



DEPARTMENT OF PROCUREMENT SERVICES
NON-COMPETITIVE REVIEW BOARD (NCRB) APPLICATION

Complete this cover form and the Non-Competitive Procurement Application Worksheet in detail. Refer to the page entitled "Instructions for Non-Competitive Procurement Application" for completing this application in accordance with its policy regarding NCRB. Complete "other" subject area if additional information is needed. Subject areas must be fully completed and responses merely referencing attachments will not be accepted and will be immediately rejected.

Department: PSA/AIS, Originator Name: Sarah Boyle, Telephone: 312-743-3501, Date: 2/20/2024, Signature of Application Author: Kevin Pater, Contract Liaison: Kevin Pater, Email Contract Liaison: kevin.pater@cityofchicago.org, Telephone: 312-745-3710

List Name of NCRB Attendees/Department: Mark Chapulis, AIS; Sarah Boyle, CPD; Fred Harnisch, CPD; Tom Lamb, CPD; Kevin Pater, PSA; Tomas Maulawin, PSA; Jose Mendez, CPD

Request NCRB review be conducted for the product(s) and/or service(s) described herein. Company: Bell/Textron, Contact Person: Ben Lassiter, Phone: 316-494-0489, Email: blassiter@bellflight.com, Project Description: Amendment to Contract # 246965 to purchase a new Bell Helicopter Model 429

This is a request for: [] New Contract, [X] Amendment / Modification, [] Blanket Agreement, [] Standard Agreement, [] Time Extension, [X] Vendor Limit Increase, [X] Scope Change, Contract Number: 246965, Specification Number: 1276899, Modification Number: 584004

Department Request Approval: Anastasia Walker, 2-22-2024, Recommended Approval: Steven M. Laboda, 3/6/2024

(FOR NCRB USE ONLY) Recommend Approval/Date: Return to Department/Date: Rejected/Date:

[X] Approved, [] Rejected, Chief Procurement Officer: [Signature], 3/6/2024



**DEPARTMENT OF PROCUREMENT SERVICES
NON-COMPETITIVE REVIEW BOARD (NCRB) APPLICATION
JUSTIFICATION FOR NON-COMPETITIVE PROCUREMENT WORKSHEET**

All applicable information on this worksheet must be addressed using each question found on the "Instructions for Non-Competitive Procurement Application" in this application.

Justification for Non-Competitive Procurement Worksheet

PROCUREMENT HISTORY

1. The Office of Public Safety Administration (OPSA) in conjunction with the Chicago Police Department (CPD) recently entered into a NCRB (sole source) contract on January 25, 2024 with Bell Textron, Inc for two (2) new Bell 407 helicopters. These helicopters are due to the City on or before December 31, 2024.

Due to the fact that the helicopters will not be arriving until 4th quarter 2024, and because the City has several high profile large events this year (ie: Democratic National Convention (DNC), NASCAR, etc.), it has been decided that another helicopter should be added to the fleet. Due to a cancellation, Bell Textron can provide the aircraft before the DNC and several other large scale City events.

Based on recent events, and in recognition of the continuing need to provide the most effective police service possible to the City, CPD must re-think its enforcement strategies and take a more innovative approach. Air Support for ground-based law enforcement resources can dramatically increase the safety of officers working in the streets, the effectiveness of the police response in fighting crime, and consequently, the security and well-being of the community.

Currently, CPD helicopter operations only consist of two operational units, a Bell 206-L4 (in service since 1993), and a Bell 206-B3 (in service since 2007). These aircraft provide an additional resource to ground units, enhancing the capabilities of first responders through the deterrence and prevention of terrorism and crime by tracking targets through focused aerial patrol and increasing response time by quickly delivering personnel and equipment to the incident scene. Both helicopters also play a significant role in conducting aerial assessments of various incidents, including large public gatherings in crowded open-air settings that are considered soft targets or ensuring the safety of citizens expressing constitutionally protected activity.

The City of Chicago Office of Public Safety Administration (PSA) is requesting a Sole Source (NCRB) Procurement approval to purchase one (1) new Bell 429 Helicopter funded through the BJA FY 24 Presidential Nominating Convention Grant Program under the project entitled Funding to Support the 2024 Presidential Nominating Convention.

This aircraft will be equipped with specialized technologies to fulfill CBRNE terrorism prevention, response, mitigation and remediation roles for the Urban Area. This is a Mayoral and Chicago Police Department (CPD) initiative to acquire units that integrate into CPD's current and future fleet of Bell Helicopters. This purchase will greatly assist with ongoing homeland security and law enforcement efforts throughout the City of Chicago, Cook County and other surrounding jurisdictions.

2. In order to expedite the process, PSA is requesting to modify the newly awarded Bell Textron NCRB contract (PO 246965) for helicopters to add the additional aircraft. The vast majority of the negotiated contract terms will remain the same with the exception of the additional scope, compensation schedule, and updated timelines for the new aircraft. In September of 2022 this was originally approved to be procured through the Reference Contract process.

3. This was identified as a NCRB requirement due to the technical nature and the immediate need and time constraints related to this procurement. Upcoming large scale events, as well as increasing global market demands for helicopters has significantly increased the lead time for helicopter purchases. The sooner the City awards a contract the quicker we can give the vendor a purchase order to start the aircraft build process.

4. CPD's current fleet of helicopters are manufactured by Bell Textron Inc. From a fleet management perspective any new helicopters need to be from the same manufacturer to ensure seamless integration for service, parts availability, and training. Maintenance is a constant, on-going, requirement for helicopters. To ensure safety and airworthiness, the manufacturer and the Federal Aviation Administration (FAA) stipulate the frequency and extent of a helicopter's maintenance requirements that will need to be performed by qualified helicopter engineers. Helicopter maintenance is far more specialized with a helicopter's major components like its engines and rotor systems requiring compulsory



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inspection at specific intervals. Other parts also need to be regularly inspected, maintained, and perhaps replaced. It is important the City has the same vendor that will not only provide parts and service for any new helicopters purchased but will also monitor the current fleet and provide the City with ongoing inspections and service recommendations.

5. At this point in time this is a one-time request for a modification of the current Bell helicopter contract.

6. Future competitive bidding may be possible if industry standards change or an executive decision is made to change the manufacturer of the current fleet.

ESTIMATED COST

1) Configured Helicopter: \$10,988,602.32 each

2) Estimated Cost for entire purchase: \$10,988,602.32

3) Cost was based on fair market value for similar helicopters sold to other large municipalities. This helicopters are budgeted and will be purchased under the BJA FY 24 Presidential Nominating Convention Grant Program .

4) Bell Textron is the Original Equipment Manufacturer (OEM). From a fiscal standpoint, keeping the fleet with a universal manufacturer will be an abundance of savings to the City, and in the case of utilization of federal grant funding, is the fiscally responsible choice. Required employee training to maintain certifications for both pilots and aircraft technicians can be very costly. Having Bell as the manufacturer of our current and future fleet will not only help provide the best possible training scenarios, but also save on travel expenses and multiple instruction sessions. Unless employees would be trained equally on two differing helicopters which adds significant complexity and cost, having half the workforce trained on Bell helicopters and the other half on another manufacturer leaves room for operational errors, inconsistency, miscommunication, and limits opportunities to backfill for other employees. Parts and service pricing will also be better leveraged by the owning and maintaining the same manufacturers helicopters.

5) The price proposal is based on current municipal pricing for this type of aircraft. This pricing is deemed reasonable in comparison with other municipal purchases from Bell/Textron.

SCHEDULE REQUIREMENTS

1) There is currently a several year lead time for helicopters. This purchase is an exception due to an order cancellation with Bell Textron. At this point in time the CPD helicopter operations only consist of two operational units, a Bell 206-L4 (in service since 1993), and a Bell 206-B3 (in service since 2007). There have been several discussions over the past few years about procuring new helicopters and the OPSA identified additional grant funds for this purchase. CPD and OPSA have been working with the Bell on providing the necessary documentation for this purchase.

2) Lack of drawings and/or specifications is NOT a constraining factor to competitive bidding.

3) CPD, PSA and the Mayor's Office are requesting approval to utilize Sole Source Procurement for this purchase because of the immediate need and time constraints related to this procurement. The increased global market demands for helicopters has significantly increased the lead time for helicopter purchases. The sooner the City awards a contract the quicker we can give the vendor a purchase order to start the aircraft build process.

4) Because of the continuing need to provide the most effective police service possible to the City, CPD must take advantage of all reasonable public safety options that are available. Air Support for ground-based law enforcement resources can dramatically increase the safety of officers working in the streets, the effectiveness of the police response in fighting crime, and consequently, the security and well-being of the community. This is a Federal grant funded initiative.



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EXCLUSIVE OR UNIQUE CAPABILITY

1) Bell understands the Chicago Police's specific mission requirements. The Bell 429 is the ideal solution for Chicago Police offering the proficiency that comes with over 87 years of aviation experience and expertise in providing safe and reliable helicopters backed by the best product support team in the world. Chicago Police will benefit from Bell's long history of designing, building and supporting helicopters in a variety of configurations. Factors that contribute to the success of Chicago's homeland security and law enforcement mission include a quick and decisive response, emphasis on providing definitive strategic support to user agencies, especially during emergencies and in times of natural disaster; and the ability to transport resources to where they are needed at critical times on a moment's notice. Chicago currently utilizes Bell helicopters as part of its public safety mission. The specific flight and mission profiles are technical in nature and require specific aircraft performance capabilities.

2) Bell has personnel considered unquestionably predominant in the helicopter field.

3) Bell has delivered more than 35,000 aircraft to our customers around the world and continues to set the pace for the industry, expanding the scope of vertical lift.

Headquartered in Fort Worth, Texas, USA, Bell has plants in Amarillo, Texas and Mirabel, Canada. Bell maintains key logistics supply and service centers in the United States, Europe, Canada and Singapore which enables Bell to provide every customer with products, service and support that are the best in the industry

4) Bell Textron has facilities all over the world. Bell's central supply center in Fort Worth, Texas is located to provide domestic and global support for sales, parts distribution and aircraft services. This Bell-owned facility allows for support that is more responsive to the City for helicopter customizing, completions/deliveries, spare parts and repair/overhaul of major components. If the other supply centers do not possess the required part, Bell either removes the part from a new helicopter on the assembly line or authorizes vendors to work overtime and expedite shipping of the part.

5) Bell is the proven leader in the following measured categories: response times, spares availability, cost of parts, speed of aircraft-on-ground (AOG) service, technical manuals, technical representatives and service satisfaction. Another strong indicator of Bell's commitment to its customers is the extensive and responsive support organization, which services every aircraft ever built by Bell. Bell's unmatched worldwide spares availability and warranty coverage plays a huge role in achieving excellence in customer service.

Bell's factory-supported Repair and Overhaul capabilities, combined with its globally dispersed Customer Service Facilities, provide experienced, capable response to customer issues. Bell is the only manufacturer that has trained Customer Support Representatives around the globe to help customers with technical advice and assistance. This is a service that is free to all customers.

6) To highlight the specific reasoning why a Sole Source contract should be utilized:

Reducing Single Points of Failure

- Maintaining a Bell fleet reduces Software and Hardware Failures
- Maintaining a Bell fleet retains existing Support Staff
- Maintaining a Bell fleet retains the existing Parts Supply Chain
- Maintaining a Bell fleet retains the existing Pilot Staff

Maintains Fleet Commonality - The 429 shares characteristics with Chicago's future and current fleet thus;

- Reducing Parts Costs
- Reducing Pilot Training Costs



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- o Reducing Maintenance Training Costs
 - o Increasing Fleet Readiness

 - Enhanced Safety
 - o Like the current and future helicopter fleet, the flight controls are American designed and operate like traditional rotor systems with drivetrains and rotor systems rotating counter-clockwise. Other manufacturers have rotor systems that turn the opposite direction, forcing pilots to remember different methods of flying. Operating aircraft with opposing rotor systems may introduce more unknown variables.
 - o The Bell 429 has a Fully Integrated Avionics system that is constantly collecting and diagnosing all aircraft parameters and reduces pilot workload.
 - o The Bell 429 provides the TFO with a dedicated station with high visibility that does NOT limit field of view.

 - Meet and Enhance Existing Mission Requirements
 - o The Bell 429 offers two TFO Stations, which is what the Department requires.
 - o The Department requires particular equipment on current fleet to fulfill mission requirements. The Bell 429 offers 400+ pounds useful load than comparable aircraft in its class. Police equipment is heavy and more available payload means more agility, speed, and longer loiter times.
- 7) Competition is not precluded because of the existence of patent rights, copyrights, trade secrets, technical data, or other proprietary data.
- 8) Bell has established a worldwide network of supply centers and Customer Service Facilities to position parts closer to customer locations for quick and responsive service and coordination. Bell's policy of maintaining a complete inventory of spare parts on hand is designed to maximize spares availability for our customers. Routine spares orders are shipped out within seven days, and 92% of AOG (Aircraft on the Ground) requests are shipped within 48 hours.

OTHER



DEPARTMENT OF PROCUREMENT SERVICES NON-COMPETITIVE REVIEW BOARD (NCRB) APPLICATION INSTRUCTIONS FOR NON-COMPETITIVE PROCUREMENT APPLICATION

INSTRUCTIONS FOR PREPARATION OF NON-COMPETITIVE PROCUREMENT APPLICATION

If a City Department has determined that the purchase of supplies, equipment, work and/or services cannot be done on a competitive basis, a justification must be prepared on this "Justification for Non-Competitive Procurement Application" in which procurement is requested on a or non-competitive basis in accordance with 65 ILCS 5/8-10-4 of the Illinois Compiled Statutes. Using this instruction sheet, all applicable information must be addressed on the worksheet. The information provided must be complete and in sufficient detail to allow for a decision to be made by the Non-Competitive Procurement Review Board. For Amendments, Modifications, describe in detail the change in terms of dollars, time period, scope of services, etc., its relationship to the original contract and the specific reasons for the change. Indicate both the original and the adjusted contract amount and/or expiration date with this change.

Attach a DPS Checklist and any other required documentation; the Board will not consider justification with incomplete information documentation or omissions.

PROCUREMENT HISTORY

1. Describe the requirement and how it evolved from initial planning to its present status.
2. Is this a first time requirement or a continuation of previous procurement from the same source? If so, explain the procurement history.
3. Explain attempts made to competitively bid the requirement (attach copy of sources contacted).
4. Describe in detail all research done to find other sources; list other cities, companies in the industry, professional organizations contacted. List periodicals and other publications used as references.
5. Explain future procurement objectives. Is this a one-time request or will future requests be made for doing business with the same source?
6. Explain whether or not future competitive bidding is possible. If not, explain in detail.

ESTIMATED COST

1. What is the estimated cost for this requirement or for each contract, if multiple awards are contemplated? What is the funding source?
2. What is the estimated cost by fiscal year?
3. Explain the basis for estimating the cost and what assumptions were made and/or data used (i.e., budgeted amount, previous contract price, current catalog or cost proposal from firms solicited, engineering or in-house estimate, etc.)
4. Explain whether the proposed Contractor or the City has a substantial dollar investment in original design, tooling or other factors which would be duplicated at City expense if another source was considered. Describe cost savings or other measurable benefits to the City which may be achieved.
5. Explain what negotiation of price has occurred or will occur. Detail why the estimated cost is deemed reasonable.

SCHEDULE REQUIREMENTS

1. Explain how the schedule was developed and at what point the specific dates were known.
2. Is lack of drawings and/or specifications a constraining factor to competitive bidding? If so, why is the proposed Contractor the only person or firm able to perform under these circumstances? Why are the drawings and specifications lacking? What is the lead time required to get drawings and specifications suitable for competition? If lack of drawings and specifications is not a constraining factor to competitive bidding, explain why only one person or firm can meet the required schedule.
3. Outline the required schedule by delivery or completion dates and explain the reasons why the schedule is critical.
4. Describe in detail what impact delays for competitive bidding would have on City operations, programs, costs and budgeted funds.

EXCLUSIVE OR UNIQUE CAPABILITY

1. If contemplating hiring a person or firm as a Professional Service Consultant, explain in detail what professional skills, expertise, qualifications, and/or other factors make this person or firm exclusively or uniquely qualified for the project. Attach a copy of the cost proposal, scope of services, and **Temporary Consulting Services Form**.
2. Does the proposed firm have personnel considered unquestionably predominant in the particular field?
3. What prior experiences of a highly specialized nature does the person or firm exclusively possess that is vital to the job, project or program?
4. What technical facilities or test equipment does the person or firm exclusively possess of a highly specialized nature which is vital to the job?
5. What other capabilities and/or capacity does the proposed firm possess which is necessary for the specific job, project or program which makes them the only source who can perform the work within the required time schedule without unreasonable costs to the City?
6. If procuring products or equipment, describe the intended use and explain any exclusive or unique capabilities, features and/or functions the items have which no other brands or models, possess. Is compatibility with existing equipment critical from an operational standpoint? If so, provide detailed explanation?
7. Is competition precluded because of the existence of patent rights, copyrights, trade secrets, technical data, or other proprietary data (attach documentation verifying such)?
8. If procuring replacement parts and/or maintenance services, explain whether or not replacement parts and/or services can be obtained from any other sources? If not, is the proposed firm the only authorized or exclusive dealer/distributor and/or service center? If so, attach letter from manufacturer on company letterhead.

MBE/WBE COMPLIANCE PLAN

- * All submissions must contain detailed information about how the proposed firm will comply with the requirements of the City's Minority and Women Owned Business program. All submissions must include a completed C-1 and D-1 form, which is available on the Procurement Services page on the City's intranet site. The City Department must submit a Compliance Plan, including details about direct and indirect compliance.

OTHER

1. Explain other related considerations and attach all applicable supporting documents, i.e., an **approved "ITGB Form"** or "Request For **Individual Hire Form**".

REVIEW AND APPROVAL

This application must be signed by both Originator of the request and signed by the Department Head. After review and final disposition from the Board, this application will be signed by the Board Chairman. After review and final disposition from the Board, this form will be presented to the Chief Procurement Officer recommending approval.

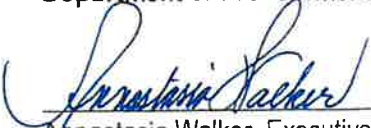


CITY OF CHICAGO



OFFICE OF PUBLIC SAFETY ADMINISTRATION

TO: Aileen Valazquez, Chief Procurement Officer
Department of Procurement Services (DPS)

FROM: 
Anastasia Walker, Executive Director
Chicago Office of Public Safety Administration (PSA)

DATE: February 23, 2024

SUBJECT: NCRB Request to Modify Bell Textron PO# 246965 to purchase one (1) additional helicopter
VLI Required: \$10,988,602.32
New Contract Total: \$22,868,285.32

The Office of Public Safety Administration (PSA), in conjunction with the Chicago Police Department (CPD), recently entered into a NCRB (sole source) contract on January 25, 2024 with Bell Textron, Inc for two (2) new Bell 407 helicopters. These helicopters are due to the City on or before December 31, 2024. Due to the fact that the helicopters will not be arriving until 4th quarter 2024, and because the City has several high profile large events this year (ie: Democratic National Convention (DNC), NASCAR, etc.), CPD highly recommends that an additional readily available helicopter should be added to the fleet. Due to a cancellation, Bell Textron can provide the aircraft before the DNC and several other large-scale City events.

PSA is requesting a Sole Source (NCRB) Procurement approval to purchase one (1) new Bell 429 Helicopter funded through the BJA FY 24 Presidential Nominating Convention Grant Program under the project entitled "Funding to Support the 2024 Presidential Nominating Convention." To expedite the process, PSA is requesting to modify the newly awarded Bell Textron NCRB contract (PO 246965) to add the additional aircraft. Most of the negotiated contract terms will remain the same apart from the additional scope, compensation schedule, and updated timelines for the new aircraft.

Certain activities are classified as National Special Security Events (NSSE) because their national or international significance make these potential targets for terrorism or other criminal activity. The federal government legislates and awards grant funds to jurisdictions hosting these events to help alleviate the cost of security services for the event. In a typical federal fiscal year, the notifications for these grants are released within 180 days from the approval of the omnibus federal appropriation. This condition is true for all federal grant-making departments, including the U.S. Department of Justice (DOJ), because the timeline to release the Notice of Funding Opportunity (NOFO) is driven by the grant program's enabling legislation.

As a result of its national and political importance, as well as the attendance by numerous dignitaries, the federal government has classified the Presidential Nominating Conventions as NSSE since 2000. Because of this, we anticipate the announcement that federal grant funds will be made available for law enforcement activities related to the 2024 National Conventions. Similar to past practice, we believe the 2024 NOFO will be specific, with Chicago being "invited to apply" as the host of the 2024 Democratic National Convention. We believe the NOFO will include information on the maximum amount budgeted for the event. However, the release of the 2024 Presidential Nominating Convention NOFO for the host cities has been postponed due to delays in congressional approval of the 2024 Omnibus Federal



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Appropriation. Instead, Congress has authorized several Continuing Resolutions maintain federal government operations. While the existing Continuing Resolution impacting DOJ expires on March 8, 2024, there has been no clear indication that Congress will pass the omnibus budget anytime soon.

Meanwhile, because the congressional delay adversely impacts the city's ability to prepare for the DNC, the Office of Public Safety Administration (OPSA) is working with the Office of Budget and Management (OBM) so public safety and other city departments essential to the DNC mission complete their purchase requests for equipment, supplies, and services necessary for the convention. Once approved and compiled, these requests will become the city's DNC budget attached to the grant application. At the same time, OPSA and the Chicago Police Department (CPD) have been in regular and ongoing conversations with DOJ to clarify procurement questions and request initial reviews of purchases to ensure our justifications are acceptable. This process has included an assessment of the sole source justification request for the helicopter that will be submitted to DOJ after the grant award is accepted. The DOJ review the helicopter sole source language has considered it acceptable and adequate; nonetheless, they are unable to approve the request until the federal budget is passed by Congress.

Thus, while the 2024 DNC grant award to the City of Chicago is unavailable as this time due to factors beyond our control, preparations for the 2024 Chicago DNC continue to move forward in anticipation of federal grant support. We are respectfully requesting the Board's consideration for this purchase to ensure that law enforcement operations during the Chicago DNC have access to a reliable law enforcement helicopter.

This aircraft will be equipped with specialized technologies to fulfill CBRNE terrorism prevention, response, mitigation and remediation roles for the Urban Area. This is a Mayoral and Chicago Police Department (CPD) initiative to acquire units that integrate into CPD's current and future fleet of Bell Helicopters. This purchase will greatly assist with ongoing homeland security and law enforcement efforts throughout the City of Chicago, Cook County and other surrounding jurisdictions.

Based on recent events, and in recognition of the continuing need to provide the most effective police service possible to the City, CPD must re-think its enforcement strategies and take a more innovative approach. Air Support for ground-based law enforcement resources can dramatically increase the safety of officers working in the streets, the effectiveness of the police response in fighting crime, and consequently, the security and well-being of the community. Currently, CPD helicopter operations only consist of two operational units, a Bell 206-L4 (in service since 1993), and a Bell 206-B3 (in service since 2007). These aircraft provide an additional resource to ground units, enhancing the capabilities of first responders through the deterrence and prevention of terrorism and crime by tracking targets through focused aerial patrol and increasing response time by quickly delivering personnel and equipment to the incident scene. Both helicopters also play a significant role in conducting aerial assessments of various incidents, including large public gatherings in crowded open-air settings that are considered soft targets or ensuring the safety of citizens expressing constitutionally protected activity.

This was identified as a NCRB requirement due to the technical nature, immediate need, and time constraints related to this procurement. Upcoming large-scale events, as well as increasing global market demands for helicopters has significantly increased the lead time for helicopter purchases. The sooner the City awards a contract the quicker a purchase order and be created to start the aircraft build process. CPD's current fleet of helicopters are manufactured by Bell Textron Inc. From a fleet management perspective any new helicopters need to be from the same manufacturer to ensure seamless integration for service, parts availability, and training. Maintenance is a constant, on-going, requirement for helicopters. To ensure safety and airworthiness, the manufacturer and the Federal Aviation



CITY OF CHICAGO



OFFICE OF PUBLIC SAFETY ADMINISTRATION

Administration (FAA) stipulate the frequency and extent of a helicopter's maintenance requirements that will need to be performed by qualified helicopter engineers. Helicopter maintenance is far more specialized with a helicopter's major components like its engines and rotor systems requiring compulsory inspection at specific intervals. Other parts also need to be regularly inspected, maintained, and perhaps replaced. It is important the City has the same vendor that will not only provide parts and service for any new helicopters purchased but will also monitor the current fleet and provide the City with ongoing inspections and service recommendations.

Compared to other large cities, Chicago lags far behind in the number of air units available for deployment to public safety situations. For example, the Los Angeles Police Department (LAPD) Air Support Division consists of 16 helicopters and the New York Police Department (NYPD) consists of 8 helicopters. With the approval of this purchase, Chicago will join with other cities that have recognized the value of additional helicopters to ensure the safety and well-being of their residents, businesses, and visitors.

From a fiscal standpoint, keeping the fleet with a universal manufacturer will be an abundance of savings to the City, and in the case of utilization of federal grant funding, is the fiscally responsible choice. Required employee training to maintain certifications for both pilots and aircraft technicians can be very costly. Having Bell as the manufacturer of our current and future fleet will not only help provide the best possible training scenarios, but also save on travel expenses and multiple instruction sessions. Unless employees would be trained equally on two differing helicopters which adds significant complexity and cost, having half the workforce trained on Bell helicopters and the other half on another manufacturer leaves room for operational errors, inconsistency, miscommunication, and limits opportunities to backfill for other employees. Parts and service pricing will also be better leveraged by the owning and maintaining the same manufacturers helicopters.

Factors that contribute to the success of Chicago's homeland security and law enforcement mission include a quick and decisive response, emphasis on providing definitive strategic support to user agencies, especially during emergencies and in times of natural disaster; and the ability to transport resources to where they are needed at critical times on a moment's notice. Chicago currently utilizes Bell helicopters as part of its public safety mission. The specific flight and mission profiles are technical in nature and require specific aircraft performance capabilities.

Thank you in advance for your consideration. PSA is requesting this procurement be approved and expedited as a high priority safety initiative in partnership with the Mayor's Office and the Chicago Police Department. Please feel free to contact me with any questions or concerns.

cc: Frank Lindbloom, PSA
Natalie Gutierrez, PSA
Kevin Pater, PSA

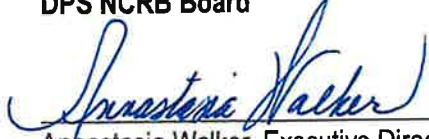


CITY OF CHICAGO

OFFICE OF PUBLIC SAFETY ADMINISTRATION

TO: Aileen Valazquez, Chief Procurement Officer
Department of Procurement Services (DPS)

ATTN: **DPS NCRB Board**

FROM: 
Anastasia Walker, Executive Director
Chicago Office of Public Safety Administration (PSA)

DATE: March 5, 2024

SUBJECT: **NCRB Request to Modify Bell Textron PO# 246965 to purchase one (1) additional helicopter
Funding Line Justification**

The Office of Public Safety Administration (PSA) is requesting a Sole Source (NCRB) Procurement approval to purchase one (1) new Bell 429 Helicopter funded through the BJA FY 24 Presidential Nominating Convention Grant Program under the project entitled "Funding to Support the 2024 Presidential Nominating Convention." To expedite the process, PSA is requesting to modify the newly awarded Bell Textron NCRB contract (PO 246965) to add the additional aircraft. Most of the negotiated contract terms will remain the same apart from the additional scope, compensation schedule, and updated timelines for the new aircraft.

Certain activities are classified as National Special Security Events (NSSE) because their national or international significance make these potential targets for terrorism or other criminal activity. The federal government legislates and awards grant funds to jurisdictions hosting these events to help alleviate the cost of security services for the event. In a typical federal fiscal year, the notifications for these grants are released within 180 days from the approval of the omnibus federal appropriation. This condition is true for all federal grant-making departments, including the U.S. Department of Justice (DOJ), because the timeline to release the Notice of Funding Opportunity (NOFO) is driven by the grant program's enabling legislation.

As a result of its national and political importance, as well as the attendance by numerous dignitaries, the federal government has classified the Presidential Nominating Conventions as NSSE since 2000. Because of this, we anticipate the announcement that federal grant funds will be made available for law enforcement activities related to the 2024 National Conventions. Similar to past practice, we believe the 2024 NOFO will be specific, with Chicago being "invited to apply" as the host of the 2024 Democratic National Convention. We believe the NOFO will include information on the maximum amount budgeted for the event. However, the release of the 2024 Presidential Nominating Convention NOFO for the host cities has been postponed due to delays in congressional approval of the 2024 Omnibus Federal Appropriation. Instead, Congress has authorized several Continuing Resolutions maintain federal government operations. While the existing Continuing Resolution impacting DOJ expires on March 8, 2024, there has been no clear indication that Congress will pass the omnibus budget anytime soon.

Meanwhile, because the congressional delay adversely impacts the city's ability to prepare for the DNC, the Office of Public Safety Administration (OPSA) is working with the Office of Budget and Management (OBM) so public safety and other city departments essential to the DNC mission complete their purchase requests for equipment, supplies, and



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services necessary for the convention. Once approved and compiled, these requests will become the city's DNC budget attached to the grant application. At the same time, PSA and the Chicago Police Department (CPD) have been in regular and ongoing conversations with DOJ to clarify procurement questions and request initial reviews of purchases to ensure our justifications are acceptable. This process has included an assessment of the sole source justification request for the helicopter that will be submitted to DOJ after the grant award is accepted. The DOJ review the helicopter sole source language has considered it acceptable and adequate; nonetheless, they are unable to approve the request until the federal budget is passed by Congress.

Thus, while the 2024 DNC grant award to the City of Chicago is unavailable as this time due to factors beyond our control, preparations for the 2024 Chicago DNC continue to move forward in anticipation of federal grant support. We are respectfully requesting the Board's consideration for this purchase to ensure that law enforcement operations during the Chicago DNC have access to a reliable law enforcement helicopter. OBM has provided a funding strip attached to this request while the details of the grant documentation continue to be compiled.

Thank you in advance for your consideration. PSA is requesting this procurement be approved and expedited as a high priority safety initiative in partnership with the Mayor's Office and the Chicago Police Department. Please feel free to contact me with any questions or concerns.

cc: Frank Lindbloom, PSA
Natalie Gutierrez, PSA
Kevin Pater, PSA



Attach required forms for each procurement type and detailed scope of services and/or specifications and forward original documents to the Chief Procurement Officer; City Hall, Room 806.

Date: 02/19/2024

Department Name: Office of Public Safety Administration

Requisition No: 584004 Specification No: 1276899

PO No: 246965 Modification No:

Contract Liaison: Kevin Pater

Telephone: 312-744-3710

Email: kevin.pater@cityofchicago.org

Project / Program Manager: Kevin Pater

Telephone: 312-745-3710

Email: kevin.pater@cityofchicago.org

For Blanket Agreements, the lead department must consult with other departments who may want to participate in the Blanket Agreement. If grant funded, attach copy of the approved grant application and other terms and conditions of the funding source.

Note:

1) **Funding:** Attach information if multiple funding lines
 2) **Individual Contract Services:** Include approval form signed by all parties
 3) **ITGB:** If project valued at \$100,000.00 or more, attach approval transmittal sheet.

Contract Liaison Signature: *[Signature]*

By signing this form, I attest that all information provided is true and accurate.

Project Title: NCRB Contract Modification: Purchase of one (1) additional new Bell Helicopter

Project Description: Purchase of a Helicopter for the Chicago Police Department

Funding:

Corporate Bond Enterprise Grant Other:

IDOT/Transit IDOT/Highway FHWA FTA FAA

LINE	FY	FUND	DEPT	ORGN	APPR	ACTV	PROJECT	RPTG	ESTDOLLAR AMOUNT
023	6	618	057	2005	0446	-22	000-23	HT00	\$10,988,602.32

Check One:

New Contract Request

By signing below, I attest the estimates provided for this contract are true and accurate.

Project / Program Manager Signature: *[Signature]*

Commissioner/Authorized Designee Signature: *[Signature]*

Purchase Order Type:

Blanket/Purchase Order (DUR)
 Master Consultant Agreement (Task Order)
 Standard/One-Time Purchase

Procurement Method:

Bid RFP RFQ RFI
 Small Order

Special Approvals Required:

Emergency
 Non-Competitive Review Board (NCRB)
 Request for Individual Contract Services Board (ITGB)
 Information Technology Governance Board (ITGB)
 IDOT Concurrence

Purchase Order Information:

Contract Term (No. of Months):

Extension Options (Rate of Recurrence):

Estimated Spend/Value: \$ 10,988,602.32

Grant Commitment / Expiration Date: 12/31/2025

Pre-Bid/Submittal Conference: Yes No

Mandatory Site Visit

Contract Type:

Architect Engineering Commodity Construction JOC SBI
 Professional Services Revenue Generating Vehicle & Heavy Equipment
 Work Service Joint Procurement Reference Contract

Modification or Amendment

Modification Information:

PO Start Date: 01/25/2024

PO End Date: 07/24/2026

Amount (Increase/Reduction):

Safety Enhancing Vehicle Equipment (MCC 2-92-597) Yes ___ No ___

Modification/Amendment Type:

Time Extension Scope Change/Price Increase /Additional Line Item(s)
 Vendor Limit Increase Requisition Encumbrance Adjustment
 Other (specify):

MBE/WBE/DBE Analysis: (Attach MBE/WBE/DBE Goal Setting Memo)

Full Compliance Contract Specific Goals
 No Stated Goals Waiver Request

Risk Management / EDS / IDOT

Insurance Requirements (included) Yes No

EDS Certification of Filing (included) Yes No

IDOT Concurrence (required) Yes No

Vendor Information

Name: Bell Textron

Contact: Ben Lassiter

Address: 3255 Bell Flight Blvd, TX76118

E-mail: blassiter@bellflight.com

Phone: 316.494.0489

Contract Goal Participation Determination Form

Project Title: NCRB Contract Modification (PO 246965): Purchase of one (1) additional new Bell Helicopter

Project Description:

Purchase of a Helicopter for the Chicago Police Department

Specification No. 1276899 Requisition No. 584004

Funding Source(s): City Federal Other _____

Target Market: Yes No MBI SBI I SBI II

No Stated Goal: Yes No

Previous Contract No(s): _____

SCOPE OF WORK:

The City of Chicago Police Department (CPD) is requesting the purchase of a new Bell 429 helicopter. This is a modification request to a current NCRB contract for helicopters.

Current Value: \$11,879,683.00 + New Helicopter Modification Request: \$10,988,602.32 = \$22,868,285.32

SUBCONTRACTING OPPORTUNITIES

(Subcontracting opportunity list is based on specialty areas of known Certified MBE/WBE/VBE/DBE contractors)

Type of Work	Estimated Dollar Amount	Percentage of Total Contract	Goal Percentage of Participation			
			MBE%	WBE%	VBE%	DBE%
TOTAL						

TOTAL ESTIMATED CONTRACT VALUE \$ \$ 22,868,285.32

GOAL RECOMMENDATION: MBE participation 0 WBE participation 0 VBE participation 0 DBE participation 0

For Construction Projects Only
 RECOMMENDED PROJECT AREA: YES NO (If yes, attach a project/community areas map) _____%

Recommended:  02/22/23
 (User Department Authorized Signature) Date
Office of Public Safety Administration
 (Name of User Department)

Department of Procurement Services

Approved By: _____ Gabriel Rodriguez, Deputy Procurement Officer _____
 Tammi Morgan, Contracting Equity Officer Date



CHICAGO POLICE Bell 407GX_i Helicopter Program



C-1

Bell Textron Inc. (Bell) is the Manufacturer of Original Equipment (MOE) for Bell aircraft including the Bell 407GX_i listed in this proposal.

A big part of completing any mission starts with putting together the right team. At Bell, our goal is to produce aircraft that are dependable, flexible and can fit almost any need, which is why so many operators choose Bell helicopters to be part of their teams. The Bell 407GX_i is the ideal solution for offering Chicago Police the proficiency that comes with over 87 years of aviation experience and expertise in providing safe and reliable helicopters backed by the best product support team in the world. The Chicago Police will benefit from Bell's long history of designing, building and supporting helicopters in a variety of configurations.

Customer Support Representatives (CSR) are available 24 hours a day, 7 days a week, 365 days a year (via phone and e-mail). In addition, Regional Customer Service Engineers (CSE) can provide on-site assistance, when needed. The combination of the Bell 407GX_i with Bell's industry-leading customer support provides the best value light single helicopter solution available in the market.

The reliability, speed, performance and maneuverability of the Bell 407GX_i helicopter is integrated with a cabin configurable for a wide variety of missions and payloads. The Bell 407GX_i proves you don't have to sacrifice comfort for performance. Bell looks forward to working with the Chicago Police on this effort.

DocuSigned by:
Veronica Rojas
2B4F48D85AA142F



CHICAGO POLICE
Bell 407GX_i Helicopter Program



A-1

Bell Textron Inc. (Bell) requests a complete absence of MBE/WBE and VBE goals.

Bell Textron Inc. does not qualify as an MBE/WBE or VBE business. Bell is a Delaware corporation, having its principal place of business in Fort Worth, Tarrant County, Texas, U.S.A.




CITY OF CHICAGO



OFFICE OF PUBLIC SAFETY ADMINISTRATION

TO: Aileen Velazquez, Chief Procurement Officer
DEPARTMENT OF PROCUREMENT SERVICES (DPS)

FROM: 
Anastasia Walker, Executive Director
PUBLIC SAFETY ADMINISTRATION (PSA)

DATE: July 11, 2023

SUBJECT: **Compliance Concurrence: No Stated Goals Request**
Bell Helicopter Purchase
Specification: 1254833

The Office of Public Safety Administration (PSA) concurs with the Bell Textron request stating "No Stated Goals" for the CPD Helicopter agreement.

CPD's current fleet of helicopters are manufactured by Bell Textron Inc. From a fleet management perspective any new helicopters must be from the same manufacturer to ensure seamless integration for safety, service, parts availability, and training. Maintenance is a constant, on-going, requirement for helicopters. To ensure safety and airworthiness, the manufacturer and the Federal Aviation Administration (FAA) stipulate the frequency and extent of a helicopter's maintenance requirements that will need to be performed by qualified helicopter engineers. Helicopter maintenance is far more specialized with a helicopter's major components like its engines and rotor systems requiring compulsory inspection at specific intervals. Other parts also need to be regularly inspected, maintained, and perhaps replaced.

It is important the City has the same vendor that will not only provide parts and service for any new helicopters purchased but will also monitor the current fleet and provide the City with ongoing inspections and service recommendations.

After a thorough search of the C-2 System CFD identified no certified MBE/WBE contractors that fall into the required categories as this is highly specialized equipment.

If you should have any questions, please contact Kevin Pater at 312-745-3710 or via email at Kevin.Pater@cityofchicago.org. Thank you for your assistance.

Twin Engine, Small Frame Law Enforcement Helicopter

Aircraft

- The helicopter needs to be able to have a maximum cruise speed of 150 kts.
- The helicopter needs to have cabin doors airworthy to speeds up to 90 kts if not greater when in the open position. These cabin doors must be a sliding configuration and will not require removal to accomplish airspeed requirements. This speed allows the aircraft to cover significant distance overtime.
- The base aircraft helicopter needs to have a range of 370 nm or greater.
- The base aircraft helicopter needs to have a maximum endurance of 4.0 hrs or greater.
- The helicopter needs to have extreme maneuverability in various flight envelopes: some mission sets require the aircraft to interdict scenarios requiring forward flight from above 65 kts. to abrupt right bank angle up to at least 30 degrees while turning to stop at low altitudes.
- The helicopter must be tooled using the SAE tooling.

Capacities

- The helicopter needs to have standard seating for 1+7
- The helicopter must have a standard fuel capacity of 216 U.S. gallons
- The helicopter must have an interior cabin volume of 130 cubic feet
- The helicopter must have a baggage compartment volume of 74 cubic feet
- The total contiguous cabin volume must be 204 cubic feet.

Powerplant Capacities

- The helicopter must be powered by dual engines capable of producing:
 - Max Continuous
 - 2x635 shp / 2x474 kW
 - Takeoff
 - 2x719 shp / 2x536 kW
- Empty weight of the helicopter, base aircraft must be 4,465 lbs.
- The helicopter must have a maximum gross weight (internal, standard) 7,000 lbs.
- The helicopter must have a maximum gross weight (external, standard) 8,000 lbs.
- The helicopter, base aircraft must have a useful load weight (internal, standard) 2,535 lbs.

Custom Modification Requirements

The aircraft shall meet all State and Federal requirements required to complete the aircraft sale, transfer of title and ownership to the City of Chicago.

All costs of the airframe, customization parts and kits as specified in section Custom Modification Requirements of this document shall be invoiced via an individual itemized invoice.

General Aircraft Upgrade Requirements

- Radar Altimeter (Honeywell KRA 405B) (Required)
- Articulated Landing Light (Required For Cat. A Operations)
- Dual 200 Amp Starter Generator (Required For Cat. A Operations)
- Increased Capacity Battery (44 Ah) (Cat. A Compliant)
- Rotor Brake Equipment
- Inlet Barrier Filter

- Dual Pilot Controls Provisions (Required for Dual Pilot Operation)
- Dual Pilot Controls Equipment (Required For Dual Pilot Operation)
- NAV/COM/GPS - GTN-750/650 NVG Upgrade (Garmin)
- NAV/COM/GPS - GTN-750 HTAWS Upgrade
- NAV/COM/GPS - GTN-750 Chartview Upgrade
- GTX 345 Enablement Card for Mode A/C only (Garmin)
- Forward Flashing Light
- Compressor Wash Kit
- Wire Strike Protection System
- Air Conditioner -w- Dual Evaporator and Manual Controls (Air Comm)
- Bleed Air Heater Provisions (Air Comm)
- Bleed Air Heater Equipment (Air Comm)
- Seats - Passenger Standard 6 Place - 18.5" Seats With 4 Point Restraint System - Quick Release Disconnects & ICS Fixed Provisions (CLUB OR AIRLINE SEATING)
- Headliner - Standard -w- LED Lights & Adjustable AC Vents
- Interior Trim - Standard
- Gross Weight Towing Kit (AA) (Loose)
- Door Openers - Automatic - for Crew (2 Door Kit) (AA)
- Door Openers - Automatic - for Hinged Passenger Doors (2 Door Kit) (AA)
- Door Openers - Automatic - for Baggage Compartment Door (AA)
- Hard Point Ceiling Spotter (300 lb Capacity) (AA)
- Hard Point Rappelling Fixture Dual RHS (300 lb Capacity per fixture) (AA)
- Hard Point Rappelling Fixture Dual LHS (300 lb Capacity per fixture) (AA)
- Copilot Tail Rotor Pedal Removal Kit (AA)
- Cabin Cargo Net / Barrier Net Assembly Kit (AA)
- Fuel Filler Area Protector (AA)
- Main Rotor Blade Expandable Bolts (4)
- Main Rotor Blade Folding Kit - Fixed Provisions (Same for 2-Blade Fwd & 2-Blade Aft or 4 Blade Aft) (Paravion)
- Main Rotor Blade Folding Kit - Blade Support Equipment - 2 Blades Fwd & 2-Blades Aft (Paravion)
- Coinmat Flooring in Aft Cabin (Black)
- Coinmat Flooring in Cockpit (Black)
- Avionics Bay Cooling Fan (installed on heavily customized aircraft)
- Mission Equipment Master Switch
- Main Rotor Blade Splice Cover Modifications
- Fuel Vent Relocation

COCKPIT INSTRUMENT PANEL/CENTER PEDESTAL

Instrumentation layout shall allow the pilot to easily monitor and control all installed instruments, MFD panels, gauges, navigation information, and control devices while simultaneously manipulation the aircraft controls.

A drawing of a proposed Instrument panel / Center pedestal layout must accompany any offer. Approval of the final panel layout and design will occur by the City of Chicago CPD Aviation Unit after the contract award.

- Cockpit Center Pedestal: Shall include the following system Mission Equipment Operational control panels and system control panels mounted with Dzus rail type fasteners:
 - Miscellaneous push button annunciator panel
 - Course Heading Flight Director control panel
 - Miscellaneous control panel

- o Lighting / ECS control panel
- o SHOTOVER ARS-750C Augmented Reality System
- o PAC45J pilot audio control panel
- o PAC45J co-pilot audio control panel
- o Technisonic TDFM-9000
- o LSC22 siren control panel
- o Air Conditioner control panel

NIGHT VISION GOGGLE AUXILIARY LIGHTING

Cockpit and aft cabin lighting shall facilitate unaided night and night vision goggle operations to include cockpit lighting that is compatible with AN/AVS-9 M949 MIL-STD-3009 Pinnacle Aviator Night Vision Goggles and AN/AVS-9 (M949) White Phosphorus Night Vision Goggles. NVG cockpit/cabin lighting system shall have FAA STC approval; NVG auxiliary light provisions shall include the following:

- NVG compatible instrument lights.
- NVG compatible center pedestal lighting.
- NVG compatible avionics lighting.
- NVG compatible aft cabin overhead lighting
- The caution warning system shall be equipped with NVG compatible annunciator lights
-
- Articulated Landing Light modification for addition of IR NVIS outer ring NVG modifications to lighting will not interfere with daylight acuity of instruments and gauges nor should the NVG modifications be obvious during daytime operations (post lighting, spider lighting, filtering that is obvious, etc.).

AIRCRAFT PAINT SPECIFICATIONS

A custom multi-colored exterior paint scheme shall be applied to City of Chicago specifications. The City of Chicago will provide the color codes and layout to be configured to City of Chicago Police Department.

AVIONICS-TRAFFIC ADVISORY SYSTEM

The helicopter must be equipped with a Garmin GTS 800 Traffic Advisory System (or equivalent) including all necessary provisions, integrated into the helicopter's Primary Flight Display (PFD) and Multi-Function Display (MFD).

AVIONICS-NAV/COM RADIOS

The helicopter must be equipped with the installed avionics:

NAV/COM/GPS Garmin GTN-750 with the following upgrade:

- HTAWS
- Chartview

NAV/COM/GPS Garmin GTN-650

AIRFRAME CUSTOMIZATION: AIR CONDITIONER

An AirComm Corporation Dual Evaporator Air Conditioner (or equivalent) system consisting of two (2) forward evaporators and two (2) aft evaporators shall be purchased and installed by the vendor.

Air conditioner controls shall be installed and located in the cockpit center pedestal.

AIRFRAME CUSTOMIZATION: BLEED AIR HEATER

The helicopter must be equipped with AirComm Corporation (or equivalent) bleed air heater provisions and equipment.

AIRFRAME CUSTOMIZATION: INLET BARRIER FILTRATION KITS

The aircraft shall have an Inlet Barrier Filter Kit installed on the left and the right engine air inlets with electrically activated intake bypass doors to supply the engines with unfiltered air if required.

AIRFRAME CUSTOMIZATION: MISCELLANEOUS

All cockpit, cabin, and baggage compartment doors shall be provided with common locks (keyed alike.)

AIRFRAME CUSTOMIZATION: RAPPEL FIXTURES

The vendor shall provide four (4) each Aeronautical Accessories Ceiling Rappel Kits.

Four (4) Aeronautical Accessories Ceiling Rappel Kits shall be installed on right and left sides of the aircraft.

AIRFRAME CUSTOMIZATION: CEILING SPOTTER FIXTURE

The vendor shall provide one (1) each Aeronautical Accessories Cabin Ceiling Spotter Kit.

One (1) each Aeronautical Accessories Cabin Ceiling Spotter Kit shall be installed behind the pilot and co-pilot along the aircraft centerline in the aft cabin.

AIRFRAME CUSTOMIZATION: GPS TRACKING SYSTEM

The vendor shall provide one (1) each Spidertracks Spider X (or equivalent) GPS tracking unit including wiring provisions for power.

AIRFRAME CUSTOMIZATION: FLOORING

The vendor shall provide coinmat flooring (or equivalent) in the cockpit and aft cabin areas.

AIRFRAME CUSTOMIZATION: AUTOMATIC DOOR RESTRAINTS

The vendor shall provide one (1) each Aeronautical Accessories Crew Door Actuator Kit (or equivalent).

An Aeronautical Accessories Crew Door Actuator Kit (or equivalent) shall be installed on the pilot and co-pilot doors.

An Aeronautical Accessories Passenger Door Actuators Kit (or equivalent) shall be installed on the right and left passenger doors.

The vendor shall provide one (1) each Aeronautical Accessories Baggage Door Actuator Kit (or equivalent).

An Aeronautical Accessories Baggage Door Actuator Kit (or equivalent) shall be installed on the baggage compartment door.

AIRFRAME CUSTOMIZATION: AUX FIN STROBE/POSITION LIGHTS

The vendor shall provide two (2) each Whelen Strobe/LED position lights installed on the right and left auxiliary fins.

Lights shall have circuit protection and an independent switch located on the pedestal.

AIRFRAME CUSTOMIZATION: USB/12VDC POWER OUTLETS

- 5VDC Dual USB Charging Port - Pilot (Incl. modification to Pilot Map Holder for charging an iPad/Tablet).
- 5VDC Dual USB Charging Port – Co-Pilot (located on Co-Pilot side of Pedestal).
- 5VDC Dual USB Charging Port – Rear (Incl. modification to Pilot Map Holder for charging an iPad/Tablet).

MISSION EQUIPMENT: TRAKKABEAM TLX SEARCHLIGHT

The vendor shall provide and install a Trakkabeam TLX Searchlight (or equivalent) capable of remote selection of various light filters from within the cockpit and capable of a maximum of 22,500 Lumens.

A Trakkabeam TLX Searchlight (or equivalent) and associated hardware, wiring harnesses, connectors and controls shall be installed. Thumb screw type connectors shall be used whenever possible.

The installation of the Trakkabeam TLX searchlight (or equivalent) and its associated hardware shall not cause a decrease of the aircraft performance minimums and shall be evaluated with all mission equipment.

The Trakkabeam Searchlight shall be installed at approximate F.S Station # 361.0 using an FAA approved meeker mount P/N AFM- AM429-1 and Meeker Dove Tail Mount P/N DT-1-11.

A Trakkabeam TLX (or equivalent) hand control unit shall be provided for access and usage from the AFT cabin area.

A mounting system shall be fabricated in the pedestal area to store the Trakkabeam TLX Searchlight hand control unit. The mounting system shall permit easy access and use of the hand control unit by the occupant of the co-pilot seat and aft cabin.

Trakkabeam Installation shall allow the pilot full directional control of the Trakkabeam TLX through a collective mounted thumb control switch. The collective operated directional control switch shall alternate between control of the OEM retractable searchlight and the Trakkabeam TLX search light using a switch mounted on the collective control box.

Trakkabeam Installation shall have provisions that will slave the Trakkabeam Searchlight to the EO/IR imaging camera.

There shall be a cannon plug/coupling mounted on the exterior of the aircraft, which allows the Trakkabeam TLX Searchlight to be connected to the aircraft/systems.

MISSION EQUIPMENT: L3 HARRIS WESCAM MX10

The vendor shall provide a Wescam MX10 Thermal/Visible light imaging camera.

The camera must have the following accessories and options:

- Thermal Imager, cooled mid-wave IR

- Electro Optic Narrow Daylight Spotter
- Laser Illuminator (Wide Divergence) and Laser Rangefinder
- Advanced Video Tracker
- MX-GEO with Internal GPS
- Image Blending
- Search Light Interface

A Macro-Blue MB series Model 15W 15" video display with remote military style knob NVIS controller with Touch-screen capabilities (or similar) shall be provided and mounted within the left area of the aircraft instrument panel.

A Macro-Blue MB series Model 22W 1821.5" video display with remote military style knob NVIS controller with Touch-screen capabilities (or similar) shall be provided and mounted within the rear cabin of the aircraft on the TFO operator console at eye level.

An FAA approved Meeker Aviation mount P/N AFM-NM429-1 and Dove tail mount P/N DT-1-1/DT-11 shall be provided and utilized for the purpose of mounting the system's imager to the nose of the aircraft.

A mounting system shall be installed in the center pedestal area in order secure and store the Wescam MX10 hand control unit. The mounting system shall permit easy access and use by the occupant of the co-pilot seat.

There shall be cannon plug/couplings mounted on the exterior of the aircraft, which will allow the MX10 to be connected and disconnected to the aircraft/systems.

MISSION EQUIPMENT: CHURCHILL ARS

The vendor shall provide and install a one (1) each Churchill/Shotover ARS mapping system.

The Churchill/Shotover system based upon a windows tablet will not be acceptable.

The Churchill/Shotover system will be a solid-state computer mounted in the center console so that any USB connections are accessible by the aircrew.

MISSION EQUIPMENT: PS ENGINEERING PAC45 DIGITAL AUDIO COMMUNICATION SYSTEM

The vendor shall provide and install a PS Engineering PAC45 Digital Audio Communication System (or equivalent).

The PS Engineering PAC45 Digital Audio Communication System shall be installed with all necessary wiring, connectors, and hardware. Thumb screw type connectors shall be used whenever possible.

Two (2) PS Engineering PAC45J Digital Audio Communication audio control panels shall be installed in the center pedestal for use from the Pilot and Co-pilot seat positions.

One (1) PS Engineering PAC45A Digital Audio Communication audio control panel shall be installed for use in the aft cabin mounted over doors on the LHS.

The aft cabin shall have six (6) each headset/helmet plug-in receptacles with MS connectors, two (2) each capable of ICS and radio transmit operation and four (4) each capable of ICS operation only..

One (1) PS Engineering PAC45 Digital Audio Communication audio installation kit.

A custom face plate / bezel for each PAC45 audio control panel.

Switch assignments for the PAC45 Digital Audio Communication audio control panels must be approved by the City of Chicago's CPD Aviation Unit prior to installation and printing of the bezels.

MISSION EQUIPMENT: TECHNISONIC TDFM-9000 FM RADIO

The vendor shall provide and install a Technisonic TDFM-9000 FM Radio (or equivalent).

The TDFM-9000 radio shall be installed in the center pedestal with all necessary mounting hardware, wiring harnesses, and required antennas. This radio shall have six (6) modules and shall be NVIS compatible.

The radio shall be equipped with the following radio modules.

- Six (6) VHF/UHF/7-800 MHz modules, preferred module H91TGD9PW7N

A Technisonic RC-9000 remote unit shall be installed in the aft cabin area mounted over doors on the LHS.

Foot TX (transmit) switch installed in rear seating area on the TFO operator console.

MISSION EQUIPMENT: CONTROLS AND SWITCHES

The aircraft intercommunications (ICS) shall be controlled via battery switch, permitting ICS operation with the battery "On".

Pilot and co-pilot Helmet/Headset communications cord plug-ins shall be wired to the overhead. Design and location shall be agreed to by the City of Chicago CPD Aviation Unit.

The remote Emergency Locator Transmitter (ELT) off/arm switch shall be installed in the center pedestal and be easily accessible to both crew members.

MISSION EQUIPMENT: LAW ENFORCEMENT EMERGENCY EQUIPMENT

The vendor shall provide and install blue LED police lights located under the aircraft belly. The lights will be activated from an Eaton style push switch on the central panel.

The vendor shall provide and install an AEM Loud Hailer system with LSC22 siren control panel, LSA400 amplifier, and LS600 speaker mounted in wheel well

The vendor shall supply and install a VISLINK Microwave Downlink system including COFDM HD transmit unit, mounting tray and omni antenna, fully controlled by SHOTOVER mapping system (6.425-6.540 GHz frequency band)

MISSION EQUIPMENT: MISCELLANEOUS AVIONICS SPECIFICATION

The pilot, co-pilot, aft-right, and aft-left positions shall have full radio transmit and receive capabilities. Pilot and co-pilot stations shall have U174 headset/helmet plug-ins, as well as cyclic actuated and foot actuated switches for transmit and receive functions.

The aft cabin shall have six (6) each headset/helmet plug-in receptacles with MS connectors, two (2) each capable of ICS and radio transmit operation and four (4) each capable of ICS operation only.

Six (6) each hand operated Alpine Aerotech Ltd. Drop Cord Assembly with three (3) foot in length coiled cords will be provided for connection to the aircraft audio system.

The ICS system shall be switchable to allow the "Pilot" or the "Pilot and Co-pilot" to have the ability to be isolated out of the ICS loop to mute aft cabin conversations.

Remote mounted marker beacon set to display on factory EFIS.

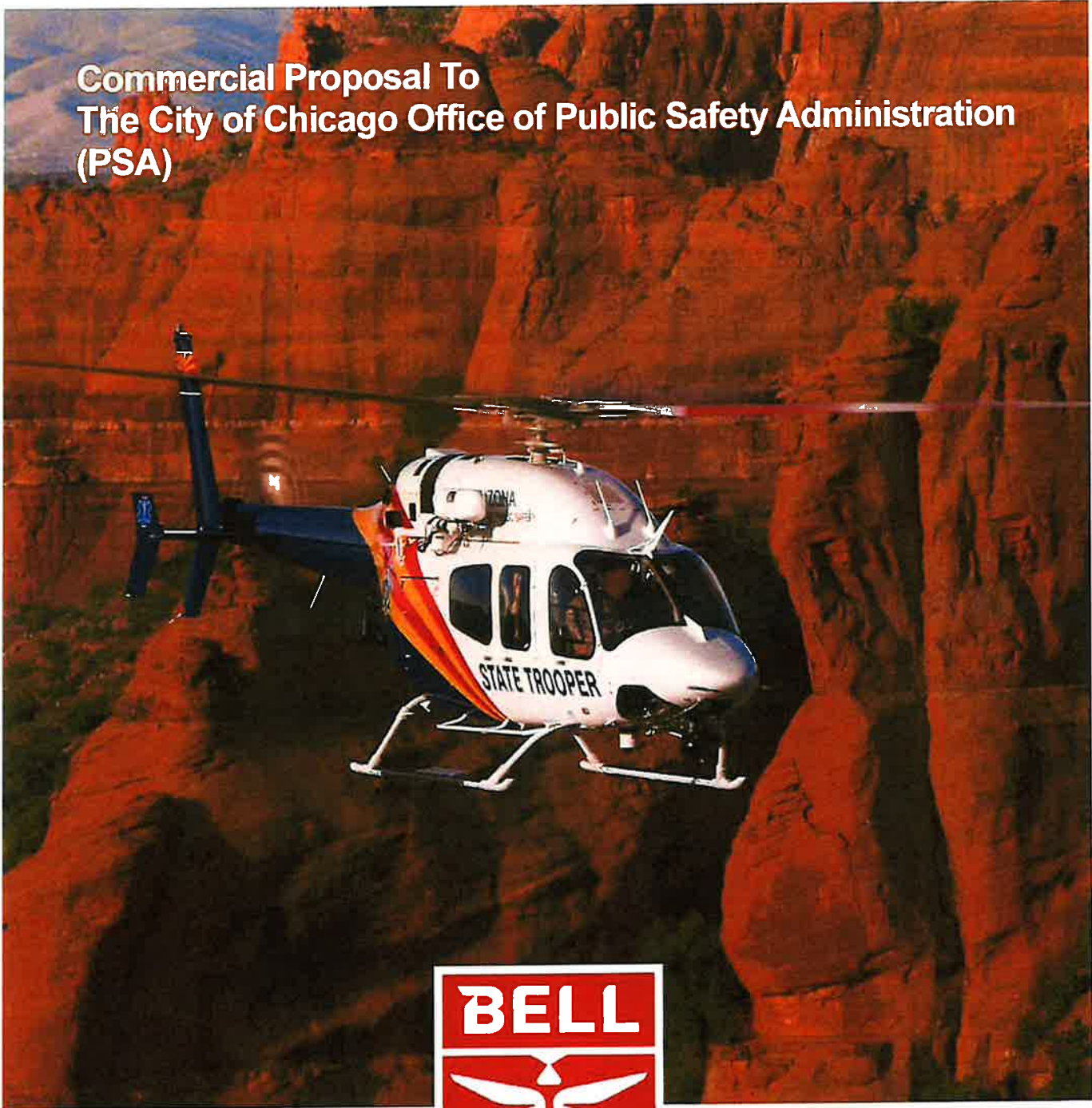
Honeywell KRA 405B radar altimeter set to display on the factory EFIS.

OPTIONAL MISCELLANEOUS PURCHASE ITEMS: GROUND HANDLING SYSTEM

The vendor shall provide one (1) full set of Ground Handling Wheels. A set includes two (2) Rear Ground Handling Wheels and two Front Ground Handling Wheels.

The vendor shall provide one (1) each Aeronautical Accessories Gross Weight Tow Kit.

**Commercial Proposal To
The City of Chicago Office of Public Safety Administration
(PSA)**



© 2024 Bell Textron Inc.
Due to the exclusive nature of this preliminary proposal, Bell requests that its contents be treated as confidential.

BELL TEXTRON INC.



Founded in 1935 as Bell Aircraft Corporation, Bell was the first to obtain certification for a commercial helicopter. Over our rich history, Bell has delivered more than 35,000 aircraft to our customers around the world and continues to set the pace for the industry, expanding the scope of vertical lift.

Headquartered in Fort Worth, Texas, USA, Bell has plants in Amarillo, Texas and Mirabel, Canada. We maintain key logistics supply and service centers in the United States, Europe, Canada and Singapore which enables Bell to provide every customer with products, service and support second to none.



Bell Corporate Headquarters

With over 80 years of aviation experience and expertise in providing the safest and most reliable helicopters in the industry, Bell's commitment to customer satisfaction and continuing product improvements is represented in our helicopters. Ranked #1 in customer support for 24 years in a row is evidence of our unequaled dedication to keeping customer's aircraft operational and mission ready, while providing the highest part availability rates in the industry. Customer support representatives are available 24 hours a day, 7 days a week, 365 days a year.

A Textron Subsidiary

Bell is a subsidiary of Textron Inc., a multi-industry company that leverages its global network of aircraft, defense, industrial and finance businesses to provide customers with innovative solutions and services. Textron is known around the world for its powerful brands such as Bell, Textron Aviation, Jacobsen, Kautex, Lycoming, E Z GO, and Textron Systems. With revenues of \$14.2 billion, approximately 37,000 employees and with facilities and presence worldwide, Textron serves a diverse and global customer base. Textron is headquartered in Providence, Rhode Island, USA and is ranked on the Fortune 500 list of largest US companies.



TEXTRON

Textron's Family of Companies

BELL 429



The Bell 429 light twin-engine, single-pilot IFR (SPIRF) helicopter offers the latest in technology to provide the best combination of speed, payload, range, hover performance and cabin size. It has a state of the art fully-integrated glass cockpit, an advanced drive system that delivers power and superb performance, WAAS navigation and IFR capability, and is the first helicopter certified through the MSG-3 process.

The Bell 429 Advantage

The Bell 429 provides our customers with a best in class solution and includes the following features:

Certification Requirements: The Bell 429 is one of the most modern helicopters on the market and is certified for Single or Dual Pilot IFR, Cat. A / JAROPS Performance Class 1 at maximum gross weight (MGW). Additionally, it is certified to FAR Part 27, Amendment 44 (2008). The Bell 429 helicopter provides our customer the best available combination of speed, comfort, low operating costs, competitive performance, safety, customer support and training.

Glass Cockpit: The Bell 429 offers avionics with integrated performance calculations for fingertip access to critical flight parameters, such as automated power assurance, Category A performance, and hover performance calculations.

Cabin Volume: The largest cabin of its class at 204 cubic feet (5.78 cubic meters), the Bell 429's open design and flat floor easily seats two pilots and six passengers, and includes 74 cubic feet (2.1 cubic meters), storage room for baggage.

Loading Flexibility: Equipped with 61.9" wide x 44.25" high (158.7 x 112.3 cm) side entrances, optional rear loading capability, and a flat floor, the 429 design simplifies the most difficult loading challenges.

Quick Cabin Conversion: The Bell 429 interior is easily converted from airline (standard, 15.5" wide, passenger seats only) to club seating configuration or from passenger to cargo service through quick disconnect seats.



The Bell 429



Glass Cockpit



Cabin Volume

BELL 429



150 knot Maximum Cruise Speed: The Bell 429 transports passengers and equipment quicker and smoother than competing aircraft. The V_H cruise speed of 150 knots is 13 knots faster than its closest competitor in its class at 137 knots.

Excellent High/Hot Performance: The Bell 429 demonstrates outstanding high/hot performance, including Category A single-engine performance, providing 429 operators greater lift capabilities across the spectrum of hot temperatures and higher altitudes.



High/Hot Performance

Performance Boost: In January 2012, after an extensive technical evaluation, Transport Canada approved operation of the Bell 429 at a maximum gross weight of 7,500 lb (3402 kg). Since then, over 25 countries have joined Canada in recognizing the 429's increased capabilities based on the due diligence performed by Transport Canada.

Specifications

SPEEDS (at max gross weight)	US UNITS	METRIC UNITS
V_{NE} (Indicated Airspeed)	155 kts	304 km/h
Max Cruise	150 kts	278 km/h
Range at V_{LRC} [1]	372 nm	688 km
Max Endurance [1]	4.1 hrs	
CAPACITIES		
Standard Seating	1 + 7	
Maximum Seating	1 + 7	
Standard Fuel	216.9 US gal	821 liters
Auxiliary Fuel	39.2 US gal	148 liters
Cabin Volume [2]	130 ft ³	3.68 m ³
Baggage Compartment Volume	74 ft ³	1.75 m ³
Total Contiguous Cabin Volume	204 ft ³	5.78 m ³
POWERPLANT SPECIFICATIONS		
Empty Weight (base aircraft) (std config w/18.5-inch wide passenger seats)	4,465 lb	2,025 kg
Max Gross Weight (internal, standard)	7,000 lb	3,175 kg
Max Gross Weight (internal, optional)	7,500 lb	3,402 kg
Max Gross Weight (external load)	8,000 lb	3,629 kg
Useful Load (internal standard, std config)	2,535 lb	1,150 kg
Useful Load (internal optional, IGW config)	3,012 lb	1,366 kg
Cargo Hook Capacity	3,000 lb	1,361 kg

Notes: [1] Standard maximum gross weight, ISA, standard fuel, at sea level

[2] Includes copilot area of 20 ft³ / 0.6 m³

SUPPORT & SERVICES



Missions

Corporate: An extremely smooth and quiet ride is just one of the things you will notice in the Bell 429. The large cabin is easily customized for luxurious amenities and the spacious seats provide ample legroom and comfort that makes any trip enjoyable. The large baggage area can easily accommodate both luggage and golf clubs. Whether maximizing your travel time working through papers or just taking a few minutes to relax and regroup, the Bell 429 provides the right environment for any mission.



Corporate

HEMS: With configurations as unique as the patients you serve; the Bell 429 is an aircraft designed with the air ambulance market in mind. The deck height matches litter height and allows one-man litter loading with less lifting or back strain through either side or optional aft clamshell doors. The largest cabin in its class and structural flat floor affords tremendous mission-to-mission flexibility. Once configured, the large cabin allows full body access, optimizing patient care. The Bell 429 minimizes time en route so the patient arrives at the medical facility quicker than ever.



HEMS

SUPPORT & SERVICES



Energy: Traveling to offshore oil platforms and wind farms can be tedious and treacherous, so safety and comfort were at the forefront of the Bell 429 design. The floatation system has been designed from the outset to meet the requirements for ditching certification for those operators who require it. Less obvious is the technology and MSG3 maintenance philosophy incorporated into protecting the Bell 429's airframe and components from the ravages of sea spray and salty air.



Energy

Parapublic: Fast, agile, smooth and quiet, the Bell 429 reduces response time and crew fatigue while expanding an agency's mission capabilities. Exceptional cabin volume, large cabin doors and optional rear clamshell doors easily accommodate special mission equipment, tactical deployments or hoist operations. Even the tallest crew member wearing an NVG-equipped helmet is comfortable flying the Bell 429 thanks to best-in-class volume and fully adjustable seats and pedals. Coupled with a fully integrated glass cockpit, with options that include moving maps, multi-sensor camera imagery and NVG capability, the Bell 429 delivers the complete multi-rote parapublic package.



Parapublic

SUPPORT & SERVICES



Commercial Support and Services

At Bell, we understand that our customer responsibilities extend far beyond the aircraft sale. We are committed to providing the resources necessary to ensure the safe and reliable operation of our products, and we will be with you at every step of your aircraft's lifecycle. Consistently voted the #1 Customer Support & Services organization in the industry among OEMs, Bell offers a wide range of products and services to support your mission requirements. Our support and service offerings include:

- Straightforward Customer Advantage Plans covering basic aircraft configuration with optional coverage for non-standard kits
- 100+ Bell authorized Customer Service Facilities (CSFs) with the ability to perform an extensive range of aircraft services
- 4,000 approved parts and 1,200 unique supplemental type certificates (STCs) offered through Bell's Aeronautical Accessories brand
- Seven service centers around the world with wide-ranging maintenance, repair and overhaul capabilities
- 50 Customer Service Engineers providing in-region support to our global customers every day



Service Center



Aeronautical Accessories

Training

Bell is a FAA Part 141/142 training center and an EASA approved training center (ATO), and is recognized around the world as the premiere helicopter training organization. Our training academy has trained over 200,000 pilots and maintenance personnel. Our world-class facility comprises approximately 86,000 ft² (7,989.66 m²) and features:

- 18 multimedia classrooms



Bell Training Academy in Ft. Worth, Texas

SUPPORT & SERVICES



- 3 overhaul labs fitted for the newest learning technology tools
- 20,000+ ft² (858.06 m²) training hangar space for crucial hands-on maintenance training
- 1 Cockpit Procedure Trainer (CPT)
- 6 advanced Flight Training Devices (FTD) designed to train on different Bell helicopter models.

The facility also features a new NVG-compatible Bell 407 Full Flight Simulator (FFS) and the first Bell 525 Full Flight Simulator. All Bell training courses are designed with the goal of safe, cost effective operation of the aircraft. Pilot and field maintenance training is included at no additional cost with the purchase of every new helicopter. Information regarding additional training classes and applicable pricing are available upon request.

Complimentary pilot and maintenance training is offered with the purchase of every Bell helicopter to enhance operational performance in support of mission requirements. Optional courses are available at an additional cost.



Flight Training



Maintenance Training

PRELIMINARY PRICING



A Bell Purchase Includes

1. **Detailed Aircraft Configuration:** Our experienced professionals are available to work with you to help determine the precise configuration of your aircraft. In most cases, the final configuration is required six months prior to delivery of the aircraft.
2. **Complimentary Training:** Bell's standard pilot and field maintenance training is included at no additional cost with each helicopter purchase. Information regarding optional or customized training is available upon request.
3. **International Certifications:** U.S. Federal Aviation Authority (FAA) certification or Canadian Ministry of Transportation (MOT) is the standard aircraft certification platform for Bell products. Bell has obtained international certification approval for the various aircraft models and we work closely with the relevant civil aviation authorities around the world. Individual country certification is available upon request and may require additional modifications and/or equipment at applicable pricing.
4. **Warranty:** Bell currently provides the following warranty coverage plan with each new helicopter.
 - Three Years/1,000 flight hours, whichever occurs first (non-prorated)
 - The Bell warranty program is fully transferable and additional information is available upon request.
5. **Financing:** Bell is pleased to offer many of its customers financing solutions through its affiliate Textron Financial Corporation (TFC), which is also a wholly owned subsidiary of Textron Inc. TFC's role as a captive finance company is to help ensure attractive financing solutions are available for buyers of Textron products, which it has been doing successfully for Bell for more than 30 years. These solutions include unique direct financing for qualified customers in more than 60 countries, but also can include discussing and facilitating third party financing options—whatever solution best meets the need and situation.

TFC professionals are based throughout the world, including Fort Worth, São Paulo, Prague, Shanghai, and Singapore, and are available to meet with you at your convenience. TFC will work proactively with you and Bell to ensure the most satisfactory financing and delivery process possible. TFC's experience and worldwide proximity allows TFC to understand your specific business needs, and develop tailored finance solutions to most effectively meet those needs. TFC is here to help you finance your Bell purchase.
6. **Simple Payment Terms:** As a general rule, a 15% deposit is required upon ordering your Bell, with the balance due upon delivery of your aircraft.
7. **Next Steps:** Your sales representative is available to discuss any questions you may have or provide additional information. Bell would be pleased to provide a Purchase Agreement with firm pricing and delivery schedule upon request.

Note: This information is preliminary and for informational purposes only. A standard Bell Purchase Agreement with associated terms and conditions may be provided upon request. The enclosed pricing is valid for thirty (30) days from the date of this preliminary proposal. All aircraft are subject to prior sale until a Purchase Agreement is signed by the Purchaser and Bell, along with payment of the required initial deposit.

Preliminary Configuration

This non-binding preliminary proposal is provided for planning purposes only. The configuration and prices provided herein are predicated on delivery of aircraft with a data plate for the pricing year as specified; delivery is subject to availability and U.S. Government export approval as may be required. Actual prices will be based on the final aircraft configuration, aircraft availability, calendar year of delivery, and other contracted services.

CONFIGURATION & ROM PRICING



APPENDIX 1 EQUIPMENT FOR PURCHASE

Product Name	Quantity	Unit Net Price	Net Price
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Basic Aircraft

Bell 429 Basic Aircraft	1	\$ 7,573,500.00	\$ 7,573,500.00
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Standard Factory Installed Kits

Air Conditioner Drive Quill	1	NSP	NSP
Air Conditioner Provisions (Air Comm)	1	NSP	NSP
Electrical Provisions Kit (Required For Cat. A Operations)	1	NSP	NSP
Emergency Locator Transmitter (ELT) - C406-NHM (Artex)	1	NSP	NSP
Inlet Barrier Filter Electrical Provisions	1	NSP	NSP
Rotor Brake Provisions	1	NSP	NSP
Wire Strike Protection System (Lower Provisions)	1	NSP	NSP
Wire Strike Protection System (Upper Provisions)	1	NSP	NSP
First Aid Kit	1	NSP	NSP
Hand Held Fire Extinguisher	1	NSP	NSP
NAV/COM/GPS - GTN-750/650 (Garmin)	1	NSP	NSP

Kits & Customizing

Parapublic Pedestal Extension including mounting brackets and disconnects for searchlight and EO/IR sensor hand controllers	1	\$ 23,094.23	\$ 23,094.23
Main Rotor Blade Folding Kit - Blade Support Equipment - 2 Blades Fwd & 2-Blades Aft (Paravion)	1	\$ 68,026.41	\$ 68,026.41
Main Rotor Blade Folding Kit - Fixed Provisions (Same for 2-Blade Fwd & 2-Blade Aft or 4 Blade Aft) (Paravion)	1	\$ 30,875.62	\$ 30,875.62
Main Rotor Blade Splice Cover Modifications	1	\$ 33,829.32	\$ 33,829.32
TrakkaBeam TLX Searchlight with IR (filter disabled for cert & delivery) including slaving to EO/IR (if equipped), hand grip controller, PCIU, CIU, Meeker tailboom mount, dovetail quick disconnect, internal and external wiring, and storage case	1	\$ 215,286.71	\$ 215,286.71
Hard Point Rappelling Fixture Dual LHS (300 lb Capacity per fixture) (AA)	1	\$ 7,684.39	\$ 7,684.39
RebTech NVG Articulated Landing Light modification for addition of IR NVIS outer ring	1	\$ 17,874.12	\$ 17,874.12
Hard Point Rappelling Fixture Dual RHS (300 lb Capacity per fixture) (AA)	1	\$ 7,684.39	\$ 7,684.39
Fuel Vent Relocation	1	\$ 9,077.22	\$ 9,077.22
RebTech NVG STC (does not include Covert IR Formation Lighting System or IR Articulated Landing Light Modification)	1	\$ 91,204.95	\$ 91,204.95
Certification Engineering	1	\$ 136,854.38	\$ 136,854.38
Incoming / Final (includes opening and closing aircraft / records review / weight and balance / LGB entry / 337..)	1	\$ 30,890.92	\$ 30,890.92

Due to the exclusive nature of this preliminary proposal, Bell requests that its contents be treated as confidential.

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Bell Textron Inc

CONFIGURATION & ROM PRICING



GTX 345 Enablement Card for Mode A/C only (Garmin)	1	\$ 2,243.09	\$ 2,243.09
15" Macro-Blue MB15W Landscape NVIS Touchscreen Monitor - mounted on co-pilot side of instrument panel, including glareshield modification	1	\$ 51,192.78	\$ 51,192.78
ICS: 6-place aft cabin located in overhead including all 6x with MS connectors and 2 of which with transmit capability (Aft RHS & Aft LHS). Headsets and drop cords not included.	1	\$ 17,896.97	\$ 17,896.97
Cabin ICS Drop Cords (Qty 6) (Alpine Aerotech) (Loose)	1	\$ 4,853.78	\$ 4,853.78
TrakkaBeam TLX Searchlight directional control via interface with basic aircraft collective switch (pilot and co-pilot)	1	\$ 18,631.74	\$ 18,631.74
21.5" Macro-Blue Landscape NVIS Touchscreen Monitor - mounted in cabin command center	1	\$ 53,465.95	\$ 53,465.95
Coinmat Flooring in Aft Cabin (Black)	1	\$ 5,531.34	\$ 5,531.34
Coinmat Flooring in Cockpit (Black)	1	\$ 5,508.00	\$ 5,508.00
Custom Paint Scheme	1	\$ 40,697.62	\$ 40,697.62
L3 Wescam MX-10 EO/IR Sensor for display on co-pilot mission monitor, including Meeker nose mount, dovetail quick disconnect, NVG compatible hand controller, internal and external wiring, dessicants, and storage case (ref L3 Harris quote #23WUSA238)	1	\$ 843,104.46	\$ 843,104.46
NOTE Cabin TFO Command Center (AA) mounted on seat rails with quick disconnects, to have ability to slide forward and aft on base track.	1	\$ 0.00	\$ 0.00
Cabin TFO Command Center Provisions including internal wiring and quick disconnects	1	\$ 26,753.39	\$ 26,753.39
Cabin TFO Command Center (AA) including mounting for MB monitor, mounting brackets for hand controllers, keyboard tray, TX foot switch, map holder with tablet charging modification, 5VDC type A/C dual USB charging port.	1	\$ 100,200.74	\$ 100,200.74
Technisonic TDFM-9000 FM Radio (P90722)	1	\$ 188,672.29	\$ 188,672.29
Technisonic RC-9000 NVG compatible remote control head in the cabin overhead mounted over doors on the LHS	1	\$ 25,530.37	\$ 25,530.37
LSS880 Loudspeaker System (AEM) - 600W system including LSC22 siren control panel, LSA400 amplifier, LS600 speaker mounted in wheel well	1	\$ 84,267.28	\$ 84,267.28
PS Engineering PAC45 Audio Control System - 2x PAC45J audio control panels mounted in pedestal for pilot and co-pilot, 1x additional PAC45A audio control panel in the cabin overhead mounted over doors on the LHS	1	\$ 91,925.90	\$ 91,925.90
Spider Tracks - Spider X (Subscription not included) Equipment Provided loose	1	\$ 11,415.36	\$ 11,415.36
Blue LED police light located under belly	1	\$ 21,402.71	\$ 21,402.71
Vislink AeroLink Transmission System including COFDM HD transmit unit, mounting tray and omni antenna, fully controlled by SHOTOVER mapping system (6.425-6.540 GHz frequency band)	1	\$ 133,811.89	\$ 133,811.89
Radar Altimeter (Honeywell KRA 405B) (Required)	1	\$ 36,720.00	\$ 36,720.00
Articulated Landing Light (Required For Cat. A Operations)	1	\$ 38,658.00	\$ 38,658.00
Dual 200 Amp Starter Generator (Required For Cat. A Operations)	1	\$ 13,770.00	\$ 13,770.00

Due to the exclusive nature of this preliminary proposal, Bell requests that its contents be treated as confidential

Q-00028441
Bell Textron Inc

CONFIGURATION & ROM PRICING



Increased Capacity Battery (44 Ah) (Cat. A Compliant)	1	\$ 6,528.00	\$ 6,528.00
Rotor Brake Equipment	1	\$ 30,906.00	\$ 30,906.00
Inlet Barrier Filter	1	\$ 53,244.00	\$ 53,244.00
Dual Pilot Controls Provisions (Required for Dual Pilot Operation)	1	\$ 23,868.00	\$ 23,868.00
Dual Pilot Controls Equipment (Required For Dual Pilot Operation)	1	\$ 30,498.00	\$ 30,498.00
NAV/COM/GPS - GTN-750/650 NVG Upgrade (Garmin)	1	\$ 21,012.00	\$ 21,012.00
NAV/COM/GPS - GTN-750 HTAWS Upgrade	1	\$ 19,992.00	\$ 19,992.00
NAV/COM/GPS - GTN-750 Chartview Upgrade	1	\$ 4,386.00	\$ 4,386.00
Forward Flashing Light	1	\$ 6,732.00	\$ 6,732.00
Compressor Wash Kit	1	\$ 15,300.00	\$ 15,300.00
Wire Strike Protection System	1	\$ 49,878.00	\$ 49,878.00
Main Rotor Blade Expandable Bolts (4)	1	\$ 1,530.00	\$ 1,530.00
Air Conditioner -w- Dual Evaporator and Manual Controls (Air Comm)	1	\$ 132,804.00	\$ 132,804.00
Bleed Air Heater Provisions (Air Comm)	1	\$ 13,770.00	\$ 13,770.00
Bleed Air Heater Equipment (Air Comm)	1	\$ 40,494.00	\$ 40,494.00
Seats - Passenger Standard 6 Place - 18.5" Seats With 4 Point Restraint System - Quick Release Disconnects & ICS Fixed Provisions (CLUB OR AIRLINE SEATING)	1	\$ 0.00	\$ 0.00
Headliner - Standard -w- LED Lights & Adjustable AC Vents	1	\$ 12,852.00	\$ 12,852.00
Interior Trim - Standard	1	\$ 0.00	\$ 0.00
Gross Weight Towing Kit (AA) (Loose)	1	\$ 918.00	\$ 918.00
Door Openers - Automatic - for Crew (2 Door Kit) (AA)	1	\$ 6,324.00	\$ 6,324.00
Door Openers - Automatic - for Hinged Passenger Doors (2 Door Kit) (AA)	1	\$ 5,202.00	\$ 5,202.00
Door Openers - Automatic - for Baggage Compartment Door (AA)	1	\$ 2,142.00	\$ 2,142.00
Hard Point Ceiling Spotter (300 lb Capacity) (AA)	1	\$ 4,896.00	\$ 4,896.00
Copilot Tail Rotor Pedal Removal Kit (AA)	1	\$ 9,078.00	\$ 9,078.00
Cabin Cargo Net / Barrier Net Assembly Kit (AA)	1	\$ 5,304.00	\$ 5,304.00
Fuel Filler Area Protector (AA)	1	\$ 2,652.00	\$ 2,652.00
5VDC Dual USB Charging Port - Pilot (Incl. modification to Pilot Map Holder for charging an iPad/Tablet)	1	\$ 7,854.00	\$ 7,854.00
5VDC Dual USB Charging Port - Co-Pilot (located on Co-Pilot side of Pedestal)	1	\$ 7,854.00	\$ 7,854.00
Strobes (2 - Left/Right), LED Position Lights (3 - Left/Right/Tail) (Whelen)	1	\$ 20,502.00	\$ 20,502.00
Traffic Avoidance System - GTS 800 TAS - (Includes ADS-B IN Traffic)(Garmin)	1	\$ 53,448.00	\$ 53,448.00
Marker Beacon - Remote Mounted (PS Engineering) Displayed on Factory EFIS	1	\$ 23,256.00	\$ 23,256.00
SHOTOVER ARS-750C Augmented Reality System - augmented reality mapping system and mission management system with ARS-KB-H rugged NVG handheld keyboard and SW-LTE-70 4G wifi router	1	\$ 241,638.00	\$ 241,638.00
Avionics Bay Cooling Fan (installed on heavily customized aircraft)	1	\$ 48,246.00	\$ 48,246.00
Mission Equipment Master Switch	1	\$ 23,358.00	\$ 23,358.00

Kits & Customizing Subtotal \$ 3,415,102.32

CONFIGURATION & ROM PRICING



Training

Complimentary 429 Field Maintenance - 3 Weeks	1	\$ 0.00	\$ 0.00
Complimentary Integrated Avionics System 429 B2 - 3 Weeks	1	\$ 0.00	\$ 0.00
Complimentary 429 Ground and Flight Initial	2	\$ 0.00	\$ 0.00

Training Subtotal \$ 0.00

Acceptance Location

PINEY FLATS, TENNESSEE (USA)			
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Certification

U.S. FAA			
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Purchase Price

\$ 10,988,602.32

Kevin Pater

From: Kevin Pater
Sent: Monday, July 10, 2023 4:31 PM
To: blassiter@bellflight.com
Subject: City of Chicago Terms and Conditions (informational purposes only)
Attachments: Sample PSA 042022 pbws.PDF

Ben -

Please see attached:

Professional Services Agreement (PSA)

The attached Professional Services Agreement (PSA) for the City of Chicago reflects standard terms and conditions for this type of agreement, but the provisions may vary depending upon negotiations and type of agreement. This PSA is posted for information purposes only and it is not to be construed as final terms for any specific project or contract.

Thanks,

Kevin Pater | Contracts Administrator
Office of Public Safety Administration
3510 S. Michigan Ave. – 3rd Floor | Chicago, IL 60653
Tel: 312.745.3710 | Mobile: 312.520.2146

ARTICLE 6. INSURANCE REQUIREMENTS

Contractor must provide and maintain at Contractor's own expense, until contract completion and during the time period following completion if Contractor is required to return and perform any work, services, or operations, the insurance coverages and requirements specified below, insuring all work, services, or operations related to the Contract. The Certificate of Insurance shall contain the following:

6.1. Insurance Required

6.2. Bell will evidence the following coverage in support of this purchase sale agreement.

6.2.1. Workers Compensation and Employers Liability (Primary and Umbrella)

Workers Compensation Insurance, as prescribed by applicable law covering all employees who are to provide a work, services, or operations under this Contract and Employers Liability coverage with limits of not less than \$1,000,000 each accident; \$1,000,000 disease-policy limit; and \$1,000,000 disease-each employee, or the full per occurrence limits of the policy, whichever is greater.

Contractor may use a combination of primary and excess/umbrella policy/policies to satisfy the limits of liability required herein. The excess/umbrella policy/policies must provide the same coverage/follow form as the underlying policy/policies.

6.2.2. Excess/Umbrella

Excess/Umbrella Liability Insurance must be maintained with limits of not less than \$4,000,000 per occurrence, or the full per occurrence limits of the policy, whichever is greater. The policy/policies must provide the same coverages/follow form as the underlying Employers Liability coverage required herein and expressly provide that the excess or umbrella policy/policies will drop down over reduced and/or exhausted aggregate limit, if any, of the underlying insurance. The Excess/Umbrella policy/policies must be primary without right of contribution by any other insurance or self-insurance maintained by or available to the City.

Contractor may use a combination of primary and excess/umbrella policies to satisfy the limits of liability required in sections 6.2.1,6.2.2,6.2.3 and 6.2.4 herein.

6.2.3. Aviation Liability

When any aircraft equipment is used in connection with any services performed hereunder, Contractor must provide Aviation Liability Insurance with limits of not less than \$10,000,000 per occurrence, for bodily injury and property damage.

6.2.4. Property/ Aviation Hull

The Contractor is responsible for all loss or damage to helicopter until acceptance and pick up by or delivery to the City of Chicago.

The Contractor is responsible for all loss or damage to personal property (including but not limited to materials, equipment, tools and supplies) owned, used, leased, or rented to Contractor.

6.3. Additional Requirements

Evidence of Insurance. Contractor must furnish the City, Department of Procurement Services, City Hall, Room 806, 121 N. LaSalle Street, Chicago, IL 60602, original certificates of insurance and/or other evidence of insurance, to be in force on the date of this Contract, and renewal certificates of insurance and endorsement, or such similar evidence, if the coverages have an expiration or renewal date occurring during the term of this Contract. Contractor must submit evidence of insurance prior to execution of Contract.. The failure of the City to obtain, nor the City's receipt of, or failure to object to a non-complying insurance certificate, endorsement or other insurance evidence from Contractor, its insurance broker(s) and/or insurer(s) will not be construed as a waiver by the City of any of the required insurance provisions. Contractor must advise all insurers of the Contract provisions regarding insurance. The City in no way warrants that the insurance required herein is sufficient to protect Contractor for liabilities which may arise from or relate to the Contract.

Failure to Maintain Insurance. Failure of the Contractor to comply with required coverage and terms and conditions outlined herein will not limit Contractor's liability or responsibility nor does it relieve Contractor of the obligation to provide insurance as specified in this Contract. Nonfulfillment of the insurance conditions may constitute a violation of the Contract, and the City retains the right to suspend this Contract until proper evidence of insurance is provided, or the Contract may be terminated.

Notice of Material Change, Cancellation or Non-Renewal. Contractor must provide sixty (60) days prior written notice to the City in the event coverage is substantially changed, canceled or non-renewed and ten (10) days prior written notice for non-payment of premium.

Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions on referenced insurance coverages must be borne by Contractor.

Waiver of Subrogation. Contractor hereby waives its rights and its insurer(s)' rights of subrogation and agrees to require their insurers to waive their rights of subrogation against the City under all required insurance herein for any loss arising from or relating to this Contract. Contractor agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the City received a waiver of subrogation endorsement for Contractor's insurer(s).

Contractors Insurance Primary. Contractor's insurance must be primary and not contributory with any insurance carrier by the City.

No Limitation as to Contractor's Liabilities. The coverages and limits furnished by Contractor in no way limit the Contractor's liabilities and responsibilities specified within the Contract or by law.

No Contribution by City. Any insurance or self-insurance programs maintained by the City do not contribute with insurance provided by Contractor under this Contract.

Insurance not Limited by Indemnification. The required insurance to be carried is not limited by any limitations expressed in the indemnification language in this Contract or any limitation placed on the indemnity in this Contract given as a matter of law.

Insurance and Limits Maintained. If Contractor maintains higher limits and/or broader coverage than the minimums shown herein, the City requires and must be entitled the higher limits and/or broader coverage maintained by Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage must be available to the City.

Joint Venture or Limited Liability Company. If Contractor is a joint venture or limited liability company, the insurance policies must name the joint venture or limited liability company as a named insured.

Other Insurance obtained by Contractor. If Contractor desires additional coverages, the Contractor will be responsible for the acquisition and cost.

Insurance required of Subcontractors. Contractor must name the Subcontractor(s) as a named insured(s) under Contractor's insurance or Contractor will require each Subcontractor(s) to provide and maintain Commercial General Liability, Worker's Compensation and Employers Liability Insurance and when applicable Excess/Umbrella Liability Insurance as in outlined in broad as in outlined in Section 6.1, Insurance Required. The limits of coverage will be determined by Contractor. Contractor must determine if Subcontractor(s) must also provide any additional coverage or other coverage outlined in Section 6.1, Insurance Required. Contractor is also responsible for ensuring that each Subcontractor has complied with the required coverage and terms and conditions outlined in this Section 6.3, Additional Requirements. When requested by the City, Contractor must provide to the City certificates of insurance or other evidence of insurance. The City reserves the right to obtain complete, certified copies of any required insurance policies at any time. Failure of the Subcontractor(s) to comply with required coverage and terms and conditions outlined herein will not limit Contractor's liability or responsibility.



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
01/16/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER MARSH USA, LLC. 99 High Street Boston, MA 02110 Attn: Patrick Hanrahan Patrick.Hanrahan@Marsh.com CN102796317-ALL-AVIAT-23-24	CONTACT NAME: PHONE (A/C, No, Ext): E-MAIL ADDRESS: FAX (A/C, No): <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 80%;">INSURER(S) AFFORDING COVERAGE</th> <th style="width: 20%;">NAIC #</th> </tr> </thead> <tbody> <tr> <td>INSURER A : See Attached Schedule of Insurers</td> <td></td> </tr> <tr> <td>INSURER B :</td> <td></td> </tr> <tr> <td>INSURER C :</td> <td></td> </tr> <tr> <td>INSURER D :</td> <td></td> </tr> <tr> <td>INSURER E :</td> <td></td> </tr> <tr> <td>INSURER F :</td> <td></td> </tr> </tbody> </table>	INSURER(S) AFFORDING COVERAGE	NAIC #	INSURER A : See Attached Schedule of Insurers		INSURER B :		INSURER C :		INSURER D :		INSURER E :		INSURER F :	
INSURER(S) AFFORDING COVERAGE	NAIC #														
INSURER A : See Attached Schedule of Insurers															
INSURER B :															
INSURER C :															
INSURER D :															
INSURER E :															
INSURER F :															
INSURED Bell Textron Inc. 3255 Bell Flight Blvd. Fort Worth, TX 76116															

COVERAGES **CERTIFICATE NUMBER:** NYC-011875559-02 **REVISION NUMBER:** 3

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS								
	COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:						EACH OCCURRENCE \$ DAMAGE TO RENTED PREMISES (Ea occurrence) \$ MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ PRODUCTS - COMP/OP AGG \$ \$								
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY						COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$								
	UMBRELLA LIAB <input type="checkbox"/> OCCUR EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$ \$								
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below						<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">PER STATUTE</th> <th style="width: 50%;">OTH-ER</th> </tr> </thead> <tbody> <tr> <td>E.L. EACH ACCIDENT</td> <td>\$</td> </tr> <tr> <td>E.L. DISEASE - EA EMPLOYEE</td> <td>\$</td> </tr> <tr> <td>E.L. DISEASE - POLICY LIMIT</td> <td>\$</td> </tr> </tbody> </table>	PER STATUTE	OTH-ER	E.L. EACH ACCIDENT	\$	E.L. DISEASE - EA EMPLOYEE	\$	E.L. DISEASE - POLICY LIMIT	\$
PER STATUTE	OTH-ER														
E.L. EACH ACCIDENT	\$														
E.L. DISEASE - EA EMPLOYEE	\$														
E.L. DISEASE - POLICY LIMIT	\$														
A	Aviation Insurance Including the Below Coverage			See Attached	04/01/2023	04/01/2024	See Below for Limits of Insurance								

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
 Event: Helicopter Purchase Agreement - Contract No. 246965/Specification No. 1276899
 Aircraft: Two (2) Bell Model 407GX Helos - Combined Value \$11,879,683
 Aviation Liability Insurance including Bodily Injury and Property Damage - \$10,000,000 Each Occurrence
 Aircraft Physical Damage (Hull) - for Agreed Insured Value

CERTIFICATE HOLDER The City of Chicago Office of Public Safety Administration (PSA) Department of Procurement Services City Hall, Room 806 121 N. LaSalle Street Chicago, IL 60602	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE <p style="text-align: right;"><i>Marsh USA LLC</i></p>
---	--



ADDITIONAL REMARKS SCHEDULE

AGENCY MARSH USA, LLC.		NAMED INSURED Bell Textron Inc. 3255 Bell Flight Blvd. Fort Worth, TX 76116	
POLICY NUMBER		EFFECTIVE DATE:	
CARRIER	NAIC CODE		

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,
FORM NUMBER: 25 FORM TITLE: Certificate of Liability Insurance

AS RESPECTS AIRCRAFT PHYSICAL DAMAGE AND AVIATION LIABILITY INSURANCE:

WESTMINSTER INSURANCE COMPANY: LIABILITY - 344-1AAL-120 | HULL - 344-1APH-120

GLOBAL AEROSPACE AS REINSURANCE OF WESTMINSTER INSURANCE COMPANY: LIABILITY - 280648/23 | HULL - 280650/23

COMMERCE & INDUSTRY INSURANCE COMPANY THROUGH AIG AEROSPACE: HULL & LIABILITY - PL003391411-23

STARR INDEMNITY & LIABILITY COMPANY THROUGH STARR AVIATION AS REINSURANCE OF WESTMINSTER INSURANCE COMPANY: LIABILITY- 1000189250-03 | HULL- 1000189251-03

OLD REPUBLIC INSURANCE GROUP AS REINSURANCE OF WESTMINSTER INSURANCE COMPANY: HULL & LIABILITY - MP 000263 05

ALLIANZ GLOBAL RISKS US INSURANCE COMPANY THROUGH ALLIANZ GLOBAL CORPORATE & SPECIALTY AS REINSURANCE OF WESTMINSTER INSURANCE COMPANY: HULL & LIABILITY - A1PR000949323AM

XL SPECIALTY INSURANCE COMPANY AS REINSURANCE OF WESTMINSTER INSURANCE COMPANY: LIABILITY - UA00019579AV23A | HULL - UA00019578AV23A

LLOYDS AND CERTAIN OTHER INSURANCE COMPANIES AS REINSURANCE OF WESTMINSTER INSURANCE COMPANY: LIABILITY - AVNPL2350065 | HULL - AVNPL2350064

AS RESPECTS EXCESS COMPREHENSIVE AVIATION LIABILITY INSURANCE: LLOYDS AS REINSURANCE OF WESTMINSTER INSURANCE COMPANY: AVNPL2350063

SOME CLAIMS COVERED BY THE POLICIES EVIDENCED ABOVE MAY BE SUBJECT TO A SELF-INSURED RETENTION.

COVERAGE TERRITORY: WORLDWIDE.

THE ABOVE SUBSCRIBING INSURERS' OBLIGATIONS UNDER CONTRACTS OF INSURANCE TO WHICH THEY SUBSCRIBE ARE SEVERAL AND NOT JOINT AND ARE LIMITED SOLELY TO THE EXTENT OF THEIR INDIVIDUAL SUBSCRIPTIONS. THE SUBSCRIBING INSURERS ARE NOT RESPONSIBLE FOR THE SUBSCRIPTION OF ANY CO-INSURING INSURER WHO FOR ANY REASON DOES NOT SATISFY ALL OR PART OF ITS OBLIGATION.

Special Provisions:

To the extent required but solely in connection with the written agreement between the Insured and the Certificate Holder subject to the policy terms, conditions, limitations and exclusions, the following provisions shall apply:

Insurers agree to waive their rights of subrogation against the Certificate Holder to the same extent the Insured has waived its right of recovery under the terms of the agreement.

Coverage hereunder is primary and non-contributory with any insurance maintained by the Certificate Holder.

In the event of cancellation or adverse material change of the policies by insurers, insurers agree to provide sixty (60) days (ten (10) days for non-payment of premium, seven (7) days for war and allied perils, or such shorter period as is customary) notice of such cancellation or adverse material change to The Certificate Holder.



CERTIFICATE OF FILING FOR

CITY OF CHICAGO ECONOMIC DISCLOSURE STATEMENT

EDS Number: 184836
Certificate Printed on: 01/22/2024

Date of This Filing: 10/31/2023 03:52 PM
Original Filing Date: 06/29/2023 09:40 AM

Disclosing Party: Bell Textron Inc
Filed by: Jennifer White

Title: Regional Contract Manager

Matter: Sole source NCRB application/
Contract for aircraft purchase
Applicant: Bell Textron Inc
Specification #: 1276899
Contract #: 246965

The Economic Disclosure Statement referenced above has been electronically filed with the City. Please provide a copy of this Certificate of Filing to your city contact with other required documents pertaining to the Matter. For additional guidance as to when to provide this Certificate and other required documents, please follow instructions provided to you about the Matter or consult with your City contact.

A copy of the EDS may be viewed and printed by visiting <https://webapps1.chicago.gov/eds> and entering the EDS number into the EDS Search. Prior to contract award, the filing is accessible online only to the disclosing party and the City, but is still subject to the Illinois Freedom of Information Act. The filing is visible online to the public after contract award.

ATTACHMENT: MBE/WBE Special Conditions

Schedule C-1: Letter of Intent From MBE/WBE To Perform As Subcontractor, Supplier and/or Consultant



SCHEDULE C-1
MBE/WBE Letter of Intent to Perform as a
Subcontractor, Supplier, or Consultant

FOR
NON-CONSTRUCTION
PROJECTS ONLY

Project Name _____ Specification No.: _____

From: _____
(Name of MBE/WBE Firm)

To: Bell Textron Inc. and the City of Chicago
(Name of Prime Contractor)

The MBE or WBE status of the undersigned is confirmed by the attached City of Chicago or Cook County, Illinois Certification Letter 100% MBE or WBE participation is credited for the use of a MBE or WBE "manufacturer" 60% participation is credited for the use of a MBE or WBE "regular dealer"

The undersigned is prepared to perform the following services in connection with the above-named project/contract. If more space is required to fully describe the MBE or WBE proposed scope of work and/or payment schedule, including a description of the commercially useful function being performed. Attach additional sheets as necessary:

The above described performance is offered for the following price and described terms of payment:

The undersigned will enter into a formal written agreement for the above work with you as a Prime Contractor, conditioned upon your execution of a contract with the City of Chicago, within three (3) business days of your receipt of a signed contract from the City of Chicago

SUB-SUBCONTRACTING LEVELS

A zero (0) must be shown in each blank if the MBE or WBE will not be subcontracting any of the work listed or attached to this schedule.

0 % of the dollar value of the MBE or WBE subcontract that will be subcontracted to non MBE/WBE contractors

0 % of the dollar value of the MBE or WBE subcontract that will be subcontracted to MBE or WBE contractors.

NOTICE: If any of the MBE or WBE scope of work will be subcontracted, list the name of the vendor and attach a brief explanation, description and pay item number of the work that will be subcontracted. MBE/WBE credit will not be given for work subcontracted to Non-MBE/WBE contractors, except for as allowed in the Special Conditions Regarding Minority Business Enterprise Commitment and Women Business Enterprise Commitment.

One or more owners or principals of the Prime Contractor () does / (x) does not have an ownership interest in the undersigned. Provide names of such individuals and their respective ownership percentages, or indicate "none." Attach additional sheets if necessary none

The undersigned has entered into a formal written mentor protégé agreement as a subcontractor/protégé with you as a Prime Contractor/mentor () Yes () No

NOTICE: THIS SCHEDULE AND ATTACHMENTS REQUIRE ORIGINAL SIGNATURES.

Veronica Rojas 5/30/23
(Signature of President/Owner/EO or Authorized Agent of MBE/WBE) (Date)

Veronica Rojas - Sr. Manager, Contracts
(Name/Title - please print)

vdrojas@bellflight.com 817-280-1290
(Email & Phone Number)

ATTACHMENT: MBE/WBE Special Conditions

Schedule D-1: Affidavit of Implementation of MBE/WBE Goals and Participation Plan



SCHEDULE D-1
Compliance Plan Regarding MBE/WBE Utilization
Affidavit of Prime Contractor

**FOR
NON-CONSTRUCTION
PROJECTS ONLY**

MUST BE SUBMITTED WITH THE BID. FAILURE TO SUBMIT THE SCHEDULE D-1 WILL CAUSE THE BID TO BE REJECTED. DUPLICATE AS NEEDED.

Project Name: _____

Specification No.: _____

In connection with the above captioned contract, I HEREBY DECLARE AND AFFIRM that I am a duly authorized representative of Bell Textron Inc.
(Name of Prime Consultant/Contractor)

and that I have personally reviewed the material and facts set forth herein describing our proposed plan to achieve the MBE/WBE goals of this contract

All MBE/WBE firms included in this plan have been certified as such by the City of Chicago and/or Cook County, Illinois (Letters of Certification Attached).

I. Direct Participation of MBE/WBE Firms:

NOTE: The bidder/proposer shall, in determining the manner of MBE/WBE participation, first consider involvement with MBE/WBE firms as joint venture partners, subcontractors, and suppliers of goods and services directly related to the performance of this contract.

A. If bidder/proposer is a joint venture and one or more joint venture partners are certified MBEs or WBEs, attach copies of Letters of Certification, Schedule B form and a copy of Joint Venture Agreement clearly describing the role of each MBE/WBE firm(s) and its ownership interest in the joint venture

B. Complete this section for each MBE/WBE Subcontractor/Supplier/Consultant participating on this contract:

1. Name of MBE/WBE: _____

Address: _____

Contact Person: _____

Phone Number: _____

Dollar Value of Participation \$ _____

Percentage of Participation % _____

Mentor Protégé Agreement (attach executed copy) () Yes () No Add'l Percentage Claimed:¹ _____%

Total Participation % _____

2. Name of MBE/WBE: _____

Address: _____

Contact Person: _____

¹ The Prime Contractor may claim an additional 0.5 percent participation credit (up to a maximum of five (5) percent) for every one (1) percent of the value of the contract performed by the MBE/WBE protégé firm

ATTACHMENT: MBE/WBE Special Conditions

Schedule D-1: Prime Contractor Affidavit-MBE/WBE Compliance Plan

Phone Number _____
Dollar Value of Participation \$ _____
Percentage of Participation % _____
Mentor Protégé Agreement (attach executed copy): () Yes () No Add'l Percentage Claimed: ____%
Total Participation % _____

3. Name of MBE/WBE: _____
Address: _____
Contact Person: _____
Phone Number: _____
Dollar Value of Participation \$ _____
Percentage of Participation % _____
Mentor Protégé Agreement (attach executed copy): () Yes () No Add'l Percentage Claimed: ____%
Total Participation % _____

4. Name of MBE/WBE: _____
Address: _____
Contact Person: _____
Phone Number: _____
Dollar Value of Participation \$ _____
Percentage of Participation % _____
Mentor Protégé Agreement (attach executed copy): () Yes () No Add'l Percentage Claimed: ____%
Total Participation % _____

5. Attach Additional Sheets as Needed

II. Indirect Participation of MBE/WBE Firms

NOTE: This section need not be completed if the MBE/WBE goals have been met through the direct participation outlined in Section I. If the MBE/WBE goals have not been met through direct participation, Contractor is required to demonstrate Good Faith Efforts pursuant to the MBE/WBE Special Conditions in a request for a waiver or reduction of MBE/WBE goals. Indirect participation may be considered as part of such Good Faith Efforts in support of the requested waiver or reduction.

MBE/WBE Subcontractors/Suppliers/Consultants proposed to perform work or supply goods or services where such performance does not directly relate to the performance of this contract:

1. Name of MBE/WBE: _____
Address: _____
Contact Person: _____

ATTACHMENT: MBE/WBE Special Conditions

Schedule D-1: Prime Contractor Affidavit-MBE/WBE Compliance Plan

Phone Number: _____

Dollar Value of Participation \$ _____

Percentage of Participation % _____

Mentor Protégé Agreement (attach executed copy): () Yes () No Add'l Percentage Claimed: ____%

Total Participation % _____

2. Name of MBE/WBE _____

Address: _____

Contact Person: _____

Phone Number: _____

Dollar Value of Participation \$: _____

Percentage of Participation %: _____

Mentor Protégé Agreement (attach executed copy): () Yes () No Add'l Percentage Claimed: ____%

Total Participation % _____

3. Name of MBE/WBE _____

Address: _____

Contact Person: _____

Phone Number: _____

Dollar Value of Participation \$: _____

Percentage of Participation %: _____

Mentor Protégé Agreement (attach executed copy): () Yes () No Add'l Percentage Claimed: ____%

Total Participation % _____

4. Name of MBE/WBE: _____

Address: _____

Contact Person: _____

Phone Number: _____

Dollar Value of Participation \$: _____

Percentage of Participation %: _____

Mentor Protégé Agreement (attach executed copy): () Yes () No Add'l Percentage Claimed: ____%

Total Participation % _____

5. Attach Additional Sheets as Needed

ATTACHMENT: MBE/WBE Special Conditions

Schedule D-1: Prime Contractor Affidavit-MBE/WBE Compliance Plan

III. Summary of MBE/WBE Proposal

A. MBE Proposal (Direct & Indirect)

1. MBE Direct Participation

MBE Firm Name	Dollar Amount Participation (\$)	Percent Amount Participation (%)
Total Direct MBE Participation	\$0.00	0%

2. MBE Indirect Participation

MBE Firm Name	Dollar Amount Participation (\$)	Percent Amount Participation (%)
Total Indirect MBE Participation	\$0.00	0%

B. WBE Proposal (Direct & Indirect)

1. WBE Direct Participation

WBE Firm Name	Dollar Amount Participation (\$)	Percent Amount Participation (%)
Total Direct WBE Participation	\$0.00	0%

2. WBE Indirect Participation

WBE Firm Name	Dollar Amount Participation (\$)	Percent Amount Participation (%)
Total Indirect WBE Participation	\$0.00	0%

ATTACHMENT: MBE/WBE Special Conditions

Schedule D-1: Prime Contractor Affidavit-MBE/WBE Compliance Plan

The Prime Contractor designates the following person as its MBE/WBE Liaison Officer:

(Name- Please Print or Type) (Phone)

One or more owners or principals of the Prime Contractor () does / (X) does not have an ownership interest in any MBE or WBE listed in this Schedule D. Provide names of such individuals and their respective ownership percentages, and identify the MBE/WBE firms in which such ownership is held, or indicate "none." Add additional sheets if necessary:

none

I DO SOLEMNLY DECLARE AND AFFIRM UNDER PENALTIES OF PERJURY THAT THE CONTENTS OF THE FOREGOING DOCUMENT ARE TRUE AND CORRECT, THAT NO MATERIAL FACTS HAVE BEEN OMITTED, AND THAT I AM AUTHORIZED ON BEHALF OF THE PRIME CONTRACTOR TO MAKE THIS AFFIDAVIT.

Bell Textron Inc.
(Name of Prime Contractor - Print or Type)

State of Texas

[Signature]
(Signature)

County of Tarrant

Veronica Rojas - Sr. Manager, Contracts
(Name/Title of Affiant - Print or Type)

5/30/2023
(Date)

On this 30th day of May, 2023, the above signed officer Veronica Rojas
(Name of Affiant)

personally appeared and, known by me to be the person described in the foregoing Affidavit, acknowledged that (s)he executed the same in the capacity stated therein and for the purposes therein contained.

IN WITNESS WHEREOF, I hereunto set my hand and seal.

[Signature]
(Notary Public Signature)

SEAL:

Commission Expires June 20, 2023



SCHEDULE C-V

VBE Letter of Intent to Perform as a Subcontractor, Supplier, or Consultant

Project Name: _____ Specification No.: _____

From: _____
(Name of VBE Firm)

To: Bell Textron Inc. _____ and the City of Chicago.
(Name of Prime Contractor)

The VBE status of the undersigned is confirmed by the attached City of Chicago Certification Letter. 100% VBE participation is credited for the use of a VBE "manufacturer." 60% participation is credited for the use of a VBE "regular dealer."

The undersigned is prepared to perform the following services in connection with the above-named project/contract. If more space is required to fully describe the VBE proposed scope of work and/or payment schedule, including a description of the commercially useful function being performed. Attach additional sheets as necessary:

The above described performance is offered for the following price and described terms of payment:

The undersigned will enter into a formal written agreement for the above work with you as a Prime Contractor, conditioned upon your execution of a contract with the City of Chicago, within three (3) business days of your receipt of a signed contract from the City of Chicago.

SUB-SUBCONTRACTING LEVELS

A zero (0) must be shown in each blank if the VBE will not be subcontracting any of the work listed or attached to this schedule.

 0 % of the dollar value of the VBE subcontract that will be subcontracted to non VBE contractors.

 0 % of the dollar value of the VBE subcontract that will be subcontracted VBE contractors.

NOTICE: If any of the VBE scope of work will be subcontracted, list the name of the vendor and attach a brief explanation, description and pay item number of the work that will be subcontracted. VBE credit will not be given for work subcontracted to Non-VBE contractors, except for as allowed in the Special Conditions Regarding Minority Business Enterprise Commitment, Women Business Enterprise Commitment, and Veteran Business Enterprise Commitment.

One or more owners or principals of the Prime Contractor () does / (x) does not have an ownership interest in the undersigned. Provide names of such individuals and their respective ownership percentages, or indicate "none." Attach additional sheets if necessary: _____

NOTICE: THIS SCHEDULE AND ATTACHMENTS REQUIRE ORIGINAL SIGNATURES.

(Signature of President/Owner/CEO or Authorized Agent of VBE)

(Date)

(Name/Title-Please Print)

(Email & Phone Number)

ATTACHMENT: MBE/WBE Special Conditions

MUST BE SUBMITTED WITH THE BID. FAILURE TO SUBMIT THE SCHEDULE D-V WILL CAUSE THE BID TO BE REJECTED. DUPLICATE AS NEEDED.

SCHEDULE D-V

Compliance Plan Regarding VBE Utilization

Project Name: _____

Specification No.: _____

In connection with the above captioned contract, I HEREBY DECLARE AND AFFIRM that I am a duly authorized representative of Bell Textron Inc. (Name of Prime Consultant/Contractor)

and that I have personally reviewed the material and facts set forth herein describing our proposed plan to achieve the VBE goals of this contract.

All VBE firms included in this plan have been certified as such by the City of Chicago (Letters of Certification Attached).

I Direct Participation of VBE Firms:

NOTE: The bidder/proposer shall, in determining the manner of VBE participation, first consider involvement with VBE firms as joint venture partners, subcontractors, and suppliers of goods and services directly related to the performance of this contract.

A. If bidder/proposer is a joint venture and one or more joint venture partners are certified VBEs, attach copies of Letters of Certification, Schedule B form and a copy of Joint Venture Agreement clearly describing the role of each VBE firm(s) and its ownership interest in the joint venture.

B. Complete this section for each VBE Subcontractor/Supplier/Consultant participating on this contract:

1. Name of VBE: _____

Address: _____

Contact Person: _____

Phone Number: _____

Dollar Value of Participation \$ _____

Percentage of Participation % _____

2. Name of VBE: _____

Address: _____

Contact Person: _____

Phone Number: _____

Dollar Value of Participation \$ _____

Percentage of Participation % _____

ATTACHMENT: MBE/WBE Special Conditions

3. Name of VBE: _____
Address: _____
Contact Person: _____
Phone Number: _____
Dollar Value of Participation \$ _____
Percentage of Participation % _____

4. Name of VBE: _____
Address: _____
Contact Person: _____
Phone Number: _____
Dollar Value of Participation \$ _____
Percentage of Participation % _____

Add additional sheets if necessary

II. Indirect Participation of VBE Firms

NOTE: This section need not be completed if the VBE goals have been met through the direct participation outlined in Section I. If the VBE goals have not been met through direct participation, Contractor is required to demonstrate Good Faith Efforts pursuant to the VBE Special Conditions in a request for a waiver or reduction of VBE goals. Indirect participation may be considered as part of such Good Faith Efforts in support of the requested waiver or reduction.

VBE Subcontractors/Suppliers/Consultants proposed to perform work or supply goods or services where such performance does not directly relate to the performance of this contract:

1. Name of VBE: _____
Address: _____
Contact Person: _____
Phone Number: _____
Dollar Value of Participation \$ _____
Percentage of Participation % _____

2. Name of VBE: _____
Address: _____
Contact Person: _____
Phone Number: _____

ATTACHMENT: MBE/WBE Special Conditions

Dollar Value of Participation \$ _____

Percentage of Participation % _____

3. Name of VBE: _____

Address: _____

Contact Person: _____

Phone Number: _____

Dollar Value of Participation \$ _____

Percentage of Participation % _____

4. Name of VBE: _____

Address: _____

Contact Person: _____

Phone Number: _____

Dollar Value of Participation \$ _____

Percentage of Participation % _____

Add additional sheets if necessary

II. Summary of VBE Proposal

A. VBE Proposal

1. VBE Direct Participation

VBE Firm Name	Dollar Amount Participation (\$)	Percent Amount Participation (%)
Total Direct Participation	\$0.00	0%

2. VBE Indirect Participation

VBE Firm Name	Dollar Amount Participation (\$)	Percent Amount Participation (%)

ATTACHMENT: MBE/WBE Special Conditions

Total Indirect Participation	\$0.00	0%

The Prime Contractor designates the following person as its VBE Liaison Officer:

_____ (Name- Please Print or Type) _____ (Phone)

One or more owners or principals of the Prime Contractor () does / (x) does not have an ownership interest in any VBE listed in this Schedule D.

Provide names of such individuals and their respective ownership percentages, and identify the VBE firms in which such ownership is held, or indicate "none." Add additional sheets if necessary: _____

I DO SOLEMNLY DECLARE AND AFFIRM UNDER PENALTIES OF PERJURY THAT THE CONTENTS OF THE FOREGOING DOCUMENT ARE TRUE AND CORRECT, THAT NO MATERIAL FACTS HAVE BEEN OMITTED, AND THAT I AM AUTHORIZED ON BEHALF OF THE PRIME CONTRACTOR TO MAKE THIS AFFIDAVIT.

Bell Textron Inc.

 (Name of Prime Contractor – Print or Type)
Kevin R.

 (Signature)

State of: Texas
 County of: Tarrant

Veronica Rojas - Sr. Manager, Contracts

 (Name/Title of Affiant – Print or Type)
5/30/2023

 (Date)

On this 30th day of May, 2023, the above signed officer Veronica Rojas

 (Name of Affiant)

personally appeared and, known by me to be the person described in the foregoing Affidavit, acknowledged that (s)he executed the same in the capacity stated therein and for the purposes therein contained.

IN WITNESS WHEREOF, I hereunto set my hand and seal.

uma

 (Notary Public Signature)

Commission Expires: June 20, 2023

SEAL:





Brandon Johnson
Mayor

Department of Police • City of Chicago
3510 South Michigan Avenue • Chicago, Illinois 60653

Larry Snelling
Superintendent of Police

February 1, 2024

Stephen Fender, Division Chief
Bureau of Justice Assistance
Office of Justice Assistance
U.S. Department of Justice

RE: Request to Utilize a Noncompetitive Process to Procure a Bell 429 Helicopter using
Chicago's Prospective FY 2024 Presidential Nominating Convention Grant Award

Dear Mr. Fender,

Brief Description. The City of Chicago Police Department (CPD) requests approval to utilize the city's Non-Competitive Procurement Process to purchase one (1) Bell 429 Helicopter for law enforcement response activities during the 2024 Democratic National Convention (DNC). The estimated cost for this appropriately equipped rotary wing aircraft is \$11.1 million. If not for the 2024 DNC which the city is hosting from Aug. 19, 2024, through Aug. 22, 2024, CPD would not be purchasing this aircraft at this time. However, having the available aircraft is vital to meeting the city's law enforcement goals for the DNC because provides the CPD Incident Commander essential situational awareness and command and control capabilities for this high-profile event.

Explanation for the need to Contract Non-Competitively. The City currently operates three (3) helicopters: a Bell 206-L4 (in service since 1993), a Bell 206-B3 (in service since 2007), and a reconditioned Bell UH-1H. We are submitting this written request to utilize a non-competitive procurement process because a Bell Helicopter is available only from a single source. Specifically, Bell Textron is the only manufacturer that will allow the city to use flight personnel currently trained on a common manufacturer, allow the city to realize significant cost savings, while also enhancing flight and operational proficiency and safety.

a) *From a fleet management perspective, a common aircraft manufacturer is advantageous and maintaining an aircraft fleet from one manufacturer is a fiscally responsible position. As mentioned previously, CPD's current fleet of helicopters are manufactured by Bell Textron. From a fleet management perspective, originating the new city investment in helicopters from the same manufacturer as the current fleet ensures better integration for maintenance, service, and parts availability. Maintenance is a constant, on-going, requirement for helicopters. It is a fact that, to ensure safety and airworthiness, Bell, and the Federal Aviation Administration (FAA) both stipulate the frequency and extent of a helicopter's maintenance requirements needing to be performed by qualified engineers. Helicopter maintenance is far more specialized for a helicopter's major components, i.e., engines and rotor systems, and requires compulsory inspection at specific intervals. Other parts also require a steady cadence of inspections, maintenance, and replacement as appropriate. Therefore, it is mission-critical to have one (1) manufacturer provide parts, service, and monitoring for the current (and future) fleet through inspections and service recommendations. Having a single manufacturer for all our aircraft is expected to significantly simplify the management of our aircraft as it streamlines the monitoring process for whole fleet, providing the City with ongoing inspections, service recommendations and provisions as well as aircraft parts.*

Additionally, based on current projections, purchasing a new helicopter will drastically reduce aircraft maintenance costs while increasing aircraft reliability and availability to respond to incidents city-wide. The average annual cost to maintain each of the city's aging aircraft is calculated at \$400,234. On the other hand, the estimated maintenance cost for a new helicopter is \$200,000 — a 50% reduction over current expenditures.

- b) *From a training standpoint, CPD's Helicopter Unit personnel are already trained and certified on several aircraft models from one manufacturer.* Operating a helicopter fleet from a single manufacturer ensures a relatively efficient and cost-effective training and certification program for pilots and aircraft technicians. From current experience, the cost to ensure that pilots and aircraft technicians maintain their required certifications can be prohibitive. One (1) manufacturer will optimize fleet readiness by:
- Providing optimal training scenarios and saving on travel expenses and differing instructional modules
 - Limiting complex operational errors, inconsistencies, and miscommunication
 - Reducing staffing challenges if operational needs arise, and
 - Placing the City in a better leveraging position for parts and service pricing.
- c) *Utilizing helicopters from a common manufacturer enhances flight and operational proficiency and safety.* Utilizing a single manufacturer provides the city with a relatively common type of maintenance and flight manuals, a single supply chain for parts, and one product support engineering group. All these contribute to maintaining standardization that is critical to *operational safety and proficiency*. The commonality and "feel" of flight controls are factors that impact *flight proficiency and safety*, such that insurance companies have been known to require more substantial training hours for units that switch aircraft manufacturers to reduce the risk of "negative habit transfer" — when previously learned habit patterns engrained from training and experience become inappropriate for the current aircraft, environment, or procedure. CPD's current helicopters operate with drivetrains and rotor systems rotating counterclockwise. In contrast, based on our research, aircraft from other manufacturers have rotor systems turning in the opposite direction, a situation that requires pilots to remember different methods of aircraft operations that, in high stress situations, may introduce additional unknown variables.

With this purchase, Chicago anticipates having the air support capability we need to address multiple concurrent incidents and ensure the safety and well-being of their residents, businesses, and visitors during the DNC.

Furthermore, Bell has manufactured helicopters for over 60 years, gaining the organizational and management capacity for this type of project. In that period, they have also generated and continue to provide expert personnel who have been knowledgeable about and responsive to the city's questions regarding law enforcement helicopters.

Description of Market Survey Results. CPD Air Operations personnel worked with counterparts at the city's Fleet Management Division to research possible aircraft manufacturers options and discussed internally to determine the feasibility of procuring helicopters made by other manufacturers. The result of this research informed us of the justifications used in all the sections of this Sole Source Request.

Statement of when contractual coverage is required and the impact on the program if dates are not met. Because of the atypical timetable of the FY24 Presidential Nominating Convention grant and the proximity of award date to the 2024 Democratic National Convention in August 2024, contractual coverage should ideally begin by January 1, 2024 to provide the city with sufficient time to develop the agreement with the helicopter manufacturer and ensure that the aircraft is delivered to Chicago no later than fourteen (14) calendar days prior to the convention (as stipulated in the special conditions of past Presidential Nominating Convention awards). In addition to purchasing a new helicopter from a different manufacturer, the initial cost to certify five (5) pilots on a new aircraft includes basic training

estimated at \$200,000. Each pilot may then need to gain additional hours of flight time on the aircraft. For this purpose, we believe that for each pilot to have at least 30 hours of flight time on a new aircraft would cost an additional \$240,000 using current aircraft operating costs as a basis. Other anticipated expenses include certification training for ground crew and contracting for (possibly) a new vendor for aircraft maintenance.

Other relevant factors. One other crucial factor influencing the City's decision to purchase a helicopter is the vital need to have a reliable law enforcement air support capacity during the DNC. The significance of air support to the management of and response to diverse incidents is demonstrated by how the country's largest jurisdictions have invested in developing and sustaining this capability. For example, the Los Angeles Police Department (LAPD) Air Support Division operates at least 16 helicopters manufactured by Airbus. The New York Police Department (NYPD) flies seven (7) helicopters manufactured by Bell. Even the Houston, TX police department operates eight (8) helicopters from a single manufacturer. When available, CPD's current helicopters provide support to CPD and Cook County Sheriff's Police Department (CCSPD) operations and enhance the capabilities and safety of first responders by tracking targets through focused aerial patrol and reducing response times. However, CPD's current aircraft have exceeded the recommended utilization lifecycle for helicopters and are increasingly prone to unscheduled maintenance, drastically reducing reliability and availability for the DNC.

Declaration that this action is in the "best interest" of the BJA and/or the Federal Government. As described above, the Chicago Police Department declares that the requested sole source procurement of a Bell 429 Helicopter is in the best interests of the U.S. of the Department of Justice, Bureau of Justice Assistance (BJA) and the Federal Government. The selection of any other vendor will negatively impact the cost, schedule, and risk of successfully completing this project as described in our grant application submission and award.

Conflict of Interest Review. We have reviewed the contracting process and find it to be free of undisclosed personal or organizational conflicts of interest, both in fact and in appearance.

Sincerely,

Larry Snelling
Superintendent of Police
Chicago Police Department