



Australian Government

Australian Maritime Safety Authority

## INVITATION TO APPLY FOR INCLUSION ON A MULTI- USE LIST FOR THE PROVISION OF OPPORTUNITY BASED SEARCH AND RESCUE SERVICES TO THE AUSTRALIAN MARITIME SAFETY AUTHORITY

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**REFERENCE NUMBER: MUL AMSA No.953/39862**

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Applications should be marked 'Application for Opportunity Based Search and Rescue Services MUL' and should be emailed to the Contracts Officer at [tenders@amsa.gov.au](mailto:tenders@amsa.gov.au) .

Facsimile and posted Applications will **not** be accepted.

Any questions arising during this MUL process, or requests for clarification, must be made by email to the Contracts Officer.

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**CONTENTS**

1. Introduction ..... 3

    1.1 About the Australian Maritime Safety Authority ..... 3

    1.2 Defined Terms ..... 3

    1.3 Procurement Objective ..... 4

2. Scope of Requirements ..... 6

    2.1 General Requirements..... 6

    2.2 SAR Requirements for Tiered Operations ..... 7

    2.3 Operational Requirements Specific to Each Tier ..... 10

    2.4 Requirements for Supplementary Operations..... 13

    2.5 Requirements for Transport and Logistics Operations..... 13

    2.6 Amount of Work..... 14

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## **PART A – SERVICE REQUIREMENT**

### **1. Introduction**

#### **1.1 About the Australian Maritime Safety Authority**

- 1.1.1 The Australian Maritime Safety Authority (AMSA) is the Australian Government agency that is responsible for national maritime and aviation search and rescue (SAR) services. AMSA is also responsible for managing and coordinating the national strategy for preparedness and response to marine pollution incidents.
- 1.1.2 AMSA owns no assets to respond to SAR incidents, but purchases SAR capability from general aviation operators, some of whom it provides with specialised equipment and training in SAR techniques. These operators are contracted to undertake a variety of SAR missions including visual and electronic search operations and the deployment of emergency life saving equipment such as liferafts. AMSA also purchases, on occasions, transport and logistics services to take officers and their equipment to establish a forward operating base close to the scene of an incident.
- 1.1.3 AMSA has an existing contract with AeroRescue Pty Ltd to provide dedicated SAR services with Dornier 328 aircraft and crews (Tier 1) and a separate contract with another dedicated fixed wing operator to provide pollution dispersant application services.
- 1.1.4 In addition to the dedicated services, AMSA has existing contracts with a number of other fixed wing and helicopter operators to provide AMSA with opportunity based SAR services. Opportunity based services refers to services that an operator provides to AMSA if, at the time required by AMSA, the operator happens to have an aircraft and crew available to perform the task required by AMSA (rather than as a dedicated asset for AMSA).
- 1.1.5 All of the contracts for opportunity based services have expired or are about to expire.
- 1.1.6 Therefore, AMSA is seeking to establish a Multi-Use List (MUL) of fixed wing and helicopter operators that are able to provide Opportunity Services of the type described in clause 1.3.1.
- 1.1.7 A description of the MUL and its processes are provided in Part B.

#### **1.2 Defined Terms**

- 1.2.1 The following words have these meanings in this MUL unless the contrary intention appears:
- (a) **AMSA** means the Australian Maritime Safety Authority;
  - (b) **Applicant** means any person or organisation, including any subcontractor directly supplying part of the Opportunity Services, that has applied for, or is considering applying for, inclusion on this MUL;
  - (c) **Application** means any Application submitted in response to this MUL;

- (d) **Contract** means a contract between AMSA and a Successful Applicant for the provision of any of the services listed in this MUL;
- (e) **Contractor** means a Successful Applicant who has been selected from the MUL for the provision of any of the Services listed in this MUL;
- (f) **Essential Requirements** are those requirements that AMSA deems as essential in the provision of the Services;
- (g) **Contracts Officer** means the AMSA Contract Officer detailed at clause 1.3.3 (Part B) of the MUL;
- (h) **Opportunity Services** means the provision of opportunity based search and rescue services;
- (i) **Successful Applicant** means an Applicant that has been included on the MUL; and
- (j) **Unsuccessful Applicant** means an Applicant that AMSA has decided will not be included on the MUL.

### 1.3 Procurement Objective

1.3.1 Three broad levels of Opportunity Services are being sought:

- (a) operators with rescue helicopters and fixed wing aircraft that are trained and equipped for SAR;
- (b) operators with helicopters and fixed wing aircraft who are not trained or equipped, but will provide a supplementary search capability; and
- (c) operators with turbo-prop and jet aircraft who can provide transport and logistics services.

1.3.2 Applicants who can undertake both of the services described in 1.3.1(a) and 1.3.1(b) need only apply for the services under 1.3.1(a).

1.3.3 AMSA is seeking aviation operators that can provide a high standard of capability in the delivery of Opportunity Services. Applicants need to be aware that search and rescue operations are demanding, must be performed to exacting standards, require specialised equipment and crew skills and may be performed in remote locations under adverse conditions.

1.3.4 Since the number, nature and location of search and rescue incidents around Australia is highly variable and unpredictable, AMSA requires different capabilities by operators around Australia.

1.3.5 AMSA is seeking operators who can provide one or more of the Opportunity Services as set out in the next table.

Table 1. Required Tier Capabilities

<b>CAPABILITY</b>	<b>DESCRIPTION</b>
<b>TIER 2</b>	Rescue capable helicopters and crew, that are already providing EMS (Emergency Medical Services) and SAR services to the Australian or a State/Territory Government, that can be engaged by AMSA on an opportunity basis for rescue, homing to beacons, search, limited supply dropping and which may be able to undertake command and control in a pollution incident. The helicopters may also have a capability to sling carry and operate a dispersant bucket.
<b>TIER 3</b>	Rescue capable helicopters and crew, already providing SAR services to a company, Australian or State/Territory Government, that can be engaged by AMSA on an opportunity basis for rescue, homing to beacons, search, limited supply dropping and may be able to undertake command and control in a pollution incident. The helicopters may also have a capability to sling carry and operate a dispersant bucket.
<b>TIER 4</b>	Fixed wing aircraft and crew on that can be engaged by AMSA on an opportunity basis for homing to beacons, visual search and may be able to undertake command and control in a pollution incident.
<b>SUPPLEMENTARY</b>	Fixed wing aircraft or helicopters and crew that can be engaged by AMSA on an opportunity basis for visual search.
<b>TRANSPORT AND LOGISTICS</b>	Turbo-prop and jet aircraft to take AMSA officers and their equipment from Canberra to an airport in Australia near the scene of the incident.

- 1.3.6 All Applicants that meet the Conditions for Participation (set out in the Company Details Form in Part C) and comply with and agree to be bound by the rules of the MUL (set out in Part B) will be listed on the MUL.
- 1.3.7 Following the establishment of the MUL, AMSA will conduct a competitive process to determine the organisations from the MUL with which it will enter contracts for the provision of Opportunity Services by Tier 2 to Tier 4 capability aircraft. Under such contracts, organisations will be paid an annual standing fee and an aircraft usage fee calculated based on the actual number of hours (if any) for which an aircraft is providing Opportunity Services.
- 1.3.8 Applicants with Tier 2 to Tier 4 capability aircraft need only fill out the details of their aircraft that meet the requirements of these Tiers (i.e. they should not set out the details of any of their aircraft with a supplementary capability in their application for inclusion on the MUL.
- 1.3.9 If a Successful Applicant is selected as part of the competitive process and subsequently enters a contract with AMSA for the provision of Opportunity Services, the providers supplementary aircraft will be included as part of that contract in addition to its Tier 2-4 capability aircraft.
- 1.3.10 If a Successful Applicant for Tier 2 to Tier 4 services is not selected as part of the competitive process, AMSA will offer Supplementary contracts to those Applicants.
- 1.3.11 An organisation that is only capable of providing aircraft with a supplementary capability (ie an organisation that does not have any Aircraft

with Tier 2-4 capability) can apply for inclusion on the MUL as a provider of Supplementary Services.

- 1.3.12 AMSA would prefer to contract with the organisation that is effectively controlling the aircraft. Accordingly, it should be the controlling organisation that is the Applicant.
- 1.3.13 With regard to Tiers 2 and 3, AMSA intends to select from the MUL, and contract with, as many organisations as it considers necessary to achieve a balance between geographical coverage, level of service provided and standing costs of Opportunity Services.
- 1.3.14 With regard to Tier 4, AMSA expects to select contractors at up to 20 locations (including Police services), with preference being given to operators of turbine aircraft.
- 1.3.15 AMSA reserves the right to source the Opportunity Services from other organisations, which may include Police, Defence and other Australian Government agencies, outside of this process.
- 1.3.16 With regard to Supplementary operations, AMSA expects to select and contract all Successful Applicants, provided the proposed hourly rate is accepted.
- 1.3.17 For Transport and Logistics operators, AMSA may directly select Successful Applicants from the MUL on a case by case basis to supply services during an incident. No ongoing contract will be signed. Organisations will be paid an aircraft usage fee calculated based on the actual number of hours (if any) for which an aircraft is providing services, but will not be paid an annual standing fee.

## **2. Scope of Requirements**

### **2.1 General Requirements**

- 2.1.1 The Applicant, or an appropriate subcontractor of the Applicant, must hold an Air Operator's Certificate (AOC) that permits the conduct of each of the activities set out in Table 1 for the relevant category of Opportunity Service. It is AMSA's intention to work over time with Contractors for Tiered and Supplementary Services to get the AOC endorsed for search and rescue.
- 2.1.2 Contractors will be responsible for complying with all relevant state/territory and Australian Government legislation, obtaining and maintaining any necessary exemptions or special provisions that may be required to provide the services, and for ensuring compliance with whatever requirements are in place at any time. Tiered and Supplementary Contractors will need to meet the insurance requirements set out in the relevant contracts.
- 2.1.3 Contractors must provide and maintain a suitable and reliable communications system that allows activation of the service by AMSA's Rescue Coordination Centre (RCC) 24 hours per day.
- 2.1.4 If tasked by AMSA, all work conducted by the contractor during an actual incident will be under the direction of the RCC.

## 2.2 SAR Requirements for Tiered Operations

2.2.1 The work to be conducted varies, however it can be divided into the following general aerial categories:

- visual searches (Tiers 2-4 and Supplementary Services);
- rescue (Tiers 2-3);
- electronic searches (Tiers 2-3);
- deployment of oil spill dispersants from sling load (Tiers 2-3);
- delivery of emergency supplies (Tiers 2-3);
- direction finding (homing) to beacons (Tiers 2-4);
- command and control during pollution incident (Tier2-4; and)
- communications relay (Tier 4).

2.2.2 **Visual searches** (both fixed wing and helicopters) for SAR and pollution are conducted by aircraft either over land or water. Visual searches will be conducted during daylight hours and will not usually be conducted at altitudes below 500ft. Applicants should note that observers, trained in aerial visual searching techniques, will usually be nominated by AMSA. Tier 4 aircraft should be capable of carrying at least four observers when conducting visual searches and Supplementary aircraft should be capable of carrying at least three observers.

2.2.3 **Rescue** is effected by rescue winch either over land or water. Winching operations will be conducted only during day visual meteorological conditions (VMC) unless contractors are equipped, trained and authorised to conduct winching operations at night.

2.2.4 **Electronic searches** will be conducted by aircraft with electronic sensors, including radar or FLIR. These aircraft may be used over land or water. Electronic searching can be conducted by day and/or night in VMC and/or instrument meteorological conditions (IMC).

2.2.5 **Deployment of pollution dispersants from sling load** will be conducted by rescue helicopters that are capable of sling loading a dispersant bucket (up to fully loaded weight of 1300 kgs) and operating the bucket from the cockpit. These aircraft may be used over water by day in VMC.

2.2.6 **Delivery of emergency supplies** by rescue helicopters will be conducted only during day VMC, unless the contractor is approved to deploy supplies at night. Preference will be given to successful applicants who can conduct operations at night and can transit to search areas under Instrument Flight Rules (IFR).

2.2.7 **Homing to beacons** (both fixed wing and helicopters) is conducted by aircraft equipped with an electronic homer (direction finder) either over land or water. Homing to beacons can be conducted either by day or night in both VMC and IMC.

2.2.8 **Command and control during pollution incident** is conducted by aircraft over water and will not usually be conducted at altitudes below 500ft during daylight hours. The aircraft is required to carry an AMSA provided

controller and must support communications with the aircraft tasked to conduct spraying operations and/or on-water recovery operations.

2.2.9 **Communications relay** is conducted by fixed wing aircraft when communications with other search assets are poor or where there is a need to relieve congestion on ATS/Flight Watch frequencies. Aircraft are required to be able to maintain communication with SAR or other assets or a ground station.

2.2.10 For Tier 2 to Tier 4 contractors, AMSA will provide specialised equipment and will provide initial training in techniques and the use of the AMSA supplied equipment if required. These contractors will then be able to effectively and safely conduct one or more of the following tasks:

- visual and/or electronic searches;
- direction finding to distress beacons;
- deployment of emergency supplies (eg liferafts);
- communications relay;
- carry an AMSA provided pollution controller and support communications with any dispersant spraying aircraft;
- deployment of oil spill dispersants from a sling bucket; or
- rescue of persons.

2.2.11 Due to the opportunity nature of the service, AMSA will pay an annual capability fee for Tier 2 to 4 Contractors (approximately \$15,000 to \$30,000 depending on capability and aircraft type and to be negotiated), and will also reimburse all Contractors for the hire of aircraft and other expense incurred during AMSA conducted training, audits and actual SAR operations as set out in the contract.

2.2.12 AMSA will regularly audit Tiered Contractors' compliance against the contract. The indicative audit requirements are set out in the table below. Tier 4 contractors will also receive some ongoing training as well as audits. Frequency and duration of auditing/training is indicative only, and may change.

Table 2. Indicative Frequency of Ongoing Auditing/Training

TIER	TECHNIQUES	AUDITING/TRAINING FREQUENCY	DURATION/SESSION
Tiers 2-3	Rescue Homing to beacons Visual searching Supply dropping	1 audit session per year	1 day and up to 1 flying hour
Tier 4	Homing to beacons Visual searching Communications relay	2 audit/training sessions per year	1 day per session and up to 3 flying hours per session

2.2.13 AMSA is currently implementing electronic reporting of briefings from the RCC to the Contractor and mission reports from the Contractor to the RCC. Accordingly, Tiered Contractors must have reliable internet access at each home base. When the contractor is tasked from their home base, the RCC

will email a SAR briefing from the RCC and will usually provide a verbal briefing. The briefing will describe the situation, the task required by the contractor and information needed to complete the task. At completion of the task (at home base), contractors will provide an electronic post mission report to AMSA, either through an email or completing a form online. Separate arrangements may apply when away from home base.

2.2.14 AMSA will provide Tiered Contractors with specialised SAR equipment as listed in the Tiered draft contract. AMSA provided SAR equipment must be stored at the relevant home base. The cost for all freight of AMSA supplies and equipment between AMSA and the contractor will be met by AMSA. Pollution dispersant buckets will be supplied by AMSA during an incident. Typical storage space required at the home base is:

- approximately 16 cubic meters for Tier 2 and 3; and
- 1 cubic meter for Tier 4.

2.2.15 The storage of pyrotechnics by Tier 2 and 3 contractors may require the contractor to obtain and maintain a pyrotechnic storage licence from the relevant State/Territory government. These contractors are to inform themselves of any statutory and legislative requirements and that AMSA requires them to comply with all such requirements.

2.2.16 Contractors will be required to electronically lodge a daily status report of the aircraft and crew each morning to AMSA, either through an email or by completing an online form. AMSA will discuss this and all electronic reporting more fully with Contractors.

2.2.17 Contractors will be required to provide the pilots and any crew (other than observers) needed to undertake the Opportunity Services. Contractors will need to ensure pilots and crew attend the regular audit and training sessions conducted by or on behalf of AMSA.

## 2.3 Operational Requirements Specific to Each Tier

2.3.1 Tier 2 Specifications – the essential criteria in the Table below are part of the Conditions for Participation of the MUL for Tier 2 operations.

	Criterion	Tier 2 Specification
<b>Roles</b>		Applicant currently providing EMS/SAR services to a Government and aircraft and crew able to: conduct visual searches; rescue persons with a rescue winch during the day; locate distress beacons with homer; deploy emergency supplies during the day; and undertake emergency medical services and medical retrievals.
<b>Essential</b>	Capability	Have an AOC, twin engined aircraft and able to: operate IFR; operate over water to extent of aircraft's range; provides emergency medical services and medical retrievals; when required, carry an AMSA provided pollution controller and support communications with any spraying aircraft; and provide sighting reports during mission.
	Carrying Capacity	Able to carry an equipment load comprising the following: 20 kg of miscellaneous equipment and pyrotechnics; droppable raft (55 kgs); and two Self Locating Datum Marker Buoys (22kgs).
	Fitted Equipment	Two person rescue winch. 121.5MHz direction finder/homer. VHF transceiver with marine frequencies.
	Base facilities	24 hour point of contact. Reliable internet access at home base. Provide electronic daily status reports when at home base. Receive electronic briefings for tasks and provide both electronic tracking information and debriefs on mission completion when at home base. Receive briefings and provide debriefs via phone/fax when away from home base.
<b>Highly Desirable</b>	Capability	Provide daily status reports when away from home base. Receive electronic briefings for tasks and provide both electronic tracking information and debriefs on mission completion when away from home base. Electronically report sightings to the RCC during mission. Provide in-flight tracking information to the RCC. Rescue persons with a rescue winch during the night. Deploy emergency supplies during the night. Capability to sling up to 1300 kgs pollution dispersant bucket (fully loaded) and operate the bucket from the cockpit.
	Equipment	Ability to home in to 406MHz and other frequencies. Searchlight. FLIR. Low light amplification equipment (e.g. night vision goggles). HF transceiver with aviation and marine frequencies. UHF transceiver. Satellite phone.

2.3.2 Tier 3 Specifications – the essential criteria in the table below are part of the Conditions for Participation of the MUL for Tier 3 operations.

	<b>Criterion</b>	<b>Tier 3 Specification</b>
<b>Roles</b>		Applicant currently providing SAR services and aircraft and crew able to: conduct visual searches; rescue persons with a rescue winch during the day; locate distress beacons with homer; and deploy emergency supplies during the day.
<b>Essential</b>	Capability	Have an AOC, twin engined aircraft and able to: operate IFR; operate over water to extent of aircraft's range; when required, carry an AMSA provided pollution controller and support communications with any spraying aircraft; and provide sighting reports during mission.
	Carrying Capacity	Able to carry a load comprising the following: 20 kg of miscellaneous equipment and pyrotechnics; droppable raft (55 kgs); and two Self Locating Datum Marker Buoys (22kgs).
	Fitted Equipment	Two person rescue winch. 121.5MHz direction finder/homer. VHF transceiver with marine frequencies.
	Base facilities	24 hour point of contact. Reliable internet access at home base. Provide electronic daily status reports when at home base. Receive electronic briefings for tasks and provide both electronic tracking information and debriefs on mission completion when at home base. Receive briefings for tasks and provide debriefs via phone or fax when away from home base.
<b>Highly Desirable</b>	Capability	Provide daily status reports when away from home base. Receive electronic briefings for tasks and provide both electronic tracking information and debriefs on mission completion when away from home base. Electronically report sightings to the RCC during mission. Provide in-flight tracking information to the RCC. Undertake emergency medical services and medical retrievals if provided with appropriate crew. Rescue persons with a rescue winch during the night. Deploy emergency supplies during the night. Capability to sling up to 1300 kgs pollution dispersant bucket (fully loaded) and operate the bucket from the cockpit.
	Equipment	Ability to home in to 406MHz and other frequencies. Searchlight. FLIR. Low light amplification equipment (e.g. night vision goggles). HF transceiver with aviation and marine frequencies. UHF transceiver. Satellite phone.

2.3.3 Tier 4 Specifications – the essential criteria in the Table below are part of the Conditions for Participation of the MUL for Tier 4 operations.

	<b>Criterion</b>	<b>Tier 4 Specification</b>
<b>Roles</b>		Aircraft and crew able to: conduct visual searches; locate distress beacons with homer; communications relay (Tier 4); and command and control during pollution incident (Tier 4).
<b>Essential</b>	Capability	Have an AOC, fixed wing aircraft and able to: operate IFR; operate over water to extent of aircraft's range; when required, carry an AMSA provided pollution controller and support communications with any spraying aircraft; and provide sighting reports during mission.
	Carrying Capacity	Able to carry a load comprising 10 kg of miscellaneous equipment and a crew raft (35kgs). Able to carry at least 4 observers.
	Fitted Equipment	121.5MHz direction finder/homer.* Intercom for observer positions.
	Base facilities	24 hour point of contact. Reliable internet access at home base. Provide electronic daily status reports when at home base. Receive electronic briefings for tasks and provide both electronic tracking information and debriefs on mission completion when at home base. Receive briefings for tasks and provide debriefs via phone or fax when away from home base.
<b>Highly Desirable</b>	Capability	Multi turbine engine aircraft. Two pilot operation. Provide daily status reports when away from home base. Receive electronic briefings for tasks and provide both electronic tracking information and debriefs on mission completion when away from home base. Electronically report sightings to the RCC during mission. Provide in-flight tracking information to the RCC.
	Equipment	VHF transceiver with marine frequencies. UHF transceiver. Ability to home in to 406MHz and other frequencies. HF transceiver with aviation and marine frequencies. Satellite phone.
<b>Desirable</b>	Capability	Turbine engine aircraft.

\* If an Applicant does not have this equipment, AMSA will provide this equipment and this item will not be a basis for exclusion from the MUL.

2.3.4 AMSA is interested to know the likely availability of Tiered Contractors. Accordingly, when completing the company information part of the Application, Applicants should describe their business so as AMSA can gauge their likely availability.

## 2.4 Requirements for Supplementary Operations

2.4.1 AMSA requires Supplementary operators to be able to conduct visual searches on an opportunity basis. Supplementary operators must have an AOC. The essential criteria in the table below are part of the Conditions for Participation of the MUL for supplementary operations.

### 2.4.2 Supplementary Specifications

	<b>Criterion</b>	<b>Supplementary Specification</b>
<b>Essential</b>	Capability and equipment	Have an AOC. Will not be tasked below 500 feet AGL.
	Carrying Capacity	Able to carry 3 observers
	Base facilities	24 hour point of contact. Receive briefings for tasks via phone or fax.
<b>Desirable</b>	Capability	Able to operate over water to extent of aircraft's range.

2.4.3 Contractors will be provided with information on how to conduct aerial visual searches, so they can be called upon to supplement trained units in appropriate situations. Supplementary contractors will not be provided with SAR equipment and training/auditing. However, supplementary contractors may be temporarily provided with some equipment during large scale search operations.

## 2.5 Requirements for Transport and Logistics Operations

2.5.1 AMSA requires Transport and Logistics operators to have an AOC and provide a fixed wing aircraft to transport AMSA officers from Canberra to an airport in Australia near a SAR or pollution incident on an opportunity basis. The essential criteria in the table below are part of the Conditions for Participation of the MUL for transport and logistics operations.

2.5.2 Transport operators will not be provided with training or equipment.

2.5.3 In general, AMSA will tend to utilise turbo-prop aircraft in distances of up to 1000 nm from Canberra, and jets in other circumstances, but it will be decided on a case by case basis.

#### 2.5.4 Transport and Logistics Specifications

	<b>Criterion</b>	<b>Transport and Logistics Specification</b>
<b>Essential</b>	Capability and equipment	Have an AOC, fixed wing and able to: operate IFR; multi engine turbo-prop or jet with a minimum speed of 250kts; minimum range of 1000nm; and equipped with a satellite phone.
	Carrying Capacity	Able to carry a load comprising: up to 4 officers and their personal luggage; and up to 100 kgs of cased equipment.
	Base facilities	24 hour point of contact. Receive briefings for tasks via phone or fax.
<b>Desirable</b>	Capability	Be able to fly from Canberra to anywhere in Australia non-stop. Be able to be used in a visual search role or communications relay once at the location.

## 2.6 Amount of Work

2.6.1 AMSA makes no representations as to the amount of work (if any) that will be tasked to organisations that are contracted from the MUL. The number, nature and location of search and rescue and pollution incidents around Australia is highly variable and unpredictable. It is not possible to pre-determine the amount of work that each contractor will obtain and Applicants cannot rely on any amount of work.