

REQUEST FOR PROPOSALS LARGE AIRTANKER SERVICES (RFP LAS 2018+)
APPENDIX 1: Table of Services

NOTE : It is possible that NAFC will NOT proceed with all Services listed, it is also possible that NAFC may proceed with multiple contracts for any Service listed.
This will depend on Members requirements, suitability of services offered, prices tendered, and available funds.
See notes on the separate worksheets via the tabs at the bottom of the page

Service ID	Contract type (Note 1)	Availability (Note 2)	Brief Service Description (Note 3)	Airframe (Note 4)	Aircraft Type (Note 4)	Nominated Operational Base (or general area of NOB) (Note 5)	Passenger Carriage (Note 7)	Fuelling (Note 8)	Minimum Service Period (Note 9)	Approximate timing (Note 10)	Specimen Contract applicable Schedules (in addition to Schedules 1, 2, 3, 4, & 5) (Note 11)	Additional Information
FW18620	Primary	Absolute (Partial will be considered)	Firebombing Passenger and Cargo transport (optional)	FIXED WING	Type 1 or Type 2 airtanker	RAAF Richmond, Windsor, NSW (Note C)	Optional	Wet-B	98 days	Sep-Jan	Schedules A & H	
FW18621	Primary	Absolute (Partial will be considered)	Firebombing Passenger and Cargo transport (optional)	FIXED WING	Type 1 or Type 2 airtanker	RAAF Richmond, Windsor, NSW (Note C)	Optional	Wet-B	98 days	Oct-Feb	Schedules A & H	
FW18650	Primary	Absolute (Partial will be considered)	Associated Supervision Aircraft, Lead plane (if required)	FIXED WING	Conventional airplane	RAAF Richmond, Windsor, NSW (Note C)	Required	Wet-B	98 days	Sep-Jan	Schedule B	Associated with FW18620
FW18651	Primary	Absolute (Partial will be considered)	Associated Supervision Aircraft, Lead plane (if required)	FIXED WING	Conventional airplane	RAAF Richmond, Windsor, NSW (Note C)	Required	Wet-B	98 days	Oct-Feb	Schedule B	Associated with FW18621
FW18630	Secondary	Absolute (Partial will be considered)	Firebombing	FIXED WING	Type 1 or Type 2 airtanker	Avalon Airport, VIC	N/A	Wet-B	84 days	Dec-Mar	Schedules A & H	
FW18631	Secondary	Absolute (Partial will be considered)	Firebombing	FIXED WING	Type 1 or Type 2 airtanker	Avalon Airport, VIC	N/A	Wet-B	84 days	Dec-Mar	Schedules A & H	
FW18635	Secondary	Absolute (Partial will be considered)	Associated Supervision Aircraft, Lead plane (if required)	FIXED WING	Conventional airplane	Avalon Airport, VIC	Required	Wet-B	84 days	Dec-Mar	Schedule B	Associated with FW18630
FW18636	Secondary	Absolute (Partial will be considered)	Associated Supervision Aircraft, Lead plane (if required)	FIXED WING	Conventional airplane	Avalon Airport, VIC	Required	Wet-B	84 days	Dec-Mar	Schedule B	Associated with FW18631
FW18680	Secondary	Absolute (Partial will be considered)	Firebombing, Passenger and Cargo transport (preferred)	FIXED WING	Type 1 or Type 2 airtanker	Perth Airport, WA	Preferred	Wet-B	70 days	Sep-Oct	Schedules A & H	WA northern fire season risk period. Perth airport is base in first instance, but ideally may forward base to, and operate from, regional airports such as Karratha, Port Hedland, Broome, Learmonth or Kununurra. May consider dovetailing with FW18681
FW18681	Secondary	Absolute (Partial will be considered)	Firebombing, Passenger and Cargo transport (preferred)	FIXED WING	Type 1 or Type 2 airtanker	Perth Airport, WA	Preferred	Wet-B	42 days	Oct-Dec	Schedules A & H	WA harvest risk period. Perth airport is the base in first instance, but ideally may also operate from regional airports such as Geraldton, Cunderdin, Albany or Esperance. May consider dovetailing with FW18680
FW18682	Secondary	Absolute (Partial will be considered)	Firebombing, Passenger and Cargo transport (preferred)	FIXED WING	Type 1 or Type 2 airtanker	Perth Airport, WA	Preferred	Wet-B	98 days	Nov-Mar	Schedules A & H	WA southern fire season risk period. Perth airport is base in first instance, but ideally may operate from regional airports such as Geraldton, Cunderdin, Busselton Albany or Esperance.
FW18685	Secondary	Absolute (Partial will be considered)	Associated Supervision Aircraft, Lead plane (if required)	FIXED WING	Conventional airplane	Perth Airport, WA	Required	Wet-B	98 days	Nov-Mar	Schedule B	Associated with FW18682
FW18602	ECWN	Absolute	Firebombing	FIXED WING	Type 1 or Type 2 airtanker	Australian NOB, proposer to nominate	N/A	Wet-B	N/A	N/A	Schedules A & H	
FW18601	CWN	Absolute	Firebombing	FIXED WING	Type 1 or Type 2 airtanker	Australian NOB, proposer to nominate	N/A	Wet-B	N/A	N/A	Schedules A & H	

Notes

Note	Service Application	Note	Quick Reference (the notes below are for explanation purposes only)
1	All	Contract Type	Refer to the RFP document for further detail on types of contract. Primary Contract: A contract where at least one Service Period of a defined minimum length is guaranteed in each year of the Contract Period. Service Periods may be extended beyond the minimum length in any year. Secondary Contract: A contract where a Service Period is only activated in any given year of the Contract Period by advance notice to the Contractor. It is possible that no Service Periods will be activated during the life of the Contract. If activated, Service Periods will be of the specified minimum length of time (unless otherwise agreed). Call When Needed (CWN): A contract where the Service is made available to NAFC and its Members on an ad hoc basis at pre-agreed specifications and prices. Enhanced Call When Needed (ECWN): A contract where the Service is made available to NAFC and its Members on an ad hoc basis at pre-agreed specifications and prices, and where the Contractor ensures that the aircraft and crew are available to respond if given certain advance notice.
2	All	Availability	Refer to the RFP document for detail on types of Availability. Absolute Availability: During any Service Period the aircraft services are required to be immediately available, effectively precluding the aircraft from being used for work for other clients during that period. Generally parallel to "Exclusive Use" in some other countries. Partial Availability: The aircraft services are only required to be standing by or operating at certain times during the Service Period, as notified in advance to the Contractor. Normally this will coincide with periods of high fire risk or fire activity or other emergency activities. In turn this may allow the Contractor more flexibility with crewing and the ability to utilise the aircraft or crew for other non-contract activities during lower activity periods.
3	All	Aircraft Roles	Main role(s) of Service. Other roles may be required. Order of roles listed indicates expected usage pattern of aircraft (most common role listed first). Note that the main role(s) determines which Schedule(s) of the Specimen Contract will apply. Where (optional) appears after a role, it is optional that this Service can perform this particular role. Where (preferred) appears after a role, it is preferred that this Service can perform this particular role.
4	All	Airframe & Aircraft types	See also RFP document for information regarding how different aircraft Types will be evaluated. In summary: * Where a particular Type is specified, a "higher" Type may be tendered but it will be evaluated as if it were the Type specified in this Table. * Where more than one Type is specified, tenders will be evaluated according to the actual Type(s) tendered. Refer NAFC Standards PR-001: PR-002: Categorisation of Fixed-Wing Aircraft used for Firebombing Operations for definitions of aircraft types.
5	All	Nominated Operational Base (NOB)	In some instances an actual location for the NOB is specified. For these Services proposals should use the specified NOB. For CWN and ECWN Services a NOB is not specified. For these Services the any suitable NOB within Australia may be proposed. It is recommended for CWN and ECWN Services that the NOB from which the Service would most efficiently be provided be proposed. Refer to the RFP document for further detail on Nominated Operational Bases (NOB).
7	All requiring passenger carriage	Passenger carriage	For more detail on passenger carriage, refer to the RFP document and to NAFC Standard PR 003: Definition of Passenger Carrying Capability – Firefighting Aircraft. "Charter" equals the rules that CASA has in place at any point in time for non-scheduled carriage of passengers for hire and reward in small or large aircraft, as applicable. If passenger carriage is required, aircraft must have a Standard Airworthiness Certificate (or "dual" certificate, if applicable) and the Contractor must have Charter AOC for the aircraft. If passenger carriage is not required, a Special (e.g. Restricted or Experimental category) Airworthiness Certificate is normally acceptable.
8	All	Fuelling requirements	In summary: Wet-A Hire: The Contractor provides all fuel (and other consumables required for operation of aircraft) and provides mobile self-contained refuelling support. Wet-B Hire: The Contractor provides all fuel (and other consumables required for operation of aircraft), including while at the NOB, with no requirement for a mobile refuelling facility. Such a facility may be offered as a supplementary capability. Dry Hire: The NAFC Member meets the cost of fuel. The Contractor is responsible for other consumables. Mobile fuel support is not required although may be offered as a supplementary capability. Refer to the RFP document and Specimen Contract definitions for more detail on refuelling requirements.
9	All	Service Periods minimum length	Refer to Part B of the RFP document for more detail on Service Periods. This is the minimum length of Service Period in any contract year (or, in the case of Secondary Contracts, if a Service Period actually occurs).
10	All	Service Period timing	Approximate timing of the occurrence of the Service Period in any contract year. This is indicative only, for planning purposes.
11	All	Specimen Contract Schedules	Indicates which Schedules in the Specimen Contract that apply to each Service, alongside Schedules 1 to 5 which apply to all Services. Schedules A to H in the Specimen Contract apply only to certain Services; this column specifies which of the Schedules will apply to each Service listed. Where Schedules A to H relate to an optional or preferred roles, the applicability of the Schedules will depend on whether the optional or preferred role is engaged.
12	FW18681, FW18680.	Dovetailing	This Service has been identified as potentially being able to dovetail with one or more others. Some Services that are located in more northern Australian areas may finish in time to potentially be dovetailed with other Services located in the southern areas, starting later in the year, lending themselves to complementary Service Periods. Some Services that start early for spring harvest and cropping protection could potentially be dovetailed with other Services that are likely to start later and could therefore have complementary Service Periods. Where Services are contracted to 'Dovetail' they would be arranged to ensure there was no overlap in the Services Period to all allow one airframe to provide both Services