

<b>Service ID</b>	<b>Contract type</b> (Note 1)	<b>Availability</b> (when in a service period) (Note 2)	<b>Brief Service Description</b> (Note 3)	<b>Airframe</b> (Note 4)	<b>Aircraft Type</b> (Note 4)	<b>Nominated Operational Base (or general area of NOB)</b> (Note 5)	<b>Firebombing Delivery System</b> (Note 6)	<b>Passenger Carriage</b> (Note 7)	<b>Fuelling</b> (Note 8)	<b>Service Period</b> (Note 9)	<b>Approximate timing</b> (Note 10)	<b>Specimen Contract applicable Schedules</b> (in addition to Schedules 1, 2, 3, 4, & 5) (Note 11)	<b>Additional Information</b>
RW19C110	CWN	Absolute	Firebombing	ROTARY WING	Type 1 (High Volume)	Australia	Tank or long line bucket	Optional	Wet-A minus	CWN	Summer	Schedule A & F	Minimum volume delivered requirement (Note 13) (see NAFC Standard PR-001 Categorisation of RW aircraft for firebombing)
RW19C111	CWN	Absolute	Firebombing	ROTARY WING	Type 1	Australia	Tank or long line bucket	Optional	Wet-A minus	CWN	Summer	Schedule A & F	
FW19C106	CWN	Absolute	Firebombing	FIXED WING	Type 4 (Self Fill)	Australia	Tank	N/A	Wet-B	CWN	Summer	Schedule A	Self-filling / scooping aircraft (required) Wet-A minus (with fuel tanker) (optional)

**Service Notes**

Note	Service Application	Note	Quick Reference (the notes below are for explanation purposes only)
1	All	<b>Contract Type</b>	Refer to the RFQ 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).
2	All	<b>Availability</b>	Refer to the RFQ document for detail on types of Availability. <b>Absolute Availability:</b> 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. <b>Partial Availability:</b> 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. <b>Note that for CWN Services this Availability only applies once the aircraft is in a Service Period - ie after being dispatched or placed on Standby</b>
3	All	<b>Aircraft Roles</b>	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	<b>Aircraft types</b>	See also Part A of the RFQ 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: Categorisation of Rotary-Wing Aircraft used for Firebombing Operations and PR-002: Categorisation of Fixed-Wing Aircraft used for Firebombing Operations for definitions of aircraft types.
5	All	<b>Nominated Operational Base (NOB)</b>	In some instances an actual location for the NOB may be specified. Tenders for these Services should tender using the specified NOB. For other Services, a general area is provided. For these Services the tenderer may propose any suitable NOB within the general area specified. It is recommended that the tenderer proposes the NOB from which they would most efficiently provide the Service. Where a general area is specified, these should not be read as having particular boundaries or as representing defined local government or other administrative regions. Boundaries are not firm and a suitable NOB could be located anywhere in the general area. Further guidance regarding locations for NOBs is provided in the Location Notes. Refer to the RFQ document for further detail on Nominated Operational Bases (NOB). <b>Also refer to relevant Location Notes</b>
6	All	<b>Fire bombing delivery system</b>	"Tank" means a fixed tank or hopper. "Bucket" means a specialised aerial firefighting bucket suspended on a cable. "(Bucket)" means a bucket provided as an ancillary capability (refer to the Specimen Contract, Schedule B). "Long line bucket" means a bucket meeting the requirements for long-line buckets in the Specimen Contract Schedule A. "Tank or bucket" means that either option is acceptable and will be treated with equal weight in the evaluation process unless otherwise noted. "Tank (preferred) or bucket" means that either option is acceptable and however the tank will be treated with greater weight in the evaluation process. Refer to the RFQ document for more detail on delivery systems, and to NAFC Standard OPS-001: Approval of Firebombing Delivery Systems.
7	All requiring passenger carriage	<b>Passenger carriage</b>	For more detail on passenger carriage, refer to the RFQ 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. <b>If passenger carriage is not required, a Special (e.g. Restricted or Experimental category) Airworthiness Certificate is normally acceptable.</b>
8	All	<b>Fuelling requirements</b>	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-A minus Hire: The Contractor provides all fuel (and other consumables required for operation of aircraft) and provides mobile self-contained refuelling support, but is not required to be able provide fuel to other aircraft. 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 RFQ document and Specimen Contract definitions for more detail on refuelling requirements. Note that while Wet-A fuelling is being specified for some Services at this stage of the tender, this may be substituted for Wet-B fuelling in the pricing stage.
9	All	<b>Service Periods minimum length</b>	Refer to Part B of the RFQ 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	<b>Service Period timing</b>	Approximate timing of the occurrence of the Service Period in any contract year. This is indicative only, for planning purposes.
11	All	<b>Specimen Contract Schedules</b>	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 F in the Specimen Contract apply only to certain Services; this column specifies which of the Schedules A to F will apply to each Service listed. Where Schedules A to F relate to an optional or preferred roles, the applicability of the Schedules will depend on whether the optional or preferred role is engaged.

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13	some	<b>Minimum volume delivered</b> High Volume Type 1 RW service	This Service is designated as a high volume service and is required to be able to deliver a minimum volume of water under a specified scenario. Refer to NAFC Standard PR 001: Categorisation of Rotary-Wing Aircraft used for Firebombing Operations for details of minimum volume delivered requirement. see <a href="http://www.nafc.org.au">http://www.nafc.org.au</a> for NAFC standards documents Proposals for this Service must include detailed calculations to show how the aircraft meets the volume delivered requirements.