**Contracting Questions**

1. Your helicopter is scheduled to meet you at a helispot at 0800 for project work. The helicopter does not leave its base until 1130 and arrives at your location at 1215. The pilot says there was a problem with the radio. What are your concerns? How will you document? Based on the contract you are using for reference, what timeframe will you pay availability/guarantee for?

2. During mobilization/demobilization, the fuel truck takes longer to arrive at the assigned work location. Is the driver entitled to $500/day for the number of days it takes to get to the work location, or does the time of entitlement end when the aircraft reaches the work location?

3. In the contract you are using, is there a different rate for project work than there is for work ordered for fire? Is mobilization/demobilization applicable to the project rate?

4. Do we pay mileage for the fuel truck to take crew to their motel or lodging when away from their designated base?

5. Your pilot stayed the night in a local hotel. The pilot says he did not save lodging receipts and expects to claim the published rate. Based on the contract you are using for reference, what lodging claim is the pilot entitled to? Will there be any per diem?
6. Your aircraft is scheduled to start the standby period at 0900. Flight is ordered and performed several times during the day. At 1800 flight is ordered and the aircraft could not get started (something to do with an igniter plug). At 2015 the mechanic says we’re ready to go. The aircraft is ready for service with a verbal by a government maintenance inspector. Flight is performed with the aircraft back at base and the crew released at 2100. Based on the contract you are using for reference, how much unavailability is measured? From what time __________ to what time __________? Is there any extended standby?

7. Your pilot returns from a flight and informs you that the hour meter is inoperable. He suggests that he continue to perform service by using his watch time for measuring liftoff to touchdown. Sounds reasonable, what do you do?

8. You’ve met your helicopter and crew at the airport as arranged. The pilot and aircraft have appropriate agency approval documents; however, the N number of the aircraft is not listed on the contract document. What do you do?

9. Your pilot is sick of the 45-minute drive to and from the motel (drive time over 30 minutes counts as duty day). He says there is an airport right across the road from the motel suitable for landing the helicopter and RON. Is this acceptable?

10. Your pilot is the best longline pilot you have worked with for the past three years; however, you have a problem with her that is driving you nuts. It seems she is certain that you are supposed to provide breakfast each morning at the helibase. What can you do?
11. The pilot is taking Sunday off with the rest of the crew. The aircraft needs a run-up for leaks after the mechanic has changed the oil and filter. What do you do?

12. You are working in western Alaska and it is mid-summer. The Sun seems to go below the horizon, but it seems that plenty of light is available to fly. Can you fly? What are the visibility requirements?

13. A mechanic is ordered with the helicopter. The mechanic seems to sleep all day when the helicopter is out flying. Is this a problem? Why?

14. A helicopter is being reassigned to another incident that takes two days of driving to reach (12 hours each for the fuel service vehicle and mechanic truck). Are the drivers for the fuel service vehicle and mechanic truck entitled to extended standby for these days?

15. The contractor asks for extended standby to do a 100-hour inspection at night to have the helicopter ready in the morning. Is the mechanic entitled to extended standby?

16. During the evening, you notice the mechanic appears to be changing parts on the tail rotor assembly. The next morning the pilot preflights as usual, but you notice she pays particular attention to the tail rotor. After finishing the preflight, the pilot starts preparations for the first flight. Are there any issues?
17. The helicopter breaks down during use and needs to be returned to their maintenance facility. Do we pay for their return flight? What if they are being demobed because they are broken down? Whose responsibility is it to let them fly?

18. Preflight and post-inspection – are they entitled to extended standby?

19. You’ve asked the pilot for a 0730 takeoff. The pilot arrives at the aircraft at 0700 and starts a preflight. You and your crew arrive and the departure is right on time. Your plan is to be back at helibase at 2045. Does this work? Why?

20. Do we pay RON for the primary crew if they cannot leave the area on their two days off because of the distance to the designated base or home?

21. The helicopter is away from the designated base and the hotel rate is higher than the allowed per diem. Can we pay this?

22. Your aircraft is scheduled for standby at 0800. At 0730 the mechanic notifies you that she found an oil leak, has to change the "O" ring, and anticipates the aircraft being available at 1000. Everything goes smoothly and the mechanic returns the helicopter to service at 1000. The government maintenance inspector wants to inspect the work done on helicopter. He arrives at 1200. During a requested leak check run-up, it is confirmed the discrepancy is fixed and the signoffs are completed at 12:45. Based on the contract you are using, how much unavailability/loss of guarantee is measured? Why?
23. You and your aircraft have been busy during the past week. On the sixth day of duty since your pilot's day off, your pilot runs out of time. How much time has he accrued? Once he has finished his duty, completed paperwork, etc., he mentions he is going to take an airplane from the nearby airport for a spin. He has wanted to take a look at the lake behind the ridge in the opposite direction of your incident. What do you do?

24. Your helicopter is released at 0800 hours. Weather prevents the aircraft’s departure until the next day. Based on the contract you are using for reference, how would the aircraft availability be paid? Who should you notify and who can resolve any dispute?

25. You have planned a lift-off time of 0730. The pilot and aircraft are prepared for flight when your crew arrives at 0710. The pilot tells you the weather is not acceptable for flight but should improve rapidly. At 0900 the pilot hits the starter for the run-up. Silence. The solenoid will not close and engage the starter. What do you do? Is unavailability/loss of guarantee to be measured? What time do you start measuring from?

26. Your aircraft came on at 0800 and was off at 2100. There were no maintenance problems and it flew 3.0 hours. With the contract you are using, will you pay for standby (not to be confused with extended standby), or will it be availability? How much availability? How much standby?