
Name:	***Deanne Wendell***		
Street Address:	***6980 Sierra Center Parkway, Ste. 120***		
City, State, Zip	***Reno, NV 89511***		
Phone, including area code:	***(775) 687-6727***		
Facsimile, including area code:	***(775) 688-1577***		
Email address:			
Project Information			
Brief description of the project/contract and description of	***Maintaining NDOW aircraft and supplying air support through***		

services performed, including technical environment (i.e., software applications, data communications, etc.) if applicable:	***provision of additional aircraft as requested.***
Original Project/Contract Start Date:	***July 13, 2016***
Original Project/Contract End Date:	***July 31, 2020***
Original Project/Contract Value:	***$1,811,250.00***
Final Project/Contract Date:	***July 31, 2020***
Was project/contract completed in time originally allotted, and if not, why not?	***N/A***
Was project/contract completed within or under the original budget/ cost proposal, and if not, why not?	***N/A***

Reference #:	***2***		
Company Name:	***Pioneer Helicopters***		
Identify role company will have for this RFP project (Check appropriate role below):			
X	***VENDOR***		***SUBCONTRACTOR***
Project Name:	***Helicopter Contact Service***		
Primary Contact Information			
Name:		***Denton Honbeck - President***	
Street Address:		***10550 Clow Corner Road***	
City, State, Zip		***Dallas, Oregon 97338***	
Phone, including area code:		***(503) 559-7195***	
Facsimile, including area code:			
Email address:			
Alternate Contact Information			
Name:		***N/A***	
Street Address:			
City, State, Zip			
Phone, including area code:		***(775) 687-6727***	
Facsimile, including area code:		***(775) 688-1577***	
Email address:			
Project Information			
Brief description of the project/contract and description of services performed, including technical environment (i.e., software applications, data communications, etc.) if applicable:		***Maintaining NDOW aircraft and supplying air support through provision of additional aircraft as requested.***	
Original Project/Contract Start Date:		***5 years (1st of March annually)***	

Original Project/Contract End Date:	***Seasonal***
Original Project/Contract Value:	***$100,000+***
Final Project/Contract Date:	***May 1, 2016***
Was project/contract completed in time originally allotted, and if not, why not?	***Yes***
Was project/contract completed within or under the original budget/ cost proposal, and if not, why not?	***Yes***

4.3.4 Vendors must also submit ***Attachment F, Reference Questionnaire*** to the business references that are identified in ***Section 4.3.2***.

4.3.5 The company identified as the business references **must submit the Reference Questionnaire directly to Mark Stewart via email at: mgstewart@admin.nv.gov.**

4.3.6 It is the vendor's responsibility to ensure that completed forms are received by Mark Stewart, Purchasing Division on or before the deadline as specified in ***Section 8, RFP Timeline*** for inclusion in the evaluation process. Reference Questionnaires not received, or not complete, may adversely affect the vendor's score in the evaluation process.

4.3.7 The State reserves the right to contact and verify any and all references listed regarding the quality and degree of satisfaction for such performance.

SECTION IX

OUR COMPANY MISSION STATEMENT AND OTHER INFORMATION

To whom it may concern.
My name is Geoff Hall. I am the CEO for Whisperjet Inc. I have been a pilot here in the USA and Australia for the past 31 years. I began my career flying a Bell 47, mostly in the Outback of Australia, mustering cattle and sheep. Part of my role in those early years was aerial culling of kangaroos and wild dogs. Recently we have employed several new employees who have extensive experience within the live capture of animals programs here in Nevada. It is our intention to create a training program within Whisper Jet for the purpose of maintaining a high level of expertise amongst our staff and to facilitate a method of ensuring exceptional safety standards and work practices for our new recruits.
Challenges to the role of live animal capture are but not restricted too,

1. The operation of an aircraft within close proximity to the ground with regard to obstacles like trees and power lines etc.
2. The distraction bought about by the aircraft's close proximity to the ground for the crew, particularly for the pilot.
3. Weather, altitude and terrain.
4. The crew's operation of the net gun.
5. The crew's exit of the aircraft and the ultimate capture of the animal being persuade.
6. The pilot and crews perceived sense of urgency to increase production.
7. Risk of injury to the animal being captured.

Considering each challenge individually,

1. and 2. The choose of the pilot flying the aircraft is crucial to ensure a safe and positive out come for the mission. Their level of experience in the role, an assertive, diplomatic, non-aggressive personality and judgment skills are all qualities needed.
The level of experience is probably the most important feature. The more experienced a pilot is in a role denotes wisdom toward the best way to carryout the job at hand. This person is mentally ahead of the task. They can assess risk, and create a more efficient streamline for a positive outcome for the task at hand, well before reaching the starting point. Their actions exude confidence within the other crewmembers, which in turn causes them to conduct their role with equal efficiency and safety.
An experienced pilot will bring a halt to an operation if they see a change in crew practices, possibly bought on through fatigue or complacency. They will create a remedy by enforcing a rest break or changing out a crewmember to enable the continuation of the operation. An experienced pilot creates a team environment within the crew. They will listen to concerns from the crewmembers and will not overrule for reasons of production or ego.

3. This work is never carried out in the most desirable places to fly. It is often in locations of high altitude and rugged terrain. In my experience the good weather was usually last week.

Once again the experience of the pilot and crew is critical to the safe conduct of the operation.

4.The crews operation of the net gun is a risk often overlooked. If the net gun were to be inadvertently deployed in the helicopters main or tail rotor system the aircraft would most likely suffer a catastrophic failure.
Training and experience is the only defense against this.

5. The crews exit from the aircraft is another, often overlooked risk to the operation. An inexperienced crewmember may believe it more important to exit the aircraft as fast as possible compared to an experienced crew members whom exits after some routine checks are carried out.

6. This point is a risk to both experienced and inexperienced crewmembers. It is often as a result of a contract that pays for production levels or " by the nose". The scenario is simple. A helicopter crew is deployed into the field by an agency and only gets paid for production. Therefore if there is no or little production the level of urgency increases day by day amongst the crew. Possibly to the point where risks are taken to turn a financial disaster around for themselves and the company they work for.

Whisper Jet may agree to a contract where payment is received for production, however it will never ask it employees to work under such conditions. I have personally worked under these arrangements myself and I have seen the good and bad side to these practices. When the fish are biting, everyone is happy but when production slows the pressure builds. Whisperjet pay its staff a day rate for their services.

7. Finally, risk to the animal. I don't know about you but the last time I was shot by a net gun while being pursued by a helicopter was a traumatic experience.

Seriously though, once again, experience and training of the entire crew is the only way to ensure a positive outcome and limit risk to the animal's safety.

The six members of our crew have been chosen for their ability to mitigate the risks described. Our company policy is to supply to you the best possible crew and aircraft for this work.

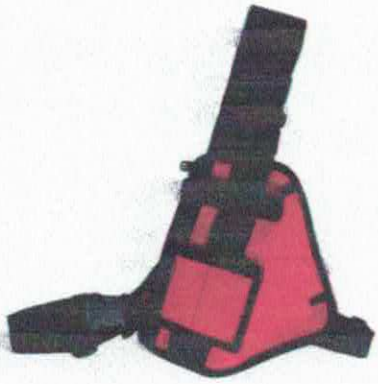
It is **not** our intention to win this contract at any cost.
It is our intention to provide a safe aircraft with plenty of power and performance margin and a crew experienced and well matched for the task.

Respectfully,

Geoffrey Hall

Whisper Jet Inc.
Wildlife Capture and Transport
Equipment List

2 net launchers
4 interchangeable canisters
4 canister covers
4 knotless nets
4 sets of weights (16)
6 boxes of 40 blanks (light, medium & heavy loads)
2 spares kit: weights, tie ropes, o rings, couplers
2 seat harnesses
4 helmets
4 handheld radios



Seat Harnesses

Handheld Radios

Whisper Jet Aircraft

Bell 407

SECTION VIII

PROPOSED STAFF RESUMES FOR RFP 3272

PROPOSED STAFF RESUME FOR GEOFFREY HALL

COMPANY NAME:	*Sunset Helicopters NW, Inc. D/B/A Whisper Jet, Inc.*		
X Contractor		☐ Subcontractor	
Name:	*GEOFFREY HALL*	**X** Key Personnel	
Classification:	*CEO, Pilot6*	**# of Years in Classification:**	*6/ 31*
Brief Summary: of Experience:	*Please see resume on the following pages*		
# of Years with Firm:	*6*		

RELEVANT PROFESSIONAL EXPERIENCE

Required Information: ***MMYYYY to Present:*** ***Vendor Name:*** ***Client Name:*** ***Client Contact Name:*** ***Client Address, Phone Number, Email:*** ***Role in Contract/Project:*** ***Details and Duration of Contract/Project:***	
Required Information: ***MMYYYY to MMYYYY:*** ***Vendor Name:*** ***Client Name:*** ***Client Contact Name:*** ***Client Address, Phone Number, Email:*** ***Role in Contract/Project:*** ***Details and Duration of Contract/Project:***	
Required Information: ***MMYYYY to MMYYYY:*** ***Vendor Name:*** ***Client Name:*** ***Client Contact Name:*** ***Client Address, Phone Number, Email:*** ***Role in Contract/Project:*** ***Details and Duration of Contract/Project:***	

EDUCATION

Institution Name: ***City:*** ***State:*** ***Degree/Achievement:*** ***Certifications:***	

REFERENCES

Minimum of three (3) required, including name, title, organization, phone number, fax number and email address	

PROPOSED STAFF RESUME FOR GEOFFREY HALL

Company Name Submitting Proposal:	*Sunset Helicopters NW, Inc. D/B/A Whisper Jet, Inc.*

Check the appropriate box as to whether the proposed individual is prime contractor staff or subcontractor staff.

Contractor:	X	Subcontractor:	

The following information requested pertains to the individual being proposed for this project.

Name:	*Geoffrey Hall*	Key Personnel: (Yes/No)	*Yes*
Individual's Title:	*CEO*		
# of Years in Classification:	*31*	# of Years with Firm:	*6*

BRIEF SUMMARY OF PROFESSIONAL EXPERIENCE

Information should include a brief summary of the proposed individual's professional experience.

Eight years as CEO with extensive business experience. Owned and operated Aircraft Companies in Australia. Experienced Commercial Helicopter Pilot with 10,500 hours experience. Experience in EMS, Police, Firefighting, Search and Rescue, 6 months tour to Antarctica, 4,000 hours mountain flying.

RELEVANT EXPERIENCE

Information required should include: timeframe, company name, company location, position title held during the term of the contract/project and details of contract/project.

2010 to Present - CEO Whisper Jet, Inc.
2006 – 2010 - President of Aerosolutions, PTYLTD, Mt. Barker, South Australia
2004 – 2006 – Fire Fighting and Police Pilot, Australian Helicopters, Adelaide, South Australia
2002 – 2004 – Partner/Owner Erickson Downunder, Central Point, Oregon
2000 – 2004 – Seasonal Firefighting, Minute Man Aviation, Missoula Montana
2001 – 2002 - Line Pilot for Helicopter Resources, Tasmania, Australia
1997 – 2001 - Chief Pilot for Channel 10, Australia
1995 – 1997 - CFI Grade 1 Flight Instructor, Kestral Aviation, Australia

EDUCATION

Information required should include: institution name, city, state, degree and/or Achievement and date completed/received.

1997 – Helicopter instructor Grade 1
1995 – Helicopter Instructor Grade 2
1988 – Helicopter Pilot License
1985 – Pilot License
1986 – Royal Melbourne Institute of Technology, Graduate of Mechanical Electrics

Staff Resume for Geoffrey Hall continued

CERTIFICATIONS

Information required should include: type of certification and date completed/received.

2000 – Certified 133
2000 – US Pilot License Conversion
1997 – Helicopter instructor Grade 1
1995 – Helicopter Instructor Grade 2
1988 – Helicopter Pilot License
1985 – Pilot License

REFERENCES

A minimum of three (3) references are required, including name, title, organization, phone number, fax number and email address.

Ken Moen, Reno-Tahoe Airport Authority
Tele: (775) 328-6486
Email: kmoen@renoairport.com

Jack Erickson, Aero Air, Portland-Hillsboro Airport
2050 NE 25th Avenue
Hillsboro, OR 97124
Main Tele: (503) 640-3711
Mobile: 503 803-8010
Email: jaerickson@aeroair.com

Denton Honbeck, President, Pioneer Helicopters, Inc.
10550 Clow Corner Road
Dallas, Oregon 97338
Tele: (503) 559-7195
Email: dhonbeck@yahoo.com

I UNITED STATES OF AMERICA XI
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
IV NAME
GEOFFREY WILLIAM HALL
V ADDRESS PO BOX 21494
VI NATIONALITY USA
VIa D.O.B. 11 OCT 1966
SEX HEIGHT WEIGHT HAIR EYES
M 69 185 BROWN BROWN
IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF
I COMMERCIAL PILOT
III CERTIFICATE NUMBER 2668335
X DATE OF ISSUE 28 SEP 2010

2668335
XII RATINGS
GEOFFREY WILLIAM HALL
COMMERCIAL PILOT
ROTORCRAFT-HELICOPTER
PRIVATE PRIVILEGES
AIRPLANE SINGLE ENGINE LAND
XIII LIMITATIONS
ENGLISH WORKER
VII SIGNATURE
OF BEARER

In compliance with 49 CFR 172.704

Employee Certification

For Hazardous Materials Training & Testing

This is to Certify that

Geoffrey Hall

Attended and Passed Sunset Helicopters, Inc.'s training requirements held at
1880 Gentry Way, Hangar 2, Reno Nevada 89502

September 17, 2015

Trainer: Geoff Hall

Trainer: Lisa Hall

Heartsaver®
First Aid CPR AED

American Heart Association

Geoffrey Hall

This card certifies that the above individual has successfully completed the objectives and skills evaluations in accordance with the curriculum of the AHA Heartsaver First Aid CPR AED Program. Optional completed modules are those **NOT** marked out:

[redacted] [redacted] [redacted]

02/25/2015	02/2017
Issue Date	Recommended Renewal Date

PROPOSED STAFF RESUME NORMAN SHINN

COMPANY NAME:	*Sunset Helicopters NW, Inc. D/B/A Whisper Jet, Inc.*

X Contractor	☐ Subcontractor

Name:	*NORMAN SHINN*	**X** Key Personnel	
Classification:	*Director of Maintenance13*	**# of Years in Classification:**	*13*
Brief Summary: of Experience:	*Please see resume next page*		
# of Years with Firm:	*4*		

RELEVANT PROFESSIONAL EXPERIENCE	
Required Information: ***MMYYYY to Present:*** ***Vendor Name:*** ***Client Name:*** ***Client Contact Name:*** ***Client Address, Phone Number, Email:*** ***Role in Contract/Project:*** ***Details and Duration of Contract/Project:***	
Required Information: ***MMYYYY to MMYYYY:*** ***Vendor Name:*** ***Client Name:*** ***Client Contact Name:*** ***Client Address, Phone Number, Email:*** ***Role in Contract/Project:*** ***Details and Duration of Contract/Project:***	
Required Information: ***MMYYYY to MMYYYY:*** ***Vendor Name:*** ***Client Name:*** ***Client Contact Name:*** ***Client Address, Phone Number, Email:*** ***Role in Contract/Project:*** ***Details and Duration of Contract/Project:***	

EDUCATION	
Institution Name: ***City:*** ***State:*** ***Degree/Achievement:*** ***Certifications:***	

REFERENCES	
Minimum of three (3) required, including name, title, organization, phone number, fax number and email address	

PROPOSED STAFF RESUME FOR NORM SHINN

Company Name Submitting Proposal:	*Sunset Helicopters NW, Inc. D/B/A Whisper Jet, Inc.*

Check the appropriate box as to whether the proposed individual is prime contractor staff or subcontractor staff.

Contractor:	X	Subcontractor:	

The following information requested pertains to the individual being proposed for this project.

Name:	*Norman Shinn*	Key Personnel: (Yes/No)	X
Individual's Title:	*Director of Maintenance & Inspector Authorization*		
# of Years in Classification:	*13*	# of Years with Firm:	*4*

BRIEF SUMMARY OF PROFESSIONAL EXPERIENCE

Information should include a brief summary of the proposed individual's professional experience.

Became a licensed A&P Mechanic in July 1976 and a licensed Aircraft Pilot the following year. Worked within the industry since then, as an Aircraft Mechanic, Director of Maintenance, and ATP Airline Pilot.

RELEVANT EXPERIENCE

Information required should include: timeframe, company name, company location, position title held during the term of the contract/project and details of contract/project.

2013 - Present day, Whisper Jet, Inc. – Director of Maintenance
1994 - 2012 Orlando Aircraft Services, Orlando, FL – (Part time) A&P Inspector
1991 - 2012 Comair Airlines, Erlanger, KY – Airline Captain
1986 - 1994 Cherokee Express Air Cargo, Orlando, FL – Director of Maintenance
1983 - 1986 Skyway of Central Florida, Ocala, FL – Director of Maintenance
1980 - 1983 Orlando North Aviation, Plymouth, FL – Director of Maintenance
1977 - 1980 Air Sandlando, Sandford, FL – A&P Mechanic

EDUCATION

Information required should include: institution name, city, state, degree and/or Achievement and date completed/received.

1991 - Cessna Aircraft Corp. Wichita, KS
1985 - Garrett Turbine Engine Corp., Phoenix, AZ - Graduate
1970 - Spartan School of Aeronautics, Tulsa, OK – A&P Certificate
1969 - Belleville High School, Belleville, KS - Diploma

CERTIFICATIONS

Information required should include: type of certification and date completed/received.

1977 - ATP
1976 - A&P
Inspection Authorization

REFERENCES

A minimum of three (3) references are required, including name, title, organization, phone number, fax number and email address.

Allan Moore, Comair
Tele: (904) 327-0735

Mike Heberling, Air Sandlando
Tele: (817) 637-6322

Karen Casalese, Personal Friend
Tele: (352) 408-6843
kcasalese@comcast.net

In compliance with 49 CFR 172.704

Employee Certification

For Hazardous Materials Training & Testing

This is to Certify that

Norman Shinn

Attended and Passed Sunset Helicopters, Inc.'s training requirements held at
1880 Gentry Way, Hangar 2, Reno Nevada 89502

September 17, 2015

Trainer: Geoff Hall

Trainer: Lisa Hall

HEARTSAVER FIRST AID CPR AED

Heartsaver®
First Aid CPR AED

American Heart Association

Norman Shinn

This card certifies that the above individual has successfully completed the objectives and skills evaluations in accordance with the curriculum of the AHA Heartsaver First Aid CPR AED Program. Optional completed modules are those **NOT** marked out:

[redacted]

02/25/2015	02/2017
Issue Date	Recommended Renewal Date

1

KANSAS DRIVER'S LICENSE

USA KS

3 DOB 04/12/1951
1 SHINN
2 NORMAN JAMES
8 1495 QUEEN ROAD
BELLEVILLE, KS 66935

4d LIC. NO. K03-45-6185
4a ISS 09/17/2013
4b EXP 04/12/2019
9 DL CLASS C
CDL CLASS
9a END NONE
12 REST B
5 DD 52601518491
SN13260M1912DB

15 SEX M
16 HGT 6'-01"
17 WGT 180 lb
18 EYES BRO
04121951

DIRECTOR OF VEHICLES, SECRETARY OF REVENUE

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

INSPECTION AUTHORIZATION

This certifies that Norman J. Shinn holder of Mechanic Certificate No. 2197729 has been authorized to exercise the privileges of Federal Aviation Regulation 65.95.

This authority expires March 31, 2013 unless sooner revoked by the Administrator of the Federal Aviation Administration or extended by endorsement on the reverse of this card.

DATE ISSUED	SIGNATURE, FLT. STDS. INSPECTOR
03-18-2011	Cheryl A. King, ASO, FSDO-15

SIGNATURE OF AUTHORIZED MECHANIC

FAA FORM 8310-5 (8-80) SUPERSEDES PREVIOUS EDITION

UNITED STATES OF AMERICA XI

DEPARTMENT OF TRANSPORTATION • FEDERAL AVIATION ADMINISTRATION

IV NAME
NORMAN JAMES SHINN
V ADDRESS 659 BIRGHAM PL
LAKE MARY FL 32746-6407

VI NATIONALITY USA
IVa D.O.B. 12 APR 1951

SEX	HEIGHT	WEIGHT	HAIR	EYES
M	73	180	GRAY	BROWN

IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF
II MECHANIC
III CERTIFICATE NUMBER 2197729
X DATE OF ISSUE 19 NOV 2008

VII ACTING ADMINISTRATOR

UNITED STATES OF AMERICA XI

DEPARTMENT OF TRANSPORTATION • FEDERAL AVIATION ADMINISTRATION

IV NAME
NORMAN JAMES SHINN
V ADDRESS 659 BIRGHAM PL
LAKE MARY FL 32746-6407

VI NATIONALITY USA
IVa D.O.B. 12 APR 1951

SEX	HEIGHT	WEIGHT	HAIR	EYES
M	73	180	GRAY	BROWN

IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF
II AIRLINE TRANSPORT PILOT
III CERTIFICATE NUMBER 2197729
X DATE OF ISSUE 19 NOV 2008

VII ACTING ADMINISTRATOR

UNITED STATES OF AMERICA
Department of Transportation
Federal Aviation Administration

MEDICAL CERTIFICATE SECOND CLASS

This certifies that ***(Full name and address):***

NORMAN James SHINN
1495 Queen Rd
Belleville KS 66935 USA

Date of Birth	Height	Weight	Hair	Eyes	Sex
04/12/1951	74	182	GRAY	BROWN	M

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

CERTIFICATE OF COMPLETION

This is to certify that

Norman Shinn

has successfully completed 19.5 hours

HONEYWELL

HTS900-2-1D Turboshaft Engine

Line Maintenance Training

Issued this 17th day of June 2016

INTER MOUNTAIN
TURBINE SERVICES, INC.

by _____

Robert Cohen

Training Manager

PROPOSED STAFF RESUME LEO BRYAN MATTHEWS

COMPANY NAME:	*Sunset Helicopters NW, Inc. D/B/A Whisper Jet, Inc.*		
X Contractor		☐ Subcontractor	
Name:	*Leo Bryan Matthews*	**X** Key Personnel	
Classification:	*Pilot*	**# of Years in Classification:**	*24 Years*
Brief Summary: of Experience:	*Please see resume on following 3 pages*		
# of Years with Firm:			

RELEVANT PROFESSIONAL EXPERIENCE

Required Information: ***MMYYYY to Present:*** ***Vendor Name:*** ***Client Name:*** ***Client Contact Name:*** ***Client Address, Phone Number, Email:*** ***Role in Contract/Project:*** ***Details and Duration of Contract/Project:***	24
Required Information: ***MMYYYY to MMYYYY:*** ***Vendor Name:*** ***Client Name:*** ***Client Contact Name:*** ***Client Address, Phone Number, Email:*** ***Role in Contract/Project:*** ***Details and Duration of Contract/Project:***	
Required Information: ***MMYYYY to MMYYYY:*** ***Vendor Name:*** ***Client Name:*** ***Client Contact Name:*** ***Client Address, Phone Number, Email:*** ***Role in Contract/Project:*** ***Details and Duration of Contract/Project:***	

EDUCATION

Institution Name: ***City:*** ***State:*** ***Degree/Achievement:*** ***Certifications:***	

REFERENCES

Minimum of three (3) required, including name, title, organization, phone number, fax number and email address	

2195 ARGONAUGHT WAY • RENO, NV 89506
PHONE 1-775-240-1225 • E-MAIL B3BIRDDOGS@GMAIL.COM

LEO BRYAN MATTHEWS, III

OBJECTIVE

Professional Pilot

EDUCATION

1982 - 1987 University of Nevada-Reno Reno, Nevada
Accounting/Computer Information Systems

PILOT INFORMATION

Airline Transport Pilot: Airplane Single and Multi Engine Land
Commercial Pilot: Airplane and Rotorcraft/Helicopter
Instrument Rotorcraft/Helicopter
Type Ratings: Citation CE500 Series, Falcon DA50/900,
and HS125 Series-Hawkers
Rotary Wing: UH-1H/V, OH-58A/C, Bell 206L4/B3, MD-900, AS-355

FLIGHT HOURS AND CURRENT QUALIFICATIONS

Total Hours: 11,060
Airplane Multi Turbine Engine Hours: 3345
Airplane Single Engine Hours: 1015
Rotorcraft/Helicopter Turbine Engine Hours: 6700
Part 135 Turbine Aircraft Captain – 10 years
Netjets and Executive Jet Management Part 135 Captain – 10 years
Flight Safety Professional Pilot Card, 11 years, with 3 series type ratings
and 18 HS125 Part 135 Recurrent trainings completed
Bell Factory Initial B206L4 – May 2011
USDA-Interagency Card 5700-3A, July 2011 to Current

EMPLOYMENT HISTORY

1990-1992 Nevada Army National Guard Reno, Nevada
1150TH Medical Company

- Utility Helicopter Mechanic/Crew chief
- Company Administration NCO
- Company Aviation Safety NCO, Program Manager

1992 - 1998 Nevada Army National Guard Reno, Nevada
1255th Medical Detachment

- State of Nevada Medevac Program Manager, UH-1H/V
- Standardization Instructor Pilot/NVG and Instrument Flight Examiner
- Aviation Safety Officer, Program Manager

1998 - 2000 RMH/REMSA Carefight (part 135) Reno, Nevada

- Emergency Medical Charter Pilot
- Aviation Safety Program Manager
- MD900 Notar and AS355 Twinstar

1999 - 1999 Excelsior Air Charter (part 135) Carson City, Nevada

- Aircraft Charter Pilot-Captain
- Aviation Safety Program Manager
- Citation II Bravo
-

1999-2009 Cisco Systems (part 91 and 135) San Jose, California

- Aircraft Program Manager/Personal Pilot to CFO
- Aircraft Charter Pilot, Captain on Executive Jet Management and Netjets Part 135 Certificate since 1999
- Aircraft Maintenance Manager – Citation II Bravo and Hawker 800XP
- Aircraft based in Reno, Nevada.

2005- 2011 Great Western Helicopter Reno, Nevada

- Chief Pilot and Program Manager / Personal Pilot for Sam Jaksick
- Bell 206L1 Helicopter

2009-2010 Kendall Jackson Family Winery Santa Rosa, CA

- Personal Pilot for Jess and Barbara Jackson
- Falcon 50 and Falcon 900
- Aircraft based in Medford, Oregon

2010 - 2010 Heli-1 Corp Reno, NV

- CWN Pilot, B206L4, Fire Season
- Department of Interior Carded

2010 – Current El Aero Services Carson City and Elko, NV

- Helicopter Operations Manager-Pilot
- Bell 206B111 and Bell 206L4
- Department of Interior Carded, Wild Horse and Burro - All to include gather, ACETA – to include eradication/gather/capture, exp 5-31-2017
- Antelope, Deer, Elk, Sheep, Chukar, Sage-Grouse, Raptor Survey

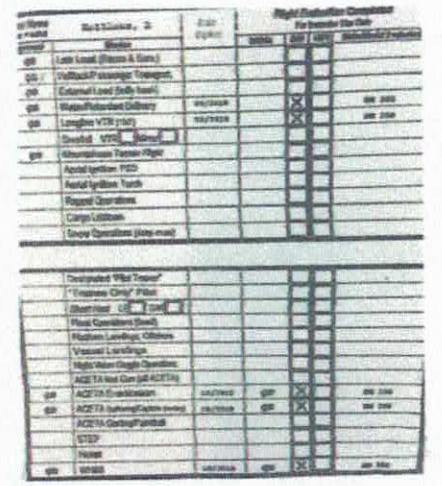
REFERENCES

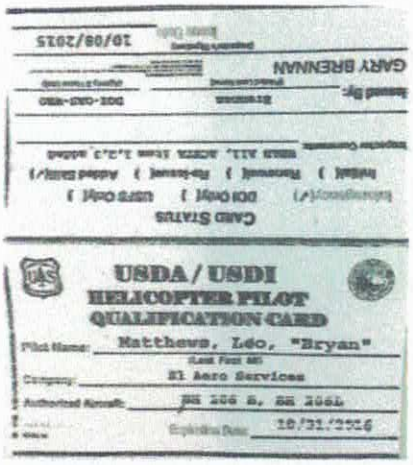
Mr. Todd Jacksick, phone number upon request

Dixie May, Wilbur D. May Foundation, phone number upon request
Marlene Olsen, Olsen and Associates, phone number upon request
Harlow W. Norvell, Commander phone number upon request
Rodney Johnson, NDOW Biologist, phone number upon request
Ed Partee, NDOW Biologist, phone number upon request

UNITED STATES OF AMERICA
LEO BRYAN MATTHEWS
VI NATIONALITY USA
SEX HEIGHT WEIGHT HAIR EYES
M 71 185 GRAY BROWN
AIRLINE TRANSPORT PILOT

530942862




USDA / USDI
HELICOPTER PILOT
QUALIFICATION CARD
Pilot Name: Matthews, Leo, "Bryan"
Last First MI
Company: 21 Aero Services
Authorized Aircraft: BH 206 B, BH 206L
Expiration Date: 10/31/2016
CARD STATUS
GARY BRENNAN
10/08/2015

PROPOSED STAFF RESUME FOR BRYAN ALLEN

COMPANY NAME:	*Sunset Helicopters NW, Inc. D/B/A Whisper Jet, Inc.*		
X Contractor		☐ Subcontractor	
Name:	*BRYAN ALLEN*	**X** Key Personnel	
Classification:	*Mechanic*	**# of Years in Classification:**	*2*
Brief Summary: of Experience:	*Please see resume on the following pages*		
# of Years with Firm:	*2*		

RELEVANT PROFESSIONAL EXPERIENCE	
Required Information: ***MMYYYY to Present:*** ***Vendor Name:*** ***Client Name:*** ***Client Contact Name:*** ***Client Address, Phone Number, Email:*** ***Role in Contract/Project:*** ***Details and Duration of Contract/Project:***	
Required Information: ***MMYYYY to MMYYYY:*** ***Vendor Name:*** ***Client Name:*** ***Client Contact Name:*** ***Client Address, Phone Number, Email:*** ***Role in Contract/Project:*** ***Details and Duration of Contract/Project:***	
Required Information: ***MMYYYY to MMYYYY:*** ***Vendor Name:*** ***Client Name:*** ***Client Contact Name:*** ***Client Address, Phone Number, Email:*** ***Role in Contract/Project:*** ***Details and Duration of Contract/Project:***	

EDUCATION	
Institution Name: ***City:*** ***State:*** ***Degree/Achievement:*** ***Certifications:***	

REFERENCES	
Minimum of three (3) required, including name, title, organization, phone number, fax number and email address	

PROPOSED STAFF RESUME FOR BRYAN ALLEN

Company Name Submitting Proposal:	*Sunset Helicopters NW, Inc. D/B/A Whisper Jet, Inc.*

Check the appropriate box as to whether the proposed individual is prime contractor staff or subcontractor staff.

Contractor:	X	Subcontractor:	

The following information requested pertains to the individual being proposed for this project.

Name:	*Bryan Allen*	Key Personnel: (Yes/No)	*Yes*
Individual's Title:	*Line Mechanic*		
# of Years in Classification:	*2 Years*	# of Years with Firm:	*1 +*

BRIEF SUMMARY OF PROFESSIONAL EXPERIENCE

Information should include a brief summary of the proposed individual's professional experience.

Six years in the Army, stationed at Fort Wainwright in Fairbanks, Alaska working Scheduled and Unscheduled maintenance on UH-60 Helicopters. Managed 23 personnel for aircraft maintenance and for non-rated flight crew scheduling. Tour in Iraq for 13 months assigned to VIP and personnel movements, as well as support for Special Operations.

RELEVANT EXPERIENCE

Information required should include: timeframe, company name, company location, position title held during the term of the contract/project and details of contract/project.

2006 to 2012 UH-60 - US Army, Fort Wainwright, Fairbanks Alaska
June 2012 to November 2012 - Mountain West Aviation – Line Technician

EDUCATION

Information required should include: institution name, city, state, degree and/or Achievement and date completed/received.

2015 - Airframe & Powerplant License (Conversion US Army to US Civilian)
2011 - Standardized Flight Instructor – US Army
2010 - Warriors Leader Course – US Army
2007 - Aviation Maintainers Course – US Army
2006 – GED, Minden Nevada

CERTIFICATIONS

Information required should include: type of certification and date completed/received.

2016 Private Helicopter Pilot License
2015 A&P License

Heartsaver®
First Aid CPR AED

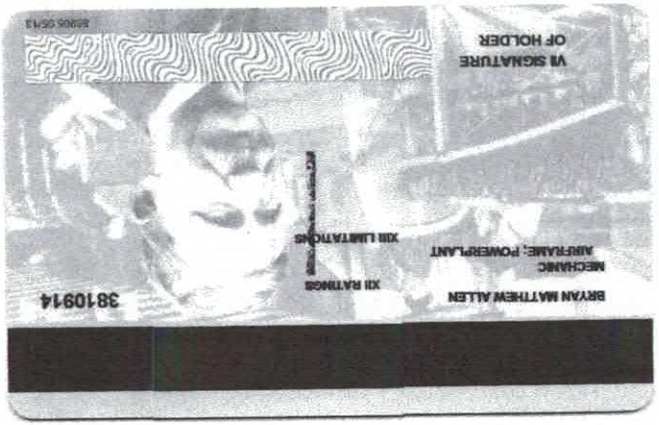
American Heart Association

Bryan Allen

This card certifies that the above individual has successfully completed the objectives and skills evaluations in accordance with the curriculum of the AHA Heartsaver First Aid CPR AED Program. Optional completed modules are those **NOT** marked out:

[redacted]

02/25/2015	02/2017
Issue Date	Recommended Renewal Date


BRYAN MATTHEW ALLEN
3810914
XII RATINGS
MECHANIC
AIRFRAME; POWERPLANT
XIII LIMITATIONS
VII SIGNATURE
OF HOLDER

I UNITED STATES OF AMERICA XI
DEPARTMENT OF TRANSPORTATION • FEDERAL AVIATION ADMINISTRATION
IV NAME
BRYAN MATTHEW ALLEN
V ADDRESS 3372 VISTA GRANDE BLVD
CARSON CITY NV 89705-7219
VI NATIONALITY USA
IVa D.O.B. 2 NOV 1986
SEX HEIGHT WEIGHT HAIR EYES
M 69 160 BLOND HAZEL
IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF
II MECHANIC
III CERTIFICATE NUMBER 3810914
X DATE OF ISSUE 9 MAY 2015

In compliance with 49 CFR 172.704

Employee Certification

For Hazardous Materials Training & Testing

This is to Certify that

Bryan Allen

Attended and Passed Sunset Helicopters, Inc.'s training requirements held at
1880 Gentry Way, Hangar 2, Reno Nevada 89502

September 17, 2015

Trainer: Geoff Hall

Trainer: Lisa Hall

REFERENCES

A minimum of three (3) references are required, including name, title, organization, phone number, fax number and email address.

Brandon Weeks, US Army
Tele: (480) 202- 3050

Kirby Tichenor, Personal Friend
Tele: (775) 450-1987

Tyler Hansen, US Army
Tele: (334) 806-0714

PROPOSED STAFF RESUME FOR LISA HALL

COMPANY NAME:	*Sunset Helicopters NW, Inc. D/B/A Whisper Jet, Inc.*		
X Contractor		☐ Subcontractor	
Name:	*LISA HALL*		**X** Key Personnel
Classification:	*COO*	**# of Years in Classification:**	*4*
Brief Summary: of Experience:	*Please see resume on the following pages*		
# of Years with Firm:	*4*		

RELEVANT PROFESSIONAL EXPERIENCE

Required Information: ***MMYYYY to Present:*** ***Vendor Name:*** ***Client Name:*** ***Client Contact Name:*** ***Client Address, Phone Number, Email:*** ***Role in Contract/Project:*** ***Details and Duration of Contract/Project:***	
Required Information: ***MMYYYY to MMYYYY:*** ***Vendor Name:*** ***Client Name:*** ***Client Contact Name:*** ***Client Address, Phone Number, Email:*** ***Role in Contract/Project:*** ***Details and Duration of Contract/Project:***	
Required Information: ***MMYYYY to MMYYYY:*** ***Vendor Name:*** ***Client Name:*** ***Client Contact Name:*** ***Client Address, Phone Number, Email:*** ***Role in Contract/Project:*** ***Details and Duration of Contract/Project:***	

EDUCATION

Institution Name: ***City:*** ***State:*** ***Degree/Achievement:*** ***Certifications:***	

REFERENCES

Minimum of three (3) required, including name, title, organization, phone number, fax number and email address	

PROPOSED STAFF RESUME FOR LISA HALL

Company Name Submitting Proposal:	*Whisper Jet, Inc.*

Check the appropriate box as to whether the proposed individual is prime contractor staff or subcontractor staff.

Contractor:	*X*	Subcontractor:	

The following information requested pertains to the individual being proposed for this project.

Name:	*Lisa Hall*		Key Personnel: (Yes/No)	*Yes*
Individual's Title:	*COO*			
# of Years in Classification:	*6*	# of Years with Firm:		*4*

BRIEF SUMMARY OF PROFESSIONAL EXPERIENCE

Information should include a brief summary of the proposed individual's professional experience.

Owned and operated Gallda LLC, an aviation contract service company. Have owned several companies and have extensive experience with company operations and safety systems.

RELEVANT EXPERIENCE

Information required should include: timeframe, company name, company location, position title held during the term of the contract/project and details of contract/project.

2012 to Present Day – Whisper Jet, Inc., Reno, NV, COO
2007 – 2009 Vuja De Clubhouse Restaurant, South Australia, Owner/Manager
2006 – 2012 Aerosolutions PTY,LTD, South Australia, COO, Compliancy Specialist
2004 – 2012 Gallda, LLC, Oregon, Owner/Manager
2000 – 2004 Perideo LLC, Central Point, OR, Office Manager
1993 – 2000 Chico Dojo, Co-Owner, Manager, Accounts Receivable/Payable, Payroll
1980 – 1984 Aero Union Corp., Chico CA, Accounts Payable, Parts Store Assistant Manager

EDUCATION

Information required should include: institution name, city, state, degree and/or Achievement and date completed/received.

1982-84 – Butte Community College, Oroville, California, AA Degree, Business/Accounting
1980 Diploma – Reynolds High School, Troutdale, Oregon

CERTIFICATIONS

Information required should include: type of certification and date completed/received.

DER Training - FAA
Hazardous Materials and Training – DOT Special Permit
Responsible Persons Alcohol License Holder, South Australia

REFERENCES

A minimum of three (3) references are required, including name, title, organization, phone number, fax number and email address.

Staff Resume for Lisa Hall continued

Mary Lee Mansfield, Executive Assistant
Air Service, Marketing & Public Affairs
Reno-Tahoe International Airport
775-328-6405
mmansfield@renoairport.com

Ron Huckabay, Leader, Basin Band
775-378-1577
RonHuckabay@yahoo.com

Bob Meurer President, Reno-Tahoe Aviation Group
360-713-8077
bobmeurer@hotmail.com

Wolfgang Associates

This is to certify that

Lisa Hall

has completed a training session entitled

DESIGNATED EMPLOYER REPRESENTATIVE (DER) TRAINING

covering her responsibilities under 49 CFR Part 40 & 14 CFR Part 120 for
Sunset Helicopters NW's US Dept. of Transportation drug & alcohol testing program

Portland, OR
July 01, 2016

Jana W. Wolfgang
Instructor Signature
Jana W. Wolfgang, MS, C-SAPA

Wolfgang Associates

This is to certify that

Geoffrey Hall

has completed a training session entitled

DESIGNATED EMPLOYER REPRESENTATIVE (DER) TRAINING

covering his responsibilities under 49 CFR Part 40 & 14 CFR Part 120 for
Sunset Helicopters NW's US Dept. of Transportation drug & alcohol testing program

Portland, OR
July 01, 2016

Jana W. Wolfgang
Instructor Signature
Jana W. Wolfgang, MS, C-SAPA

PROPOSED STAFF RESUME FOR AJ DUNCAN

COMPANY NAME:	*Sunset Helicopters NW, Inc. D/B/A Whisper Jet, Inc.*		
X Contractor		☐ Subcontractor	
Name:	*ABIGAH JOHN (AJ) DUNCAN*	**X** Key Personnel	
Classification:	*Mugger*	**# of Years in Classification:**	*0*
Brief Summary: of Experience:	*Please see letter from CEO in Section IX and resume on the following pages*		
# of Years with Firm:	*0*		

RELEVANT PROFESSIONAL EXPERIENCE	
Required Information: ***MMYYYY to Present:*** ***Vendor Name:*** ***Client Name:*** ***Client Contact Name:*** ***Client Address, Phone Number, Email:*** ***Role in Contract/Project:*** ***Details and Duration of Contract/Project:***	
Required Information: ***MMYYYY to MMYYYY:*** ***Vendor Name:*** ***Client Name:*** ***Client Contact Name:*** ***Client Address, Phone Number, Email:*** ***Role in Contract/Project:*** ***Details and Duration of Contract/Project:***	
Required Information: ***MMYYYY to MMYYYY:*** ***Vendor Name:*** ***Client Name:*** ***Client Contact Name:*** ***Client Address, Phone Number, Email:*** ***Role in Contract/Project:*** ***Details and Duration of Contract/Project:***	

EDUCATION	
Institution Name: ***City:*** ***State:*** ***Degree/Achievement:*** ***Certifications:***	

REFERENCES	
Minimum of three (3) required, including name, title, organization, phone number, fax number and email address	

Abigah John (AJ) Duncan

P.O. Box 262 Lovelock, Nevada 89419 • 702-497-2526 • abigah20@hotmail.com

EDUCATION

Pershing County High School, Lovelock, Nevada, June 2004
The University of Nevada Las Vegas, Las Vegas, Nevada
University Studies – Construction / Business Management, May 2010

RODEO EXPERIENCE

Junior Rodeo

- 1989-2000

High School Rodeo

- 2000-2004
- 2003 Nevada State Calf Roping Champion

College Rodeo

- University of Nevada Las Vegas
- 2004-2008
- Specialized Events: Team Rope, Calf Rope, Steer Wrestling

RANCH EXPERIENCE

DUNCAN RANCH *Lovelock, Nevada*

- 1986 – present
- 4th generation rancher
- After graduation, moved back to the ranch and run the day to day operation with my father
- Beef Cattle Operation: Beefmaster/Angus Cross Cattle
- Feed, Brand, tag, and vaccinate cattle year round

LIVESTOCK EXPERIENCE

CATTOOR LIVESTOCK ROUNDUP *Nephi, Utah*

- 2015 - present
- Ground crew for BLM Mustang Roundups

WESTERN NEVADA CATTLE FEEDERS *Lovelock, Nevada*

- 2004 – present
- Calving first calf heifers