

**Attachment A**

Cooperative Agreement #990013 for the Loan of Federal Excess Personal Property

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DEPARTMENT OF FORESTRY AND FIRE PROTECTION  
Business Services Office – Federal Property Unit  
P.O. Box 944246  
Sacramento, CA 94244-2460  
(916) 323-0870  
Website: [www.fire.ca.gov](http://www.fire.ca.gov)



April 15, 2015  
May 7, 2015

Chief Eric Peterson  
Santa Barbara County Fire  
4410 Cathedral Oaks Road  
Santa Barbara, CA 93110-1042

Agreement #: 990013

Dear Chief Peterson:

Recently we were asked to revise the Cooperative Agreement for the Loan of Federal Excess Personal Property (FEPP), to include aircraft procedures. Enclosed you will find a revised agreement that identifies the requirements for aircraft referencing the Forest Service Handbook, section 3109.12, chapter 40. I have included a copy of this referenced chapter and emailed it to your FEPP Coordinator, Mark Linane.

Your Inventory was too large to capture on our generic Attachment A form, so I have included the actual FEPMIS screen prints, which includes accountable as well as durable (now known as N/A not-tracked), and property that has been removed from you Inventory marked closed. These screen prints give you history as well as current status of your property.

Please sign the agreement on page four (4), return hard copy signature of agreement to me for the remainder of the signatory process. I will also need a signed Resolution from your Board of Directors to meet agreement compliance as stated in Section 1,D. Copies of the DMV registration and your current self-insurance statement, for all road-worthy vehicles, has been provided.

If you have any questions or need clarification, please don't hesitate to contact me.

Sincerely,

Velma Bermudez  
State FEPP Coordinator  
P.O. Box 944246  
Sacramento, CA 94244-2460  
(916) 323-0870  
(916) 327-5842 FAX  
[Velma.Bermudez@fire.ca.gov](mailto:Velma.Bermudez@fire.ca.gov)

STATE OF CALIFORNIA  
THE RESOURCES AGENCY  
DEPARTMENT OF FORESTRY AND FIRE PROTECTION

COOPERATIVE AGREEMENT FOR THE LOAN OF  
FEDERAL EXCESS PERSONAL PROPERTY (FEPP)  
Under the United States Forest Service Cooperative Forestry Assistance Act (CFAA) of 1978

This agreement is entered into by and between

THE STATE OF CALIFORNIA  
DEPARTMENT OF FORESTRY AND FIRE PROTECTION

AND

**SANTA BARBARA COUNTY FIRE**

This agreement for the **LOAN** of Federal Excess Personal Property (FEPP) through the US Forest Service made and entered into this        day of       , **20** , by and between the State of California acting by and through the Director of the Department of Forestry and Fire Protection, hereinafter called the STATE, and the Santa Barbara County Fire hereinafter called the County, covenants as follows:

- A. WHEREAS, the State has been approved as an agent of the US Forest Service for the purpose of administering the Cooperative Forestry Assistance Act of 1978 (PL 95-313) Rural Fire Protection Program, hereinafter referred to as CFAA, and
- B. WHEREAS, the control of timber, grass and wild land fires in, and adjacent to, suburban areas is essential to an effective forest fire control program, and
- C. WHEREAS, the County is actively engaged in the prevention and suppression of all fires in and adjacent to suburban areas, and
- D. WHEREAS, the CFAA provides for the loan of FEPP available for use by the County to carry out this function if additional property is available, and
- E. WHEREAS, it has been determined to be advantageous to the STATE in the proper discharge of its responsibilities, to make certain FEPP available to the County.

NOW, THEREFORE, it is mutually agreed that, effective as the date shown above:

1. The STATE will **LOAN** to the County FEPP described in **Attachment A** under the following terms and conditions:

- A. FEPP primary use must be 90% for fire. The Forest Service FEPP program is not intended for Urban Safety and Rescue (USAR), medical or hazardous material responses on a daily basis.
- B. All such FEPP loaned shall be for an indefinite period of time, unless cooperator is negligent of program regulations. The agreement may be terminated by either party after giving notice 180 days in advance of such termination to the other party.
- C. Ownership shall remain with the US Forest Service and vehicle must be registered within thirty (30) days of taking possession, with DMV. Registered Owner shall be the County and Lien Holder to all vehicles and rolling stock shall be USDA Forest Service, PO Box 944246, Sacramento, CA 94244-2460. *FEPP aircraft must be acquired only for fire protection and may not be acquired to solely support the Forest Service or other Federal Agencies. Acquisitions and disposal of FEPP aircraft must be approved by General Services Administration (GSA), Pacific Rim Region, (FSH 3109.12, chapter 40).*

- D. The County shall complete a resolution of incorporation or non-incorporation, or a statement from their governing board approving participation, **and** proof of insurance in the form of an insurance policy or a self-insured statement on Board of Supervisors letterhead for all agreements having rolling stock or aircraft. Drivers shall take the necessary equipment training and have a valid California operator license to operate the loaned vehicle(s). In the case of FEPP aircraft, pilots must possess a valid FAA pilot certificate with the appropriate aircraft category rating and at least a commercial license. A pilot must be current in the aircraft category for night flight or carrying required crewmembers.  
*Registration of aircraft with the FAA only those aircraft that are or will be operational. Registration of FEPP aircraft must be approved by the FEPP National Program Manager, (FSH 3109.12, chapter 40).*
- E. Ownership of all accessories, tools, light bars, sirens and equipment which is added to the loaned property remains with the County and must be removed prior to return of the property to the US Forest Service. Parts that are removed and replaced with modified, upgraded, or superseding parts at the expense of the agency operating the vehicle, must be either returned or otherwise previously accounted for, to the satisfaction of the State or Federal agency if the vehicle is returned due to termination of this agreement. The latter does not include those items changed due to routine maintenance or less than \$5,000.00 (accountable property) in current market value.
- F. The County shall paint all rolling stock and aircraft to match existing department equipment and apply their department logo.
- G. The County shall identify all accountable property with a National Finance Center (NFC) property tag, (AG Number) provided by your Sacramento Headquarters FEPP Unit, so as to identify and trace it as Federal owned property. *All aircraft parts must be identified with an AG Number.*
- H. The County shall be responsible for the proper care, maintenance, security, and storage of the property. In the case of aircraft that means maintenance according to the appropriate military maintenance documentation at the minimum. Every effort to use commercial aviation best industry practices should be made and those returning an aircraft to service must possess a valid FAA mechanics certificate appropriate to the work being performed or be in the employ of an FAA repair Station which is authorized by the FAA to complete the type of maintenance being performed. Although FAA certificate numbers are not required to document work on NON type certificate aircraft it is required that the maintenance personnel have the training and documentation required for working on certificated aircraft.
- I. Amendments to this agreement must be submitted to your sponsoring unit, listed below, within 30 days of acquisition or disposal of loaned property listed on Attachment A.
- J. FEPP cannot be sold, loaned, traded, cannibalized, modified, transferred or disposed of in any manner without the State and US Forest Service Property Management Officer (PMO) approval. *Items requiring special handling describes disposal of aircraft procedures are outlined in FSH3109.12, chapter 30, sec. 32, included. Cannibalization procedures for aircraft are identified in the Screening and Freezing section of FSH 3109.12, sec. 41.2, Included. Modifications to the frame or structure of an aircraft must be approved by the forest Service, Assistant Director, Aviation.*




- K. The State and the County shall maintain formal accountability records for all FEPP on loan to the County such property shall be made available at all times for a physical inventory by State and US Forest Service personnel.
- L. When any FEPP is loaned to the County hereinafter, is lost, stolen, worn out, not needed, or involved in an accident, the sponsoring **CAL FIRE Sacramento FEPP Unit**, located at **1300 'U' Street, Sacramento, CA 95818**, shall be contacted for proper documentation and handling.  
*For declassification of an aircraft (which includes lost or destroyed) send a letter to GSA, Aircraft management Policy Division, Washington, DC, stating detailed information regarding this request, (FSH 3109.12, chapter 40, sec. 45.1, included).*
2. In the event that all of, or any one or more pieces of FEPP; provided to the County hereunder assigned, is lost, stolen, sold, damaged, destroyed or unavailable for its purposes intended hereunder, and is clearly established that such assignment or loss occurred while or as a result of a use other than stated in the terms and conditions above, then the State shall have the right and the obligation to retake such FEPP and/or assess the County for damages; if gross negligence is declared, up to the current market value immediately prior to such assignment, loss or destruction, established by the US Forest Service, for each piece of FEPP.
  3. In the event of any dispute over FEPP **loaned** equipment or any terms or conditions contained herein, the dispute shall be decided by the State and its decision shall be binding and final.
  4. The parties hereto agree that the County, their officers, employees, agents, servants, contractors, volunteers, paid firefighters, and all others acting on behalf of the County, performing under the terms of this agreement, are not acting as officers, employees or agents of the State or the Federal Government.
  5. The County agrees to defend, indemnify, save and hold harmless the State as defined herein, and the Department of Forestry and Fire Protection, their officers, agents and employees against any and all claims, demands, causes of action or liability of any kind whatsoever arising out of the acts of the County, its agents or employees in the performance of any function provided for under the terms of this agreement or the use of property furnished.
  6. The period of this agreement is for five (5) years from the date of last signature on page three (3) and entered on page one (1), if no violations or signatory changes occur. The agreement will be **reviewed** biennially (every two years during mandatory Inventory) for compliance by a CAL FIRE Administrative Officer during the physical inventory process and automatically extended if no violations or changes have occurred, not to exceed the five (5) year term.  
*Aircraft Usage report is due annually in January.*
  7. During the five (5) year term of this agreement, at the option of the State, it may be terminated for any material breach by the County for any terms herein.

8. The mailing address of the parties hereto, for all notices, payments, repayments or any other activity required or contemplated under the terms of this agreement, except for eventual disposition of property in Attachment A, Item No. 1 are:

CONTRACT COUNTY NAME: **Santa Barbara County Fire**  
 Contact:  
 Physical Address: **99 Centennial Street**  
 Mailing Address: **P.O. Box 506**  
 City: **Los Alamos** Zip: **93440**  
 Telephone: **(805) 934-6216**  
 Cell:  
 Fax:  
 Email Address: [eric.peterson@co.santa-barbara.ca.us](mailto:eric.peterson@co.santa-barbara.ca.us)

**Department of Forestry and Fire Protection (CAL FIRE)**  
 PO BOX 944246  
 SACRAMENTO, CA 94244-2460  
 Attn: Business Services Office – Federal Property Unit  
 (916) 324-1177

**IN WITNESS WHEREOF**, the parties hereto have executed this agreement as of the day and year of the last signature below.

<b>CONTRACT COUNTY</b>	
NAME OF CONTRACT COUNTY: <b>SANTA BARBARA COUNTY FIRE</b>	
BY (Authorized Signature): 	DATE SIGNED: 
PRINTED NAME AND TITLE OF PERSON SIGNING: <b>ERIC PETERSON, Fire Chief</b>	
<b>STATE OF CALIFORNIA</b> <b>Department of Forestry and Fire Protection</b>	
BY (CAL FIRE FEPP PROGRAM ADMINISTRATOR) 	DATE SIGNED:
PRINTED NAME AND TITLE OF PERSON SIGNING: <b>Ken Pimlott, CAL Fire State Forester</b>	

STATE OF CALIFORNIA  
THE RESOURCES AGENCY  
DEPARTMENT OF FORESTRY AND FIRE PROTECTION (CAL FIRE)

COOPERATIVE AGREEMENT FOR THE LOAN OF  
FEDERAL EXCESS PERSONAL PROPERTY (FEPP)  
Under the United States Forest Service Cooperative Forestry Assistance Act (CFAA) of 1978

**ATTACHMENT A**

**SSNTA BARBARA COUNTY FIRE**

	<b>ITEM:</b>	<b>SERIAL #:</b>	<b>PROPERTY #</b>
1.	<b>ATTACH FEPMIS N/A AND INVENTORIED SCREEN PRINTS</b>		
2.			
3.			
4.			
5.			
6.			
7.			

REV. - 11/2014

FEPMIS: Property Search Results User ID: CAVBERMUD

Property Search **Property Search Results**

only property in *Assigned* status may be modified. Place cursor over *Pending* status of an item to view additional information

Previous Show All 104  Next

Images	Property#	State Property#	Station	FSC	FEPP Type	Creation Date	Quantity	Status	Tracked	
<input checked="" type="checkbox"/> 1	<a href="#">AG0001134265</a>		SBC-HELICOPTER N205FD-138001	1520 - AIRCRAFT, ROTARY WING	HELICOPTER	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
<input checked="" type="checkbox"/> 1	<a href="#">AG0001327213</a>		SBC-HELICOPTER N205KS-138002	1520 - AIRCRAFT, ROTARY WING	"HELICOPTER,"	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
	<a href="#">N/A</a>		SBC-HELICOPTER N205KS-138002	1615 - HELICOPTER ROTOR BLA...	PROVIDE DESCRIPTION	December 13, 2013	4	ASSIGNED	N	
	<a href="#">N/A</a>		SBC-AVIATION MGT UNIT- 130001	1615 - HELICOPTER ROTOR BLA...	TAIL ROTOR AND ASSEMBLY	December 13, 2013	6	ASSIGNED	N	
	<a href="#">N/A</a>		SBC-AVIATION MGT UNIT- 130001	1615 - HELICOPTER ROTOR BLA...	GEAR BOX	December 13, 2013	3	ASSIGNED	N	
	<a href="#">N/A</a>		SBC-AVIATION MGT UNIT- 130001	1615 - HELICOPTER ROTOR BLA...	PROVIDE DESCRIPTION	December 13, 2013	1	ASSIGNED	N	
	<a href="#">N/A</a>		SBC-AVIATION MGT UNIT- 130001	1615 - HELICOPTER ROTOR BLA...	PROVIDE DESCRIPTION	December 13, 2013	21	ASSIGNED	N	
	<a href="#">N/A</a>		SBC-AVIATION MGT UNIT- 130001	1615 - HELICOPTER ROTOR BLA...	MAIN ROTOR AND ASSEMBLY	December 13, 2013	1	ASSIGNED	N	
	<a href="#">N/A</a>		SBC-AVIATION MGT UNIT- 130001	1615 - HELICOPTER ROTOR BLA...	MAIN ROTOR AND ASSEMBLY	December 13, 2013	4	ASSIGNED	N	
	<a href="#">N/A</a>		SBC-AVIATION MGT UNIT-	1615 - HELICOPTER ROTOR BLA...	PROVIDE DESCRIPTION	December 13, 2013	3	ASSIGNED	N	



	<u>N/A</u>	130001 SBC-HELICOPTER N205FD-138001	1615 - HELICOPTER ROTOR BLA...	PROVIDE DESCRIPTION	December 13, 2013	1	ASSIGNED	N	
	<u>N/A</u>	SBC-HELICOPTER N205FD-138001	1615 - HELICOPTER ROTOR BLA...	PROVIDE DESCRIPTION	December 13, 2013	6	ASSIGNED	N	
☑ 2	<u>AG0001950069</u>	SBC-HELICOPTER N205KS-138002	1615 - HELICOPTER ROTOR BLA...	ROTOR GRIP-MAIN	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
☑ 2	<u>AG0001950070</u>	SBC-HELICOPTER N205KS-138002	1615 - HELICOPTER ROTOR BLA...	ROTOR GRIP-MAIN	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
	<u>N/A</u>	SBC-AVIATION MGT UNIT- 130001	1650 - AIRCRAFT HYDRAULIC, ...	PROVIDE DESCRIPTION	December 13, 2013	1	ASSIGNED	N	
	<u>N/A</u>	SBC-AVIATION MGT UNIT- 130001	1660 - AIRCRAFT AIR CONDITI...	PROVIDE DESCRIPTION	December 13, 2013	5	ASSIGNED	N	
	<u>N/A</u>	SBC-AVIATION MGT UNIT- 130001	1680 - MISCELLANEOUS AIRCRA...	PROVIDE DESCRIPTION	December 13, 2013	11	ASSIGNED	N	
	<u>N/A</u>	SBC-AVIATION MGT UNIT- 130001	1680 - MISCELLANEOUS AIRCRA...	PROVIDE DESCRIPTION	December 13, 2013	47	ASSIGNED	N	
☑ 2	<u>AG0001561765</u>	SBC-AVIATION MGT UNIT- 130001	1740 - AIRFIELD SPECIALIZED...	AIRCRAFT TUG	December 13, 2013	1	PENDING	Y	<a href="#">Breakdown</a>
☑ 2	<u>AG0001137107</u>	SBC-CONSTRUCTION- 130025	2320 - TRUCKS AND TRUCK TRA...	PICKUP	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
☑ 1	<u>AG0001558200</u>	SBC-CONSTRUCTION- 130025	2320 - TRUCKS AND TRUCK TRA...	TENDER	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
☑ 1	<u>AG0001561753</u>	SBC-HOT SHOT CREW-130029	2320 - TRUCKS AND TRUCK TRA...	WHITE DUMP TRUCK, 4X2,	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
☑ 1	<u>AG0001561754</u> AG0001561754	SBC-CONSTRUCTION- 130025	2320 - TRUCKS AND TRUCK TRA...	DUMP	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
☑ 1	<u>AG0001561766</u>	SBC-WAREHOUSE-	2320 - TRUCKS AND TRUCK TRA...	PICKUP	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>

3	<a href="#">AG0001134246</a>	130005 SBC-CONSTRUCTION-130025	2330 - TRAILERS	VAN BOX	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
2	<a href="#">AG0001134277</a>	SBC-CONSTRUCTION-130025	2330 - TRAILERS	VAN BOX	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
1	<a href="#">AG0001134278</a>	SBC-CONSTRUCTION-130025	2330 - TRAILERS	VAN BOX	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
1	<a href="#">AG0001561748</a>	SBC-CONSTRUCTION-130025	2330 - TRAILERS	TILT BED	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
1	<a href="#">AG0001561764</a>	SBC-CONSTRUCTION-130025	2330 - TRAILERS	FLAT BED	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
1	<a href="#">AG0001561768</a>	SBC-CONSTRUCTION-130025	2330 - TRAILERS	GVWR 14000# TWO AXLE 18' DECK	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
1	<a href="#">AG0001561705</a>	SBC-CONSTRUCTION-130025	2410 - TRACTORS, FULL TRACK...	BULLDOZER	December 13, 2013	1	PENDING	Y	<a href="#">Breakdown</a>
1	<a href="#">AG0001561676</a>	SBC-CONSTRUCTION-130025	2420 - TRACTORS, WHEELED	TRACTOR, LAWN AND GARDEN	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
	<a href="#">N/A</a>	SBC-HELICOPTER N205KS-138002	2840 - GAS TURBINES AND JET...	PROVIDE DESCRIPTION	December 13, 2013	1	ASSIGNED	N	
	<a href="#">N/A</a>	SBC-AVIATION MGT UNIT-130001	2840 - GAS TURBINES AND JET...	PROVIDE DESCRIPTION	December 13, 2013	11	ASSIGNED	N	
	<a href="#">N/A</a>	SBC-AVIATION MGT UNIT-130001	2850 - GASOLINE ROTARY ENGI...	PROVIDE DESCRIPTION	December 13, 2013	7	ASSIGNED	N	
	<a href="#">N/A</a>	SBC-AVIATION MGT UNIT-130001	2915 - ENGINE FUEL SYSTEM C...	PROVIDE DESCRIPTION	December 13, 2013	1	ASSIGNED	N	
	<a href="#">N/A</a>	SBC-AVIATION MGT UNIT-130001	2925 - ENGINE ELECTRICAL SY...	PROVIDE DESCRIPTION	December 13, 2013	1	ASSIGNED	N	
	<a href="#">N/A</a>	SBC-AVIATION	3020 - GEARS,	PROVIDE	December	4	ASSIGNED	N	

		MGT UNIT- 130001	PULLEYS, SPRO...	DESCRIPTION	13, 2013				
	<u>N/A</u>	SBC-AVIATION MGT UNIT- 130001	3110 - BEARINGS, ANTI-FRICT...	PROVIDE DESCRIPTION	December 13, 2013	10	ASSIGNED	N	
<input checked="" type="checkbox"/>	<u>AG0001561732</u>	SBC-AVIATION MGT UNIT- 130001	3110 - BEARINGS, ANTI-FRICT...	BEARING NEW	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
<input checked="" type="checkbox"/>	<u>AG0001134301</u>	SBC- CONSTRUCTION- 130025	3655 - GAS GENERATING AND D...	550 GALLON STORAGE TANK, WA...	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
<input checked="" type="checkbox"/>	<u>AG0001134234</u>	SBC- CONSTRUCTION- 130025	3805 - EARTH MOVING AND EXC...	GRADER	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
<input checked="" type="checkbox"/>	<u>AG0001135516</u>	SBC- CONSTRUCTION- 130025	3805 - EARTH MOVING AND EXC...	GRADER	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
<input checked="" type="checkbox"/>	<u>AG0001561628</u>	SBC- CONSTRUCTION- 130025	3805 - EARTH MOVING AND EXC...	LOADER	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
<input checked="" type="checkbox"/>	<u>AG0001561626</u>	SBC- CONSTRUCTION- 130025	3930 - WAREHOUSE TRUCKS & T...	FORKLIFT	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
<input checked="" type="checkbox"/>	<u>AG0001561750</u>	SBC- CONSTRUCTION- 130025	3930 - WAREHOUSE TRUCKS & T...	FORKLIFT	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
<input checked="" type="checkbox"/>	<u>AG0001561767</u>	SBC- WAREHOUSE- 130005	3930 - WAREHOUSE TRUCKS & T...	FORKLIFT	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
<input checked="" type="checkbox"/>	<u>AG0001739735</u>	SBC- CONSTRUCTION- 130025	3930 - WAREHOUSE TRUCKS & T...	FORKLIFT	May 8, 2014	1	ASSIGNED	Y	<a href="#">Breakdown</a>
	<u>N/A</u>	SBC- WAREHOUSE- 130005	4240 - SAFETY AND RESCUE EQ...	GOGGLES,BALLISTIC	February 5, 2015	250	ASSIGNED	N	
	<u>N/A</u>	SBC- CONSTRUCTION- 130025	4310 - COMPRESSORS AND VACU...	PROVIDE DESCRIPTION	December 13, 2013	1	ASSIGNED	N	
	<u>N/A</u>	SBC-AVIATION MGT UNIT- 130001	4320 - POWER AND HAND PUMPS	PROVIDE DESCRIPTION	December 13, 2013	5	ASSIGNED	N	

	<u>N/A</u>	SBC-AVIATION MGT UNIT-130001	4810 - VALVES, POWERED	PROVIDE DESCRIPTION	December 13, 2013	3	ASSIGNED	N	
	<u>N/A</u>	SBC-HOT SHOT CREW-130029	4940 - MISC. MAINTENANCE SP...	PROVIDE DESCRIPTION	December 13, 2013	2	ASSIGNED	N	
	<u>N/A</u>	SBC-CONSTRUCTION-130025	5820 - RADIO AND TELEVISION...	PROVIDE DESCRIPTION	December 13, 2013	116	ASSIGNED	N	
	<u>N/A</u>	SBC-AVIATION MGT UNIT-130001	5820 - RADIO AND TELEVISION...	PROVIDE DESCRIPTION	December 13, 2013	8	ASSIGNED	N	
	<u>N/A</u>	SBC-AVIATION MGT UNIT-130001	5820 - RADIO AND TELEVISION...	PROVIDE DESCRIPTION	December 13, 2013	15	ASSIGNED	N	
	<u>N/A</u>	SBC-HELICOPTER N205KS-138002	5821 - RADIO AND TELEVISION...	PROVIDE DESCRIPTION	December 13, 2013	1	ASSIGNED	N	
	<u>N/A</u>	SBC-AVIATION MGT UNIT-130001	5821 - RADIO AND TELEVISION...	PROVIDE DESCRIPTION	December 13, 2013	11	ASSIGNED	N	
	<u>N/A</u>	SBC-HELICOPTER N205FD-138001	5821 - RADIO AND TELEVISION...	PROVIDE DESCRIPTION	December 13, 2013	1	ASSIGNED	N	
☑ 2	AG0001561740	SBC-AVIATION MGT UNIT-130001	5821 - RADIO AND TELEVISION...	CONDITION UNKNOWN	December 13, 2013	1	PENDING	Y	<a href="#">Breakdown</a>
☑ 3	AG0001561744	SBC-HELICOPTER N205FD-138001	5821 - RADIO AND TELEVISION...	CONDITION UNKNOWN	December 13, 2013	1	PENDING	Y	<a href="#">Breakdown</a>
☑ 1	AG0001561745	SBC-AVIATION MGT UNIT-130001	5821 - RADIO AND TELEVISION...	RADIO	December 13, 2013	1	PENDING	Y	<a href="#">Breakdown</a>
	<u>N/A</u>	SBC-AVIATION MGT UNIT-130001	5825 - RADIO NAVIGATION EQU...	PROVIDE DESCRIPTION	December 13, 2013	5	ASSIGNED	N	
	<u>N/A</u>	SBC-AVIATION MGT UNIT-130001	5826 - RADIO NAVIGATION EQU...	PROVIDE DESCRIPTION	December 13, 2013	1	ASSIGNED	N	
☑ 1	AG0001561747	SBC-AVIATION MGT UNIT-130001	5826 - RADIO NAVIGATION EQU...	Radio Receiver	December 13, 2013	1	PENDING	Y	<a href="#">Breakdown</a>

	<u>N/A</u>	SBC-AVIATION MGT UNIT-130001	5895 - MISC. COMMUNICATION ...	PROVIDE DESCRIPTION	December 13, 2013	4	ASSIGNED	N	
☑ 3	<u>AG0001561729</u>	SBC-AVIATION MGT UNIT-130001	5935 - CONNECTORS, ELECTRICAL	CONNECTOR	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
	<u>N/A</u>	SBC-AVIATION MGT UNIT-130001	6115 - GENERATORS & GENERAT...	PROVIDE DESCRIPTION	December 13, 2013	1	ASSIGNED	N	
☑ 2	<u>AG0001739736</u>	SBC-AVIATION MGT UNIT-130001	6115 - GENERATORS & GENERAT...	GENERATOR SET,GAS TURBINE E...	June 26, 2014	1	ASSIGNED	Y	<a href="#">Breakdown</a>
	<u>AG0001719979</u>	SBC-CONSTRUCTION-130025	6230 - ELECTRIC PORTABLE & ...	FLOODLIGHT SET,ELECTRIC	February 26, 2015	1	ASSIGNED	Y	<a href="#">Breakdown</a>
	<u>AG0001719980</u>	SBC-CONSTRUCTION-130025	6230 - ELECTRIC PORTABLE & ...	FLOODLIGHT SET,ELECTRIC	February 26, 2015	1	ASSIGNED	Y	<a href="#">Breakdown</a>
	<u>N/A</u>	SBC-AVIATION MGT UNIT-130001	6350 - MISC. ALARM, SIGNAL ...	PROVIDE DESCRIPTION	December 13, 2013	2	ASSIGNED	N	
	<u>N/A</u>	SBC-AVIATION MGT UNIT-130001	6610 - FLIGHT INSTRUMENTS	PROVIDE DESCRIPTION	December 13, 2013	2	ASSIGNED	N	
	<u>N/A</u>	SBC-AVIATION MGT UNIT-130001	6610 - FLIGHT INSTRUMENTS	PROVIDE DESCRIPTION	December 13, 2013	2	ASSIGNED	N	
☑ 1	<u>AG0001561737</u>	SBC-AVIATION MGT UNIT-130001	6615 - AUTOMATIC PILOT MECH...	CONDITION UNKNOWN	December 13, 2013	1	PENDING	Y	<a href="#">Breakdown</a>
☑ 1	<u>AG0001561738</u>	SBC-AVIATION MGT UNIT-130001	6615 - AUTOMATIC PILOT MECH...	CONDITION UNKNOWN	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>
	<u>N/A</u>	SBC-AVIATION MGT UNIT-130001	6620 - ENGINE INSTRUMENTS	PROVIDE DESCRIPTION	December 13, 2013	4	ASSIGNED	N	
	<u>N/A</u>	SBC-AVIATION MGT UNIT-130001	6625 - ELECTRICAL & ELECTRO...	PROVIDE DESCRIPTION	December 13, 2013	1	ASSIGNED	N	
☑ 1	<u>AG0001561731</u>	SBC-AVIATION MGT UNIT-130001	6625 - ELECTRICAL & ELECTRO...	YELLOW CASE	December 13, 2013	1	ASSIGNED	Y	<a href="#">Breakdown</a>

2	AG0001561692	SBC-AVIATION MGT UNIT- 130001	6650 - OPTICAL INSTRUMENTS ...	BORESCOPE SET	December 13, 2013	1	ASSIGNED	Y	Breakdown
	N/A	SBC-AVIATION MGT UNIT- 130001	6660 - METEOROLOGICAL INSTR...	PROVIDE DESCRIPTION	December 13, 2013	7	ASSIGNED	N	
	N/A	SBC-AVIATION MGT UNIT- 130001	6680 - MEASURING INSTRUMENTS	PROVIDE DESCRIPTION	December 13, 2013	1	ASSIGNED	N	
	N/A	SBC-AVIATION MGT UNIT- 130001	6680 - MEASURING INSTRUMENTS	PROVIDE DESCRIPTION	December 13, 2013	1	ASSIGNED	N	
	N/A	SBC-AVIATION MGT UNIT- 130001	6685 - PRESSURE, TEMPERATUR...	PROVIDE DESCRIPTION	December 13, 2013	7	ASSIGNED	N	
	N/A	SBC- CONSTRUCTION- 130025	7125 - CABINETS, LOCKERS, B...	PROVIDE DESCRIPTION	December 13, 2013	3	ASSIGNED	N	
	N/A	SBC-AVIATION MGT UNIT- 130001	7125 - CABINETS, LOCKERS, B...	PROVIDE DESCRIPTION	December 13, 2013	8	ASSIGNED	N	
	N/A	SBC- WAREHOUSE- 130005	8140 - AMMUNITION AND NUCLE...	CHEST,AMMUNITION	February 5, 2015	100	ASSIGNED	N	
	N/A	SBC- CONSTRUCTION- 130025	8145 - SPECIALIZED SHIPPING...	PROVIDE DESCRIPTION	December 13, 2013	9	ASSIGNED	N	
	N/A	SBC- CONSTRUCTION- 130025	9999 - MISCELLANEOUS ITEMS	PROVIDE DESCRIPTION	December 13, 2013	1	ASSIGNED	N	
	N/A	SBC- CONSTRUCTION- 130025	9999 - MISCELLANEOUS ITEMS	PROVIDE DESCRIPTION	December 13, 2013	6	ASSIGNED	N	
	N/A	SBC- HELICOPTER N205KS-138002	9999 - MISCELLANEOUS ITEMS	PROVIDE DESCRIPTION	December 13, 2013	1	ASSIGNED	N	
	N/A	SBC- HELICOPTER N205KS-138002	9999 - MISCELLANEOUS ITEMS	PROVIDE DESCRIPTION	December 13, 2013	1	ASSIGNED	N	
	N/A	SBC- HELICOPTER N205KS-138002	9999 - MISCELLANEOUS ITEMS	PROVIDE DESCRIPTION	December 13, 2013	1	ASSIGNED	N	

<u>N/A</u>	SBC-AVIATION MGT UNIT- 130001	9999 - MISCELLANEOUS ITEMS	PROVIDE DESCRIPTION	December 13, 2013	5	ASSIGNED	N
<u>N/A</u>	SBC-AVIATION MGT UNIT- 130001	9999 - MISCELLANEOUS ITEMS	PROVIDE DESCRIPTION	December 13, 2013	20	ASSIGNED	N
<u>N/A</u>	SBC-AVIATION MGT UNIT- 130001	9999 - MISCELLANEOUS ITEMS	PROVIDE DESCRIPTION	December 13, 2013	2	ASSIGNED	N
<u>N/A</u>	SBC-AVIATION MGT UNIT- 130001	9999 - MISCELLANEOUS ITEMS	PROVIDE DESCRIPTION	December 13, 2013	2	ASSIGNED	N
<u>N/A</u>	SBC-AVIATION MGT UNIT- 130001	9999 - MISCELLANEOUS ITEMS	PROVIDE DESCRIPTION	December 13, 2013	1	ASSIGNED	N
<u>N/A</u>	SBC-AVIATION MGT UNIT- 130001	9999 - MISCELLANEOUS ITEMS	PROVIDE DESCRIPTION	December 13, 2013	4	ASSIGNED	N
<u>N/A</u>	SBC-AVIATION MGT UNIT- 130001	9999 - MISCELLANEOUS ITEMS	PROVIDE DESCRIPTION	December 13, 2013	26	ASSIGNED	N
<u>N/A</u>	SBC-AVIATION MGT UNIT- 130001	9999 - MISCELLANEOUS ITEMS	PROVIDE DESCRIPTION	December 13, 2013	1	ASSIGNED	N
<u>N/A</u>	SBC-AVIATION MGT UNIT- 130001	9999 - MISCELLANEOUS ITEMS	PROVIDE DESCRIPTION	December 13, 2013	12	ASSIGNED	N
<u>N/A</u>	SBC-AVIATION MGT UNIT- 130001	9999 - MISCELLANEOUS ITEMS	PROVIDE DESCRIPTION	December 13, 2013	3	ASSIGNED	N
<u>N/A</u>	SBC- HELICOPTER N205FD-138001	9999 - MISCELLANEOUS ITEMS	PROVIDE DESCRIPTION	December 13, 2013	1	ASSIGNED	N

○ Previous Show All 104 ▼ Next ○

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**FSH 3109.12 - PROPERTY ACQUISITION AND ASSISTANCE HANDBOOK  
CHAPTER 20 - MANAGEMENT AND USE OF FEDERAL EXCESS  
PERSONAL PROPERTY (FEPP)**

- g. Intended use of the property; and
- h. The ultimate disposal date; including the sale price, if any.
- i. Reports of physical inventories taken and reconciled with the regional/Area property records.

Inventory records must be maintained for a minimum of 6 years and 3 months.

4. Forest Service Records. Use the official Forest Service sanctioned USDA mandated inventory management and accounting system to inventory, control, and reconcile accountable officer records with actual inventories. The Forest Service regional/Area PMO shall enter all inventoried property into the official USDA property management and accounting information system. Each inventoried item of FEPP must have a Federal inventory number assigned to it.

## **23 - MUTUAL AID AND OTHER COOPERATIVE RELATIONSHIPS**

### **23.1 - Authorization and Authorities**

Regional foresters and the Area Director may permit accountable officers to loan FEPP to other organizations within the State to protect wildlands from fire or provide rural community fire protection (sec. 21). Such loans must be documented in a written agreement between the accountable officer and the other organization that meets all legal requirements imposed upon the State agency.

Ensure that every agreement providing for the sub-loan of FEPP covers the following points:

1. The accountable officer remains accountable for Federal-owned FEPP property loaned under the agreement.
2. The borrowing agency must return all FEPP property to the accountable officer for disposal or reassignment when it is no longer needed or is worn out. State forestry agencies may not dispose of the property without prior written approval of the accountable officer and the Forest Service regional/Area PMO.
3. State forestry agencies must meet all licensing, insurance, and liability requirements of their State. The Forest Service is not liable for damages resulting from the use of FEPP equipment by rural fire departments or other entities.
4. The State agency will ensure that all FEPP rolling stock carries a minimum of liability insurance.



**FSH 3109.12 - PROPERTY ACQUISITION AND ASSISTANCE HANDBOOK  
CHAPTER 20 - MANAGEMENT AND USE OF FEDERAL EXCESS  
PERSONAL PROPERTY (FEPP)**

5. Cite Federal authorities such as the Federal Property and Administrative Services Act of 1949, as amended (40 U.S.C. 483), and the Cooperative Forestry Assistance Act of 1978 (16 U.S.C. 2101) that authorizes the use of the property by the accountable officer or its loan to rural fire departments.
6. State the purpose for the loan of FEPP.
7. Identify any use or modification restrictions placed on the property.
8. Personal use of FEPP property is prohibited, violates the law and the agreement, and subjects violators to penalties and equipment to recall.
9. State the effective and termination dates of the agreement.

All parties shall comply with Title VI of the Civil Rights Act of 1964, as amended, section 504 of the Rehabilitation Act of 1973, as amended, Title IX of the Education Amendments, and the Age Discrimination Act of 1975.

**FSH 3109.12 – PROPERTY ACQUISITION ASSISTANCE HANDBOOK  
CHAPTER 40 – FEDERAL EXCESS PERSONAL PROPERTY (FEPP)  
AIRCRAFT AND PARTS**

**Table of Contents**

40.1 - Authority.....	2
40.2 - Objective.....	2
40.3 - Policy.....	2
<b>41 - ACQUISITION OF AIRCRAFT AND AIRCRAFT OPERATING PLAN.....</b>	<b>2</b>
41.1 - Operating Plan.....	2
41.2 - Screening and Freezes.....	3
41.3 - Management and Usage.....	4
<b>42 - STOCKING OF PARTS.....</b>	<b>5</b>
<b>43 - PARTS ACCOUNTABILITY.....</b>	<b>5</b>
<b>44 - DISPOSAL.....</b>	<b>5</b>
44.1 - Demilitarization required property.....	6
<b>45 - CANNIBALIZATION.....</b>	<b>6</b>
45.1 - Declassification of an aircraft.....	6
<b>46 - MODIFICATION.....</b>	<b>7</b>
<b>47 - MAINTENANCE AND STORAGE.....</b>	<b>7</b>
<b>48 - AIRCRAFT SAFETY AND REPORTING.....</b>	<b>7</b>
48.05 - Definitions.....	7
48.1 - Accident Reports.....	8
<b>49 - REGISTRATION OF AIRCRAFT WITH THE FAA.....</b>	<b>9</b>
49.1 - Deregistration of Aircraft with FAA.....	10

**FSH 3109.12 – PROPERTY ACQUISITION ASSISTANCE HANDBOOK  
CHAPTER 40 – FEDERAL EXCESS PERSONAL PROPERTY (FEPP)  
AIRCRAFT AND PARTS**

#### **40.1 - Authority**

1. OMB Circular A-126 provides the cost element definitions to computer costs to determine if acquisition or contracting an aircraft is more cost effective.
2. Title 41 CFR 102-33 identifies who may acquire Government aircraft and aircraft parts and the standards of maintenance and management.

#### **40.2 - Objective**

To outline the requirements on the management and use of Federal Excess Personal Property (FEPP) aircraft.

#### **40.3 - Policy**

FEPP aircraft must be acquired only for fire protection activities and may not be acquired to solely support the Forest Service or other Federal agencies. Acquisition and disposal of FEPP aircraft must be approved by the General Services Administration (GSA), Pacific Rim Region,

GSA/FSS/9FBP, 450 Golden Gate Avenue - 4 West San Francisco CA, 94102-3434.

Demilitarization required property will be identified to ensure proper disposal section 63.3 of this handbook.

### **41 - ACQUISITION OF AIRCRAFT AND AIRCRAFT OPERATING PLAN**

#### **41.1 - Operating Plan**

Before acquiring aircraft, State foresters shall have a current operating plan on file with the regional forester or the Area Director. This plan must be an integral part of the State fire plan and must be signed by a State official authorized to make acquisition and replacement decisions.

Operating plans will be renewed every 5 years, or as a signatory or specifics of the operating plan changes.

As a minimum, the operating plan must include:

1. State policy on pilot qualifications, proficiency standards, recurrent training, and aircraft operational standards such as Federal Aviation Administration (FAA) and Forest Service standards.
2. The projected use of the FEPP aircraft with a list of the primary and alternate bases of operations.

**FSH 3109.12 – PROPERTY ACQUISITION ASSISTANCE HANDBOOK  
CHAPTER 40 – FEDERAL EXCESS PERSONAL PROPERTY (FEPP)  
AIRCRAFT AND PARTS**

3. Proposed aircraft maintenance standards and schedules that conform to Forest Service standards and Department of Transportation, Federal Aviation Regulations (14 CFR, Part 135, Air Taxi Operators and Commercial Operators), including 50- and 100-hour inspections.
4. A documented aviation safety program and an aviation safety officer, appointed/designated in writing.
5. Policy and direction following Forest Service guidelines for the physical protection and security of the aircraft.
7. Certification that the addition of the FEPP aircraft to the State forester's fleet will help the State fire organization increase efficiency. If possible, support this certification by specific reference to a State fire protection analysis.
6. A system for recording aircraft flight hours, maintenance performed, and pilot flight hours. Aircraft flight hours should be recorded by category of use to facilitate reviews and audits.
8. Designation, in writing, of a chief pilot or person directly in charge of aviation operations.
9. An organization chart illustrating lines of authority for the aviation program and its relationship to the State forestry organization.

The plan must be approved by the Forest Service regional aviation officer and the FEPP National Program Manager.

#### **41.2 - Screening and Freezes**

To acquire aircraft, the States shall follow the procedures for freezing and acquiring other FEPP property (sec 11.2 and 11.3 of this handbook).

The Forest Service regional/Area PMO shall submit the form SF-122, Transfer Order Excess Personal Property, form to the National FEPP Program Manager who reviews and forwards to the Washington Office, Acquisition Management (AQM) Asset Management Branch Chief for final Agency approval.

1. Prior to transfer, all acquisition documents must be approved by:
  - a. The State aviation manager,
  - b. The State accountable officer,

**FSH 3109.12 – PROPERTY ACQUISITION ASSISTANCE HANDBOOK  
CHAPTER 40 – FEDERAL EXCESS PERSONAL PROPERTY (FEPP)  
AIRCRAFT AND PARTS**

- c. The Forest Service regional/Area property management officer (PMO),
  - d. The Forest Service regional aviation officer,
  - e. The Forest Service, Assistant Director, Aviation,
  - f. The Forest Service Acquisition Management Asset Management Branch Chief,
  - g. The Forest Service FEPP National Program Manager, and
  - h. The GSA.
2. Individual SF-122 forms will be used for each aircraft to facilitate registration requirements by the FAA.

Each SF-122 form must contain the following data elements:

1. Manufacturer,
2. Make/model,
3. Manufacturer serial number,
4. Military bureau number (serial number), and
5. Year of manufacture.

If unavailable at the time of acquisition, this information must be added to the original document prior to registration.

The GSA, National Capitol Region, Federal Supply and Services, Property Management, 7th and D Streets, SW., Washington, D.C. 20407, assists in the acquisition of federally seized or forfeited aircraft.

### **41.3 - Management and Usage**

The State shall log the usages of FEPP aircraft and shall not allow non-fire incidental use to exceed 10 percent of the total hours flown without specific permission from the regional/Area Fire Director. The State forester shall submit use reports annually in FEPMIS, as requested by the Forest Service, documenting aircraft use.

**FSH 3109.12 – PROPERTY ACQUISITION ASSISTANCE HANDBOOK  
CHAPTER 40 – FEDERAL EXCESS PERSONAL PROPERTY (FEPP)  
AIRCRAFT AND PARTS**

The Forest Service regional/Area Property Management Officer (PMO) shall ensure information pertaining to the acquisition, use, modification, cannibalization, registration, deregistration, and disposal of FEPP aircraft is shared with the FEPP National Program Manager. The FEPP National Program Manager shall ensure the Washington Office, Acquisition Management Asset Management Branch Chief is alerted to the projected transaction.

Additional guidance on Forest Service-owned aircraft can be found in FSM 5700.

Additional information on the management, use, and disposal of government-owned aircraft and aircraft parts can be found in the FMR, Subchapter B, Part 102-33 and on the GSA, Office of Government-wide Policy, Aviation Management Web site at <http://www.gsa.gov/portal/content/104520>.

#### **42 - STOCKING OF PARTS**

Normally, shelf storage will not exceed a 1-year supply. The Forest Service regional/Area PMO may grant exceptions to this rule when items are out of production, or when past experience shows the advisability of having more on hand.

#### **43 - PARTS ACCOUNTABILITY**

Ensure the State aviation manager maintains inventory stock records on carburetors, magnetos, starters, propellers, and similar items because of their significant value and interchangeability. Tag these items using the FAA colors (red--non-repairable, green--repairable, and yellow--ready to use).

Use information from the aircraft log to determine when and where aircraft engines or their components have been changed.

FEPP aircraft parts are not to be physically mixed with non-FEPP parts.

Issuance of parts must be controlled and sufficient records maintained to allow for auditing the use.

#### **44 - DISPOSAL**

Disposal procedures for FEPP outlined in chapter 30 of this handbook will be followed in the disposal of FEPP aircraft.

After approval by the Forest Service regional/Area PMO, the change of status request must be approved or disapproved by the National FEPP Program Manager. The National FEPP Program Manager will notify the Agency Acquisition Management Asset Branch Chief on the status of the aircraft.

**FSH 3109.12 – PROPERTY ACQUISITION ASSISTANCE HANDBOOK  
CHAPTER 40 – FEDERAL EXCESS PERSONAL PROPERTY (FEPP)  
AIRCRAFT AND PARTS**

After standard screening by other Forest Service units and USDA agencies, aircraft must be reported to the Personal Property Division, General Services Administration, Pacific Rim Region, San Francisco, California (via GSA Xcess).

#### **44.1 - Demilitarization required property**

Demilitarization required C, D, and F property must be identified as Federal property.

Total destruction of demilitarization required C, D, and F property must follow guidelines as established in the Department of Defense Manual 4160.21-M-1 found on the Defense Logistics Agency Disposition Services Web site at <http://www.dispositionservices.dla.mil/publications/index.shtml>

Normal screening through AAMS and GSA Xcess is required prior to demilitarization.

#### **45 - CANNIBALIZATION**

Cannibalization of aircraft has a lower priority than requests to restore and operate the aircraft. Intent to obtain an aircraft for cannibalization must be clearly indicated on the acquisition document and requires the approvals as indicated in section 41.2, paragraph 1.

Once the aircraft has been fully cannibalized, it may be declassified by completing the FS-3100-09; Request for Cannibalization, Modification, and Deregistration of Forest Service Owned Property in FEPMIS and submitting to the Forest Service regional/Area PMO for approval.

#### **45.1 - Declassification of an aircraft**

To declassify an aircraft, the Forest Service regional/Area PMO shall do the following.

1. Send a letter to GSA, Aircraft Management Policy Division (MTA), 1800 F Street, NW., Washington, DC 20405, requesting approval to declassify the aircraft and stating that the aircraft is non-operational (which includes lost or destroyed). In this letter, identify the Federal Supply Classification (FSC) group(s) that the declassified aircraft/parts will fall under, describe the condition of the aircraft (crash-damaged, unrecoverable, parts unavailable, and so forth), and include photographs as appropriate.
2. Within 14 calendar days of receiving GSA's approval to declassify the aircraft:
  - a. Following applicable Federal Aviation Regulations (14 CFR 45.13), the Forest Service regional/Area PMO shall request approval from the local FAA Flight Standards District Office (FSDO) to remove the manufacturer's data plate;

**FSH 3109.12 – PROPERTY ACQUISITION ASSISTANCE HANDBOOK  
CHAPTER 40 – FEDERAL EXCESS PERSONAL PROPERTY (FEPP)  
AIRCRAFT AND PARTS**

- b. Within 14 calendar days of receiving approval from FAA to remove the data plate, inform GSA (MTA) of FAA's approval, send the data plate by courier or registered mail to the FAA, as directed by your FSDO, and remove any Certificate of Airworthiness (form FAA 8100-2) and the aircraft's registration form from the aircraft, complete the reverse side of the registration form, and send both documents to the FAA.
- c. The Forest Service regional/Area PMO shall authorize the updating of the personal property records in the official USDA mandated property accounting management system, deleting the declassified aircraft from the aircraft category and adding it to another Federal Supply Classification classes or groups, as appropriate.
- d. The FEPP National Program Manager shall delete the aircraft from the Federal Aviation Interactive Reporting System (FAIRS) inventory records.

Document the remaining unusable carcass as scrap and promptly disposed of it.

#### **46 - MODIFICATION**

Modification to the frame or structure of an aircraft must be approved by the Forest Service, Assistant Director, Aviation.

#### **47 - MAINTENANCE AND STORAGE**

Fly all operational aircraft at least 3 hours each month to maintain aircraft readiness, or substitute accepted manufacturers' procedures for storage for off-season readiness.

Incidental use of any individual aircraft beyond 10 percent of the total flight time for that aircraft in any 1 year is prohibited. Document violations in accordance with section 21 of this handbook.

#### **48 - AIRCRAFT SAFETY AND REPORTING**

##### **48.05 - Definitions**

The following National Transportation Safety Board definitions apply to State-operated federally owned aircraft (FSM 5700).

Aircraft Accident. An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight and the time all such persons have disembarked, and in which any person suffers death or serious injury or in which the aircraft receives substantial damage.



**FSH 3109.12 – PROPERTY ACQUISITION ASSISTANCE HANDBOOK  
CHAPTER 40 – FEDERAL EXCESS PERSONAL PROPERTY (FEPP)  
AIRCRAFT AND PARTS**

Aircraft Incident. An occurrence, other than an accident, associated with the operation of an aircraft that affects, or could affect, the safety of operations. Aircraft incidents are documented on form FS-5700-14, SAFECOM: Aviation Safety Communiqué, which is also approved for interagency use as form OAS-34 (FSM 5720.45).

Serious Injury. Any injury that:

1. Requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received.
2. Results in a fracture of any bone (except simple fractures of fingers, toes, or nose).
3. Causes severe hemorrhages, nerve, muscle, or tendon damage.
4. Involves any internal organ.
5. Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

Substantial Damage. Damage or failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. For purposes of direction in FSM 5720, the following are not considered substantial damage:

1. Engine failure or damage limited to an engine if only one engine on a multi-engine aircraft fails or is damaged;
2. Bent fairings or cowlings;
3. Dented and/or small puncture holes in the skin or fabric;
4. Damage that occurs to rotor or propeller blades during ground operations; and
5. Damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips.

#### **48.1 - Accident Reports**

The accountable officer shall report to the Forest Service regional/Area PMO, any aircraft accidents or aircraft incidents involving FEPP aircraft that result in serious injury or substantial damage. A verbal report must be made as soon as possible and followed with a written report

**FSH 3109.12 – PROPERTY ACQUISITION ASSISTANCE HANDBOOK  
CHAPTER 40 – FEDERAL EXCESS PERSONAL PROPERTY (FEPP)  
AIRCRAFT AND PARTS**

within 10 working days. Department of Transportation reporting requirements of the Federal Aviation Administration and the National Transportation Safety Board are the responsibility of the accountable officer (see FSM 5723.21).

1. The Forest Service regional/Area PMO will notify the National FEPP Program Manager immediately of any aircraft accidents or aircraft incidents involving FEPP aircraft that result in serious injury or substantial damage. Any subsequent reports and documentation will be provided to the National FEPP Program Manager as they become available.
2. The National FEPP Program Manager will notify the Assistant Director, Aviation and the Acquisition Management Asset Management Branch Chief of all accidents.

#### **49 - REGISTRATION OF AIRCRAFT WITH THE FAA**

Register only those aircraft that are or will be operational. Operational aircraft must be reregistered every 3 years. Registration of FEPP aircraft must be approved through the FEPP National Program Manager.

Deregister aircraft that change from an operational to a permanent non-operational status. Aircraft must be registered with the FAA prior to being put into service. To ensure correlation between FAA's database of registered aircraft and the Federal Aviation Interactive Reporting System (FAIRS) maintained by GSA, complete the FAA form AC 8050-1, Aircraft Registration application, as follows:

1. Aircraft Manufacturer and Model. Indicate both the military and civilian model designations. Example: Cessna O-2 (337).
2. Aircraft Serial No. Indicate both the manufacturer's serial number and the military (bureau) number. Example: 337M0320 (67-11450). Note that the manufacturer's serial number is listed first. This number will be used by the FAA to list the aircraft and will also be used in FAIRS.
3. Type of Registration. Select #5. Government.
4. Name of Applicant. Show "USDA Forest Service - FEPP" on the first line. Subsequent lines should be the State address.
5. Address. List the Forest Service regional/Area office address.
6. Civilian aircraft need only show the manufacturer's model designation and serial number.

**FSH 3109.12 – PROPERTY ACQUISITION ASSISTANCE HANDBOOK  
CHAPTER 40 – FEDERAL EXCESS PERSONAL PROPERTY (FEPP)  
AIRCRAFT AND PARTS**

7. The form must be signed by the FEPP National Program Manager and accompanied by a legible copy of the transfer document (SF 122, Transfer Order Excess Personal Property) with all applicable signatures. The transfer document and the registration form must show matching serial numbers and model designations.

8. If registering a formerly military aircraft, the form must be accompanied by a letter requesting the use of the manufacturer's serial number along with the military model designation (for example, Cessna O-2, serial number 337-0320). If a particular registration number is desired for this aircraft, request in this letter as well.

#### **49.1 - Deregistration of Aircraft with FAA**

Deregistration of FEPP aircraft must be approved by the FEPP National Program Manager. Deregister an aircraft when it comes out of service permanently or prior to release of aircraft during the disposal process.

Registration numbers (tail numbers, N-numbers) are assigned to aircraft, not to agencies.

1. If the State wishes to retain the N-number for assignment to another aircraft, this request must be noted on the SF-120, Report of Excess Personal Property, or the request to deregister.
2. The Forest Service regional/Area PMO shall write a letter to the FAA with the request for a different registration number for the aircraft and retention of the original number for reuse on another aircraft.

If the aircraft is being disposed of as scrap (for example, if it crashed, or has been cannibalized), or donated for ground use (for example, static display), follow the process for declassification in section 45.1.

Donations for ground use to another Forest Service unit must be documented on a form AD-107, Report of Transfer or Other Disposition or Construction of Property, and requires approval of the FEPP National Program Manager.



DEPARTMENT OF FORESTRY AND FIRE PROTECTION

Aviation Management Unit  
5500 Price Avenue  
McClellan, CA 95652  
(916) 561-3333  
Website: [www.fire.ca.gov](http://www.fire.ca.gov)



June 24, 2015

Mr. Mark Linane  
Fire Equipment Operator Supervisor  
Santa Barbara County Fire Department  
385 Leslie Street  
Los Alamos, CA 93440

Mr. Linane,

You should feel free to contact me any time for clarification of any issues relating to aircraft that have been loaned to county or municipal agencies in California, that are part of the Federal Excess Personal Property (FEPP) system administered by the United States Forest Service (USFS) and CAL FIRE. The program is certainly not without adequate guidelines but some things may be unclear unless being reviewed by people who have an aviation background.

Last year I helped rewrite part of the county contract language that details the minimum scope of maintenance that the USFS requires be done by an agency operating an FEPP aircraft. Although the wording of what maintenance is expected is different between the CAL FIRE county contract and the USFS handbook 3109.12 (Property Acquisition Assistance Handbook) there is reason for this. The USFS handbook cited must cover any type of aircraft that comes through the USFS to a state or local operator. Some of these aircraft have been manufactured under an FAA approved OEM production certificate and are referred to as FAA Type Certificated. These are aircraft that may be used in civil, commercial aviation enterprises and have FAA approved data that details how they shall be maintained. That is why the USFS handbook in Chapter 40 states that the aircraft shall be maintained in accordance with Title 14 of the Code of Federal Regulations (federal aviation regulations, including part 135 and air taxi or commercial operations). These type certificated aircraft, which can range from small single engine aircraft to multi-engine turbo jets, may actually be used for those types of service for an agency and that is why the language is there. They must be maintained to the standards that were intended when manufactured.

The other type of aircraft, those in consideration at the Santa Barbara Air Support Unit, were made for the US military with no design approval from the Federal Aviation Administration, no type certificate was issued. The helicopters (UH-1H, OH-58 and UH-1N) were made by the same companies that make commercial aircraft but the Army or Navy controlled the specification, had oversight of vendors who made parts and assemblies and the FAA was not involved. These aircraft can *only* be operated by the military or by public use agencies. Since the Santa Barbara aircraft do not have FAA type certificates (regardless of whether they came through the FEPP program or were acquired by other means from the military) and are operated strictly under public use operational regulations, there is no FAA approved data for maintaining them and the only way to do that is to use the program that the aircraft were maintained with by the military, write your own program as we have done, or use the ICAP program (see below). The military inspection programs are what I would expect most operators of these aircraft to use. Certain civilian requirements I *also* expect to be applied, as in the case of FAA airworthiness directives that would apply to the parts on these aircraft that are the same as those used on civilian type certificated aircraft for which the FAA requires some form of additional inspection or outright replacement. The latter is included by common sense by referencing "best industry practices" in the contract wording. There is also an inspection program for both the UH-1H and OH-58 ex-army helicopters that is published by the GSA under the Interagency Committee for Aviation Policy (ICAP) umbrella. The Department of Agriculture, United States Forest Service, is an ICAP member and these inspection programs are used by many agencies these for these aircraft. Again, these are not available to CFR part 135 or other commercial aviation operators. When I inspect aircraft operated by a public use agency that *do* have type certificates, they all use the manufacturers provided inspection program as any commercial operator would. There are other ways commercial operators can have custom inspection programs but they all require FAA approval.

When non-type certificated aircraft such as we are discussing are brought to an FAA licensed aircraft repair station for maintenance, the normal repair station process of using their FAA repair station certificate number may not even be used as their certificate licenses them to work on FAA certificated parts and products. This by no-means implies that they are not qualified to work on them but simply means that they must use the maintenance program provided by the customer be it the military maintenance program or the ICAP program or something that has been custom written. I am aware (and pleased) that the SBC Air Support unit makes frequent use of several FAA certificated repair stations that have substantial experience and good reputations for the quality of their work.

As the CAL FIRE Helicopter Maintenance Chief I have issued documentation that approves the SBC Air Support unit aircraft, as specified in the documents, to be used as "call when needed" aircraft on CAL FIRE request and pursuant to an agreement within region 5 of the USFS my inspection is accepted by them in California. Implicit in issuance of these documents is that I am satisfied with the maintenance being done on these aircraft. In accordance with CAL FIRE and USFS policy, the acceptance of these aircraft is for one calendar year from the date of inspection and will need to be repeated on an annual basis. Let me know if I may be of any further assistance.

Sincerely,



*Jon Robbins*

Aviation Officer II (M)

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