



## STATE AIRCRAFT UNIT V I C T O R I A

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Your Ref:

Our Ref: FWB 1011

Dear Call When Needed Aircraft Operator

### SUPPLY OF FIXED WING FIREBOMBING AIRCRAFT SERVICES

The State Aircraft Unit (SAU) is a joint Victorian fire agency initiative between the Country Fire Authority and Department of Sustainability and Environment, which provides specialised aviation resources for fire and land management operations.

The State Aircraft Unit maintains a “**Call When Needed**” (CWN) Register on behalf of both agencies to supplement, when appropriate, the services currently provided under contract by a number of operators. This arrangement ensures that aviation resources are not duplicated and are managed to maximise the benefit to the State as a whole. Only operators satisfactorily meeting the required specifications will be placed on the Register for the 2011/2012 fire season.

### **BACKGROUND**

The State of Victoria contracts the services of a wide range of aircraft for various purposes including fire control. Although it is the State’s normal policy to charter additional or supplementary fixed wing aircraft for firebombing from the current aircraft contractors, on occasion circumstances may arise where it is appropriate and necessary to obtain the services of additional aircraft, on a casual basis.

The Register ensures that the aircraft and pilot meet certain prerequisite minimum standards, and streamlines the chartering process. It also enables us to keep information about your aircraft on file, so that we know whether it is appropriately equipped to do the job required, or whether additional equipment may need to be provided.

Being accepted on to the Register does not mean organisations are considered to be suppliers to DSE or CFA, until a service is engaged. The State gives no guarantee as to the number of days an aircraft listed on the Register will be engaged or the number of hours the aircraft may be flown.

## REQUIREMENTS

In order for an aircraft to be included on the CWN Register, the operator must hold a current Australian Air Operators Certificate authorising the conduct of operations detailed in Section 5 Tasking Activities of Schedule 2 of the "Specification for Services - CWN/FWB Spec 2011-2012". Fixed wing firebombing aircraft must also meet the requirements listed in Section 9 of Schedule 2 of the Specification for Services. Charter of any aircraft from the Register will be conducted in accordance with the Specification for Services. As these requirements are crucial to continuing safe and effective operations, please make sure you carefully study the Specification for Services document.

## COMMUNICATIONS

1. Airservices Australia introduced specific Air Traffic Control (ATC) procedures for the management of emergency fire services aircraft prior to the 2002/2003 fire season. These procedures are national and require each state to allocate each aircraft with a discrete alpha and numerical callsign. The establishment of national fire aircraft callsigns enables aircraft to retain their unique fire callsign anywhere in Australia and prevents duplication, which may have occurred in the past.

The type of aircraft determines the alpha callsign allocated. Each state has a numeric identifier based on postcodes ie. Victoria – 3, NSW – 2 such that a Victorian based fixed wing firebomber callsign will be Bomber 3xx. Contract aircraft carry the identifier of the state with which they have a contract. CWN aircraft carry the identifier of the state they are normally based in.

All contract and CWN aircraft that are involved with operations on behalf of the SAU are allocated a callsign. These callsigns are issued and registered by the SAU, and then registered with ASA on TAAATS.

2. It is a requirement that aircraft are fitted with two properly installed 720 channel VHF-AM aeronautical "Comm" transceivers. In most circumstances, it is a requirement that aircraft operating for the State be also equipped with a transceiver that can operate in the State Mobile Radio network.

The network is a VHF MPT1327 "trunked" system, which operates on a similar basis to a cellular mobile telephone network. Most trunked radios are also capable of normal "simplex" operation. Radios will normally be used in trunked mode, although simplex operation may be used in certain circumstances, at a fire. A copy of the State Aircraft Unit radio installation standard (*"Standards for Installation of Auxiliary Radios in Aircraft"*) is provided for your information.

There are a number of ways of achieving appropriate communications:

- (i) first preference is to permanently equip the aircraft with appropriate fully programmable radio(s) capable of trunking and simplex operations, and which have been installed and integrated into the aircraft audio system. State contract aircraft will be fitted with **Simoco 9030** radios as the standard transceiver, which operate in the 160 Mhz band. We can provide advice as to frequencies etc to be installed. Alternatively you could equip the aircraft with wiring (power, audio and antenna), audio interface and cradle(s) to accept placement of the State Aircraft Unit standard transceiver. The wiring would have to allow for integration into the audio system. (Note: As trunking radios need to be registered on to the network, such a radio would not operate in trunked mode until registered. Please contact Adam Damen, SAU Technical Systems Coordinator on (03) 9412 4888 for further information).
- (ii) second preference is to properly equip the aircraft with one or more suitable 250 channel simplex radios, equipped with the appropriate frequencies in the 160 Mhz band. We would strongly recommend installation of a user programmable unit.
- (iii) in some aircraft it *may* be feasible to quickly install a "porta-pak" arrangement. Functionality of this type of equipment is greatly enhanced by having access to an external antenna base (Aust Standard Mobile Base - 5/16" x 26 tpi) with a lead terminating at a standard BNC Connector. It is also helpful to have a regulated, protected 13.8V @ 10 Amps power supply available.

## GETTING ON THE REGISTER

In order to be placed on the CWN Register, you need to have read and agreed to the Specification for Services document.

Registration is required to be completed using the Aircraft and Pilot Registry, an online computer program. Both operators and pilots will be required to maintain their own accounts in the Registry. Refer to the Support Function on the Registry to provide assistance in getting started. The program allows the user to log in and change details in their submission at any time. Each time changes are made, the application will need to be resubmitted to the SAU for consideration. Applications should be submitted by **Friday 30<sup>th</sup> September**. The Aircraft and Pilot Registry can be accessed from the following address: <http://fireweb.dse.vic.gov.au/sau/registry>

If the requisite minimum standards are met, you will then be included on the CWN Register. We will notify you of your inclusion and will forward some further information on SAU procedures and requirements. It is mandatory that pilots are familiar with this information before conducting any DSE or CFA operations.

## PERFORMANCE MANAGEMENT AND MONITORING

When applying for inclusion on the CWN Register, providers must accept that they may be subject to an aviation audit by the SAU, or bodies acting on behalf of the SAU and that failure

to submit for an audit may eliminate potential providers from participation in the CWN Register.

## **ABN AND GST REGISTRATION**

The Victorian Government will generally only do business with suppliers with an Australian Business Number (ABN) and who are registered for Goods and Services Tax (GST). The ABN is required to be entered on the Aircraft and Pilot Registry. Only valid tax invoices issued to the appropriate agency can be processed. Should you choose not to register or disclose details of your ABN, the appropriate agency will be required to withhold 48.5% of any payment for remittance to the Australian Taxation Office.

## **MORE INFORMATION**

The following documents are available for downloading from the Aircraft and Pilot Registry:

- Fixed Wing Firebombing Aircraft Specification for Service 2011-2012
- Fixed Wing Firebombing Aircraft Systems Guide 2011-2012
- Radio Installation Standards 2011-2012

If you require any further information or wish to discuss the Specification for Services or the Aircraft and Pilot Registry documentation, please contact **Warren Fuller** via the following:

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**4/8 Nicholson Street (PO Box 500)**  
**East Melbourne 3002**

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**Fax: 03 9650 8575**

Yours sincerely



**Barry Scott**  
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State Aircraft Unit

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