

2016 ANNUAL REPORT





NAFC provides national collaboration and cooperation; developing excellence and a safe, effective and efficient aerial capability; supporting and enhancing the delivery of landscape fire management in Australia.

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Highlights 2015-16

- The nationally contracted aerial firefighting fleet grew to 123 aircraft supplying 127 separate services across the country with the incorporation of 24 additional rotary wing services, most of which were transitioned from local contracts in Victoria. Two new fixed wing firebombing services were also added, in the Northern Territory and Tasmania.
- Major development work continued on the ARENA information system, boosted by additional funding from New South Wales and Victorian Governments. By the end of the 2015-16 financial year, ARENA had more than 1000 registered users and was being used as the primary means of dispatch for contract and call when needed aircraft in New South Wales. ARENA was used to assist with the rapid and orderly movement of aircraft into Tasmania during the fires of January 2016.
- NAFC hosted a new National Resource Sharing Centre which was initiated to improve processes for the sharing of all categories of resources between Australian jurisdictions and internationally.
- For the first time since 2009-10, the nationally contracted aerial firefighting fleet included a Very Large Air Tanker (VLAT). A DC10 VLAT was contracted by NAFC on behalf of the New South Wales Rural Fire Service as part of a two year trial of large air tanker capabilities funded by the New South Wales Government.
- NAFC was commissioned by New South Wales to undertake an initial evaluation of the large air tanker capability which also included a Lockheed Martin L100-382G (L100) during the first year of the trial.
- For the second year running, two next-generation large fixed wing air tankers, an Avro RJ85 and a Lockheed Martin C130Q, were procured by NAFC on behalf of Victoria. This brought the total number of large air tankers in the country at the peak of the bushfire season to four, including the VLAT.
- El Niño conditions affected much of Australia and the 2015-16 fire season saw serious bushfires in most states and territories and significant movements of aircraft and support resources between jurisdictions to address peaks in bushfire activity.
- An extended period of bushfires across Tasmania, mainly the consequence of extensive dry lightning storms, resulted in an unprecedented level of aircraft activity.
- Although based in and operating across New South Wales and Victoria, the large fixed wing air tankers were also deployed to South Australia, the Australian Capital Territory, and Tasmania. As in the previous year, on several occasions large air tankers operated in multiple jurisdictions during a single day, underlining the suitability of this type of resource to operate across a broad geographic theatre.
- For the first time, aircraft contracted by NAFC were deployed internationally for firefighting. Following a request from the Indonesian Government, the Australian Government commissioned the New South Wales Rural Fire Service to arrange an aerial firefighting detachment to the island of Sumatra. The detachment included the L100 large air tanker and a Twin Commander TC690 supervision aircraft.
- NAFC contracted aircraft were activated on a total of 4,936 occasions, comprising 2,525 firebombing operations and 2,411 other fire and emergency support operations.
- National Fleet aircraft made more than 29,500 firebombing drops, delivering in excess of 68 million litres of fire retardant and suppressant across the country.
- In yet another extended fire season, the first NAFC contracted aircraft service for 2015-16 commenced on 29 June 2015, with the final service finishing on 5 April 2016.
- Recognising the potential for an extended bushfire season, the Prime Minister announced in January the provision of an extra \$0.5 million, bringing the Australian Government's funding for aerial firefighting across the country to \$15.3 million for 2015-16.
- The Funding Agreement between NAFC and the Australian Government was extended to cover 2016-17 and 2017-18. The May 2015 federal budget also provided an ongoing commitment to continue funding for aerial firefighting until at least 2019-20.
- The major Invitation to Tender for Aerial Firefighting Services for 2015 onwards (ITT AFS 2015) was finalised. This process procured 24 services, mainly for Victoria, as well as some services for other states.
- The second stage of an important Request for Proposals to provide fixed wing strategic intelligence and reconnaissance services (RFP ASIR 2015+) was completed.
- The Commonwealth Scientific and Industrial Research Organisation delivered the final report of a NAFC commissioned project to develop standard methods for evaluating the effectiveness of aerially applied bushfire suppressants.
- NAFC commissioned a joint research and development project with RMIT University to examine aircraft data logging systems.

Dear Members,

It is with great satisfaction that I present to you the 2015-16 Annual Report of the National Aerial Firefighting Centre. 2015-16 was very much a stand out year, in which we saw significant developments in aerial firefighting and collaborative resource sharing in Australia.

Of particular note was the great progress made with implementing the ARENA national information system. From a resourcing perspective, there was a further substantial expansion of nationally contracted aerial firefighting fleet to a total of 127 specialised aerial firefighting services. With funding provided by the New South Wales and Victorian Governments, the number of large fixed wing air tankers in the country was stepped up to four, including a DC10 VLAT. NAFC contracted aircraft were deployed internationally for the first time, in this case to tackle bushfires in Indonesia. A brand new concept, the National Resource Sharing Centre, was introduced under the NAFC umbrella. All of these initiatives are described in more detail on the following pages.



Whilst the majority of aerial firefighting costs are met by state and territory governments, the Commonwealth again contributed substantially with the provision of \$14.8 million towards the fixed costs of providing the nationally contracted fleet. In a welcome development, recognising the potential of the 2015-16 southern bushfire season, in January 2016 the Prime Minister announced an additional \$0.5 million Commonwealth contribution to assist in retaining aerial resources for what was to become an extended and very dry aerial firefighting season. NAFC's Members greatly value this support from the Australian Government, without which it would simply not be possible to provide the level of aerial firefighting capability that is now available to assist firefighters across the country.

Importantly, the funding agreement between NAFC and the Commonwealth, represented through Emergency Management Australia (EMA), was extended to cover 2016-17 and 2017-18. The NAFC Board very much appreciates the assistance provided by EMA in this process, which enables NAFC to extend contracted supply arrangements, improving support to Members and providing certainty to the aviation industry.

The bushfire season saw a large number of deployments of aircraft and support resources between jurisdictions, including the movement of an unprecedented number of aircraft to Tasmania. These arrangements moved swiftly and smoothly, something that would not be possible without the great work of all the state and territory fire and emergency services agencies who provide coordination, dispatching and operational support. The NAFC Board recognises and appreciates the contribution of these highly professional units and personnel. As in previous years, many state and territory personnel contributed significantly to NAFC procurement processes. Again this is very much appreciated.

There were several changes to the NAFC Board during 2015-16, including the retirement of two long serving Directors. Euan Ferguson resigned as a Director of NAFC in October 2015, coinciding with his retirement as Chief Officer of the Victorian Country Fire Authority (CFA). Euan Ferguson's service to NAFC has been distinguished and his resignation brings to a conclusion nearly 12 years on the NAFC Board, including a term as the Chair. Euan Ferguson first joined the NAFC Board in 2003 as a Director nominated by South Australia and later continued as the Director nominated by Victoria.

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Lee Johnson resigned from the NAFC Board in July 2015 following his retirement as Commissioner of the Queensland Fire and Emergency Services (QFES). Lee Johnson served on the NAFC Board with great distinction from its inception in 2003. The overall success of NAFC and the national aerial firefighting arrangements is due in no small part to Euan and Lee's leadership and wise counsel over an extended period and it is my great pleasure to acknowledge their contributions and to extend the Board's sincere thanks for their efforts and insight.

The NAFC Directors were pleased to welcome CFA incoming Chief Fire Officer Joe Buffone to the NAFC Board following Euan Ferguson's departure. Commissioner Katarina Carroll succeeded Lee Johnson as NAFC Director for Queensland but resigned from the Board in March 2016 following some organisational changes in QFES. We were however grateful that QFES Deputy Commissioner Michael Wassing was able to join the Board as the Director nominated by Queensland. Finally, it was with great pleasure that we welcomed Mark Ashley to the Board in September 2015 as the Director for the Northern Territory.

The Board also took the opportunity to consider the membership of several Board sub-committees and accordingly Gavin Freeman was appointed to chair the Aerial Suppression Operations Group and Steve Fewster was appointed to chair the NAFC Research and Development Committee.

Of course, no introduction to an annual report would be complete without acknowledging the contribution during the year of our partners in the aviation industry, who continued to professionally and reliably provide the aerial services required by NAFC Members.

This annual report describes some significant advances made by NAFC over the course of the year. A particular thank you is due to General Manager Richard Alder and the NAFC team who have been instrumental in making it all happen. The NAFC Board is very proud of the way in which NAFC continues to forge ahead, and we now look forward to another big year.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'G Nettleton', written over a light blue circular stamp.

Greg Nettleton
Chair

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General Manager's Report

Australia endured one of its hottest summers on record during 2015-16 as the impact of a strong El Niño event was felt across the continent. As well as high temperatures, El Niño conditions resulted in below average rainfall particularly in south-eastern Australia, inland Queensland and south-western Western Australia. Recognising the elevated risk of bushfires, two additional fixed wing services were added to the fleet in the Northern Territory and Tasmania, and an additional rotary wing service was added for Victoria.

Given the antecedent conditions, it was not surprising that the 2015-16 bushfire season again saw most jurisdictions experiencing serious fires at some point, with significant movements of aerial resources between states. Bushfires of note included Lancefield in Victoria in October 2015; Esperance in Western Australia in November 2015; Perth Hills in November 2015; Pinery in South Australia in November 2015; Wye River in Victoria in December 2015 and Waroona in Western Australia in January 2016. Very dry conditions in parts of Tasmania provided the backdrop to an extended period of bushfires caused by dry lightning during January and February 2016. The remote setting of many of these fires, together with significant environmental values as well as communities at risk, dictated an unprecedented level of aerial firefighting activity for the island state.

From an aviation perspective, and in line with recent years, the bushfire season was again a long one, with the first aircraft commencing its Service Period in the Northern Territory on 29 June 2015, and the season's final service finishing in Western Australia on 15 April 2016.

Following the completion of the NAFC Invitation to Tender for Aerial Firefighting Services 2015+ (ITT AFS 2015+) 24 additional rotary wing services were incorporated into the nationally contracted fleet for 2015-16. The majority of these services were previously contracted directly to Victoria and transitioned into the national arrangements. Two additional fixed wing aircraft were contracted for the Northern Territory and Tasmania.

This brought the nationally contracted fleet to a total of 127 services, the largest to date. The fleet comprised 59 fixed wing and 68 rotary wing services, supplied by 123 individual aircraft. More detail is provided over the page at Table 1.

For the first time since 2009-10 NAFC contracted a Very Large Air Tanker (VLAT) for the bushfire season. A DC10 VLAT was engaged by NAFC on behalf of the New South Wales Rural Fire Service as part of a two year trial of large air tanker capabilities funded by the New South Wales Government.

The DC10 was one of four larger air tankers contracted for the 2015-16 season. A Lockheed Martin L100-382G (L100) was also procured for the New South Wales Rural Fire Service trial. As in 2014-15, a Lockheed Martin C130Q and an Avro RJ85 were contracted on behalf of Victoria and based at Avalon. These two large air tankers were funded by the Victorian Government. Additionally, NAFC contracted a total of three Twin Commander TC690 aeroplanes as supervision and lead plane aircraft for the large air tankers. All four of the large air tankers were tasked to respond to bushfires outside of their home states on several occasions. [see box on page 15].

An additional \$0.5 million contribution from the Australian Government assisted with retaining the large air tankers in Australia for the extended bushfire season that prevailed across the south of the continent.

2015-16 provided the first international deployment for NAFC contracted aerial firefighting resources. Following a request for assistance from the Indonesian Government, both the New South Wales based L100 and a Twin Commander TC690 support aircraft deployed to Sumatra to join Indonesian and other international partners in tackling extensive fires in the region. [see box on page 16]

Table 1: Nationally contracted Services 2015-16

State	Service ID	Aircraft
ACT	RW13018	Bell 412SP
ACT	RW13019	Eurocopter AS350BA
NT	FW13525	Air Tractor AT802
NT	FW13526	Air Tractor AT802
NT	FW13527	Air Tractor AT802*
NSW	FW15601	DC10-30
NSW	FW15602	Twin Commander 690B
NSW	FW15603	Lockheed Martin L100-382G
NSW	FW15604	Twin Commander 690B
NSW	HV13401	Erickson Aircrane S64E
NSW	RW13006	Bell 206L
NSW	HV13402	Erickson Aircrane S64E
NSW	RW13004	Eurocopter AS365
NSW	RW13005	Eurocopter EC145
NSW	RW13007	Bell 214B
NSW	RW13008	Bell 214B
NSW	RW13009	Bell 412SP
NSW	RW13010	Bell 412SP
NSW	RW13011	Kawasaki BK 117*
NSW	RW13012	Kawasaki BK 117*
NSW	RW13013	Kawasaki BK 117
NSW	RW13014	Eurocopter AS350B3
NSW	RW13015	Bell 206 L
NSW	RW13016	Eurocopter EC145
NSW	RW13017	Kawasaki BK 117
NSW	RW13018	Bell 412SP
NSW	FW13501	Air Tractor AT802F (Fireboss)
NSW	FW13503	Air Tractor AT802
NSW	FW13504	Air Tractor AT802
NSW	FW13505	Air Tractor AT802 ¹
NSW	FW13506	Cessna Caravan 208B
NSW	FW13507	Air Tractor AT802
NSW	FW13508	Air Tractor AT802

State	Service ID	Aircraft
NSW	FW13535	Air Tractor AT802
NSW	FW13536	Air Tractor AT802 ¹
NSW	FW13539	Cessna C182T
QLD	RW13001	Bell 214B ¹
QLD	RW13002	Bell 214B ¹
QLD	RW13003	Bell 204*
QLD	RW13051	Eurocopter AS355
QLD	FW14617	Air Tractor AT802A*
QLD	FW14629	Air Tractor AT802A*
QLD	FW14627	Cessna 210H*
SA	HV13406	Erickson Aircrane S64E
SA	RW13032	Eurocopter AS350BA
SA	RW13033	Eurocopter AS350BA
SA	FW13509	Air Tractor AT802A
SA	FW13510	Cessna Caravan 208B
SA	FW13511	Air Tractor AT802A
SA	FW13512	Air Tractor AT802A
SA	FW13513	Air Tractor AT802A
SA	FW13514	Air Tractor AT802A
SA	FW13515	Air Tractor AT802
SA	FW13516	Air Tractor AT802A
SA	FW13517	Air Tractor AT802
SA	FW13518	Cessna 182
SA	FW13519	Cessna 182
SA	FW13520	Air Tractor AT802A
SA	FW13521	Air Tractor AT802A
SA	FW13540	Cessna 182
SA	RW15351	Eurocopter AS350B2
TAS	RW13026	Eurocopter AS350B3
TAS	RW13027	Eurocopter AS350B3
TAS	RW13028	Bell 214B
TAS	RW13029	Bell 214B ¹
TAS	RW13030	Eurocopter AS350FX2

State	Service ID	Aircraft
TAS	FW14616A	Air Tractor AT802AF*
TAS	FW14616B	Air Tractor AT802AF
TAS	FW15619	Air Tractor AT802F
VIC	HV13403	Erickson Aircrane S64E
VIC	RW13020	Bell 206L3
VIC	HV13404	Erickson Aircrane S64E
VIC	RW13021	Bell 206L3
VIC	RW13023	Sikorsky S61N
VIC	RW13024	Sikorsky S61N
VIC	FW14601	Air Tractor AT802F
VIC	FW14602	Air Tractor AT802F
VIC	FW14603	Air Tractor AT802F
VIC	FW14604	Air Tractor AT802F
VIC	FW14605	Air Tractor AT802F
VIC	FW14606	Air Tractor AT802F
VIC	FW14607	M18 Turbine Dromader
VIC	FW14609	Air Tractor AT802AF
VIC	FW14610	Air Tractor AT802AF
VIC	FW14611	M18 Turbine Dromader
VIC	FW14614	Air Tractor AT802F
VIC	FW14618	Air Tractor AT802F (Fireboss)
VIC	FW14620	Cessna 337G
VIC	FW14623	Cessna 337H
VIC	FW14624	Cessna 337G*
VIC	FW14625	Cessna 208B
VIC	FW14630	Air Tractor AT802F*
VIC	FW14631	Air Tractor AT802F*
VIC	FW14650	Lockheed Martin C130Q
VIC	FW14651	Twin Commander 690B
VIC	FW14655	Avro RJ85
VIC	RW15301	Eurocopter AS350BA
VIC	RW15302	Eurocopter AS350FX2
VIC	RW15303	Eurocopter AS350B3

State	Service ID	Aircraft
VIC	RW15304	Eurocopter AS350B3e
VIC	RW15305	Bell 206L3
VIC	RW15307	Eurocopter AS350B3e
VIC	RW15310	Eurocopter AS350FX2
VIC	RW15311	Bell 206L3
VIC	RW15312	Eurocopter AS350B2
VIC	RW15327	Eurocopter AS350B3
VIC	RW15328	Bell B212
VIC	RW15329	Eurocopter AS350B2
VIC	RW15330	Bell B206L3
VIC	RW15331	Bell B212
VIC	RW15332	Bell B212
VIC	RW15333	Bell B212
VIC	RW15334	Bell B204B
VIC	RW15335	Bell B214B
VIC	RW15336	Bell B212
VIC	RW15337	Bell B412 ¹
VIC	RW15338	Bell B412 ¹
VIC	RW15339	Bell B212
VIC	RW15340	Bell B412*
WA	HV13407	Erickson Aircrane S64E
WA	RW13036	Bell 214B
WA	RW13037	Bell 214B
WA	RW13038	Bell 214B
WA	RW13039	Bell 214B
WA	RW13040	Bell 214B ¹
WA	RW13041	Bell 214B
WA	RW13052	Eurocopter AS355
WA	FW13523	Air Tractor AT802AF
WA	FW13524	Air Tractor AT802F

* Partial Availability Services

1: Aircraft used to provide more than one service

A pictorial guide to the aircraft types contracted through NAFC is available on page 20.

By the end of the bushfire season, these nationally contracted aircraft had made more than 29,000 firebombing drops across the country, delivering in excess of 68 million litres of retardant and suppressant. Table 2, below, provides a comparison of total amounts delivered over recent years, although it should be noted that the total number of aircraft contracted through NAFC has also increased over that time.

Table 2: National Fleet statistics 2011 to 2016

Year	Aircraft Contracted	Firebombing Activations	Number of Drops	Amount of Suppressant (millions of litres)	Other Activations	Total Activations
2011-2012	52	884	5,774	11.7	685	1,569
2012-2013	52	1,452	26,773	53.7	721	2,173
2013-2014	73	1,674	39,214	86.5	1,344	3,018
2014-2015	94	1,487	23,198	54.7	1,010	2,497
2015-2016	123	2,525	29,575	68.6	2,411	4,936

Notable relocations during the 2015-16 season included:

- The L100 and one Twin Commander TC690 lead plane operated in Indonesia in October 2015.
- Airplanes were moved from New South Wales to Victoria on several occasions.
- The DC10 VLAT was deployed from New South Wales to South Australia in November 2015.
- The DC10 VLAT was deployed from New South Wales to Victoria on several occasions, including as a readiness measure.
- The DC10 VLAT was deployed from New South Wales to Tasmania.
- At the conclusion of its Service Period in New South Wales, the DC10 VLAT was redeployed to Victoria, with Victoria becoming the Liable Member. Subsequently the aircraft was deployed to Tasmania on several occasions, and operated in Tasmania and Victoria on the same day.
- The L100 was redeployed from New South Wales to Victoria on several occasions.
- The L100 was redeployed from New South Wales to Tasmania, including for an extended period at the end of January 2016.
- At the conclusion of its Service Period in New South Wales, the L100 was redeployed to Victoria, with Victoria becoming the Liable Member. Subsequently the aircraft was again redeployed to Tasmania.
- The Avro RJ85 was deployed from Victoria to Tasmania.
- Over the course of the service period a total of 20 NAFC contracted aircraft moved to Tasmania to assist with the major fires from late January 2016 through to early March 2016.



Support Systems

Development continued apace on the ARENA national integrated information system. ARENA is the main visible output of the major collaborative project referred to as National Aviation Management Support System (NAMSS) [see box on page 17].

The major milestones achieved with ARENA include operational implementation of aircraft dispatch, rollout of mapping functionality, automated aircraft flight reporting, and the completion of the first stages of decision support tools for aircraft deployment. The modular nature of the system means that this ambitious project is already providing significant benefits to NAFC Members, with more to come.

Another major focus for NAMSS during 2015-16 was the extension of the Australian Fire Aircraft Monitoring System (AFAMS) to handle automatic reporting of events from aircraft, and the provision of the required interfaces to ARENA. Event reporting will be fully implemented during 2016-17. The event data will be utilised in ARENA to support a variety of administrative and operational functions.

The NAMSS joint working group met formally on three occasions during 2015-16 to update the NAMSS works plan, recommend priorities for development, and to advise the NAMSS governance groups of progress and priorities.

Research and Development

In 2015-16 NAFC continued to work with the higher education sector to facilitate cost effective research and development. This approach saw NAFC partner with RMIT University to develop and test event logging equipment for aircraft as part of a wider NAFC project which is examining the potential use of meshed communication systems to improve traffic and situational awareness at emergency incidents. Three postgraduate aviation engineering students from RMIT University undertook a series of initial field trials over the 2015-16 southern bushfire season, and will provide a consolidated report during 2016-17.

In August 2015, the Commonwealth Scientific and Industrial Research Organisation (CSIRO) delivered the final report for a NAFC commissioned trial to develop standard methods for evaluating the effectiveness of aerially applied bushfire suppressants. [See box on page 18]. The research was funded through NAFC's Fire and Emergency Aviation Research and Development Fund.

NAFC was commissioned by the New South Wales Rural Fire Service to undertake an assessment of the effectiveness of the VLAT and LAT that were deployed as part of the two year trial funded by the New South Wales Government. NAFC delivered a preliminary report to New South Wales in March 2016, and later delivered a consolidated interim report covering 2015-16 operations. A final report will be provided following the 2016-17 segment of the trial. [See box on page 15].

Following on from the very successful 'UAS in Action' Symposium in Brisbane on Remotely Piloted Aircraft (RPA); in July 2015 NAFC conducted an intensive workshop for NAFC Members on the use of RPA. The workshop aimed to establish guiding principles for future application of RPA in the fire and emergency sector, as well as to identify and prioritise key research questions.



Memberships, Partnership and Alliances

Throughout 2015-16, NAFC maintained partnerships or memberships with the following organisations:

- Fire Management Actions Alliance
- International Flight Safety Foundation
- Bushfire and Natural Hazards Cooperative Research Centre
- International Association of Wildland Fire
- United Nations International Strategy for Disaster Reduction Wildland Fire Advisory Group
- International Fire Aviation Working Group (Chair).

National Resource Sharing Centre (NRSC)

In recent years, the fire and emergency sector has been keen to examine the benefits of extending the successful NAFC resource sharing model to resources other than aircraft. With funding provided by Emergency Management Australia and AFAC, the National Resource Sharing Centre (NRSC) was established, and the NAFC Board was pleased to offer to host the NRSC for an initial trial period. To enable NRSC to operate, NAFC formally registered the business name "National Resource Sharing Centre". [See box on page 19]

AFAC

NAFC continued to partner with the AFAC for the provision of support services. AFAC provides administrative support services and infrastructure to NAFC under a management services agreement. In turn NAFC has continued to provide executive support for the AFAC Fire and Emergency Aviation Technical Group (FEAT), a sub-group of AFAC's Rural and Land Management Group.

NAFC would like to particularly acknowledge the contributions of AFAC Chief Executive Officer, Stuart Ellis; Business and Finance Director, Trevor Essex; Financial Controller, Kate Eagles and Finance Officer, Anna Nikitina. NAFC would also very much like to record appreciation for the efforts of Margaret Staples, who not only provides 'front-of-house' but is also instrumental in organising and supporting our many meetings, as well as undertaking many finance related tasks.

NAFC Operations

Major procurement

Significant procurement activity continued during 2015-16. The major, multi-stage Invitation to Tender for Aerial Firefighting Services for 2015 Onwards (ITT AFS 2015+) was finalised. This process procured 24 Type 2 and Type 3 rotary wing services mainly based in Victoria, but also included services for other states.

The process for procurement of fixed wing Airborne Strategic Intelligence and Reconnaissance Services that was commenced during 2014-15 progressed with the completion of Stage 1, the Request for Proposals, and finalisation of Stage 2, a selective tender. This procurement is expected to be finalised during early 2016-17.

Significant progress was also made towards developing a national approach to Call When Needed (CWN) procurement. Development of a suitable framework commenced with a national CWN business practice, specifications and standards workshop in Melbourne in April 2016.

General operations

NAFC attended a range of stakeholder meetings, contractor briefings, jurisdictional workshops and launches throughout 2015-16, including meetings with representatives of key aviation industry associations. NAFC staff also participated in a number of internal and external tender assessment panels and presented at various conferences, including the Remotely Piloted Aircraft System (RPAS) in Australian Skies Conference held in Canberra in April 2016.

General Manager Richard Alder continued to Chair the International Fire Aviation Working Group (IFAWG). In this role Richard Alder attended the 6th International Wildland Fire Conference in the Republic of Korea in October 2015, and chaired a conference workshop.

NAFC continued to be involved in influencing and informing regulatory reform processes on behalf of its Members by participating in the Civil Aviation Safety Authority (CASA) Standards Consultative Committee, as well as in a number of subject specific forums covering topics such as:

- The application of aerial work rules to firefighting (CASR 137/138)
- CASA Part 61 (licencing) and
- CAO 48 (fatigue management).

We were also very pleased to welcome representatives of CASA to a meeting of the Fire and Emergency Aviation Technical Group in November 2015, where all parties worked through a range of topics of mutual interest.

The NAFC office took the opportunity during 2015-16 to review and update a number of organisational policies. As part of this process NAFC conducted a Risk Management Workshop and engaged with external consultants to review NAFC's risk management policy and framework.

Staffing

NAFC farewelled Chavarne Wright in December 2015 and welcomed Annette Johnson in February 2016 as the new NAFC Project Officer.

Anthony Griffiths was seconded from the Victorian Department of Environment Land Water and Planning to coordinate developments in the NAMSS program.

Finance and Funding

At the conclusion of the 2015-16 financial year, NAFC remained in a sound financial position. Audited details of NAFC's finances are provided in the accompanying Special Purpose Financial Report.

The Commonwealth contributed an additional \$0.5 million to aerial firefighting for 2015-16, bringing the total contribution of Australian Government funding for the year to \$15.3 million.

The Funding Agreement with the Australian Government was due to expire at the end of the 2015-16 financial year. NAFC and the Attorney General's Department worked together during 2015-16 to formalise a two year extension to the Funding Agreement.

The extension to the Funding Agreement enabled NAFC to exercise options to extend its contracts with aircraft suppliers. This has enabled NAFC to deliver improved service to Members, reduce future pricing risks and provide increased certainty for the aviation industry.



Thanks

Firstly I would like to add my thanks to those of the NAFC Chair for the efforts of the personnel of Members who supported and guided the intricate movements of aircraft and support resources around the country. Many of these staff also participated extensively in various procurement processes and specialist working groups over the course of the year, adding to their already heavy workloads. NAFC is indeed grateful for the support of these highly dedicated people.

As also noted by our Chair, the pool of contracted aircraft suppliers continues to expand, and we would like to acknowledge the professionalism and efficiency of the industry. A special thank you goes beyond the frontline to the management and administration teams who have had to deal with an unusually high number of requests from NAFC during this year as we worked through new contracts and an extended series of contract amendments and extensions.

NAFC would also like to recognise the support provided by the Australian Government through Emergency Management Australia (EMA). In particular we thank Mark Crossweller and Robert Cameron and their team at EMA for their efforts around extending the Commonwealth

Funding Agreement and for their engaged support throughout the year. Thanks are also due to the Civil Aviation Safety Authority, who has engaged productively with NAFC and its Members this year on a number of fronts, including consultation regarding regulatory reform and a cooperative project to educate the recreational operators of Remotely Piloted Aircraft (RPA) regarding inappropriate use of RPA.

Finally, the NAFC office wishes to especially acknowledge the efforts of two long serving Directors of NAFC who retired from the Board during 2015-16. Euan Ferguson, who served a term as Chair, and Lee Johnson both provided exemplary service to NAFC, having participated since the organisation first became operational in 2003. We thank them very much for their commitment over a long period and wish them all the best in their future endeavours.

Richard Alder AFSM
General Manager

Large Air Tankers 2015-16

For 2015-16, NAFC contracted a total of four new generation fixed wing Large Air Tankers (LAT), along with three light fixed wing aircraft for supervision and lead plane duties. For the first time since 2009-10 a Very Large Air Tanker (VLAT) was contracted.

As part of the 2015-16 state budget, the New South Wales Government provided funding for the New South Wales Rural Fire Service to undertake a trial of a LAT and VLAT. For the trial, NAFC contracted on behalf of New South Wales:

- One Lockheed Martin L100-382G (able to deliver 15,450 litres)
- One McDonnell Douglas DC10 VLAT (43,900 litres) and
- Two Twin Commander TC690 air attack supervision/lead planes.

All four aircraft were based at the Royal Australian Air Force Base at Richmond, New South Wales and operated across New South Wales as well as in the Australian Capital Territory, South Australia, Victoria and Tasmania. The rapid establishment of efficient and innovative temporary facilities at the Richmond airbase was a key factor in the successful use of the LAT and VLAT. The establishment of the airbase was in turn greatly facilitated by excellent cooperation from the Australian Defence Forces.

NAFC also engaged two LATs and a supervision aircraft on behalf of Victoria for the 2015-16 Service Period:

- One Lockheed Martin C130Q (15,450 litres)
- One Avro RJ85 (11,350 litres) and
- One Twin Commander TC690 air attack supervision aircraft.

These aircraft were funded by Victoria and based at Avalon, but also operated in Tasmania during the Service Period.

New South Wales Rural Fire Service commissioned NAFC to undertake an evaluation of the New South Wales based LAT and VLAT capabilities during the 2015-16 bushfire season, with the intention that the trial would extend to the 2016-17 bushfire season if the aircraft were found to work effectively.

While based in New South Wales during the 2015-16 season, the L100 flew a total of 96 sorties to bushfires, delivering 1,483,200 litres of suppressant or retardant in six jurisdictions, including Indonesia. While based in New South Wales the DC10 VLAT flew a total of 33 sorties delivering 1,488,200 litres in three jurisdictions. Overall, this level of activity provided a good opportunity to evaluate the performance of the LATs.



DC10 VLAT at RAAF Base Richmond, New South Wales.

The evaluation considered all activations during the respective Service Periods, including interstate and international deployments as well as developing three more detailed case studies. NAFC provided an interim report to the New South Wales Rural Fire Service in June 2016 and the final report is scheduled to be completed by NAFC in June 2017.

Evaluation of the LAT deployments during 2015-16 found that both the LAT and VLAT successfully provided the capabilities that were sought. In particular, both aircraft demonstrated that they were capable of building long, good quality control lines in short time frames. The evaluation also reinforced the findings of previous studies which confirmed that the large aircraft could be easily integrated into local operations, and provided valuable supplementation to the existing fixed wing and rotary wing fleet. It was also demonstrated that, such is their ability to rapidly deploy to distant locations, LAT and VLAT aircraft have a role in providing effective response to areas within a jurisdiction where other ground or aerial resources are scarce or depleted.

A noteworthy aspect of the New South Wales trial was that the LAT and VLAT were able to be effectively deployed in situations other than the conventional building of control lines with retardant. Applications trialled included direct attack on bushfires with retardant and with water enhancers.

As was demonstrated in 2014-15, experience with the four LATs in 2015-16 also reinforced their agility and their ability to not only deploy quickly across the country, but to support Australia's regional neighbours. Given the mobility and flexibility of the LATs, there would appear to be merit in developing an ongoing capability on a national basis.



Bomber 132 at Palembang in Indonesia (Australian consulate via New South Wales Rural Fire Service)

International Deployment to Indonesia

Extremely dry conditions and an extended 2015 dry season predisposed many parts of south east Asia to wildland fires. In mid-September 2015, seven provinces within Indonesia declared a State of Emergency due to smoke pollution emanating from multiple forest and peatland fires across the Indonesian archipelago.

An official request for assistance from the Indonesian Government was received by the Australian Government on Thursday 8 October 2015, calling for the provision of aerial firefighting resources.

The Department of Foreign Affairs and Trade (DFAT), in consultation with Emergency Management Australia (EMA) considered the request and held discussions with relevant agencies through AFACs Commissioners and Chief Officers Strategic Committee. A request was prepared for the New South Wales Rural Fire Service to deploy one LAT, one supervision/lead plane aircraft and support personnel. The L100 (Bomber 132) and a Twin Commander TC690 (Birddog 376) were allocated to the task.

The proposed response was accepted by the Indonesian Government on Friday 9 October 2015. Considering that the bushfire season had commenced in eastern Australia, the approval acknowledged that the aircraft could return to Australia in the event of significant fire activity.

In order to allow Bomber 132 to undertake international operations whilst on contract to NAFC and engaged by the New South Wales Rural Fire Service, NAFC arranged to make a number of requisite amendments to the contract with the aircraft operator.

An advance team of New South Wales Rural Fire Service and EMA personnel worked with DFAT and the Indonesian authorities to prepare a plan identifying the Area of Operations and taskings.

Bomber 132, Birddog 376 and support personnel departed Sydney on Tuesday 13 October 2015.

An airbase and an incident management facility were established at Palembang Airport using existing infrastructure and a parking bay. The local fire service was engaged to ensure continuous water supply for each sortie.

Taskings were provided each morning from the incident management facility at Palembang Airport. Over the five day period of field operations, Bomber 132 flew 22 sorties in the area around Palembang, southern Sumatra - delivering in the order of 354,000 litres of water to multiple fires. Other countries participating in the response included Singapore, Malaysia and Russia.

The Indonesian deployment demonstrated the capability of the LAT class of aircraft to be deployed at short notice to assist other countries in the broader Asia-Pacific Region and to operate effectively with minimal ground-based support

NAMSS – The National Aviation Management Support System and ARENA

Mission: Develop a high quality, integrated information system that will improve the management, administration and support of fire and emergency aviation related capabilities and activities.

The National Aviation Management Support System (NAMSS) was created to manage the collaborative implementation of a suite of projects that will deliver a cohesive, integrated national information system to support the administration and safe, effective and efficient application of aviation and related resources in fire and emergency management.

The key output of NAMSS is ARENA. This ground-breaking system is being jointly developed with NAFC Members, and aims to deliver a comprehensive, collaborative national information system to support fire and emergency aviation activities. ARENA also provides a single source of consistent, quality-managed information for use by all NAFC Members.

ARENA employs cloud-based architecture to allow information to be accessible from a range of devices and locations and to provide interoperability with the other systems used by NAFC Members and data providers. The system is hosted on multiple high quality redundant servers to provide maximum reliability, business continuity and data security.

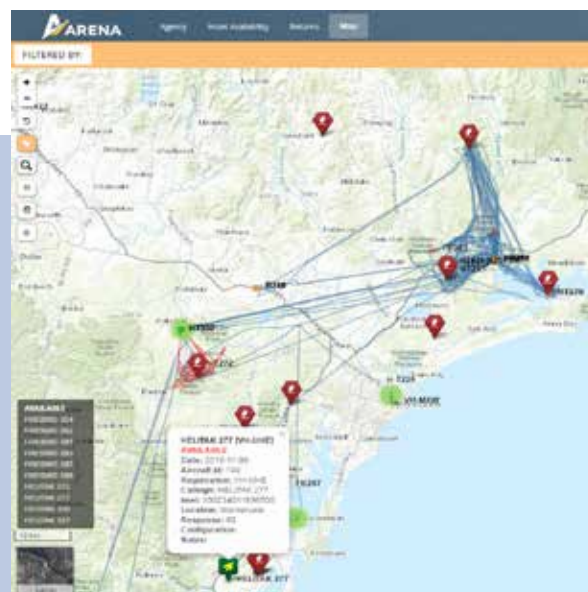
The first production version of ARENA was implemented during 2014-15. During the latter part of 2014-15 an opportunity arose to further expand the collaborative approach by integrating the Victorian EARDS (Enhanced Aircraft Request and Dispatch System) project with the ARENA project.

During 2015-16, development of ARENA continued rapidly, assisted by additional funding contributions from Victoria and New South Wales. Significant achievements included:

Request and dispatch: Where fire and emergency services agency personnel use ARENA to record requests for aircraft, and the dispatch of aircraft to incidents. Details of the request and dispatch can also be sent electronically, directly to pilots and the aircraft operator.

Availability: Aircraft operators using ARENA to enter and maintain the availability of their aircraft for fire and emergency work. Operators enter the status of the aircraft, its location, and how long it would normally take to respond to a call out.

Tracking and event reporting: The ARENA servers were linked to AFAMS (operated by TracPlus Global Pty Ltd) so that the location and event data transmitted from each aircraft flows back through to ARENA. This also allows future development of spatial and temporal display and reporting.



Web map: A browser based mapping display incorporating incident, aircraft tracking and aircraft availability data was added to ARENA. The map gives fire and emergency services agency personnel an overview of aircraft activity and allows personnel to see availability of aircraft in their jurisdiction and beyond.

By the end of 2015-16, ARENA had more than 1,000 registered users and recorded the details of approximately 170 aircraft operators, 600 aircraft and 1,100 pilots.

NAMSS will continue to develop the ARENA system to ensure that it provides the widest possible functionality to support NAFC Members and the aviation industry across Australia. Major developments planned for 2016-17 include:

Transition: The transition of the Victorian aircraft registry and Airdesk functions to ARENA.

Decision support: The continued development and implementation of decision support functionality to assist with selecting the most appropriate aircraft for dispatch.

Accounting: The implementation of the ARENA Procurement Module will record details of contracts, services and service periods. The implementation of electronic Flight Operation Returns will allow pilots to use their smart phones to record the detailed usage of contracted aircraft on agency jobs. This will be an improvement on, and replacement of, the existing complex paper based recording and accounting processes.

AFAMS - Tracking and event reporting: 2016-17 will see the further integration of the data from high quality tracking and event reporting hardware with ARENA mapping and accounting functions. This will greatly increase real time situational awareness, and allow post incident analysis of aircraft and firefighting activity. The accurate recording of flights – to the nearest second – will improve the quality of flight operations returns and invoicing.

For more information contact the NAFC office or go to <http://arena.nafc.org.au/>



Evaluating the Effectiveness of Aerially Applied Bushfire Suppressants

Suppressants are often used from aircraft to attack bushfires. NAFC Members identified a high priority need for methods to consistently assess the efficacy of different suppressant products. Accordingly NAFC commissioned CSIRO to examine methodologies for evaluating the effectiveness of bushfire suppressants that can be applied from aircraft. This project followed, and built on, research previously commissioned by Victoria. The research was funded through NAFC's Fire and Emergency Aviation Research and Development Fund.

In its final report in August 2015, CSIRO assessed a range of methodologies designed to represent the use of bushfire suppressants operationally, and made recommendations regarding the methodologies that will provide consistent, quantifiable and repeatable evaluations.

Three different aspects of suppressant effectiveness were considered: wind drift, direct suppression and holding time. Direct attack suppression is the most important aspect and is aligned with the primary objective of slowing (or stopping) the spreading flame

front. Wind drift is a key consideration for suppressant evaluation being crucial to coverage level. Holding time quantifies the critical duration of the suppression effect.

The testing of suppressants was focused on the development of evaluation methodologies. However, the methods were applied using a range of commercially available bushfire suppressants which did allow for some focused comparisons between products.

The development and testing of the suppressant evaluation methodologies provided the opportunity to identify other aspects which should be considered for further work. These priority areas include:

- undertaking comparative measurements on field scale drops to determine how well the delivery of suppressants during evaluation represents their operational application
- undertaking evaluation tests of ranges of mix ratios
- further investigating foam and other bushfire chemicals
- investigating suppressant performance in broader conditions.

NAFC Research and Development Fund

The NAFC Board places a great deal of emphasis on evidence based decision making and strongly supports research and development to improve the use of aviation resources in fire and emergency management.

NAFC maintains a Fire and Emergency Aviation Research and Development Fund with the primary aims of promoting targeted, user driven research in fire and emergency aviation, and facilitating the commissioning of research and development projects. Contact the NAFC office for more details or visit www.nafc.org.au

The National Resource Sharing Centre

For some years the fire and emergency sector has been examining avenues for improving the sharing of resources (other than aviation resources) between jurisdictions, principally to provide surge capacity and to enhance the ability of agencies to respond to emergencies. A concept was developed for a national resource coordination centre that would build upon the proven NAFC model. Such a centre would aim to facilitate and support collaboration and resource sharing between jurisdictions, including international deployments.

During 2015-16 the National Resource Sharing Centre (NRSC) was established, initially to fulfil the coordination function around preparing and maintaining records and agreements for deploying fire and emergency services capability across Australian jurisdictions and overseas.

The NRSC concept was endorsed by the AFAC Council, the Commissioners and Chief Officers Strategic Committee (CCOSC), the AFAC Board and the NAFC Board. Following a request from CCOSC, the NAFC Board offered to host the NRSC as a non-operational function within NAFC for a 12 month trial. Paul Considine was appointed to manage the NRSC in January 2016.

Funding for initial operations of the NRSC has been provided by Emergency Management Australia, with additional support provided by AFAC.

During the trial period, the NRSC aims to leverage NAFC's existing systems to maintain national capability statements and inter-jurisdictional resource sharing agreements. The NRSC will also assist with pre and post deployment administration for deploying contingents and resources.





2015-16 National Aerial Firefighting Fleet

The 2015-16 national aerial firefighting fleet comprises approximately 130 contracted aircraft primarily made up of types illustrated here. These aircraft, contracted by NAFC on behalf of State and Territory governments, are supplemented by additional state owned, state contracted aircraft and other aircraft hired to meet peak demand across Australia.

2015-16
National Aerial
Firefighting Fleet



Eurocopter EC120B Colibri - “Firebird”
Roles: Supervision, reconnaissance, utility.
Single turbine engine. Four passengers.
220km/h, 500hp



Eurocopter AS355F1 Twin Squirrel - “Firebird”
Roles: Firebombing, supervision, utility. Twin turbine engines.
Five passengers. 680 litre capacity bucket. 230km/h, 840hp.



Eurocopter AS350B3 Squirrel - “Firebird”
Roles: Firebombing, supervision, fire crew insertion,
utility. Single turbine engine. Five passengers. 1100 litre
capacity bucket or belly tank. 200km/h, 850hp.



Cessna 182T Skylane - “Firespotter”
Roles: Reconnaissance, supervision, utility. Single piston
engine. Three passengers. Commonly used for fire
spotting patrols. 270km/h, 230hp.



MBB/Kawasaki BK 117 - “Helitak”
Roles: Fire crew insertion, firebombing, transport, utility.
Twin turbine engine. Eight Passengers. 270KG, 75m
winch. 900 litre capacity bucket. 215km/h, 1500hp



Eurocopter EC145 - “Helitak”
Roles: Fire crew insertion, firebombing, transport, utility.
Twin turbine engine. Eight Passengers. 270KG, 91m winch.
910 litre capacity bucket. 220km/h, 1500hp



Eurocopter AS365N2 Dauphin - “Helitak”
Roles: Fire crew insertion, firebombing, transport, utility.
Twin turbine engine. Eight Passengers. 270KG, 100m winch.
1025 litre capacity bucket. 260km/h, 1500hp



Cessna 337G Skymaster - “Birddog”
Roles: Supervision, reconnaissance, utility. Twin
piston engines, centre line thrust, high wing. Three
passengers. 250km/h, 420hp.



PZL M18T (Hubler) Dromader - “Bomber”
Role: Fire bombing. Single engine, turbo prop air
tanker. 2375 litre capacity. Drops water, foam, gel or
fire retardant solutions. 230km/h, 1000hp



Air Tractor AT802F Fireboss - “Bomber”
Roles: Firebombing. Amphibious, single engine
turbo prop air tanker. 3200 litre capacity. Scoops
water from lakes and rivers, adds foam, gel before
dropping. 275km/h, 1600hp



Cessna 208B Grand Caravan - “Birddog”
Roles: Supervision, reconnaissance, transport,
utility. Single turbine engine, high wing. Nine
passengers. 300km/h 675hp



Rockwell Turbo Commander 690B - “Birddog”
Roles: Supervision, reconnaissance, transport,
utility. Twin turbine engine, high wing. Five
passengers. 500km/h 1430hp



Bell 412SP - “Helitak”
Roles: Firebombing, fire crew insertion, transport, utility.
Twin turbine engine. 10 passengers. 270KG, 75m winch.
1400 litre capacity belly tank. 225km/h, 1800hp.



Bell 212 - “Helitak”
Roles: Firebombing, fire crew insertion, transport, utility.
Twin turbine engine. Fourteen passengers. Rappel
equipment, 1475 litre capacity belly tank. 185km/h, 1800hp.



Bell 204B - “Helitak”
Roles: Firebombing, transport, utility. Single turbine engine.
14 passengers. 1290 litre capacity long-line bucket. 185km/h, 1400hp



Air Tractor AT802F - “Bomber”
Role: Fire bombing. Single engine, turbo prop air tanker.
3200 litre capacity. Drops water, foam, gel or fire retardant
solutions. 350km/h, 1600hp



Bell 214B Big Lifter - “Helitak”
Roles: Firebombing, transport. Single turbine engine. Fourteen passengers.
2650 litre capacity belly tank or bucket. 240km/h, 2950hp



Sikorsky S61N - “Helitak”
Roles: Firebombing, fire crew insertion, transport. Twin turbine engines.
Two pilots. Eighteen passengers. 4000 litre capacity belly tank or 2850 litre
power fill bucket. 225km/h, 3000hp.



Avro RJ85 airtanker - “Bomber”
Role: Firebombing. Four turbo fan engines. Two pilots. 11,350 litre retardant capacity tank.
Drops foam, gel or fire retardant solutions. 680km/h, 12,700kg thrust.



Bell 206L-3 LongRanger - “Firebird”
Roles: Supervision, reconnaissance, utility.
Single turbine engine. Six passengers.
220km/h, 650hp.



Coulson C130Q airtanker - “Bomber”
Role: Firebombing. Four turbo props engines. Two pilots and one flight engineer.
15450 litre retardant capacity tank. Drops foam, gel or fire retardant solutions.
545km/h (loaded), 18,000hp.



Erickson S64E Airplane - “Helitak”
Role: Firebombing. Twin turbine engine. Two Pilots. No passengers.
Hover Fill and sea skimming snorkels. 7560 litre capacity tank 215km/h, 9000hp.



Lockheed Martin L100-30 airtanker - “Bomber”
Role: Firebombing. Four turbo props engines. Two pilots and one flight engineer. 15450 litre retardant
capacity tank. Drops foam, gel or fire retardant solutions. 545km/h (loaded), 18,000hp.



McDonnell Douglas DC10-30 - “Bomber”
Role: Firebombing. Three turbo fan engines. Two pilots
and one flight engineer. 43,900 litre retardant capacity
tank. Drops foam, gel or fire retardant solutions.
650km/h (loaded), 73,000kg thrust.

Special purpose financial report

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Directors' report

The directors of National Aerial Firefighting Centre ("NAFC") submit herewith the annual financial report of the Company for the financial year ended 30 June 2016. In order to comply with the provisions of the *Australian Charities and Not-for-Profits Commission Act 2012*, the directors report as follows:

The names of the directors of the Company during or since the end of the financial year are:

Name

- Mr M Ashley (appointed 25 September 2015)
- Mr M Brown (resigned 31 July 2015)
- Mr J Buffone (appointed 27 November 2015)
- Ms K Carroll (appointed 30 September 2015. Resigned 16 March 2016)
- Mr E Ferguson (resigned 28 October 2015)
- Mr S Fewster
- Mr S Fitzsimmons
- Mr G Freeman (appointed 17 August 2015)
- Mr L Johnson (resigned 31 July 2015)
- Mr D Lane
- Mr G Nettleton
- Mr M Wassing (appointed 16 March 2016)

Directors have been in office since the start of the financial year to the date of this report unless stated otherwise.

Chief Executive Officer

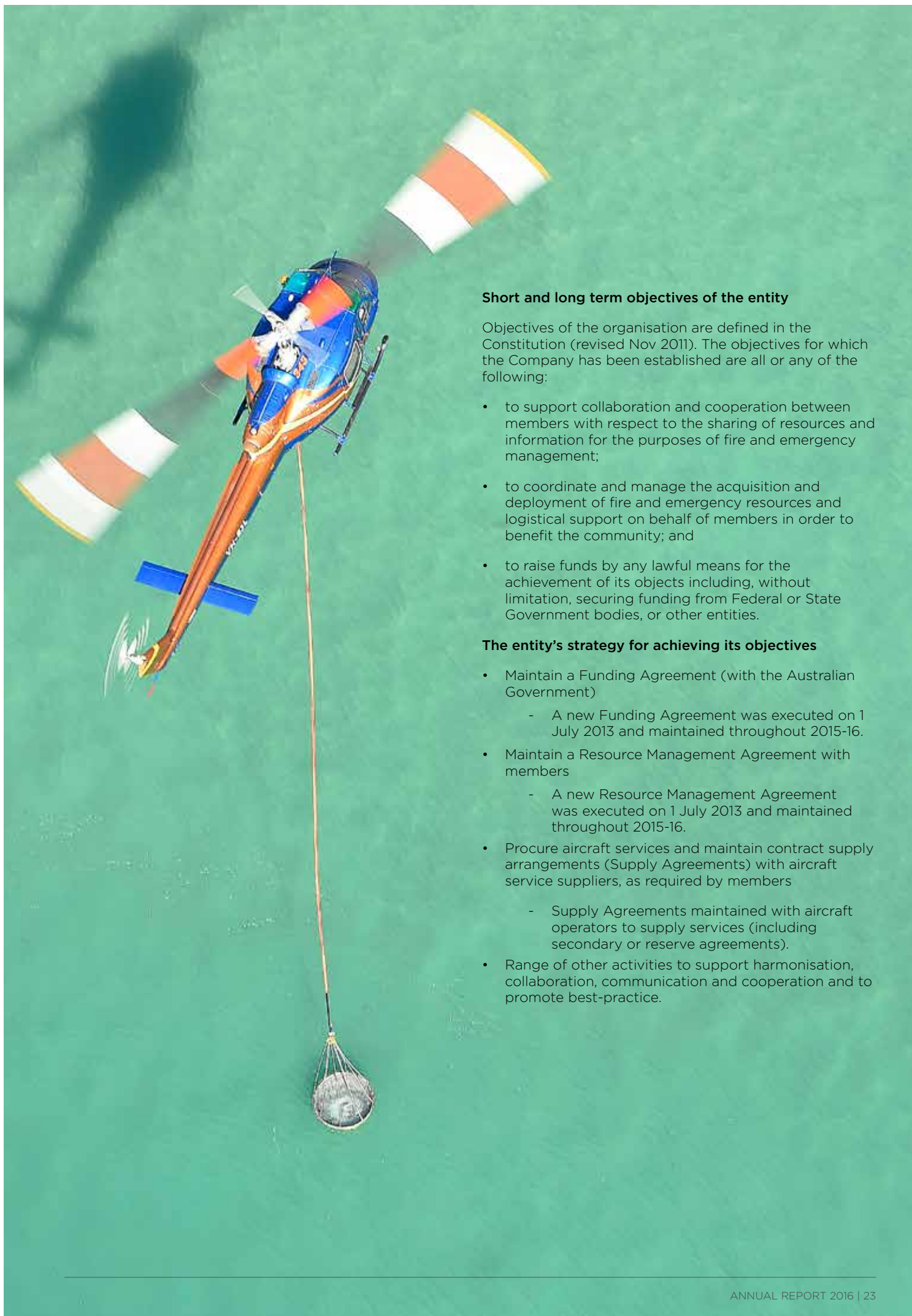
The following person held the position of CEO NAFC at the end of the financial year: Mr S Ellis.

Company Secretary

The following person held the position of Company Secretary at the end of the financial year: Mr T Essex.

Principal activities

The principal activity of the Company during the financial year was coordinating and managing the acquisition and deployment of a national aerial firefighting fleet. No significant change in the nature of these activities occurred during the year.



Short and long term objectives of the entity

Objectives of the organisation are defined in the Constitution (revised Nov 2011). The objectives for which the Company has been established are all or any of the following:

- to support collaboration and cooperation between members with respect to the sharing of resources and information for the purposes of fire and emergency management;
- to coordinate and manage the acquisition and deployment of fire and emergency resources and logistical support on behalf of members in order to benefit the community; and
- to raise funds by any lawful means for the achievement of its objects including, without limitation, securing funding from Federal or State Government bodies, or other entities.

The entity's strategy for achieving its objectives

- Maintain a Funding Agreement (with the Australian Government)
 - A new Funding Agreement was executed on 1 July 2013 and maintained throughout 2015-16.
- Maintain a Resource Management Agreement with members
 - A new Resource Management Agreement was executed on 1 July 2013 and maintained throughout 2015-16.
- Procure aircraft services and maintain contract supply arrangements (Supply Agreements) with aircraft service suppliers, as required by members
 - Supply Agreements maintained with aircraft operators to supply services (including secondary or reserve agreements).
- Range of other activities to support harmonisation, collaboration, communication and cooperation and to promote best-practice.

Key performance indicators used by the entity

- NAFC is recognised for its good governance practices:
 - all regulatory requirements are met
 - feedback from stakeholders endorses Company structure, governance and operations
- NAFC structure meets the needs of stakeholders:
 - stakeholder lists are maintained
 - stakeholders continue to resource and support NAFC
 - structure is reviewed and options are considered
- NAFC resource management meets stakeholder expectations:
 - members are satisfied with resource allocation
 - Commonwealth expectations are met
 - members participate in the Aerial Suppression Operations Group
- NAFC risk management is best practice:
 - up-to-date risk register is in place
 - risk plan is reviewed regularly
 - risks are treated
 - standards are benchmarked with industry
- NAFC fosters national collaboration and sharing in support of aerial fire management:
 - NAFC facilitates member participation
- NAFC facilitates continuous improvement and innovation in aerial fire management:
 - NAFC collects and measures data to support evidence-based decisions
 - NAFC contributes to and influences appropriate research and development

Review of operations

A review of the operations of the Company during the financial year and the results of those operations found that during the year, the Company continued to engage in its principal activity, the results of which are disclosed in the attached financial statements.

The surplus of the Company for the financial year amounted to \$347,470 (2015: \$179,832).

Changes in state of affairs

There was no significant change in the state of affairs of the Company during the financial year.

Subsequent events

There has not been any matter or circumstance occurring subsequent to the end of the financial year that has significantly affected, or may significantly affect, the operations of the Company, the results of those operations, or the state of affairs of the Company in future financial years.

Future developments

The Company expects to maintain the present status and level of operations.

Environmental regulations

The Company's operations are not regulated by any significant environmental regulation under a law of the Commonwealth or of a State or Territory.

Dividends

The Company's constitution precludes the directors of the Company from recommending payment of any dividend.

Information on directors

The information on directors is as follows:

Mr M Ashley
Executive Director
Bushfires NT

Mr J Buffone
Chief Fire Officer
Country Fire Authority, Victoria

Mr S Fewster
Deputy Commissioner, Capability Command
Department of Fire and Emergency Services, Western
Australia

Mr S Fitzsimmons AFSM
Commissioner
New South Wales Rural Fire Service

Mr G Freeman AFSM
Deputy Chief Officer
Tasmania Fire Service

Mr D Lane
Commissioner
Australian Capital Territory Emergency Services Agency

Mr G Nettleton
Chief Executive Officer and Chief Officer
South Australian Country Fire Service

Mr M Wassing
Deputy Commissioner
Queensland Fire and Emergency Services

Meetings of directors

Directors	Number eligible to attend	Number attended
Mr M Ashley	5	2
Mr M Brown	1	1
Mr J Buffone	4	3
Ms K Carroll	4	0
Mr E Ferguson	2	2
Mr S Fewster	7	4
Mr S Fitzsimmons	7	6
Mr G Freeman	6	6
Mr L Johnson	1	0
Mr D Lane	7	7
Mr G Nettleton	7	5
Mr M Wassing	1	1

Member's guarantee

The Company is limited by guarantee. Upon winding up each member is required to contribute a maximum of \$10 towards meeting any outstanding obligations of the company. At 30 June 2016 there were 8 members (30 June 2015: 8).

Indemnification of officers and auditors

The Company has provided and paid premiums for Directors' and Officers' Liability insurance. The insurance is in respect of legal liability for damages and legal costs arising from claims made by reason of any omission or acts (other than dishonesty) by them, whilst acting in their individual or collective capacity as Directors or Officers of the Company. The total amount of insurance contract premiums paid during the year was \$6,050 exc GST.

The Company has not otherwise, during or since the financial year, except to the extent permitted by law, indemnified or agreed to indemnify an officer or auditor of the Company or of any related body corporate against a liability incurred as such by an officer or auditor.

Proceedings on behalf of the Company

At this time there are no legal proceedings active or pending against NAFC, or in which NAFC is involved. Further, NAFC has not issued any legal proceedings against any entity or individual.

The Company was not a party to any such proceedings during the year.

Auditor's independence declaration

A copy of auditor's independence declaration as required by Subdivision 60-C of the *Australian Charities and Not-for-Profit Commission Act 2012* set out on page 5.

Signed in accordance with a resolution of the Board of Directors.

On behalf of the Directors

Mr G Nettleton (Chair)
Director
Melbourne, 17 August 2016



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The Board of Directors
National Aerial Firefighting Centre Limited
Level 1 340 Albert Street
EAST MELBOURNE VIC 3002

17 August 2016

Dear Board Members

National Aerial Firefighting Centre

In accordance with Subdivision 60-C of the *Australian Charities and Not-for-Profits Commission Act 2012*, I am pleased to provide the following declaration of independence to the directors of National Aerial Firefighting Centre.

As the lead audit partner for the audit of the financial statements of National Aerial Firefighting Centre for the financial year ended 30 June 2016, I declare to the best of my knowledge and belief, there have been no contraventions of:

- i. the auditor independence requirements of the *Australian Charities and Not-for-Profits Commission Act 2012* in relation to the audit; and
- ii. any applicable code of professional conduct in relation to the audit.

Yours sincerely


DELOITTE TOUCHE TOHMATSU



Alison Brown
Partner
Chartered Accountants

Liability limited by a scheme approved under Professional Standards Legislation.
Member of Deloitte Touche Tohmatsu

Independent Auditor's Report to the Members of National Aerial Firefighting Centre

We have audited the accompanying financial report, being a special purpose financial report, of National Aerial Firefighting Centre, which comprises the statement of financial position as at 30 June 2016, the statement of profit or loss and other comprehensive income, the statement of cash flows and the statement of changes in equity for the year ended on that date, notes comprising a summary of significant accounting policies and other explanatory information, and the directors' declaration as set out on pages 8 to 20.

Directors' Responsibility for the Financial Report

The directors of the company are responsible for the preparation of the financial report that gives a true and fair view and have determined that the basis of preparation described in Note 3 to the financial report is appropriate to meet the requirements of the *Australian Charities and Not-for-Profits Commission Act 2012 (Cth)* (the ACNC Act) and is appropriate to meet the needs of the members. The directors' responsibility also includes such internal control as the directors determine is necessary to enable the preparation of the financial report that gives a true and fair view and is free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on the financial report based on our audit. We have conducted our audit in accordance with Australian Auditing Standards. Those standards require that we comply with relevant ethical requirements relating to audit engagements and plan and perform the audit to obtain reasonable assurance whether the financial report is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial report, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation of the financial report that gives a true and fair view, in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by the directors, as well as evaluating the overall presentation of the financial report.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.



Opinion

In our opinion, the financial report of National Aerial Firefighting Centre is in accordance with Division 60 of the ACNC Act, including:

- (a) giving a true and fair view of the company's financial position as at 30 June 2016 and of its performance for the year ended on that date; and
- (b) complying with Australian Accounting Standards to the extent described in Note 3, and Division 60 of the *Australian Charities and Not-for-Profits Commission Regulation 2013*.

Basis of Accounting

Without modifying our opinion, we draw attention to Note 3 to the financial report, which describes the basis of accounting. The financial report has been prepared to assist National Aerial Firefighting Centre to meet the financial reporting requirements under the ACNC Act. As a result, the financial report may not be suitable for another purpose.

Deloitte Touche Tohmatsu
DELOITTE TOUCHE TOHMATSU

Alison Brown

Alison Brown
Partner
Chartered Accountants
Melbourne, 17 August 2016



Directors' declaration

As detailed in Note 3 to the financial statements, the company is not a reporting entity because in the opinion of the directors there are unlikely to exist users of the financial statements who require information specific to their needs. Accordingly, these special purpose financial statements have been prepared to satisfy the directors' reporting requirements under the *Australian Charities and Not-for-Profits Commission Act 2012*.

The directors declare that:

- (a) in the directors' opinion, there are reasonable grounds to believe that the company will be able to pay its debts as and when they become due and payable; and
- (b) in the directors' opinion, the attached financial statements and notes thereto are in accordance with the *Australian Charities and Not-for-Profits Commission Act 2012*, including compliance with accounting standards and giving a true and fair view of the financial position and performance of the company.

Signed in accordance with a resolution of the directors made pursuant to s.60.15 of the *Australian Charities and Not-for-Profits Commission Regulation 2013*.

On behalf of the Directors



Mr G Nettleton (Chair)
Director
Melbourne, 17 August 2016

Profit or loss and other comprehensive income

Statement of profit or loss and other comprehensive income for the year ended 30 June 2016

	Note	2016 \$	2015 \$
Revenue	4	16,381,699	15,574,754
Disbursements made under the federal Attorney General's Department Funding Agreement		(14,933,889)	(14,433,900)
AFAC Staff Support and Office expenses		(787,362)	(727,236)
Consultant expenses		(118,499)	(4,761)
Travel expenses		(50,663)	(46,433)
Other expenses		(143,816)	(182,592)
Surplus before tax		347,470	179,832
Income tax expense	3(a)	-	-
Surplus for the year	5	347,470	179,832
Other comprehensive income			
Net fair value gain/(loss) on investments		11,009	(10,855)
Total comprehensive income for the year		358,479	168,977

Notes to the financial statements are included on pages 34 to 41.

Statement of financial position at 30 June 2016

	Note	2016 \$	2015 \$
Current assets			
Cash and cash equivalents	13(a)	10,463,205	13,623,189
Trade and other receivables	6	277,187	371,786
Goods and services tax recoverable		1,422,966	1,387,262
Other financial assets	7	2,222,516	2,147,087
Other assets	8	6,271	5,764
Total current assets		14,392,145	17,535,088
Non-current assets			
Property, plant and equipment	9	559	1,163
Intangible assets	10	541,579	286,977
Total non-current assets		542,138	288,140
Total assets		14,934,283	17,823,228
Current liabilities			
Trade and other payables	11	11,217,138	14,464,562
Total current liabilities		11,217,138	14,464,562
Total liabilities		11,217,138	14,464,562
Net assets		3,717,145	3,358,666
Equity			
Fair value reserve		31,943	20,934
Retained earnings		3,685,202	3,337,732
Total equity		3,717,145	3,358,666

Notes to the financial statements are included on pages 34 to 41.

Changes in equity

Statement of changes in equity for the year ended 30 June 2016

	Fair value reserve \$	Retained earnings \$	Total \$
Balance at 1 July 2014	31,789	3,157,900	3,189,689
Surplus for the year	-	179,832	179,832
Net fair value loss on investments	(10,855)	-	(10,855)
Total comprehensive income for the year	(10,855)	179,832	168,977
Balance at 30 June 2015	20,934	3,337,732	3,358,666
Surplus for the year		347,470	347,470
Net fair value gain on investments	11,009	-	11,009
Total comprehensive income for the year	11,009	347,470	358,479
Balance at 30 June 2016	31,943	3,685,202	3,717,145

Notes to the financial statements are included on pages 34 to 41.

Cash flows

Statement of cash flows for the year ended 30 June 2016

	Note	2016 \$	2015 \$
Cash flows from operating activities			
Receipts from Members		360,000	355,000
Operating grant receipts		15,779,049	14,651,101
Supply agreement disbursements		(18,181,313)	(11,441,040)
Payments to suppliers and employees		(1,063,087)	(957,777)
Interest received		201,461	292,558
Net cash (used in)/generated by operating activities	13(b)	(2,903,890)	2,899,842
Cash flows from investing activities			
Payments to acquire financial assets		(64,420)	(83,225)
Investment distributions		100,084	89,320
Purchase of intangible assets		(291,758)	(221,354)
Net cash used in investing activities		(256,094)	(215,259)
Net (decrease)/increase in cash and cash equivalents		(3,159,984)	2,684,583
Cash and cash equivalents at the beginning of the year		13,623,189	10,938,606
Cash and cash equivalents at the end of the year	13(a)	10,463,205	13,623,189

Notes to the financial statements are included on pages 34 to 41.

Notes to the financial statements

1. General information

National Aerial Firefighting Centre is a company limited by guarantee, incorporated and domiciled in Australia.

National Aerial Firefighting Centre's registered office and its principal place of business are as follows:

Level 1, 340 Albert Street
EAST MELBOURNE VIC 3002

2. Adoption of new and revised Accounting Standards

2.1 New and revised AASBs affecting amounts reported and/or disclosures in the financial statements

In the current year, the Group or Company has applied a number of amendments to AASBs and a new Interpretation issued by the Australian Accounting Standards Board (AASB) that are mandatorily effective for an accounting period that begins on or after 1 July 2015, and therefore relevant for the current year end.

AASB 2015-3 'Amendments to Australian Accounting Standards arising from the Withdrawal of AASB 1031 Materiality'

This amendment completes the withdrawal of references to AASB 1031 in all Australian Accounting Standards and Interpretations, allowing that Standard to effectively be withdrawn.

2.2 Standards and Interpretations in issue not yet adopted

At the date of authorisation of the financial statements, the Standards and Interpretations listed below were in issue but not yet effective.

Standard/Interpretation	Effective for annual reporting periods beginning on or after	Expected to be initially applied in the financial year ending
AASB 9 'Financial Instruments', and the relevant amending standards	1 January 2018	30 June 2019
AASB 15 'Revenue from Contracts with Customers', AASB 2014-5 'Amendments to Australian Accounting Standards arising from AASB 15', AASB 2015-8 'Amendments to Australian Accounting Standards - Effective date of AASB 15'	1 January 2018	30 June 2019
AASB 2014-4 'Amendments to Australian Accounting Standards - Clarification of Acceptable Methods of Depreciation and Amortisation'	1 January 2016	30 June 2017
AASB 2015-1 'Amendments to Australian Accounting Standards - Annual Improvements to Australian Accounting Standards 2012-2014 Cycle'	1 January 2016	30 June 2017
AASB 2015-2 'Amendments to Australian Accounting Standards - Disclosure Initiative: Amendments to AASB 101'	1 January 2016	30 June 2017

2. Adoption of new and revised Accounting Standards (cont'd)

2.2 Standards and Interpretations in issue not yet adopted (cont'd)

Standard/Interpretation	Effective for annual reporting periods beginning on or after	Expected to be initially applied in the financial year ending
AASB 2016-1 'Amendments to Australian Accounting Standards – Recognition of Deferred Tax Assets for Unrealised Losses'	1 January 2017	30 June 2018
AASB 2016-2 'Amendments to Australian Accounting Standards – Disclosure Initiative: Amendments to AASB 107'	1 January 2017	30 June 2018
At the date of authorisation of the financial statements, the following IASB Standards and IFRIC Interpretations were also in issue but not yet effective, although Australian equivalent Standards and Interpretations have not yet been issued.		
Clarifications to IFRS 15 'Revenue from Contracts with Customers'	1 January 2018	30 June 2019

The potential effect of the revised Standards/Interpretations on the Company's financial statements has not yet been determined.

3. Significant accounting policies

Financial reporting framework

The company is not a reporting entity because in the opinion of the directors there are unlikely to exist users of the financial report who require information specific to their needs. Accordingly, these special purpose financial statements have been prepared to satisfy the directors' reporting requirements under the *Australian Charities and Not-for-Profits Commission Act 2012*.

For the purposes of preparing this financial report, the company is a not for profit entity.

Statement of compliance

The financial statements have been prepared in accordance with the *Australian Charities and Not-for-Profits Commission Act 2012*, the basis of accounting specified by all Australian Accounting Standards and Interpretations, and the disclosure requirements of Accounting Standards AASB 101 'Presentation of Financial Statements', AASB 107 'Cash Flow Statements', AASB 108 'Accounting Policies, Changes in Accounting Estimates and Errors' and AASB 1054 Australian Additional Disclosures.

Basis of preparation

The financial statements have been prepared on the basis of historical cost, except for the revaluation of certain non-current assets and financial instruments. Cost is based on the fair values of the consideration given in exchange for assets. All amounts are presented in Australian dollars, unless otherwise noted.

Critical accounting judgments and key sources of estimation uncertainty

In the application of the company's accounting policies, which are described below, the directors are required to make judgments, estimates and assumptions about carrying values of assets and liabilities that are not readily apparent from other sources. The estimates and associated assumptions are based on historical experience and other factors that are considered to be relevant. Actual results may differ from these estimates.

Critical accounting judgments and key sources of estimation uncertainty (cont'd)

The estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimate is revised if the revision affects only that period, or in the period of the revision and future periods if the revision affects both current and future periods.

The following significant accounting policies have been adopted in the preparation and presentation of the financial statements:

(a) Income Tax

The company is exempt from income tax under Subdivision 50-B of the Income Tax Assessment Act 1997.

(b) Cash and cash equivalents

Cash and cash equivalents comprise cash on hand, cash in banks and investments in money market instruments net of outstanding bank overdrafts.

(c) Revenue

Government grants are assistance by the government in the form of transfers of resources in return for past or future compliance with certain conditions relating to the operating activities of the entity. Government grants, when there is a non-reciprocal transfer, are recognised as income when the Company obtains control or the right to receive a contribution, it is probable that the economic benefits comprising the contribution will flow to the Company and the amount of the grant can be measured reliably.

Other revenue is recognised when the right to receive the revenue has been established.

Interest revenue is recognised on a time proportionate basis that takes into account the effective yield on the financial asset.

All revenue is stated net of the amount of goods and services tax (GST).

(d) Goods and Services Tax (GST)

Revenues, expenses and assets are recognised net of the amount of goods and services tax (GST), except:

- where the amount of GST incurred is not recoverable, from the taxation authority, it is recognised as part of the cost of acquisition of an asset or as part of an item of expense; or
- for receivables and payables which are recognised inclusive of GST.

The net amount recoverable from, or payable to, the taxation authority is included as part of receivables or payables.

(e) Payables

Trade payables and other accounts payable are recognised when the entity becomes obliged to make future payments resulting from the purchase of goods and services.

(f) Plant and equipment

Plant and equipment are stated at cost less accumulated depreciation.

Depreciation is calculated on a straight-line basis so as to write off the net cost or other revalued amount of each asset over its expected useful life to its estimated residual value. The estimated useful lives, residual values and depreciation method are reviewed at the end of each annual reporting period, with the effect of any changes recognised on a prospective basis.

The gain or loss arising on disposal or retirement of an item of property, plant and equipment is determined as the difference between the sales proceeds and the carrying amount of the asset and is recognised in profit or loss.

The following useful lives are used in the calculation of depreciation:

Plant and equipment	2 - 5 years
Software	10 years

(g) Financial Assets

Investments are recognised and derecognised on trade date where purchase or sale of an investment is under a contract whose terms require delivery of the investment within the timeframe established by the market concerned, and are initially measured at fair value, net of transaction costs.

Other financial assets are classified into the following specified categories: financial assets 'at fair value through profit or loss', 'held-to-maturity' investments, 'available-for-sale' financial assets, and 'loans and receivables'. The classification depends on the nature and purpose of the financial assets and is determined at the time of initial recognition.

Effective interest method

The effective interest method is a method of calculating the amortised cost of a financial asset and of allocating interest income over the relevant period. The effective interest rate is the rate that exactly discounts estimated future cash receipts (including all fees on points paid or received that form an integral part of the effective interest rate, transaction costs and other premiums or discounts) through the expected life of the financial asset, or, where appropriate, a shorter period.

Income is recognised on an effective interest rate basis for debt instruments other than those financial assets 'at fair value through profit or loss'.

AFS financial assets

AFS financial assets are non-derivatives that are either designated as AFS or are not classified as (a) loans and receivables, (b) held-to-maturity investments or (c) financial assets at fair value through profit or loss.

Units in managed funds held by the Company that are traded in an active market are classified as AFS and are stated at fair value. Gains and losses arising from changes in fair value are recognised in other comprehensive income and accumulated in the investments revaluation reserve, with the exception of impairment losses, interest calculated using the effective interest method, and foreign exchange gains and losses on monetary assets, which are recognised in profit or loss. Where the investment is disposed of or is determined to be impaired, the cumulative gain or loss previously accumulated in the investments revaluation reserve is reclassified to profit or loss.

Dividends on AFS equity instruments are recognised in profit or loss when the Company's right to receive the dividends is established.

Held to maturity investments

Bank bills and other deposits with fixed or determinable payments and fixed maturity dates where the Company has the positive intent and ability to hold to maturity are classified as held to maturity investments. Held to maturity investments are recorded at amortised cost using the effective interest method less impairment, with revenue recognised on an effective yield basis.

Loans and receivables

Trade receivables, loans, and other receivables are measured at amortised cost using the effective method less impairment.

Impairment of financial assets

Financial assets are assessed for indicators of impairment at each reporting date. Financial assets are impaired where there is objective evidence that as a result of one or more events that occurred after the initial recognition of the financial asset the estimated future cash flows of the investment have been impacted.

Derecognition of financial assets

The entity derecognises a financial asset only when the contractual rights to the cash flows from the asset expire, or it transfers the financial asset and substantially all the risks and rewards of ownership of the asset to another entity. If the entity neither transfers nor retains substantially all the risks and rewards of ownership and continues to control the transferred asset, the entity recognises its retained interest in the asset and an associated liability for amounts it may have to pay. If the entity retains substantially all the risks and rewards of ownership of a transferred financial asset, the entity continues to recognise the financial asset and also recognises a collateralised borrowing for the proceeds received.

(h) Intangible Assets

Internally-generated intangible assets - research and development expenditure

Expenditure on research activities is recognised as an expense in the period in which it is incurred.

An internally-generated intangible asset arising from development (or from the development phase of an internal project) is recognised if, and only if, all of the following have been demonstrated:

- the technical feasibility of completing the intangible asset so that it will be available for use or sale;
- the intention to complete the intangible asset and use or sell it;
- the ability to use or sell the intangible asset;
- how the intangible asset will generate probable future economic benefits;
- the availability of adequate technical, financial and other resources to complete the development and to use or sell the intangible asset; and
- the ability to measure reliably the expenditure attributable to the intangible asset during its development.

The amount initially recognised for internally-generated intangible assets is the sum of the expenditure incurred from the date when the intangible asset first meets the recognition criteria listed above. Where no internally-generated intangible asset can be recognised, development expenditure is recognised in profit or loss in the period in which it is incurred.

Subsequent to initial recognition, internally-generated intangible assets are reported at cost less accumulated amortisation and accumulated impairment losses, on the same basis as intangible assets that are acquired separately.

Derecognition of intangible assets

An intangible asset is derecognised on disposal, or when no future economic benefits are expected from use or disposal. Gains or losses arising from derecognition of an intangible asset, measured as the difference between the net disposal proceeds and the carrying amount of the asset are recognised in profit or loss when the asset is derecognised.

	2016 \$	2015 \$
4. Revenue		
Operating grants – Attorney General’s Department	15,304,000	14,804,000
Fees collected from Members	360,000	355,000
Investment income	100,084	89,321
Interest received	201,461	292,559
Other revenue	416,154	33,874
	16,381,699	15,574,754

2016
\$

2015
\$

5. Surplus for the year

Surplus for the year has been arrived at after crediting/(charging) the following items of income and expense:

Depreciation expense	(604)	(729)
Amortisation expense	(37,156)	-
Remuneration of the auditors for:		
Audit services <i>The auditor of the company is Deloitte Touche Tohmatsu</i>	(6,200)	(6,000)

6. Trade and other receivables

Trade receivables	264,977	359,576
Related party receivables	12,210	12,210
	277,187	371,786

7. Other financial assets

Available for sale investments carried at fair value	2,222,516	2,147,087
	2,222,516	2,147,087

8. Other assets

Prepayments	6,271	5,764
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9. Plant and equipment

Plant and equipment at cost	2,915	2,915
Accumulated depreciation	(2,356)	(1,752)
	559	1,163

2016
\$

2015
\$

10. Intangible Assets

Software:

At cost	578,735	286,977
Accumulated amortisation	(37,156)	-
	541,579	286,977

11. Trade and other payables

Trade payables	8,950,182	13,559,864
GST payable	175,486	42,084
Accruals	1,096,834	365,596
Prepaid fees from States	364,679	360,000
National Aircraft Registry	400,000	137,018
National Resource Sharing Centre	229,957	-
	11,217,138	14,464,562

12. Economic dependency

The majority of revenue is received by way of recurrent grants from the Commonwealth Government.

13. Cash and cash equivalents

(a) Reconciliation of cash and cash equivalents

For the purposes of the cash flow statement, cash and cash equivalents includes cash on hand and in banks and investments in money market instruments, net of outstanding bank overdrafts. Cash and cash equivalents at the end of the financial year as shown in the cash flow statement is reconciled to the related items in the balance sheet as follows:

	2016 \$	2015 \$
Cheque account	10,027,580	12,572,989
Term deposits	435,625	1,050,200
	10,463,205	13,623,189

(b) Reconciliation of surplus for the year to net cash flows from operating activities

	2016 \$	2015 \$
Surplus for the year	347,470	179,833
Depreciation and amortisation	37,760	728
Investment distributions recognised through profit or loss	(100,084)	(89,320)
<i>Movement in working capital</i>		
(Increase)/decrease in assets:		
Trade and other receivables	58,895	(190,709)
Other assets	(507)	2,516
Increase/(decrease) in liabilities:		
Trade and other payables	(3,247,424)	2,996,794
Net cash (used in)/generated by operating activities	(2,903,890)	2,899,842

14. Member's guarantee

The company is limited by guarantee. Upon winding up each member is required to contribute a maximum of \$10 towards meeting any outstanding obligations of the company. At 30 June 2016 there were 8 members (2015: 8).

15. Subsequent events

There are no significant events subsequent to the reporting date.

Members as at 30 June 2016

Australian Capital Territory

Northern Territory

State of New South Wales

State of Queensland

State of South Australia

State of Tasmania

State of Victoria

State of Western Australia

Directors as at 30 June 2016



Mr Stephen Fewster
Deputy Commissioner,
Capability Command,
Department of Fire and
Emergency Services,
Western Australia



Mr Shane Fitzsimmons AFSM
Commissioner
New South Wales
Rural Fire Service



Mr Joe Buffone
Chief Fire Officer
Victorian Country Fire
Authority



Mr Gavin Freeman AFSM
FIFireE
Deputy Chief Officer
Tasmania Fire Service



Mr Michael Wassing AFSM
Deputy Commissioner
Queensland Fire and
Emergency Services



Mr Dominic Lane
Commissioner
Australian Capital Territory
Emergency Services Agency



Mr Mark Ashley
Executive Director
Northern Territory
Bushfires NT



Mr Greg Nettleton
Chief Officer and Chief
Executive Officer
South Australian
Country Fire Service

Company Directory

National Aerial Firefighting Centre`
ACN 105 736 392
ABN 96 105 736 392

Registered Address

Level 1, 340 Albert Street
EAST MELBOURNE VICTORIA 3002

Auditor

Deloitte Touche Tohmatsu
550 Bourke Street
MELBOURNE VICTORIA 3000

This report has been prepared in accordance with Section 9 of the NAFC Constitution while satisfying the reporting requirements of the *Australian Charities and Not for Profits Commission Act 2012* (Cth). It also satisfies, in part, the requirements of Section 9 of the Funding Agreement between the Commonwealth of Australia and NAFC.

Contact Information

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EAST MELBOURNE VICTORIA 3002

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NAFC would like to thank the following people for their photograph and illustration contributions to the 2015-16 Annual Report:

Front cover,

Page 11, 12 & 23: Ned Dawson on behalf of the Country Fire Authority, Victoria

Page 3 & 14: Wayne Rigg, Country Fire Authority, Victoria

Page 7: Matt Hayes on behalf of McDermott Aviation

Page 15 & 17: National Aerial Firefighting Centre

Page 16: Australian consulate via New South Wales Rural Fire Service

Page 18 & 19: Wayne Rigg, Country Fire Authority, Victoria / Kestrel Aviation

Page 20 & 21: (illustrations) Bill Dady (Clavework Graphics)

Page 29: Aerotech 1st Response

Page 43: Walt Bliault on behalf of McDermott Aviation





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