



The General Lighthouse Authorities for Scotland & the Isle Of Man; England, Wales & the Channel Islands; Ireland; and their adjacent seas and islands

GLA Helicopter Services 2015 Market Engagement Event 4 September 2013

Notes from the Q&A Session held during this event.

Q&As

The objective for this tender is to have a single contract covering the 3 GLA's. How this is undertaken is up to the individual operators. The GLAs are keen for contractors to work with them and provide workable solutions to meet their requirements.

A questionnaire will be emailed to all attendees which we would be grateful if you would complete. There is a two week window for completion of the questionnaires which will remain anonymous.

Gavin Simmonds - Lights Advisory Committee: Will the contract support Commercial Work?

We are bidding for a specific service for a set amount of time, therefore, there should not be any spare capacity. We are asking for the aviation service to deliver our minimum requirements. The aviator should look at the GLA's requirements, their aircraft capacity and how they think the operations can efficiently be achieved. If there are mutual benefits in relation to commercial work, then this should be included in the tender.

Ian Field – Dublin Aviation Authority: Are you aware of the legislation with regards to offshore operations?

Under the tender process, guidelines on what we believe the Contractor will have to comply with under the English & Irish jurisdictions will be provided.

Steven Igodt – NHV: What is the minimum term of the contract?

The contract will be for a minimum 5 years with possible extensions. The contract can be for as long as the service is needed.

Bart Stroobant – NHV: The number of days and hours that you require has been established. What is your flying time notice period?

The GLA requirement for a Category 1 AToN is to mobilise within 24 hours. It is unlikely that we would request mobilisation within a few hours. All AToNs are monitored remotely and if a problem occurs, this is assessed taking into consideration, location of technicians & aircraft and the type of repair required. Depending on the casualty, there may be a requirement for technicians to be mobilised later the same day.



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Bart Stroobant – NHV: Offshore locations – assume could be 3 or 4 days out.

To simplify the movement between GLA locations, there is a requirement for IFR to position the aircraft suitably. We need capacity in the aircraft to fly whatever the weather.

Henk Schaeken – Police Aviation Services - How do you intend to schedule operational periods?

The individual GLAs will plan at least 6 – 12 months in advance its requirements for helicopter operations through the Central Fleet Management Group.

Jeff James – Sloane Helicopter: Is the requirement for a single type aircraft?

From a safety point of view, it would be simpler to have 1 helicopter type tied into the contract, as this means one safety brief and process to be followed. If an innovating proposal was put forward that convinced us otherwise, it would be considered. We are looking for a single air frame equivalent.

Jeff James – Sloane Helicopter: Is there a limit on the maximum weight of the aircraft?

The maximum weight is a total limit of 3200 kg. There is no room for movement.

Alan O'Neill - Starlight Aviation: - How will the GLA's co-ordinate the finance elements of the contract?

The GLAs will work with the successful contractor on these types of operational issues. We would not however expect 3 separate invoices to be sent to each GLA.

For any further information and clarification, your single point of contact is Fiona Lynch, Commercial Manager, Northern Lighthouse Board.

Tel: 01314733100 e-mail fional@nlb.org.uk