DOI SEAT Contracts

Flight Time FAQs

1. Q. Is flight time recorded for a Ramp move on an ordered flight?

A. No, when a SEAT repositions from GA/Day Off parking to the Retardant Loading Pit a Ramp move is not recorded as flight time. See C22.1.1

C22.1.1 For purposes of this contract: "…moves under its own power for the purposes of flight…" is defined as the time at which the aircraft begins taxiing to the runway <u>with the intent to takeoff</u>. Start times are the time at which the aircraft leaves the pit or begins taxiing from the ramp on any government ordered flight.

2. Q. Is all time spent Hot Loading Retardant recorded as flight time under the new contract Exclusive Use and On-Call Contract?

A. Depends. On the <u>initial</u> order for service, if the SEAT was parked out of the Loading Pit (I.E. in day off parking) then the move from the parking area to the load pit and subsequent Hot Loading for sortie/load #1 would not be considered flight time. However, upon return to base for a load-and-return then the time spent Hot Loading is considered flight time. See C22.1.1 & C22.1.2

C22.1.2 For purposes of this contract: "…"*… when the aircraft comes to rest after landing…*" is defined as the time at which the aircraft comes to a stop for the purpose of parking and shutting down the engine. Taxi time and time spent hot loading or hot refueling is considered flight time. Engine cool down time after the airplane comes to a stop for the purpose of parking is NOT flight time.

3. Q. Is all time spent Hot Refueling recorded as flight time?

A. No. A SEAT parked away from the operations area could start up, taxi to their fuel trailer and Hot Fuel. After Hot Fueling the SEAT would taxi to the Retardant Loading Pit for a Hot Retardant Load and upon exiting the flight time would begin. See C22.1.1

4. Q. Is the taxi time from the Retardant Loading Pit to the Fuel trailer for a Hot Refueling recorded as flight time?

A. Yes, as long as the aircraft will be departing immediately on a government ordered flight after either hot fueling or hot loading. *C22.1.2* "…*when the aircraft comes to rest after landing…*" is defined as the time at which the aircraft comes to a stop for the purpose of parking and shutting down the engine. <u>Taxi time and time spent hot loading or hot refueling is considered flight time</u>. Engine cool down time after the airplane comes to a stop for the purpose of parking is NOT flight time.

5. Q. If a SEAT has been flying, and has to re-fuel at the airport...after he re-fuels when does his time start? Do we pay him for the taxi time from the airport re-fueling to the pit?

A. If the government official approved the aircraft to hot fuel than the clock would not stop. (Refer to question #4). If the aircraft shuts down to fuel than the time spent maneuvering the aircraft from the fueling area after fueling to the pit would be non-revenue and not recorded as flight time.

7. What is meant by "Taxi Time" in C22.1.2?

A. "Taxi Time" is the time spent maneuvering the aircraft from the runway after landing to park, hot load or fuel.

8. Q. Who determines whether to either hot load or hot fuel?

A. Whether to conduct hot fueling and or hot loading retardant is the sole discretion of the government.

7. Q. How do I record the flight leg on a Hot Reload and Hot Refuel sequence?

A. SEMG/Pilot will record the flight time on the Daily Ops Worksheet and the AMD-23E for each load the contractor takes out of the pit. The sortie must be recorded to reflect the correct refractometer reading, gallons delivered, correct charge codes for multiple fires, and to track cumulative flight time. **Remember no lumping of flights on either the Daily Ops Sheet or the AMD-23E!**
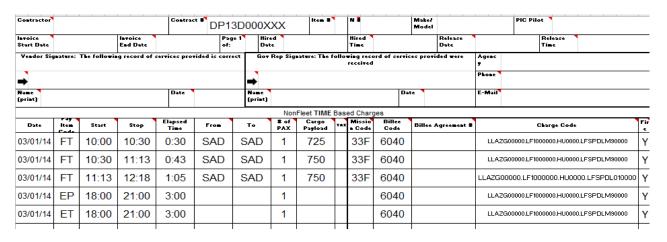
Example: How to document the flight time on the Daily Ops Worksheet and AMD-23E.
When a pilot departs the pit for the 1st load, the SEMG will record their start time in Line #1 of the Daily Ops Worksheet and the AMD-23E, and complete all the other required columns on that line. When the SEAT comes back into the pit for a second hot load of retardant, the SEMG will record the **stop** time for that line.

The SEMG will use the same **stop time** recorded in Line #1 as their **start time** for Line # 2 or the second sortie.

Daily Operations Worksheet Example

Contract Type	On-Call	Task Order #	DP13D000XXX	Availability Rate	$ 2,400	Flight Rate	$ 2,400
Crew:				On Duty	Off Duty	Total Hr.	Ext. (+9)
Pilot Name:				0900	2100	12	3
Driver Name:				0900	2100	12	3

SEAT LOG:

#	From	To	Start	Stop	Min /100th	FT	Mission Code	Gallons	Refract Reading	Fire Code	Benefiting Agency	
1	SAD	SAD	1000	1030	0:30 0.5	0.50	33F	725	13	DLMP	BLM	
2	SAD	SAD	1030	1113	0:43 0.73	0.72	33F	750	13.5	DLMP	BLM	
3	SAD	SAD	1113	1218	1:5 1.05	1.06	33F	750	13.5	DMOL	USFS	
.												

AMD-23E Example

Contractor			Contract #	DP13D000XXX		Item #	N #		Make/Model			PIC Pilot	
Invoice Start Date		Invoice End Date			Page 1 of:	Hired Date		Hired Time		Release Date		Release Time	
Vendor Signature: The following record of services provided is correct				Gov Rep Signature: The following record of services provided were received						Agency			
										Phone			
Name (print)		Date		Name (print)				Date		E-Mail			

NonFleet TIME Based Charges

Date	Pay Item Code	Start	Stop	Elapsed Time	From	To	# of PAX	Cargo Payload	Tax	Mission Code	Billee Code	Billee Agreement #	Charge Code	Fire
03/01/14	FT	10:00	10:30	0:30	SAD	SAD	1	725		33F	6040		LLAZG00000.LF1000000.HU0000.LFSPDLM90000	Y
03/01/14	FT	10:30	11:13	0:43	SAD	SAD	1	750		33F	6040		LLAZG00000.LF1000000.HU0000.LFSPDLM90000	Y
03/01/14	FT	11:13	12:18	1:05	SAD	SAD	1	750		33F	6040		LLAZG00000.LF1000000.HU0000.LFSPDL010000	Y
03/01/14	EP	18:00	21:00	3:00			1				6040		LLAZG00000.LF1000000.HU0000.LFSPDLM90000	Y
03/01/14	ET	18:00	21:00	3:00			1				6040		LLAZG00000.LF1000000.HU0000.LFSPDLM90000	Y

C22 (DOI Exclusive Use and On-Call Contracts) Flight Time

C22.1 Measurement of Flight Time. Flight Time will be measured when the aircraft moves under its own power for the purpose of flight and ends when the aircraft comes to rest after landing at an airport.

C22.1.1 For purposes of this contract: "…*moves under its own power for the purposes of flight*…" is defined as the time at which the aircraft begins taxiing to the runway with the intent to takeoff. Start times are the time at which the aircraft leaves the pit or begins taxiing from the ramp on any government ordered flight.

 C22.1.2 For purposes of this contract: "…*when the aircraft comes to rest after landing*…" is defined as the time at which the aircraft comes to a stop for the purpose of parking and shutting down the engine. Taxi time and time spent hot loading or hot refueling is considered flight time. Engine cool down time after the airplane comes to a stop for the purpose of parking is NOT flight time.

C22.1.3 Elapsed flight time will be measured in hours and tenths/hundredths of hours.