February 4, 2004

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

APPROVE ANNUAL ALLOCATION OF $2.0 MILLION IN MEASURE B TRAUMA CARE FUNDS TO THE FIRE DISTRICT FOR INCREASED HELICOPTER SERVICES TO UNDERSERVED TRAUMA CARE AREAS, APPROVE THE FIRE DISTRICT’S PURCHASE OF ONE SIKORSKY S-70A FIREHAWK HELICOPTER AND ANCILLARY EQUIPMENT, AUTHORIZE THE FIRE CHIEF TO APPROVE AN AMENDMENT TO THE MAINTENANCE AGREEMENT WITH SIKORSKY TO ADD THE THIRD FIREHAWK, AND APPROVE RELATED FINANCING PLAN AND APPROPRIATIONS ADJUSTMENT (ALL DISTRICTS) (4 VOTES)

JOINT RECOMMENDATIONS WITH THE DIRECTOR OF HEALTH SERVICES AND THE CHIEF ADMINISTRATIVE OFFICER THAT YOUR BOARD ACTING AS THE GOVERNING BODY OF THE CONSOLIDATED FIRE PROTECTION DISTRICT:

1. Approve the Director of Health Services’ recommendation of an annual allocation of $2.0 million from the Measure B Special Tax Fund to the Fire District, beginning in 2003-04, to pay for expanded trauma air transport services in the Antelope Valley at a 24-hour/7-day-a-week level, and instruct the Chief Administrative Officer to include an annual $2.0 million allocation of Measure B funds to the Fire District in the Proposed Budgets that are submitted for Board approval in subsequent years until the helicopter lease-purchase is completed. In the event additional trauma centers come on line in the underserved areas, the Director of Health Services and the Fire Chief will evaluate the reallocation of this funding and make a recommendation to the Board.
2. Approve the Fire District’s acquisition of one Sikorsky S-70A Firehawk helicopter and ancillary equipment at a total cost of $17.95 million (Attachment I). This purchase request exceeds the $250,000 fixed asset threshold established by your Board and requires your approval.

3. Instruct the Purchasing Agent and the Fire Chief to complete and execute all necessary purchasing documents related to the acquisition of this helicopter and ancillary equipment: Sikorsky Products, Inc., in Stratford, Connecticut for the helicopter, publications and first-year technical support (Attachment II); Air Methods Corporation in Englewood, Colorado for the Emergency Medical Services (EMS) interior and avionics; Aero Union Corporation in Chico, California for the water tank and snorkel; and Breeze-Eastern in Union, New Jersey for the rescue hoist. These will be sole source purchases, based on Fire District program requirements.

4. Authorize the Internal Services Department and Chief Administrative Office to obtain tax-exempt, lease financing in a principal amount not to exceed $15.2 million toward the purchase of one Sikorsky helicopter through a competitive bid process and to execute any documents necessary to complete and maintain the transaction, and authorize the Fire Chief to partially prepay principal due under the lease in any year that the lease payment is less than the $2.0 million annual allocation of Measure B funds. Lease term length will not exceed ten years and total financing costs will be an amount not to exceed $20.0 million.

5. Authorize the Fire Chief to execute an amendment to the existing Total Assurance Program (TAP) contract with Sikorsky for airframe and engine parts and services to include the one additional Firehawk and to accept a contract extension from June 30, 2013 to twelve years after the acceptance of the third Firehawk (December 2004), after approval as to form by County Counsel.

6. Approve the attached appropriations adjustment (Attachment III) to allow the Fire District to use the first $2.0 million annual allocation from the Measure B Special Fund and $795,000 from the District’s Appropriation for Contingencies to transfer a total of $2.795 million from the District’s Operating Budget to the District’s Helicopter ACO Fund to finance 2003-04 fixed asset expenditures of $2.795 million related to the Sikorsky helicopter acquisition.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Approval of the recommendations now before your Board will allow the Fire District to continue the higher level of helicopter transportation services recently initiated to trauma patients in the Antelope Valley and enhance the District’s overall fleet mission-readiness.
Background

The Director of Health Services recommended to your Board on August 29, 2003 an allocation of $4.4 million of Measure B funding to provide trauma services for patients in underserved trauma areas (East San Gabriel Valley, Antelope Valley and the Malibu area). The original intent of the expansion funds under Measure B was to assist hospitals in the underserved areas to become trauma centers. Measure B funds would be used to offset the indigent care costs, which are the expenses that current private trauma centers cite as the critical offset necessary to maintain trauma services. However, none of the hospitals in these areas is prepared to join the trauma system at this time. Rationale provided include the lack of physician commitment, extensive physician call panel requirements, and increase in the number and acuity of patients.

While the Director of Health Services intends to keep this funding earmarked for potential trauma centers in these areas, he is proposing an interim solution to augment the current trauma system transport capability for County residents. As part of this interim solution, the Director of Health Services is recommending Board approval of the Fire District’s request of a $2.0 million annual allocation of Measure B funding to offset a significant portion of costs related to the expansion of the District’s air ambulance service in the Antelope Valley to a 24-hour/7-day-per-week level.

The $2.0 million Measure B allocation is part of Health Services’ overall $4.4 million allocation, and will fund lease acquisition costs of a Sikorsky Firehawk helicopter that will provide the expanded air ambulance service. Without this additional helicopter, the District’s helicopter fleet will be unable to maintain this expansion of its air mission over time due to other air mission requirements and regular and unscheduled helicopter maintenance down time. In a separate letter, the Director of Health Services will be presenting for your Board’s approval a Memorandum of Understanding on how the remaining $2.4 million from the $4.4 million will be allocated among eligible public provider agencies to reimburse for the provision of air transport of patients to trauma facilities.

Proposed Helicopter Acquisition

On November 12, 2003, your Board authorized the Fire Chief to begin the acquisition process for a Sikorsky Firehawk helicopter for the purpose of permitting the Fire District to expand its trauma transport service in the Antelope Valley based on the availability of Measure B funds. Also, as authorized, a letter of intent to purchase this helicopter was sent to Sikorsky. Since then, the Fire District has been working with Sikorsky, the other involved vendors, and County departments to finalize the costs, develop a financing plan, and work out the details associated with this transaction.
The Honorable Board of Supervisors  
February 4, 2004  
Page 4

The acquisition cost of $17.95 million is higher than the preliminary estimate provided to your Board in October 2003 due to the finalization of costs with Sikorsky and other vendors, and the non-recurring engineering costs associated with the special flight control system required on this helicopter. Out of the total $17.95 million acquisition cost, $15.2 million will be financed. The Chief Administrative Office estimates that the lease obligation will be adequately funded with $2.0 million in payments each fiscal year starting in 2004-05 due to the availability of low interest rate financing.

The new Sikorsky Firehawk helicopter will join the two Firehawks and four Bell 412s main mission helicopters already in the Fire District’s fleet, and will be outfitted with the same type of equipment for transporting trauma patients, fighting brush fires and making rescues that the current six helicopters have. All of the District’s main mission helicopters are equipped with the same equipment because on a day-to-day basis the assignment of any helicopter to an air ambulance or brush firefighting function will vary, based on what incidents are occurring, their severity, and which helicopters are unavailable due to maintenance. The aircraft and its mission equipment will enhance the Fire District’s ability to meet its overall air mission in addition to providing for the Antelope Valley trauma air transport service expansion.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This purchase supports the County’s Strategic Goal #2 for Workforce Excellence, by enhancing the quality and productivity of the District’s emergency services.

FISCAL IMPACT/FINANCING

The Fire District proposes to utilize the recommended $2.0 million annual allocation of Measure B funding to pay a portion of upfront costs in 2003-04 for the new helicopter and pay lease financing costs in future years.

The total cost for the helicopter acquisition is $17.95 million and will be funded through a combination of upfront cash payments in 2003-04 ($2.79 million) and lease financing ($15.16 million). The upfront cash payments consist of: 1) $795,000 from available funding from the Fire District’s Appropriation for Contingencies for the purchase of a water tank and snorkel; and 2) $2.0 million in Measure B funding, as recommended to your Board in this letter by the Director of Health Services, for half of the EMS interior and avionics outfitting costs ($978,025), a rescue hoist ($131,156), and for a portion of the initial helicopter payment due Sikorsky ($890,819). A summary of the helicopter acquisition costs is shown on Attachment I.

Each fiscal year, the Fire District will be budgeted to receive $2.0 million of Measure B funds. The first lease payments will start in 2004-05. If the $2.0 million allocated each fiscal year exceeds the scheduled lease payments, the difference will be used to partially prepay principal due under the lease. Once the lease financing costs have
been paid off, the Director of Health Services will be making recommendations to your Board on how this $2.0 million annual funding from Measure B should be reallocated to enhance the County’s trauma system.

There will be sufficient District funds in the future to pay for the additional maintenance and insurance costs associated with this helicopter (approximately $730,000 annually) which will begin in 2004-05. No additional pilots or helicopter mechanics will be required based on the total projected flight hours of the helicopter fleet.

In accordance with the Board's November 12, 2003 instruction, we have obtained the concurrence of the Director of Health Services for this recommended expenditure of Measure B funds as indicated by his signature on this letter. The attached appropriations adjustment will make the necessary budgetary changes for 2003-04 to allow for this acquisition. Since the 2003-04 Adopted Budget already includes appropriations for the Measure B Special Tax Fund, this appropriations adjustment only deals with the additional appropriations required in various Fire District budgets for 2003-04 purchase transactions.

**FACTS AND PROVISIONS/LEGAL REQUIREMENTS**

Based on your Board’s action of November 12, 2003, Sikorsky Aircraft has reserved one Black Hawk helicopter in its production line for District acquisition for delivery December 2004. The Black Hawk is the base helicopter that becomes the S-70A Firehawk with a special flight control system and ancillary equipment.

With the proposed acquisition, the District will be able to place all three Firehawks under the same TAP agreement it has with Sikorsky for airframe and engine parts. The termination of this agreement will be extended from June 30, 2013 to twelve years after the acceptance of the third Firehawk (to December 2015). The TAP agreement permits the District to avoid significant spikes in maintenance costs when major overhauls and repairs must be done and facilitates the District’s ability to quickly get the parts and services it needs to keep the aircraft operational.

The products and services being obtained from Sikorsky, Air Methods, Aero Union, and Breeze-Eastern are all sole source acquisitions. No other vendors are able to offer comparable products, capabilities and services. These vendors were used in the 2000 acquisition of two Firehawks and are familiar with the mission needs of the District, and have already worked together on the engineering effort required for the first two Firehawks. Continuing with the same vendors will ensure that the close coordination required for the timely completion of the Firehawk will be achieved.

The Internal Service Department has reviewed this request and concurs with the recommendations.
CONTRACTING PROCESS

This is a commodity purchase under the statutory authority of the County Purchasing Agent. The purchase will be requisitioned through, and accomplished by the Purchasing Agent in accordance with the County’s Purchasing policies and procedures established by the Internal Services Department.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

Approval of these recommendations will ensure that the District's implementation of the 24-hour deployment of a helicopter to the Antelope Valley to provide trauma transport services will have no adverse long-term impact on the operation of the District's helicopter fleet.

The District is continuously evaluating its helicopter fleet to ensure the proper mix of helicopter types, the necessary balance between service requirements and available resources, and the appropriate timing for normal replacement of older helicopters. We will continue to keep your Board informed of future needs for additional or replacement helicopters within funding available to the District.

CONCLUSION

Upon approval by the Board of Supervisors, please return adopted copies of this letter to:

1. Consolidated Fire Protection District of Los Angeles County
   Materials Management Division
   5801 S. Eastern Avenue, Suite 100
   Commerce, California 90040
   Attention: James Ealey, Chief Materials Management Division

2. Internal Services Department
   Purchasing Division
   1100 N. Eastern Avenue, Room 102
   Los Angeles, California 90063
   Attention: Joe Sandoval, Division Manager
Respectfully submitted,

P. MICHAEL FREEMAN          DAVID E. JANSSEN
FIRE CHIEF                  CHIEF ADMINISTRATIVE OFFICER

DR. THOMAS L. GARTHWAITE
DIRECTOR, HEALTH SERVICES

PMF:DEJ:TLG:at

Attachments

c: Chief Administrative Officer
   County Counsel
   Health Services
   Emergency Medical Services Agency
   Internal Services
   Auditor-Controller
   Louisa Ollague
   Randi Tahara
   Joseph Charney
   Matt Knabe
   Jennifer Plaisted
   Measure B Steering Committee
<table>
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<td>Purchase Components to be financed</td>
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<td>$15,160,017</td>
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Helicopter Description/Configuration

HELCOPTER DESCRIPTION AND CONFIGURATION

AIRFRAME
- Nose and transition section equipment compartments
- Two (2) hinged jettisonable cockpit doors with emergency “pop-out” windows
- Door and ignition locks (Lock sets will be keyed to be common with current District aircraft)
- Crashworthy pilot and copilot seats
- Heated glass windshields
- Windshield and cabin crew station defogging & defrosting
- Dual windshield wipers
- Bleed air heating system
- Blower ventilation system
- Two (2) cabin crew stations with sliding hatches
- Two (2) cabin sliding doors with two (2) jettisonable windows each
- 410 cubic foot cabin with 300psf cabin floor
- Crashworthy aft cabin seating for four (4) across aft cabin wall
- Quilted cabin head and side liners
- Transition section access door. (Standard shelves or configuration as mutually agreed by Sikorsky and District to be installed)
- Two (2) hand-held fire extinguishers
- Two (2) 20 cubic foot storage compartments
- 9000 lb (4082 kg) capacity cargo hook – provisions only
- Upper and lower wire strike protection systems
- Fixed landing gear with swiveling tail wheel with locking capability
- Dual-oleo main gear with kneeling capability for transport
- Provision for External Stores Support System (ESSS) without fuel lines installation
- External electric rescue hoist structural provisions
- Manual tail pylon fold
- Unpainted exterior (primer as required). The aircraft will be prepared and meet quality levels in accordance with SS8521: Sikorsky General Specification for Organic Finishes. Sikorsky will ensure the aircraft is delivered in preparation for paint application to meet this standard in its preparation of primer, composite components and sealant.
- Slewable stabilator with automatic and manual control
- FM Homing Antenna Cover Installation
- Windshield Washer system (post delivery installation)
- Quad Bay Area will be delivered with a single piece, removable panel

POWERPLANT AND FUEL SYSTEM
- Two (2) General Electric T700-GE-701C engines with integral particle separators and 401C Gas Generator Turbine blades
- APU for engine start, ground power, and in-flight emergency power (Sundstrand)
- Dual suction fuel systems with self-sealing lines, breakaway fittings, crossfeed capability and fuel discharge collection
• Dual crashworthy, self-sealing fuel tanks with a total capacity of 360 gallons
• Fuel boost pumps for prime and high altitude operation
• Gravity and pressure (single point) fueling and defueling
• Low level fuel warning system
• Engine and APU fire detection & extinguishing systems
• Engine anti-icing system
• Main transmission with two (2) isolated input/accessory modules
• Intermediate and tail gearboxes with interconnecting drive shafts
• Magnetic chip detectors with fuzz burn-off capability (w/ built-in-test (BIT) circuit)
• Rotor Brake

ROTOR AND CONTROLS
• Four-blade articulated main rotor system with one-piece titanium hub and elastomeric bearings
• Ballistically tolerant main rotor blades with titanium spars, fiberglass skins, and honeycomb cores
• Bifilar vibration suppression system
• Provisions for manual blade fold (four blades aft)
• Dual, redundant and isolated pilot flight controls
• Dual, redundant parallel primary and tail rotor servos with jam protection
• Tail rotor centering quadrant for operation following control cable failure
• Dual, independent, transmission-powered 3000 psi hydraulic systems
• Third, back-up, electrically-powered 3000 psi hydraulic system
• 4-axis AFCS (no hover modes), including compatible cyclic and collective grips on the stick assemblies
• Four-blade, crossbeam tail rotor

ELECTRICAL
• Two (2) 30/45 KVA AC generators
• Two (2) 200 amp DC converters
• Single 20/23.8 KVA APU-driven AC generator
• Single 10.0 amp-hour sealed lead acid battery with space provision in QUAD-Bay area
• External power monitor panel
• Retractable landing light
• Controllable searchlight
• Standard and IR position and formation lights
• Two (2) anti-collision strobe lights
• Portable maintenance/inspection light
• One (1) AC and two (2) DC cabin receptacles
• Transition Light (Part of Transition Access Door Installation)

INSTRUMENTS. (To Be NVG Compatible)
• Airspeed indicators (2)
• Vertical velocity indicators (2)
• Barometric altimeter
• Encoding altimeter
• Standby magnetic compass
• Outside air temperature indicator (2)
• Master warning panel (2)
• Caution advisory panel
• VIDS Pilot Display Unit (2)
• VIDS Central Display Unit (1)
• Vertical situation indicator (2)
• Horizontal situation indicator (2)
• VSI/HSI mode selector (2)
• Stabilator angle indicator (2)
• Digital clock with sweep second hands (2)
• Dual, heated pilot static system
• Vertical Instrument Display System (VIDS) containing:
  - Dual power turbine tachometers
  - Dual main rotor speed tachometers
  - Dual engine torquemeters
  - Fuel quantity indicators and totalizer
  - Main transmission oil temperature and pressure indicators
  - Engine oil temperature and pressure indicators
  - Power turbine inlet temperature indicators
  - Rotor overspeed monitor
• AN/AYS-7 Heads-Up Display (HUD) provisions

AVIONICS
• Single AN/ARC-186 VHF-AM provisions.
• Single AN/APN-209 radar altimeter (dual displays)
• C-6533 ICS (5 station) provisions
• Single AN/APX-100 IFF transponder provisions
• Single AN/ASN-43 gyro magnetic compass

MISSION KITS/LOOSE EQUIPMENT
• FIREHAWK™ A kit, including Fuselage attachment points, structural and electrical provisions.
  Note: Wiring may be delivered as loose equipment, pending direction from the District’s completion center and final confirmation from the District.
• FIREHAWK™ B kit – Sikorsky portion only, to be delivered as loose equipment. Includes landing gear extension, new oseo fittings and upgraded cockpit seats
• Rescue Host Support Arm (P/N 70830-22115-043) – Loose Equipment
• Fly-Away Kit – less Basefold Supports
• Extended VIDS Harness – Loose Equipment

AIRCRAFT SURVIVABILITY EQUIPMENT
• Infrared suppressor system (HIRSS) without baffles (to save weight and improve engine performance)

LOANED EQUIPMENT (L.E.)
The following equipment will be installed for delivery ferry flight at no charge to the District, but must be shipped back to Sikorsky within 45 days.
• Right Hand Cabin Crew Station Seat
• Single AN/ARC-186 VHF-AM
• C-6533 ICS pilot, co-pilot, and r.h. cabin crew station
• Single AN/APX-100 IFF transponder
UNDER REVIEW

The following equipment is not currently included in this Agreement or configuration, but is under review and consideration as a potential engineering change:

- Cyclic Stick Removal: Under an independent effort, Sikorsky Aircraft is reviewing the feasibility of removing the co-pilot cyclic stick. In the event engineering analysis proves this to be a viable retrofit option for the existing aircraft and the change is approved by Sikorsky's Qualification Assurance Board (QAB), the change will be compatible with the Helicopter to be delivered under this Agreement.
EXHIBIT B

Publications List

Sikorsky will provide the S-70A Flight Manuals and Maintenance Manuals for the delivered Helicopter configuration as identified herein. These manuals will be provided concurrent with the delivery of the helicopter under this Sales Agreement. Both the Flight Manuals and the Maintenance Manuals will be provided in hard copy and electronically on CD-ROM.

The following manuals will be provided:

### Flight Manuals

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<thead>
<tr>
<th>Publication Number</th>
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<tr>
<td>TM 1-70-XX-10</td>
<td>Operators Manual</td>
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<td>TM 1-70-XX-CL</td>
<td>Operator and Crewmembers Checklist</td>
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<td>TM 1-70-XX-MTF</td>
<td>Maintenance Test Flight Manual</td>
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### Maintenance manuals

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<td>10 Hour/14 Day Inspection Checklist Manual</td>
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<td>TM 1-70-PMS-2</td>
<td>500 Hour Inspection Checklist Manual</td>
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<tr>
<td>TM 1-70-VIB</td>
<td>Vibration Analysis Manual</td>
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<tr>
<td>TM 1-70-XX-T</td>
<td>Testing and Troubleshooting Manual</td>
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<tr>
<td>TM 1-70-XX-23</td>
<td>Aircraft Maintenance Manual</td>
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<tr>
<td>TM 1-70-XX-23P</td>
<td>Aircraft Repair Parts and Special Tools List</td>
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<td>TM 11-70-XX-23</td>
<td>Avionics Maintenance Manual</td>
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<tr>
<td>TM 11-70-XX-23P</td>
<td>Avionics Repair Parts and Special Tools List</td>
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ILS Management
Statement of Work

1. Scope
This Statement of Work outlines and defines the Logistics and Product Support services to be provided by Sikorsky to District.

2. Logistics Management
Sikorsky will provide the following Logistics Management services.

2.1 Integrated Logistics Manager: the manager will be the primary point of contact for all logistics services and questions. The manager will ensure that all services and products to be provided for the support of the program are complete, accurate and in concert with the overall goals of the program. The ILS Manager will be supported by a Logistics Coordinator who will be responsible to monitor schedules, review spare and tool recommendations for accuracy and ensure coordination amongst the various logistics, engineering and manufacturing disciplines.

2.2 Field Service

2.2.1 Field Service Representative
Sikorsky will provide on-call technical support service via a regionally based Field Service Representative (FSR). The FSR will provide technical assistance for all installed aircraft configurations and any aircraft discrepancy for which District requests assistance.

2.2.2 Customer Service Engineering
Sikorsky maintains a technical support staff on a 24 hour a day, seven-day per week basis. This staff will be available throughout the life cycle of the aircraft to answer any technical question relating to the District.

Page 1 of 1
Certificate of Helicopter Acceptance

Pursuant to the Agreement between Sikorsky Products, Inc. and the Consolidated Fire Protection District of Los Angeles County dated ______, the undersigned, a duly authorized representative of Sikorsky Products, Inc. hereby certifies that one (1) helicopter, Sikorsky Model S-70A Serial Number ______, is in conformance with the requirements of the aforementioned Agreement.

SIKORSKY PRODUCTS, INC.

By:_________________________

Name:_______________________

Title:_______________________

Date:_______________________

Further pursuant to the Agreement between Sikorsky Products, Inc. and the Consolidated Fire Protection District of Los Angeles County dated ______, the undersigned, a duly authorized representative of the Consolidated Fire Protection District of Los Angeles County hereby accepts one (1) helicopter, Sikorsky Model S-70A Serial Number ______ in accordance with the requirements of the aforementioned Agreement.

CONSOLIDATED FIRE PROTECTION DISTRICT OF LOS ANGELES COUNTY

By:_________________________

Name:_______________________

Title:_______________________

Date:_______________________
ATTACHMENT III
PAGE 1 OF 2

COUNTY OF LOS ANGELES
REQUEST FOR APPROPRIATION ADJUSTMENT
DEPARTMENT OF FIRE
No. 390-06A
January 27, 2004

AUDITOR-CONTROLLER

THE FOLLOWING APPROPRIATION ADJUSTMENT IS REQUESTED BY THIS DEPARTMENT; WILL YOU PLEASE REPORT AS TO ACCOUNTING AND AVAILABLE BALANCES AND FORWARD TO THE CHIEF ADMINISTRATIVE OFFICER FOR HIS RECOMMENDATION OR ACTION?
ADJUSTMENT REQUESTED AND REASONS THEREFOR

FISCAL YEAR 2003-04

4-VOTES

SOURCES:

FIRE DEPARTMENT
Special Operations Budget Unit
Fixed Assets - Equipment
DAL-PR-40041-6030
$ 2,000,000

FIRE DEPARTMENT
Financing Elements
Appropriation for Contingencies
DAL-PR-40041-3303
$ 795,000

FIRE DEPARTMENT
Helicopter ACO Fund
Operating Transfer In
BRS-PR-40730-9511
$ 2,795,000

USES:

FIRE DEPARTMENT
Special Operations Budget Unit
Operating Transfer Out
DAL-PR-40041-6100
$ 2,795,000

FIRE DEPARTMENT
Helicopter ACO Fund
Fixed Assets - Equipment
BRS-PR-40730-6030
$ 2,795,000

Appropriation Adjustment is necessary to transfer sufficient funds from the Fire District's Operating Budget to the Helicopter ACO Fund for the 2003-04 acquisition costs for a new Firehawk helicopter.

CHIEF ADMINISTRATIVE OFFICER'S REPORT

CHIEF, FINANCIAL MANAGEMENT DIVISION

Refereed to the Chief Administrative Officer for Action

☑ Approved as Requested
☑ As Revised

Auditor-Controller

No. 188

Chief Administrative Officer

Approved (As Revised):

Board of Supervisors

19

Send 4 copies to the Auditor-Controller
COUNTY OF LOS ANGELES
REQUEST FOR APPROPRIATION ADJUSTMENT
DEPARTMENT OF FIRE
January 27, 2004

The following appropriation adjustment is deemed necessary by this department. Will you please report as to accounting and available balances and forward to the Chief Administrative Officer for his recommendation or action.

Adjustment requested and reasons therefore

4-VOTES
FISCAL YEAR 2003-04

SOURCES:

FIRE DEPARTMENT
Special Operations Budget Unit
Measure B Charges for Services
DLI-FR-40041-94GA
$2,000,000

USES:

FIRE DEPARTMENT
Special Operations Budget Unit
Fixed Assets - Equipment
DLI-FR-40041-6030
$2,000,000

Appropriation adjustment is necessary to recognize $2,000,000 in Measure B funds to the Fire District in 2003-04 to help pay for the initial purchase costs for a Firehawk helicopter to support the implementation of a 24 hour, seven day a week, air ambulance for trauma victims based at Fire Station 129 in the Antelope Valley.

Chief Financial Management Division

[Signature]

Chief Administrative Officers Report

[Signature]

Referred to the Chief Administrative Officer for action

Approved as Requested as Revised

[Signature]

Deputy County Clerk