

LARGE AIRTANKER SERVICES

REQUEST FOR PROPOSALS

("RFP LAS 2013")

SUPPLEMENTARY CONTRACT REQUIREMENTS

BACKGROUND

This document sets out additional information regarding the terms and conditions of the NAFC Specimen Contract that are expected to apply to any Contract that may be executed pursuant to the NAFC Request For Proposals for Large Airtanker Services (**RFP LAS 2013**).

This document must be read in conjunction with the NAFC Specimen Contract.

Any Contract that may be executed pursuant to the RFP will be based on the Specimen Contract and the Supplementary Contract Requirements in this document. It is expected that any final contract may differ from the current Specimen Contract and these Supplementary Contract Requirements.

Nothing in this document should be construed to give rise to any contractual obligations or rights, expressed or implied.

1. GENERAL

1.1 Specimen Contract Clause 5.18: Performance bonds **are** required for Primary Contracts. Performance bonds **are not** required, at this stage, for Secondary or ECWN Contracts.

1.2 Specimen Contract Clause 5.19 will be amended as follows:

- a. For aircraft with a Maximum Take-off Weight (**MTOW**) less than 45,000 kg but greater than or equal to 10,000 kg, the Contractor will maintain appropriate liability insurance against liability to third parties for a minimum amount of one hundred million (\$100 million) Australian dollars.
- b. For aircraft with a Maximum Take-off Weight greater than or equal to 45,000 kg, the Contractor will maintain appropriate liability insurance against liability to third parties for a minimum amount of one hundred and fifty million (\$150 million) Australian dollars.

2. TRAINING

2.1 The Contractor will provide courses of training, specific to the Contractor supplied aircraft, facilities and systems, for the following Member personnel:

- a. Certified Air Attack Supervisors who will be involved in directing and supervising operations of the Airtanker from the Supervision Aircraft or from other aircraft.

- b. Ground support personnel such as Aircraft Officers, Airbase Managers and Fire Retardant / Fire Suppressant loaders.
- 2.2 The Contractor will provide short briefings for Member personnel regarding the capabilities and operation of the aircraft as required.
- 2.3 Specimen Contract clause 7.1; for the purpose of the Initial Proposals Stage of this RFP Organisations should assume that a Training Period is **not** required. In other words, the Airtanker and the Supervision Aircraft are not required for a specific Training Period prior to commencement of any Service Period. The Contractor will however, still be required to deliver the training specified at paragraph 2.1 above, and the Airtanker and Supervision Aircraft will still be required to participate in training exercises to a schedule negotiated and agreed with the Contractor.

3. AIRTANKER

- 3.1 The Airtanker must have Standard Certificate of Airworthiness or a Special Certificate (Restricted Category) of Airworthiness, or an equivalent in the country of registration of the aircraft that is acceptable to NAFC.
- 3.2 The Airtanker must have a Water Carrying Capacity of a minimum of 5000 litres, as defined in NAFC "Standard PR 002 Categorisation of fixed wing aircraft used for firebombing operations".
- 3.3 The Airtanker must be multi-engined, with sufficient performance to safely continue a take-off at MTOW under ISA plus 25°C in the event of failure of the critical engine at a critical point in the take-off, given that the load, or part of the load may be dropped during the procedure.
- 3.4 (*Preferred*) The Airtanker must have sufficient performance to safely continue a take-off at MTOW under ISA plus 25°C in the event of failure of the critical engine at a critical point in the take-off, without dropping the load during the procedure.
- 3.5 (*Preferred*) The Airtanker must be powered by gas turbine engines (including turboprop, turbofan and turbojet engines).
- 3.6 The Airtanker must be capable of flight under the Instrument Flight Rules (**IFR**), including at night, in Australia; and will be capable of conducting GPS instrument approaches, NDB instrument approaches and Category 1 ILS approaches.
- 3.7 In addition to the event logging requirements of Schedule A clause 3 of the Specimen Contract, the height of the drop above ground level must be recorded. (Note: it is acknowledged that some devices may record height above tree canopy level. This is a satisfactory approach).
- 3.8 In addition to the event logging requirements of Schedule A clause 3 of the Specimen Contract, the aircraft must be equipped with a device to measure and record the maximum and minimum G-loading that occurs during any approach to the drop, the drop itself and the departure from the drop.
- 3.9 In addition to the avionics requirements of Schedule 5 clause 3 of the Specimen Contract the Airtanker must be equipped with a Traffic Collision Avoidance System.

- 3.10 (*Preferred*) In addition to the avionics requirements of Schedule 5 clause 3 of the Specimen Contract the Airtanker must be equipped with a Ground Proximity Warning System.
- 3.11 (*Preferred*) The Airtanker will be capable of landing with the delivery system containing a load, or partial load, of Fire Retardant.
- 3.12 The Airtanker must be equipped with seatbelt or harnesses which provide upper body restraint for all aircrew seats. All crew members must utilise the restraints during take-off, landing and all low-level operations.
- 3.13 Where the wearing of protective helmets is compatible with the aircraft type, all crew members must utilise protective helmets during low-level operations.
- 3.14 Where a suitable system is available for the aircraft type, the Airtanker must be fitted with an amplified warning siren, suitable for warning persons on the ground of an impending drop by the Airtanker. (refer Schedule A clause 2.18 of the Specimen Contract)

4. DELIVERY SYSTEM

- 4.1 Firebombing delivery systems (i.e. systems comprising the tank, gate or door(s) and controllers, and including software etc.) on proposed Airtanker(s) should:
- a. have received or be capable of receiving approval (provisional or full) from a NAFC Member (Refer to NAFC Standard OPS 001 Approval of firebombing delivery systems); and
 - b. meet the other requirements of the Specimen Contract.

Note: Given the nature of this RFP, NAFC is prepared to consider delivery systems that do not necessarily meet the current requirements. Proposers must include detailed information regarding any such delivery system, specifically highlighting the advantages of non-compliance.

- 4.2 The delivery system must accommodate Fire Suppressants and Fire Retardants.
- Note: Contracted aircraft will only be expected to accommodate products that are listed as approved for the relevant aircraft type on the United States Department of Agriculture's Wildland Fire Chemicals System Qualified Product List.*
- 4.3 On board suppressant concentrate reservoir and injection systems are not required for Airtankers that aren't self-filling. However, where they are available they should be included in any proposal.
- 4.4 Self-filling aircraft must be fitted with a reservoir and Fire Suppressant Concentrate injection system capable of injecting a measured amount of concentrated Fire Suppressant chemical into the firebombing tank .
- 4.5 The delivery system must safely, repeatedly and consistently deliver Fire Suppressant and Fire Retardant in an ideally uniform, evenly distributed pattern on the ground that is acceptable to NAFC.
- 4.6 The delivery system must be capable of "splitting" loads (i.e. making successive drops from the same load) into at least four successive drops.
- 4.7 The delivery system must allow for the operator to control the flow rate of a drop in order to vary the level of coverage on the ground.

- 4.8 The delivery system must be capable of being ground-filled with Fire Suppressant and Fire Retardant through a hose equipped with a 3 inch 'Camlock' fitting at a flow rate of at least 1900 litres per minute per filling port.

5. SUPERVISION AIRCRAFT

- 5.1 The Supervision Aircraft must have Standard Certificate of Airworthiness or an equivalent in the country of Registration of the aircraft that is acceptable to NAFC.
- 5.2 The Supervision Aircraft must meet all requirements for conduct of Charter (i.e. non-scheduled carriage of passengers for hire and reward) operation in Australia.
- 5.3 The Supervision Aircraft must be multi-engined, or powered by a single gas turbine engine.
- 5.4 If the Supervision Aircraft is required to be used as a Lead Plane it must be multi-engined. For clarity, NAFC does not normally require the use of a Lead Plane, this clause only applies if operation of the Airtanker requires the use of a Lead Plane.
- 5.5 If the Supervision Aircraft is single-engined and fixed wing it must meet the requirements prescribed by the Civil Aviation Safety Authority for Approved Single-Engine Aeroplane (ASEA).
- 5.6 If the Supervision Aircraft is multi-engined it must have the performance, in the event of the failure of the most critical engine, to maintain level flight an altitude of 10,000 feet AMSL under ISA plus 25°C when operating at Maximum Take-off Weight.
- 5.7 If the Supervision Aircraft is multi-engined it must have sufficient performance to safely continue a take-off at MTOW under ISA plus 25°C in the event of failure of the critical engine at a critical point in the take-off.
- 5.8 The Supervision Aircraft must be capable of flight under the Instrument Flight Rules, including at night, in Australia; and will be capable of conducting GPS instrument approaches, NDB instrument approaches and Category 1 ILS approaches.
- 5.9 The Supervision Aircraft must meet the relevant requirements for Air Attack Supervision Aircraft of Schedule B of the Specimen Contract.
- 5.10 In addition to the avionics requirements of Schedule B clause 3 of the Specimen Contract the aircraft must be equipped with a Traffic Collision Avoidance System.
- 5.11 (*Preferred*) In addition to the avionics requirements of Schedule B clause 3 of the Specimen Contract the Supervision Aircraft will be equipped with a Ground Proximity Warning System.
- 5.12 (*Preferred*) The Supervision Aircraft will be equipped with a system that allows the aircraft to leave a short trail of visible smoke in the atmosphere, on command of the pilot, in order to assist with the provision of clear instructions to the Airtanker.
- 5.13 Where the Supervision Aircraft is required to operate as a Lead Plane, the Supervision Aircraft must be equipped with a system that allows the aircraft to leave a short trail of visible smoke in the atmosphere, on command of the pilot, in order to assist with the provision of clear instructions to the Airtanker.

- 5.14 The Supervision Aircraft must be equipped with seatbelt or harnesses which provide upper body restraint for all seats which may be occupied by aircrew. All crew members (including any Member personnel) must utilise the restraints during take-off, landing and all low level operations.
- 5.15 Where the wearing of protective helmets is compatible with the aircraft type, all crew members (including any Member personnel) must utilise protective helmets during take-off, landing and all low-level operations.
- 5.16 The Supervision Aircraft must be fitted with an amplified warning siren, suitable for warning persons on the ground of an impending drop.

6. CONTINUING AIRWORTHINESS PROGRAM

- 6.1 The Contractor must develop and maintain a comprehensive Continuing Airworthiness Program (**CAP**) for the Airtanker to ensure that the airworthiness of the aircraft is maintained throughout the Contract Period.
- 6.2 The CAP must clearly define the Contractor's airworthiness organisation, including responsibilities and authorities for implementing the CAP.
- 6.3 The CAP must include a specific component designed to predict and prevent airframe failure, which will consider, but is not limited to considering:
- a. fatigue and damage tolerance assessment and evaluation; and
 - b. prediction and mitigation of widespread fatigue damage (**WFD**).
- 6.4 The CAP must include an Operational Load Monitoring (**OLM**) program.
- 6.5 The CAP must satisfy all requirements of:
- a. the Australian Civil Aviation Safety Authority (**CASA**); and
 - b. the relevant aviation administration of the country of registration of the aircraft.
- 6.6 Prior to commencement of any Service Period the Contractor must supply NAFC with a full description of the CAP.

7. AIRCRAFT MAINTENANCE

- 7.1 The Contractor must demonstrate to the satisfaction of NAFC that all Large Airtankers and Supervision Aircraft have a fully documented maintenance history for the complete life of the airframe and engines, and that the aircraft have been appropriately maintained over their service life to date.
- 7.2 The Contractor must demonstrate to the satisfaction of NAFC that an appropriate program of maintenance is in place for all Large Airtankers and Supervision Aircraft that will meet all requirements of:
- a. the Australian Civil Aviation Safety Authority; and
 - b. the relevant aviation administration of the Country of Registration; and
- will assure the continued safe and reliable operation of the aircraft throughout all Service Periods.

- 7.3 Prior to commencement of any Service Period the Contractor must supply NAFC with the Equipment List and Minimum Equipment List for the Airtankers and the Supervision Aircraft.
- 7.4 Within the twelve months prior to commencement of the first Service Period, all Airtankers and Supervision Aircraft must be weighed in the configuration in which they will be used to provide the Services required under this Contract. The aircraft shall also be weighed following any major repair, major alteration or change to the configuration which significantly affects the centre of gravity of the aircraft.
- Note: This clause will be modified for Secondary Contracts and ECWN Contracts to require that weighing be performed in the 24 months prior to any engagement of services under contract, unless otherwise agreed.*
- 7.5 All weighing of aircraft must be performed on scales that have been certified as accurate within the preceding 2 years by an accredited weights and measures laboratory.
- 7.6 Prior to commencement of any Service Period the Contractor must supply NAFC with evidence of compliance with aircraft weighing requirements of clause 7.4 above and must supply the weights of the Airtanker and the associated Supervision Aircraft determined by the most recent weighing.

8. NOMINATED OPERATIONAL BASE

- 8.1 In addition to the facilities required in the Specimen Contract the Contractor must supply at the Nominated Operational Base sufficient office and rest facilities to accommodate three Member personnel during daylight hours.