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Service ID	Service Sub-ID	Service type (Service Note 1)	Availability (Service Note 2)	Brief Service Description (Service Note 3)	Airframe (Service Note 4)	Aircraft Type (Service Note 4)	Nominated Operational Base (or general area of NOB) (Service Note 5)	Firebombing Delivery System (Service Note 6)	Passenger Carriage (Service Note 7)	Fuelling (Service Note 8)	Service Period (Service Note 9)	Minimum Guaranteed Days (Service Note 10)	Approximate timing (Service Note 11)	Notional Nominated Response Time	Notional Commitment Notice Period (required to bring Partial Availability Service up to Commitment state)	Applicable Specimen Contract Schedules (in addition to Schedules 1-5) (Service Note 12)	Additional Information
RW21731	RW21731-84	Primary	Absolute	Firebombing	ROTARY WING	Type 1	Adelaide Hills Area, SA (Location Note C)	Tank	N/A	Wet-A	84	84 days	Dec-Mar	15	2	Schedule A & F	Water carrying capacity > 2,650 litres
RW21732	RW21732-84	Primary	Absolute	Firebombing	ROTARY WING	Type 1	Adelaide Hills Area, SA (Location Note C)	Tank	N/A	Wet-A*	84	84 days	Dec-Mar	15	2	Schedule A & F	Water carrying capacity > 2,650 litres *If paired with RWXXXX a shared fuel resource may be acceptable
RW21191	RW21191-105	Primary	Absolute	High volume firebombing	ROTARY WING	Type 1 (High Volume)	Perth Area, WA (Location Note D)	Tank	N/A	Wet-A	105	105 days	Dec-Mar	15	2	Schedule A & F	Minimum volume delivered requirement (Service Note 13)
RW21791	RW21791-84	Primary	Absolute	Firebombing, Night firebombing - NVIS (optional)	ROTARY WING	Type 1 (High Volume)	Melbourne, VIC (Outer Northern & Western Metro area)	Tank (preferred) or long line bucket	N/A	Wet-A	84	84 days	Dec-Feb	15	2	Schedule A, F & G	Minimum volume delivered requirement (Service Note 13) Night VFR (preferred), IFR (optional) (Service Note 17), NVIS (optional) (Service Note 16)
RW21792	RW21792-70	Primary	Absolute	Firebombing, Night firebombing - NVIS (optional)	ROTARY WING	Type 1 (High Volume)	Melbourne , VIC (Outer Eastern / South Eastern Metro area)	Tank (preferred) or long line bucket	N/A	Wet-A	70	70 days	Dec-Feb	15	2	Schedule A, F & G	Minimum volume delivered requirement (Service Note 13) Night VFR (preferred), IFR (optional) (Service Note 17), NVIS (optional) (Service Note 16)
RW21795	RW21795-84	Primary	Absolute	Firebombing, Firefighter and cargo transport (preferred), Rappelling (optional), Night firebombing - NVIS (preferred)	ROTARY WING	Type 1	Otway Ranges, VIC (Location Note E)	Tank (preferred) or long line bucket	Preferred	Wet-A	84	84 Days	Dec-Mar	15	2	Schedule A, E, F & G	Water carrying capacity of >3500 litres. 10+ passenger (preferred), Night VFR (preferred), IFR (preferred) (Note 25), NVIS (preferred) (Note 17), Quick swap between tank and bucket (preferred)
RW21796	RW21796-84	Primary	Absolute	Firebombing, Firefighter and cargo transport, Rappelling (preferred), Night firebombing - NVIS (preferred)	ROTARY WING	Type 1	Lower North East, VIC (Location Note F)	Tank (preferred) or long line bucket	Required	Wet-A	84	84 Days	Dec-Mar	15	2	Schedule A, E, F & G	Water carrying capacity of >3500 litres. 15+ passenger (preferred), Night VFR (preferred), IFR (preferred) (Note 25), NVIS (preferred) (Note 17), Quick swap between tank and bucket (preferred)
RW21797	RW21797-84	Primary	Absolute	Firebombing, Firefighter and cargo transport, Rappelling (preferred), Night firebombing - NVIS (preferred)	ROTARY WING	Type 1	Ballarat, VIC (Location Note G)	Tank (preferred) or long line bucket	Required	Wet-A	84	84 Days	Dec-Mar	15	2	Schedule A, E, F & G	Water carrying capacity of >3500 litres. 15+ passenger (preferred), Night VFR (preferred), IFR (preferred) (Note 17), NVIS (preferred) (Note 7), Quick swap between tank and bucket (preferred)

Service Notes summary - refer to the Invitation to Tender (ITT) document for further information on these items.

Note	Note	Quick Reference (the notes below are for explanation purposes only)
1	Service Type	Primary Service: means that the occurrence of a Service Period is guaranteed for each year of the Contract Period. Secondary Service: means that the occurrence of any Service Period is not guaranteed and only activated in any given year of the Contract Period if advance notice is provided to the Supplier. 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.
2	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	Aircraft Roles	Main role/s of Service. Other roles may be required. Order of roles listed indicates expected usage pattern of aircraft, with the 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, provision of this role within this Service is optional. Where (preferred) appears after a role, provision of this role within this Service is preferred.
4	Aircraft types	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 to the NAFC Standards on the NAFC website for information about categorisation of Types: <i>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.</i>
5	Nominated Operational Base (NOB)	For some Services, an actual location for the NOB is specified and tenders for these Services should tender using the specified NOB. For other Services, a general area is provided. For these, the tenderer may propose any suitable NOB within the general area specified, preferably the NOB from which they would most efficiently provide the Service. These general areas 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. <i>Further guidance regarding locations for NOBs is provided in the Location Notes and in the ITT.</i>
6	Fire bombing delivery system	Tank: a fixed tank or hopper. Bucket: a specialised aerial firefighting bucket suspended on a cable. (Bucket): a bucket provided as an ancillary capability (refer to the Specimen Contract, Schedule B). Long line bucket: a bucket meeting the requirements for long-line buckets in the Specimen Contract Schedule A. Tank or bucket: either option is acceptable and will be treated with equal weight in the evaluation process unless otherwise noted. Tank (preferred) or bucket: either option is acceptable and however the tank will be treated with greater weight in the evaluation process. <i>Refer to the ITT document for more detail on delivery systems, and to NAFC Standard OPS 001: Approval of Firebombing Delivery Systems which is available on the NAFC website.</i>
7	Passenger carriage	Charter: 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. For more detail on passenger carriage, refer to the ITT document and to NAFC Standard <i>PR 003: Definition of Passenger Carrying Capability – Firefighting Aircraft</i> which is available on the NAFC website.
8	Fuelling requirements	Wet-A Hire: The Contractor provides all fuel (and other consumables required for operation of aircraft) and provides an MFU (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. As opposed to Dry Hire: The NAFC Member meets the cost of fuel and the Contractor is responsible for other consumables. <i>Refer to the ITT document and Specimen Contract definitions for more detail on refuelling requirements.</i>
9	Service Periods minimum length	This is the minimum length of Service Period within any contract year (or, in the case of Secondary Services, if a Service Period is activated). For Partial Availability Services, actual days activated/placed on Commitment will be within the duration of this Service Period.
10	Minimum Guaranteed Days	Applicable to Partial Availability Services. Refers to the <i>minimum</i> number of guaranteed days within the Service Period that the Service will be activated/placed on Commitment.
11	Service Period timing	Approximate timing of the occurrence of the Service Period in any contract year. This is <u>indicative only</u> , for planning purposes.
12	Specimen Contract Schedules	Indicates which Schedules in the Specimen Contract apply to the Service, alongside Schedules 1-5 which apply to all Services. Where Schedules A to F are noted as applying to an optional or preferred role/s, the applicability of the Schedules noted will depend on whether the optional or preferred role is selected and engaged.
13	Minimum volume delivered	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. Tenders must include detailed calculations to show how the aircraft meets the volume delivered requirements. Refer to the NAFC Standard on the NAFC website for information about volume delivered requirements: <i>NAFC Standard PR 001: Categorisation of Rotary-Wing Aircraft used for Firebombing Operations</i>
14	Specialist Intelligence Gathering	This Service requires the carriage and operation of a specialist intelligence gathering (SIG) system. An SIG system would normally be provided through some form of gimbaled EO/IR camera, mapping / intelligence gathering software and video down link equipment. Proposals for this Service must include the supply and maintenance of the SIG equipment including downlinks. The Table of Services will indicate if it is optional, preferred or required that the contractor provide personnel to operate the SIG system. The Table of Services may indicate if a direct point to point data link is required and where the receiving sites are required. If not specified then a data transmission system that feeds data, including HD video, to an internet connected address would normally suffice. Tenders for this Service must include comprehensive details of the proposed SIG system, and where required, details of arrangements for personnel to operate the equipment.
15	360 degree streaming camera system	This Service requires the carriage and operation of a 360 degree streaming camera system. This system would normally be provided through some form of one or more fixed field cameras mounted on the aircraft and a digital video transmission system. The aim of this type of system is to provide incident management staff with a view of the incident while the aircraft is working in the area. Such systems would normally have limited flight crew user input required. The Table of Services will indicate if it is optional, preferred or required that the contractor provide proposals for this system.
16	NVIS	The Table of Services will indicate if it is optional, preferred or required that the contractor tenders the ability to perform operations at aided by a Night Vision Imaging Systems (NVIS). Or, that the Service could be capable of providing NVIS at some stage during any Contract Period. NVIS operations would normally be provided through the use of Night Vision Goggles (NVG), proposals for this capability must include the supply and maintenance of all NVG and other required equipment. For planning purposes, expect to supply two daily shifts, Day (VFR ops) and Night (NVIS), with one crew required per shift, assuming that day ops will require 1 pilot and night ops will require 2 pilots. Other potential arrangements should be comprehensively described in the Response Form. <i>For further information regarding requirements of NVIS operations refer to Schedule G of the Specimen Contract.</i>
17	Night VFR / IFR	It is preferred that this Service can operate under Night Visual Flight Rules and / or Instrument Flight Rules. NVFR and IFR flight is primarily aimed at allowing aircraft to transit to and from its operating area after dark or in adverse weather conditions. This would allow, for example, an aircraft to continuing fire fighting until last light then return to base after dark - effectively extending the useful working time of the aircraft. The aircraft is not expected to provide its fire fighting role under IFR or NVFR conditions under normal circumstances. Proposals for this Service should include details of what level of flight rules are possible with the tendered aircraft and under what conditions. Where the tenderer proposes that some fire and emergency roles can operate under NVFR or IFR comprehensive details of the limitations and conditions under which this is possible should be given.

Location Notes

	Note
A	BoM Area Services - NSW These areas are defined as the Bureau of Meteorology fire weather forecast districts of NSW. These areas are further described here: http://www.bom.gov.au/nsw/forecasts/fire-forecasts.shtml Proposed NOBs outside the general areas listed may still be considered.
B	Lower Hunter Valley, NSW refers to the part of the Greater Hunter Area, south and east of Singleton. This areas is further defined here: http://www.bom.gov.au/nsw/forecasts/fire-forecasts.shtml . Proposed NOBs outside the general areas listed may still be considered.
C	Adelaide Hills area, SA refers to the area of the Mt Lofty ranges east of Adelaide. Existing bases in area include Brukunga helibase. The Adelaide Hills is further defined here: http://www.pir.sa.gov.au/regions
D	Perth Area, WA is the area in and around the Perth metropolitan area. Existing bases in area include Jandakot airport (YPJT) and Serpentine airfield (YSEN)
E	Otway Ranges, Victoria refers to the area in and around the Otway ranges in southern Victoria within approx 30nm of Colac.
F	Lower North East, Victoria refers to the Southern half of the North East area of Victoria This area is further defined here: http://www.bom.gov.au/vic/forecasts/fire-forecasts.shtml
G	Ballarat area, Victoria refers to the area in and around greater Ballarat approx 30nm. While Ballarat airport (YBLT) is located centrally in this area other nearby locations may be considered.