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**LARGE AIRTANKER SERVICE**

**SCENARIO 4 - FERRY**

**Before Completing this Form:**

* Please note, the forms in this document are designed to be completed electronically using *Microsoft Word* on a *Windows PC.*
* The scenario contained in this document describes a typical large airtanker mission comprising one or more sorties delivering fire retardant slurry to a fire, or a ferry to another airbase.
* Please use the instructions listed overleaf under *‘Completing the Large Airtanker Service Scenario Form’* to complete this document.
* Please read and understand all the instructions and scenario specifications contained in this document before entering any data.
* Proposers **must** complete a separate scenario document for each **different model** of airtanker being proposed (e.g. if two different types of aircraft are being proposed please complete this form twice).
* However, where a pair of **same model aircraft** is being proposed, and that have similar performance, please **select one** of the aircraft and complete the scenario document for this aircraft only.
* To save this document, please select **Save As** from the **File** menu prior to entering any data.
* Completed Documents are to be uploaded to the NAFC online tender service (Tenderlink) in the area specified. For information on how to upload your completed document, please refer to instructions found in the ***Request for Proposal*** document.
* In addition to the forms contained in this document, proposers are required to submit additional information via TenderLink in order to complete this RFP.
* As far as possible, proposers are asked to provide the information requested using the space provided in this document. If insufficient space is provided for a particular response, proposers may include further information in the main body of their proposal provided a clear note is made in the appropriate field of this form.

**Completing the Large Airtanker Service Scenario Form:**

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| * Proposers are asked to complete each of the forms contained in this document for **each different type** of airtanker being proposed. * Each form in this in this document is displayed on a pale blue background, as per the example opposite. * Proposers are asked to ender the appropriate text or value in each of the grey boxes contained in the forms as per the example below.  |  |  | | --- | --- | |  | < Example grey data entry box | |  |

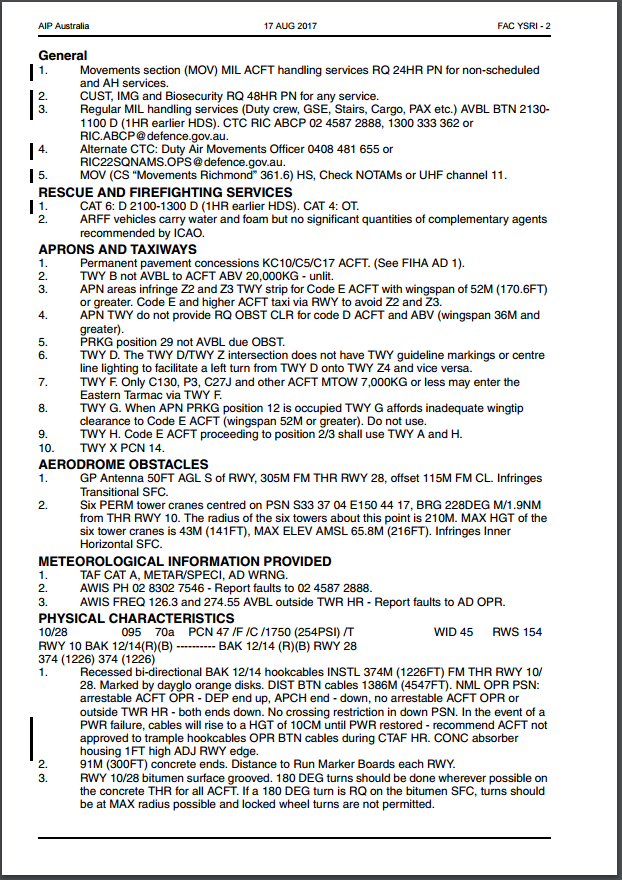
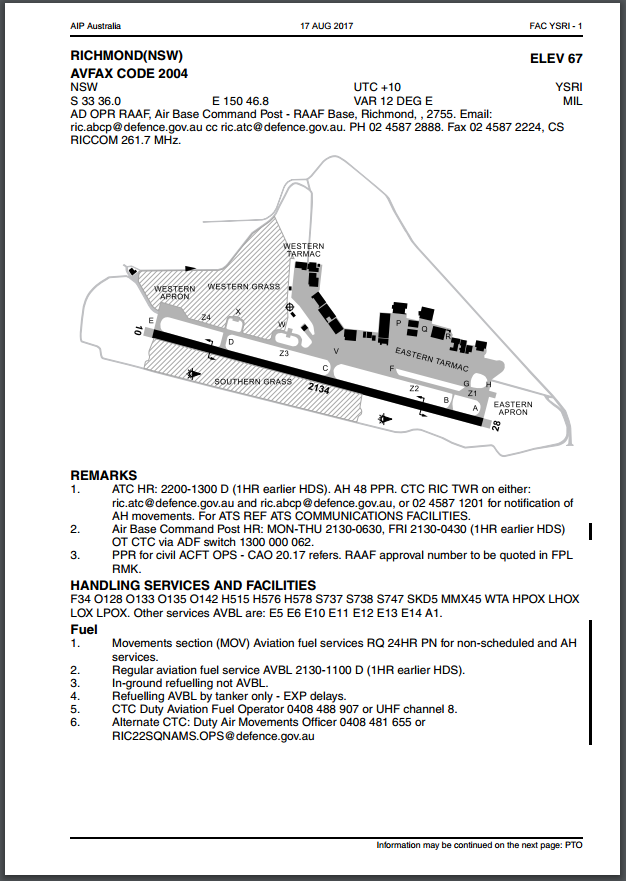
* Proposers are asked to enter the values the air crew would **actually use** when planning or conducting a mission such as described in the scenario. **Do not** enter best-case or sales brochure values. **Please use real data**. It is **strongly recommended** that the proposers Chief Pilot or Head of Flying Operations assist with the completion of this document.
* If the airtanker(s) being proposed would be restricted or limited in any way when performing this scenario, proposers are asked to enter the restricted or limited values in the appropriate field and then provide an explanation in the field labelled ***Any other information relevant…*** in that particular section.
* Please be careful when calculating the values requested in these forms as the information will be consistency checked, compared with known values for your aircraft type.
* Please note the information provided in this document will be used in NAFC airtanker value and productivity models and may be utilised and made available to members in a de-identified fashion. NAFC will endeavour to remove company and registration information before utilising information, however it may still be possible for readers to derive the identity of an aircraft or operator, particularly for less common makes and models of airtankers.

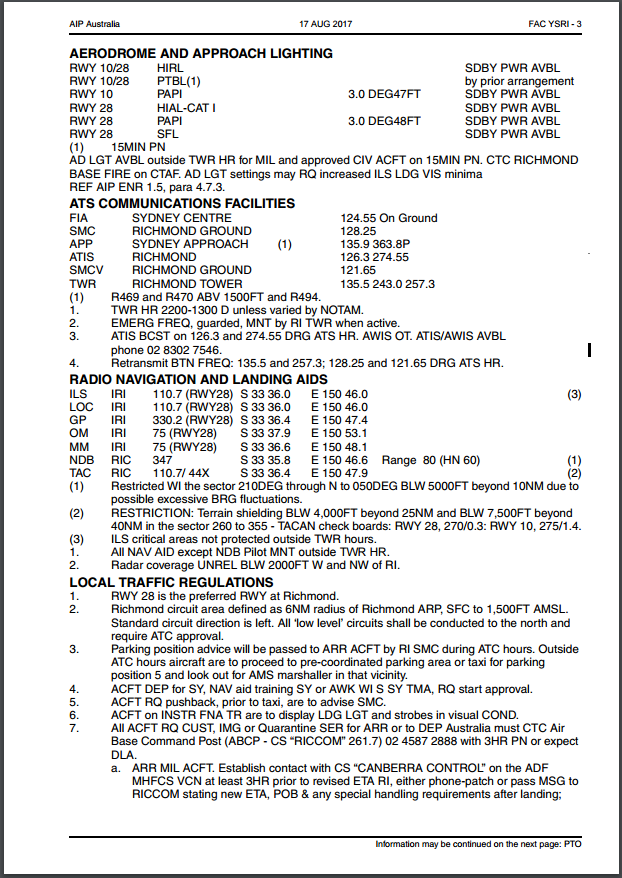
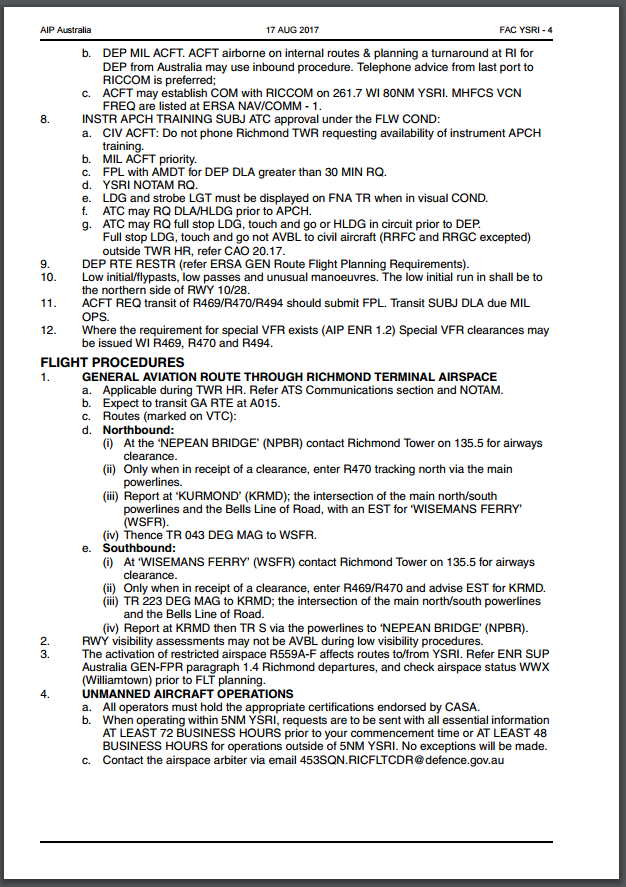
**AIRTANKER SCENARIO**

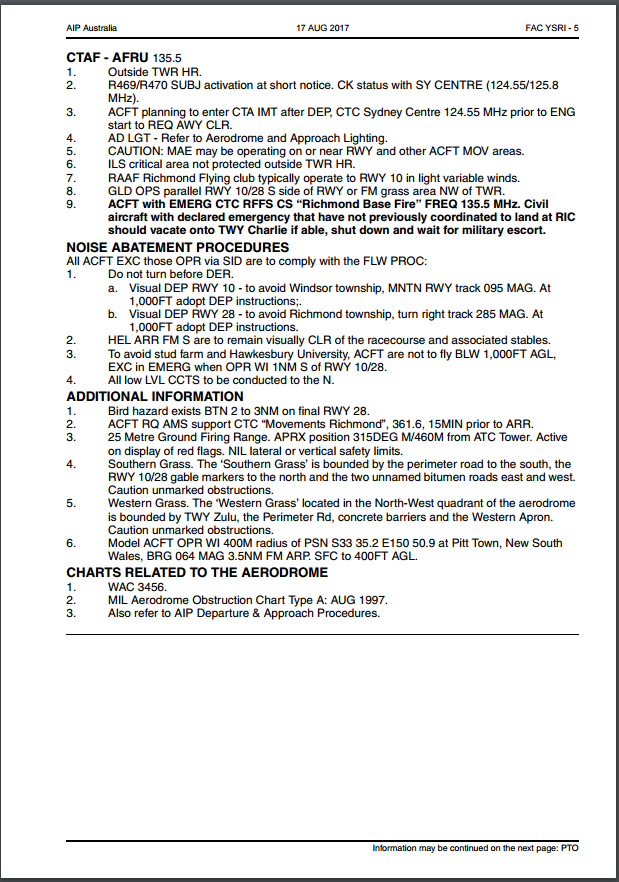
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| **Scenario 4** | |
| Name | Ferry |
| Time and date | 1st January, 12:00 AEST (UTC+11:00) |
| Situation | A number of fires caused by lightning strikes have started in the Perth area in Western Australia. WA authorities have requested assistance from eastern states including the supply of additional firefighting aircraft.  The airtankers are currently based at Richmond RAAF base NSW (YSRI).  The airbase in Western Australia is at the Pearce RAAF base (YPEA) located 30 kilometres north of Perth Airport. |
| Tasking | Deploy tanker aircraft and any associated required equipment from Richmond airbase to Pearce RAAF base immediately.  Expect request to start firefighting operations as soon as possible after arrival.  Expect to remain in Western Australia for at least 7 days. |
| Scenario | Aircraft will relocate to Perth Western Australia and prepare for immediate firefighting operations. |
| Assumptions | Lead plane, if required, will also relocate to Pearce airbase.  Assume Pearce airbase has no equipment specialised to your aircraft type.  Assume Pearce airbase has equipment equivalent to a SEAT base with 2 x 3inch retardant loading hoses.  Assume Pearce airbase has Jet A1 refuelling services suitable for you aircraft type.  No air traffic control delays in clearance to taxi, take-off, climb, descend, or land.  Crew has been required to be on duty from 0900.  No retardant load on board tanker at time of initial request.  All operations to be conducted in accordance with Australian civil aviation regulations.  Use Perth Airport as alternate if required, assume it is forecast to remain above ALT minima. |
| Times | In scenario enter all times in departure time zone AEST (UTC+11:00). |
| Attachments | Airport documentation:  Richmond - YSRI  Pearce – YPEA |

**ERSA**

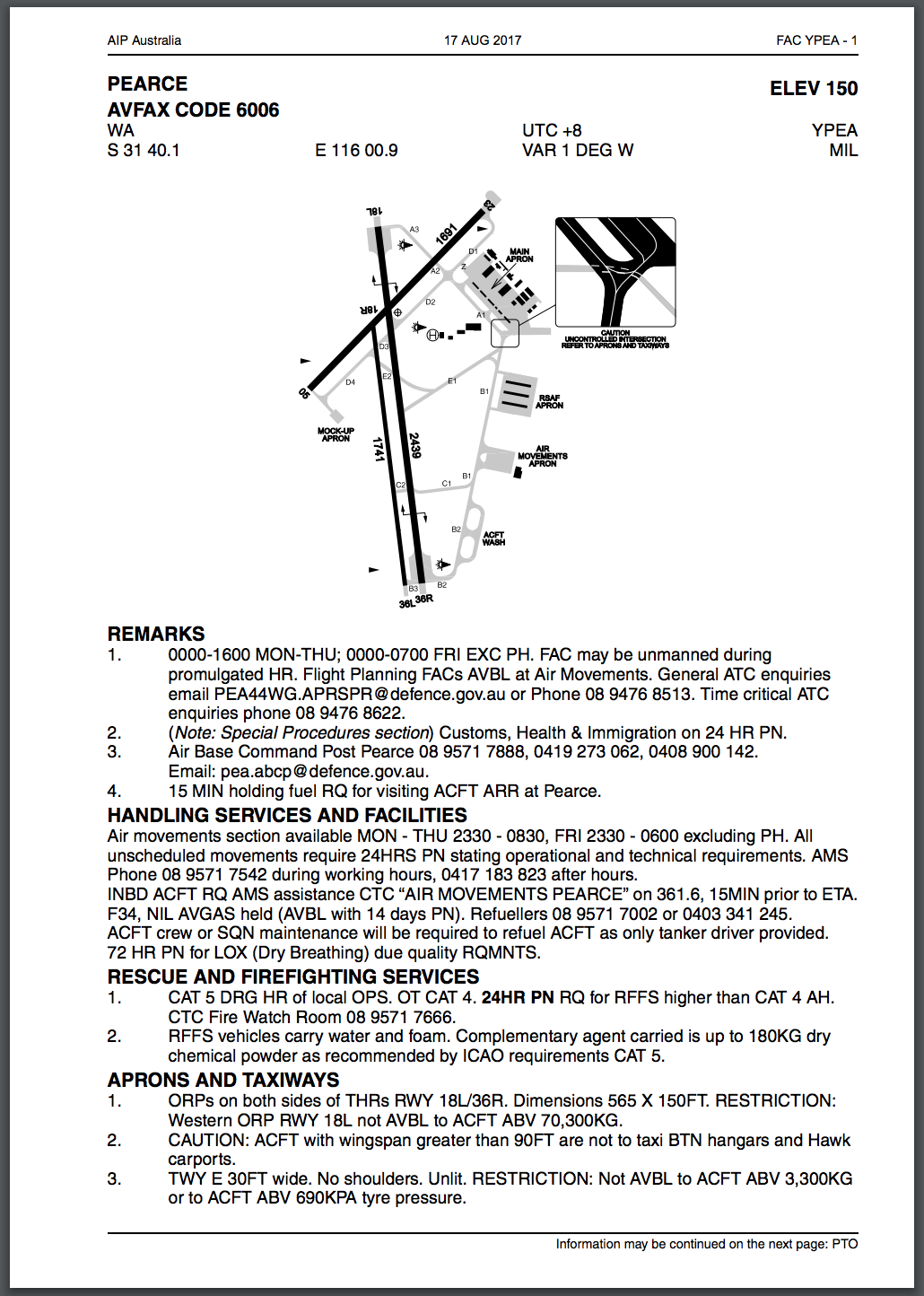
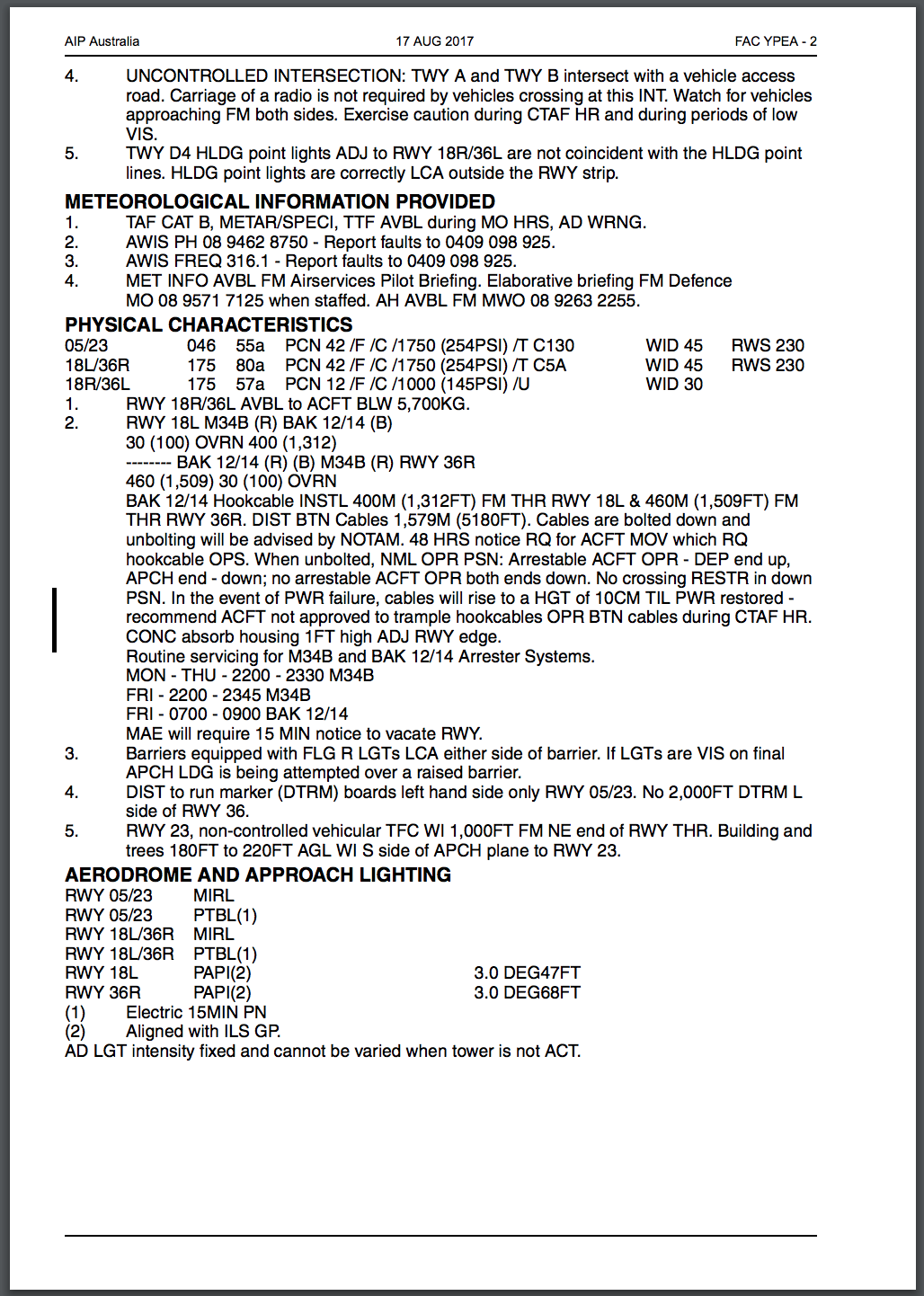
**Note:** For the purpose of this scenario assumetheAirtanker base is located at “EASTERN TARMAC” as shown on diagram

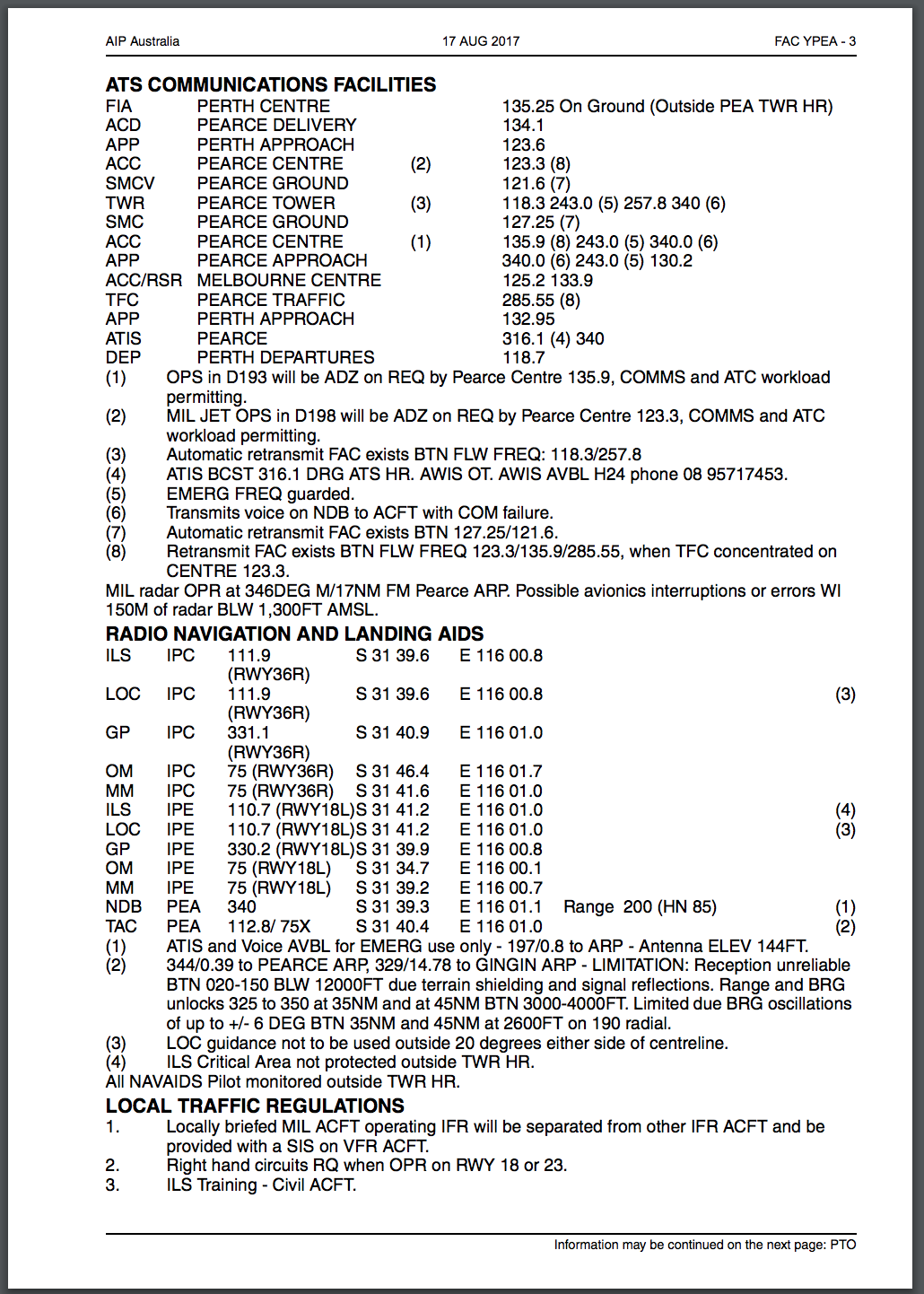
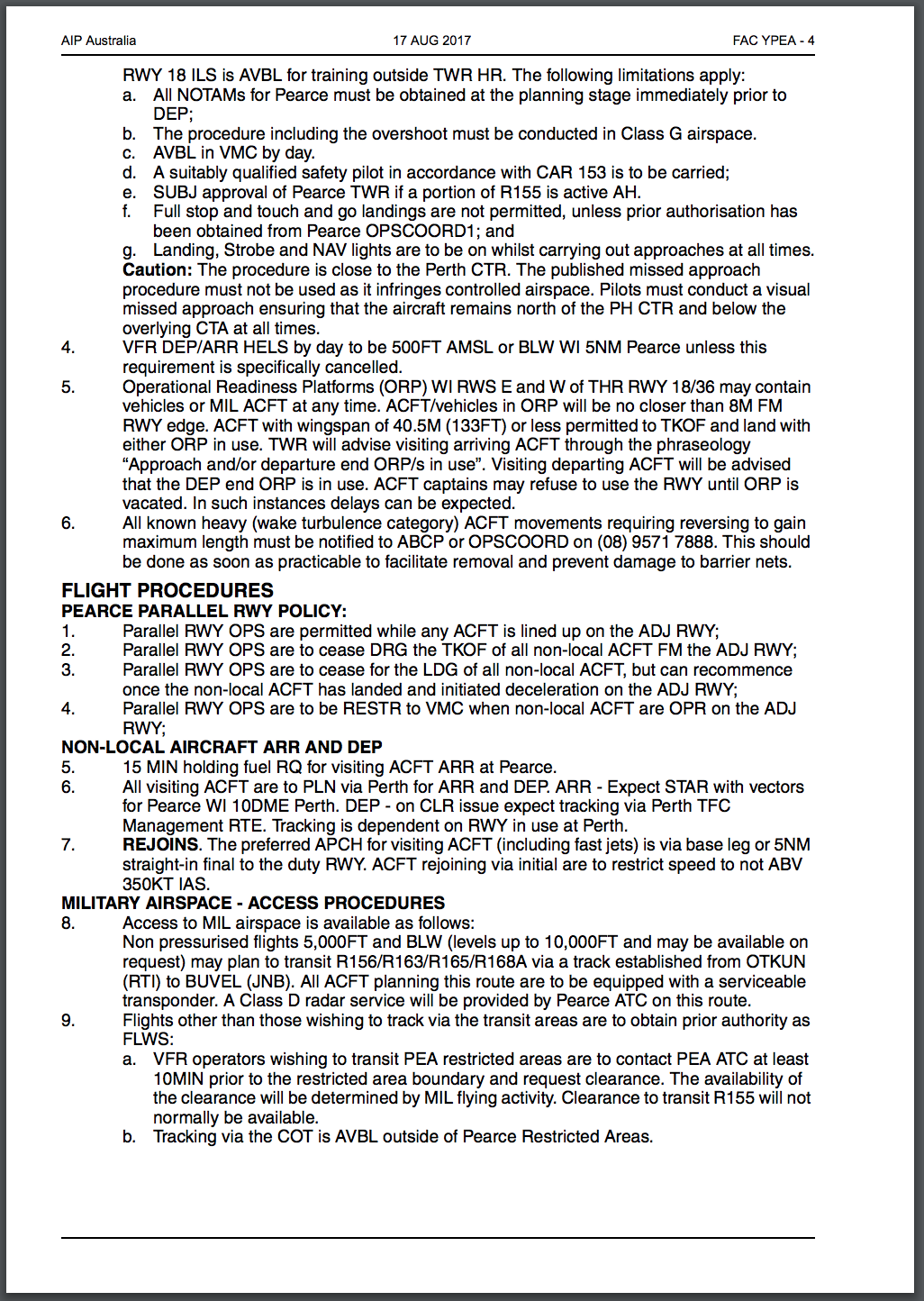


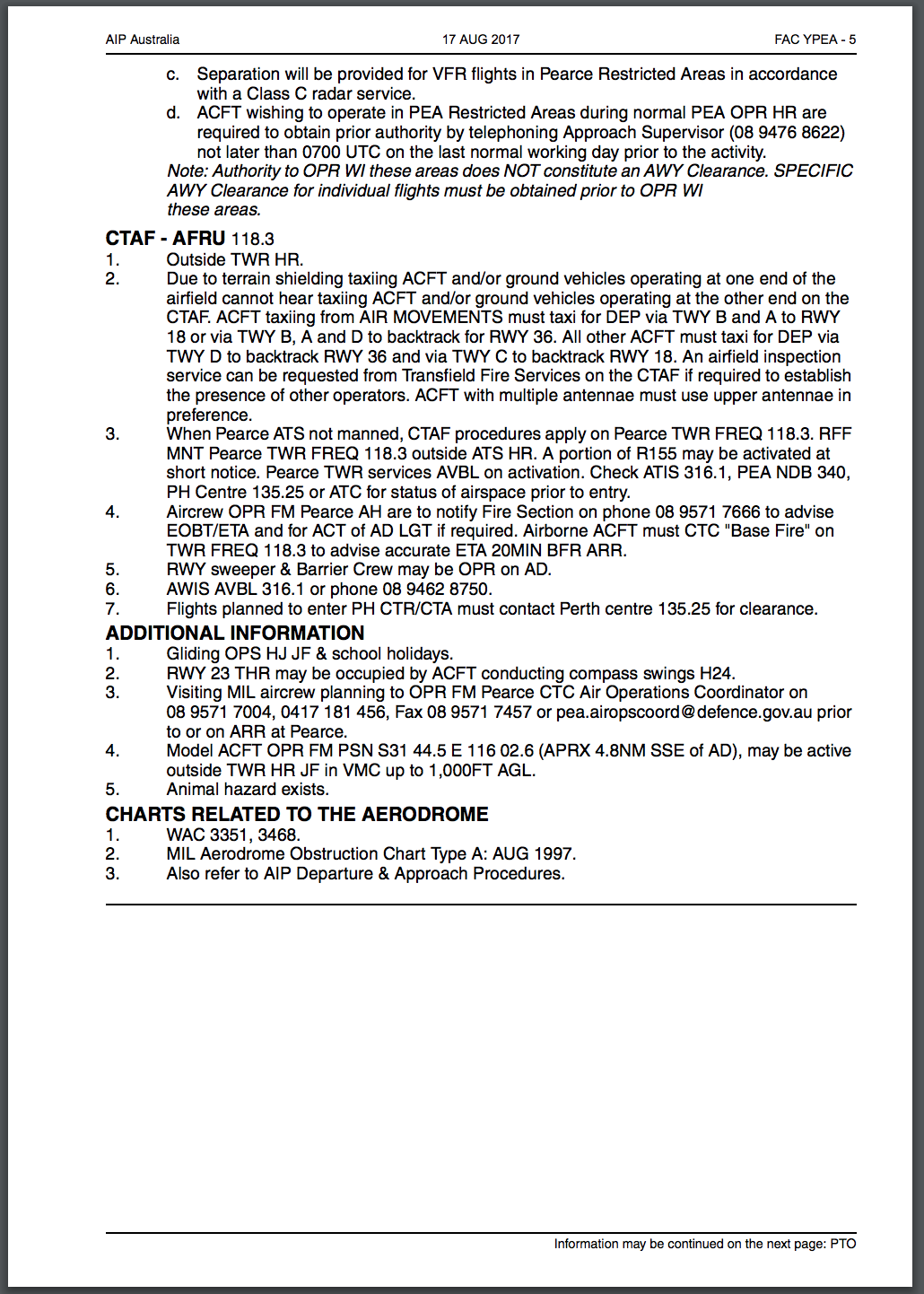
 



**Note:** For the purpose of this scenario assumetheAirtanker base is located at “AIR MOVEMENTS APRON” as shown on diagram

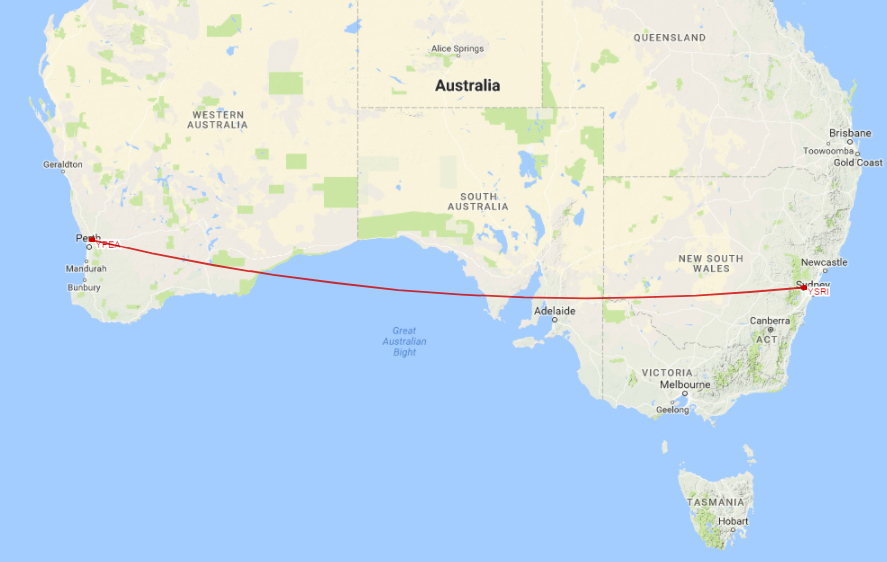
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**SORTIE 1: DESCRIPTION**

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| **Sortie 1** | |
| **Departure** |  |
| Airport | YSRI – Richmond RAAF base NSW |
| RWY - Length | 2134 metres |
| RWY - Heading | 10/28 |
| Airspace - Class | Military Airspace- tower active |
| Conditions - Temp | ISA + 15 (= 30°C) |
| Conditions - Wind at departure | 15 knots, gusting 20 knots, 340 degrees |
| Conditions - IMC / VMC | IMC - Instrument departure required - cloud |
|  |  |
| **En route** |  |
| Distance | 1757 nautical miles |
| Direction | 264 degrees initial heading |
| Conditions - IMC / VMC | IMC areas en route |
|  |  |
| **Destination** |  |
| Airport | YPEA – Pearce RAAF base WA |
| RWY - Length | 1691 - 2439 metres - see ERSA pages |
| RWY - Heading | 05/23 - 18/36 - See ERSA pages |
| Airspace - Class | Military airspace - tower active |
| Conditions - Temp | ISA + 20 (= 35°C) |
| Conditions - Wind at departure | 25 knots, gusting 35 knots, 060 degrees |
| Conditions - IMC / VMC | IMC - Instrument arrival required – low visibility in smoke |



**Sortie 1: Tanker performance – Loading, departure and ferry to remote airbase**

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| **Service Information** | |  |
| **Proposer Organisation Name** |  | |
| **Airtanker registration mark** (As entered in your Proposal Service Summary spread sheet) |  | |

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| **Start up and loading** | | | **Time** |
| **Dispatch calls tanker crew with request to ferry to Perth** | | | **12:00** |
| **What pre departure tasks are required?** (planning, loading equipment, documentation, permissions) |  | | |
| **What additional equipment would be required to be loaded on aircraft to ensure 7 days operation away from base?** (spares, lubricants, supplies, tools, crew luggage, etc.) |  | | |
| **How long will pre departure tasks take?** |  | **minutes** |  |
| **Pre departure tasks complete** | | |  |
| **Will aircraft require refuelling before this flight?** (this will depend on whether normal practice is to leave the aircraft partly fuelled) |  | **Yes / No** |  |
| **How long will refuelling take?** (assume no delay for refuelling services to arrive) |  | **minutes** |  |
| **Fuelling complete** | | |  |
| **Fuel on board at engine start** |  | **Litres** |  |
| **Engine start** | | |  |
| **What pre take off delays are required?** (warm up, cool down, instrument alignment, checklists, taxi etc) |  | | |
| **Time required from completion of fuelling to take off** |  | **Minutes** |  |
| **What additional equipment would be required to sourced at the Pearce air base?** (stairs, ground power, air start cart, etc) |  | | |
| **Can non essential crew travel on airtanker?**  **Would all crew travel on airtanker, or would some travel by domestic airline?** |  | | |

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| **Departure** | | |  |
| **Does the IMC departure limit the load carried?** |  | **Yes / No** |  |
| **Does this departure require a balanced field calculation?** |  | **Yes / No** |  |
| **What is the calculated take off run required?** |  | **Metres** |  |
| **What is the minimum runway length required?**  (use TORA calculation as per flight manual) |  | **Metres** |  |
| **What are the limiting factors in determining runway length required?** |  | | |
| **Aircraft weight at take off** |  | **Kilograms** |  |
| **Endurance at take-off** (assume endurance at loaded cruise speed and altitude) |  | **Minutes** |  |
| **Wheels off time (YSRI)** | | |  |
| **Any other information relevant to take off phase** |  | | |

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| **Cruise to Pearce** | | |  |
| **Cruise Altitude (as loaded, en route to Pearce)** |  | **Feet** |  |
| **Can aircraft climb directly to cruise altitude?** (assume no ATC restriction on climb) |  | **Yes / No** |  |
| **Would aircraft be pressurised at cruise altitude en route to WA?** |  | **Yes / No** |  |
| **Cruise airspeed** |  | **Knots-TAS** |  |
| **Any other information relevant to cruise phase** |  | | |

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| **Intermediate refuelling** | | |  |
| **Would this Ferry require intermediate refuelling?** |  | **Yes / No** |  |
| **If required where would this be?** |  |  |  |
| **Arrival at Refuel location** | | |  |
| **How much fuel would be uplifted** |  | **litres** |  |
| **How long would this take?** |  | **Minutes** |  |
| **Departure from Refuel location** | | |  |
| **Any other information relevant to refuelling** |  | | |

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| **Arrival** | | | **Time** |
| **Arrival time at Pearce RAAF base** | | |  |
| **How much fuel would be remaining on arrival at Pearce?** |  | **litres** |  |
| **Remaining endurance on arrival at Pearce RAAF base** (assume relevant conditions when operating to and from a nearby fire) |  | **Minutes** |  |
| **Any other information relevant to arrival phase?** |  | | |

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| **Reconfiguration** | | | **Time** |
| **What reconfiguration and/or unloading would be required post landing at Pearce?** |  | | |
| **How long would reconfiguration / unloading take** |  | **Minutes** |  |

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| **Flight crew** | | | **Time** |
| **Would flight crew require a crew rest prior to commencing fire operations after arrival at Pearce?** |  | **Yes / No** |  |
| **What time would flight crew would be ready to commence fire operations?** | | |  |
| **What time would flight crew be required to cease flying operations for the day?** | | |  |
| **Any other information relevant to flight crew rest and fatigue** |  | | |

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| **Totals** | | |
| **Total Fuel used** |  | **litres** |
| **Total time from deployment call to wheels stop (YSRI-YPEA)**  (estimate) |  | **Minutes** |