

On-Call SEAT Contract Contract Language Interpretation Mission Currency vs. Pilot Proficiency

A number of sections of the 2011 On Call SEAT contract speak to both Mission Currency Training Flights and Pilot proficiency. As a point of clarification, the following definitions and interpretations will apply.

Pilot Proficiency: A pilot is considered to be “proficient” when they have completed their companies training and is current in all elements of operating the aircraft and providing flight services in dispensing of either fire retardants or suppressants in support of fighting wildland fires. It is the expectation of the Government that a pilot will arrive at the work site “proficient”.

During breaks in service when pilots are not under contract, it is the company’s responsibility to ensure that their pilots maintain proficiency. Section B20.2.1 and C25.5 speak to the need for pilots to be proficient and allows for proficiency flights during the contract period. Proficiency flights that occur during the contract period must be pre-approved by local officials and will be at contractor’s expense. In these circumstances the Government will continue to measure and pay for availability during approved proficiency flights.

Mission Currency: A pilot is considered “Mission Current” when they have flown a fire mission while on contract within a 14 day period of time. A Mission Currency Training Flights (MCTF), as called for under Section B13 of the On-Call Contract, is required if a pilot has not flown a fire mission in the previous 14 days while under contract. A pilot is not expected to be “Mission Current” when they first begin on contract or after a break in contract services under the On Call contract; however they are expected to be proficient and ready to perform under the contract. There is no expectation on the Government’s behalf that a pilot maintain their mission currency when not under hire.

Several points of clarification:

1. MCTF’s should touch on as many elements of the SEAT Mission as is practical given the resources available. In some instances not all the elements identified in section B13 will be part of the MCTF.
2. If circumstances preclude the Government from conducting a MCTF, the pilot and aircraft will remain available under the contract to be dispatched.
3. Relief pilots are expected to be “proficient” at the beginning of their relief cycle. If their relief cycle extends to 14 days without flying on a fire the MCTF clause of the contract would apply.

Thank You

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