

S-372 HELICOPTER MANAGEMENT

The primary emphasis of this course will be to prepare students for the position of Helicopter Manager (HMGB).

Pre Course Work Is Mandatory: In order to attend the course, you must complete the following pre-work:

1. Review the contracting questions below and bring your answers to class.
2. Complete the A- Modules (Separate Document) and bring a copy of your IAT training record to class or email to krudger@fs.fed.us

The intent of these questions is to give the student an opportunity to become familiar with current contracts both Call When Needed (CWN) and Exclusive Use (EU). **Bring your completed prework to class with you. We will review the answers throughout the week of class.**

As a future Helicopter Manager these contracting questions will give you an idea of situations you may encounter and need to address. These situations will apply to you at one time or another in your career.

For your convenience a CWN Contract is available along with these instructions in a PDF document.

Students that may not be associated with Exclusive Use crews are encouraged to contact their local or neighboring Ex-Use Personnel to obtain the necessary materials (contract) from them...

Make sure your answers are referenced in order to support your decision

*******Circumstances can change these answers, be prepared to defend your answer*******

If you desire to receive a certificate of completion for this course, please do not make travel arrangements to arrive after the scheduled start time or to depart prior to the scheduled course completion time.

If you have any questions, please contact the course coordinator:

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(970) 375-3331
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MOB DEMOB

1. During Mobilization/Demobilization (CWN) the fuel truck takes longer to arrive at the assigned work location. Is the driver entitled to the \$500/day for the number of days it takes it to get to the work location or does the time end when the aircraft reaches the work location?

2. Is Mobilization/Demobilization (CWN) applicable to the Project Rate?

3. Mobilization/Demobilization (CWN) - Aircraft arrives at the Assigned Work Location after 1200; the flight took 8 hours so the pilot cannot fly. Are they entitled to a half-day of availability or do they get the \$500 mob/demob cost?

4. A CWN helicopter is dispatched to a fire. While enroute, it is forced to land due to weather and remains overnight at that location. The next morning the pilot calls dispatch only to find out that the order has been cancelled, and therefore returns to the point of origin. Who is responsible to complete the FS 122? Are mob/demob costs applicable?

5. (CWN) When do we pay the \$500 for mob/demob?

6. A CWN Helicopter is ordered at 0730 and arrives at the incident at 1030. When does their daily availability start? When does Extended Standby begin?

FUEL TRUCK MILEAGE

1. (Exclusive Use) Can we pay for the fuel truck to take aircrew to their motel or lodging when away from the designated base?
2. On a CWN Helicopter contract do we pay mileage for the fuel truck to transport aircrew to and from their place of lodging, run errands, or travel to lunch, dinner in town, etc.?

EXTENDED STANDBY

1. Extended Standby (ES) for maintenance personnel. When do the maintenance personnel get extended standby?

2. Can the Pre-Flight be done during standby? Can Post-Flight inspection be paid ES?

RON/RELIEF

1. (Exclusive Use - EU) What if you receive costs for relief crew traveling to an alternate base that you do not think are reasonable?

2. (EU) Can we pay Relief Costs for the regular crew on the night of the relief change out?

3. (EU) Do we pay RON to the contractor for the primary crew if they cannot leave the area on their 2 days off because of the distance to the designated base or home?

4. (EU) Helicopter away from the designated base and there is no vacancy at the per diem rate can we pay the higher rate?

5. (EU) The helicopter is at a remote site and the Government is providing the rooms in a cabin or bunkhouse of some sorts. What is the Contractor entitled to as far as per diem?

6. The pilot doesn't like the closest available motel, and wants to stay in a better motel. Is there a problem with this? And why?

7. A pilot requests to stay in a hotel away from the incident, he and the mechanic would like to reposition the helicopter to a helispot near the hotel. Is this ok? Who pays for the flight?

8. A CWN helicopter is working out of a Helibase along a major highway between 2 small towns. It is .1 hour (6 minutes) flight time to the vendor's hangar. The vendor is flying back to the hangar each night for security reasons. Can we pay for this flight?

9. EU helicopter, contractor's base of operation is Boise, ID, designated base is Dillon, MT, relief Pilot is from Great Falls, MT. Helicopter is in Santa Fe, New Mexico (alternate base) cost of relief from Boise to Dillon is \$250 (actual cost) cost of ticket from Contractor's Base of Operation in Boise "would be" \$800. Pilot presents you a flight ticket for \$1100. What do we owe the contractor for transportation of relief to the alternate base?

AVAILABILITY

1. A CWN helicopter has a duty day which starts at 0800 each day, becomes unavailable at 1500 for the remainder of the day. The aircraft is unavailable until 1300 the next day and is on duty till 2100. How many hours of unavailability are deducted for each day (civil twilight is 0600-2200)?

PERFORMANCE

1. An EU Helicopter is midway through a 90-day Mandatory Availability Period and you realize the aircraft does not meet the performance specifications that are in the contract. The aircraft was carded by a qualified maintenance inspector prior to the MAP, since then the vendor has added equipment which was enough to affect the allowable payload required in the contract. How is this handled?

PROJECT RATE

1. Is extended standby applicable to the project rate?

2. Do we pay mobilization and demobilization when using the project rate?

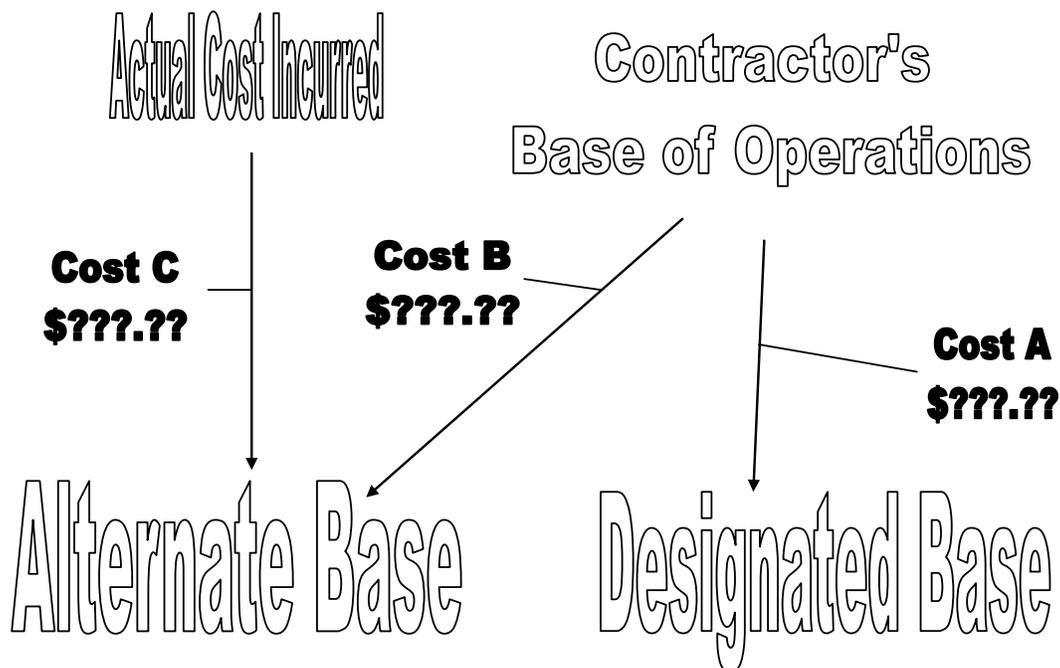
MISCELLANEOUS

1. A helicopter (EU) is away from the designated base, a bad hail storm is coming in, who pays for the hangar space?

2. Contractor's pilot inadvertently releases the load of supplies? Who is responsible for the damage? What clause in the contract covers this?

Relief Payment Flow Chart

This is for Exclusive use Relief Payments when away from the designated base.



Costs B and C should be provided by the Contractor, or the contracts designated CO/COR.

You can also use a number of online sites to get Cost B and Cost C.

If Cost B or C are less than Cost A, you pay nothing.

If Cost B is less than Cost C, you pay $B-A$ = The amount paid on FS-122

If Cost C is less than Cost B, you pay $C-A$ = The amount paid on FS-122

This only applies for relief travel. ie. Pilot, Mechanic, FSVD works 12 days and needs to be relieved

If the government times out a pilot (more than 36 hrs. in 6 days) and the government requests another pilot, then we pay actual cost incurred to the contractor.

This flow chart is for Exclusive Use Helicopter Contracts Only.