



Ministry
of Defence

701578645 – MLS for Military Bespoke
Learning

MOD Commercial

Work Order

Procurement Name

Training Design for M270 A2 platform

Capita Gateway Number CL03448

THIS CONTRACT IS MADE

BETWEEN (1) **MINISTRY OF DEFENCE** THE SECRETARY OF STATE
FOR DEFENCE whose offices are at (REDACTED) (“Customer” and “MoD”)

AND (2) CAPITA BUSINESS SERVICES LTD, (REDACTED) (“Supplier” and “Capita”)

- A. The Parties entered into a RM3822 Call Off Contract for Managed Learning Services dated 1 November 2021 Order Number 701578645 – MLS for Military Bespoke Training (“Original Contract”).
- B. Work Order is contracted under the Original Contract.
- C. The Customer has issued a statement of requirements and the Supplier shall provide the Services described in Schedule 1 Statement of Work, Reference Number CL03448, for the Charges detailed in Schedule 2 Pricing Schedule.

THE PARTIES AGREE:

INTERPRETATION

- 1. The definitions and rules of interpretation in Definitions and Interpretations of the Original Agreement shall apply to this Work Order.

TERMS

- 2. Subject to Clause 4, This Work Order shall come into effect on the date last signature and shall expire on 31/03/2027
- 3. The Supplier shall provide the goods/services described in the Statement of Work (Schedule 1), in accordance with the Conditions of Contract (as detailed in the Original Agreement, including any agreed Variations).
- 4. Where a Sub-Contractor is providing the Services, it shall be a condition precedent of this Work Order that the Sub-Contract between the Supplier and the SubContractor is signed and agreed, prior to commencement of service delivery. Should the Sub-Contract not be signed and agreed, this Work Order shall not come into force. The Supplier shall inform the Customer of the expected timelines and immediately communicate when the Sub-Contract has been signed or if any delay is expected.
- 5. Except where there is prior written approval from the Customers commercial team, no payment shall be made for work performed which is outside the scope or period of the Work Order.
- 6. If there is a conflict between the documents, the order of precedence shall be:
 - 6.1. the Order or Work Order;
 - 6.2. the Call Off Order Form;
 - 6.3. the Call Off Terms;
 - 6.4. the Framework Agreement, except Framework Schedule 21 (Tender);
 - and 6.5. Framework Schedule 21 (Tender)
- 7. Unless otherwise stated and mutually agreed by both parties, this Work Order shall not amend or alter the terms and conditions of the Managed Learning Services Call Off Order Form and Call Off Terms.

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Schedule 1 - Statement of Work

The Supplier shall provide the following Services via the Sub-Contractor:

Detailed below is the delivery model by which the supplier is going to meet the specifications:

Whitetree's Understanding of the Requirement

Multi Launch Rocket System (MLRS) Background

The current United Kingdom (UK) MLRS M270-B1 is a lightly armoured rocket launcher that provides the Army's only deep precision fires capability. Operated by the Royal Artillery (RA), it delivers precision strikes at ranges of (REDACTED) using Guided MLRS munitions.

To maintain and enhance this capability, the Ministry of Defence (MOD) is delivering the MLRS Recapitalisation Programme, upgrading the M270-B1 fleet to the M270-A2 standard. This is a part of the UK's wider Land Deep Fires Programme (LDFP), an initiative focused on modernising deep-strike artillery systems between 2024 and 2034 under the Integrated Review 2021. The programme will extend MLRS service life well into the 2050s and address vehicle obsolescence, while introducing a new Fire Control System (FCS) for commonality with the High Mobility Artillery Rocket System (HIMARS) and compatibility with next-generation munitions.

The most visible change is the Improved Armoured Cab (IAC), supported by a series of UK specific modifications to meet safety and legislative requirements as presented in Table 1. The technical differences are summarised in Table 2¹.

Table 1: UK Specific Configuration for M270-A2

Safety	Legislation	Operational
Handbrake Safety Mod	EU Vehicle Lighting	Stowage Basket
Boiling Vessel Distribution Box		Smoke Grenade Dischargers
Improved Wing Mirrors		Support Weapon Mount
		UK Comms Suite (BOWMAN)

Table 2: M270-A2 Technical Differences

System	Description of Change
Engine	Diagnostics improved and updated to be in line with modern engine management systems and cab displays.
Gearbox	With electronic actuation.
Tracks	Double Pin.

¹ The technical differences are those that were stated during the MLRS TNA in 2023/24 and may need revision and amendment for the design phase.

Hydraulics	Quicker engine driven hydraulic system.
Electrics/electronics	Massive change due to the use of modern technology to control vehicle electrical/electronic systems.
Auxiliary Power Unit (APU)	Upgraded APU.
Powerpack	3-point lift.
Internal/external lighting	Some additional lighting.
Internal/external comms	Bowman equipment location change within the cab and additional radio/data link functionality.
Cab escape	Roof hatch relocated to a central cab position.
Cab conditioning	New full air conditioning and Environmental Control Units (ECU).
Cab C-CBRN	New US system in place.
Cab layout	Brand new and larger Improved Armoured Cab. Crew seating will change with the Detachment Commander (DC) located in the central seat and the Operator moving to the right.
Common Fire Control System (CFCS)	Some hardware/software has changed and will be upgraded to version 9.
Vehicle camera	New forward and rear Night Vision Camera (NVC).
Support and test equipment	Major engine diagnostic change.
Camouflage and concealment	Camouflage netting and thermal blanket come as a single system (REDACTED)

MLRS Roll-Out Programme

The MLRS recapitalisation Programme was approved in 2021 and the current out-of-service date for the M270-B1 is set at 2030. The upgrade is being delivered by Lockheed Martin in the United States (US), with the UK supplying vehicles in tranches ². The full roll-out is scheduled to be completed before 2030 ensuring no capability gap. (REDACTED)

To support the initial M270-A2 introduction to service, a US New Equipment Training (NET) (UK Train-the-Trainer (T3))³ course for currently qualified B1 MLRS Crews and Maintainers is being delivered at Red River Army Depot by Lockheed Martin and US Department of Defence (DoD) trainers. Training runs for five weeks ⁴, comprising:

² 5 Tranches between 2022-2030.

³ The US T3 training package is designed for individuals who are US A1 qualified to convert to the A2. ⁴ All US NET training should be completed by the end of September 2025.

- Operator training – 2 weeks.
- Maintainer training – 3 weeks.

US NET will qualify the personnel ² to safely participate in Initial Acceptance Trials and Live Firing (LF) of the Operational Equipment ³ (OE) in the US before shipping the M270-A2 to the UK. The US NET materials ⁴ will be made available for the MLRS community ⁵ to use for the development of interim/bridge training and the M270-A2 Steady State Training (SST) solution.

MLRS Recapitalisation TNA

In 2023, the MOD contracted Whitetree (WT) to conduct a Defence Systems Approach to Training (DSAT) compliant Individual Training Needs Analysis (TNA) Stages 1 and 2 to identify training gaps and options for the modernisation of both MLRS Crew and Maintainer training ⁹. The TNA concluded that continuing with legacy M270-B1 training and its associated media would not adequately support the M270-A2 training requirements, leading to inefficiencies and risk to life. It confirmed that additional or upgraded training must be implemented for both Target Audience (TA) groups to meet modernisation needs. To achieve this, the TNA recommended a blended training solution, combining virtual and OE elements ⁶ to maximise effectiveness and cost efficiency.

Current M270-B1 Training

The current MLRS training audience comprises Operator, Second-in-Command (2ic), Detachment Commander (DC), Vehicle Mechanic (VM) and Electronic Technician (ET) ⁷.

Since 2023/2024, the MLRS Crew training pipeline has undergone changes, combining the MLRS 2ic course and MLRS DC course into a single course to reduce bottlenecks and accelerate qualification. Under the new Land Training System (LTS), MLRS training is carried out within the Royal School of Artillery (RSA) and no longer awards a qualification, this occurs on completion of the exercise element. The new course design focuses on delivering a specific technical element. For the MLRS 2ic/DC course, personnel will only be awarded their qualification once they have deployed on exercise with their own sub-unit and been checked and confirmed satisfactorily against the relevant Training Objectives (TOs) during that exercise.

The MLRS 2ic/DC course is delivered as a blended solution and incorporates instructor-led classroom delivery, desk-top cab trainer, cab simulator, operational equipment (OE) and MLRS Electronic Document Library (MEDL) for maintenance procedures. The MLRS

² Army regular soldiers/maintainers and civilian contractors.

³ The initial UK M270-A2 vehicle will not have all the required UK modifications.

⁴ PowerPoint slide package and any other training supporting documentation.

⁵ In this proposal, the term 'MLRS community' refers collectively to all stakeholders and SMEs involved in the delivery, governance and use of MLRS capability, including, but not limited to, 3RHA, 26Regt RA, 101 Regt RA, RSA, DSEME, ES RST, JERST, DE&S, RACAT, REME, end users, and other associated support organisations.

⁹ TNA was conducted on the pre-2023 MLRS training delivery model, in which Crew training was divided into three separate courses covering Operator, 2ic and DC roles.

⁶ Instructor-led eLearning, Fire Control Panel Training (FCPT), Launcher Loader Module (LLM) Part Task Trainer (PTT), MLRS Cab Simulator level 2, Virtual/Augmented/Mixed Reality, MLRS Diagnostic Trainer (DT) PTT, Integrated Electronic Technical Publications (IETP).

⁷ Whitetree is contracted to deliver Recovery Vehicle Mechanic TNA and Design via EKA. Therefore, the Recovery Vehicle Mechanic course is out of scope for this project.

Operator course utilises instructor-led classroom delivery, Fire Control Panel Trainer, desk-

top cab trainer, cab simulator, OE and MEDL. Figure 1 illustrates the MLRS Crew training pipeline.

REME Level 3 and Level 2 VM and ET courses are delivered through instructor-led classroom training, supported by PowerPoint presentations and dedicated hardware for practical learning. Figure 2 illustrates MLRS VM and ET training pipelines.

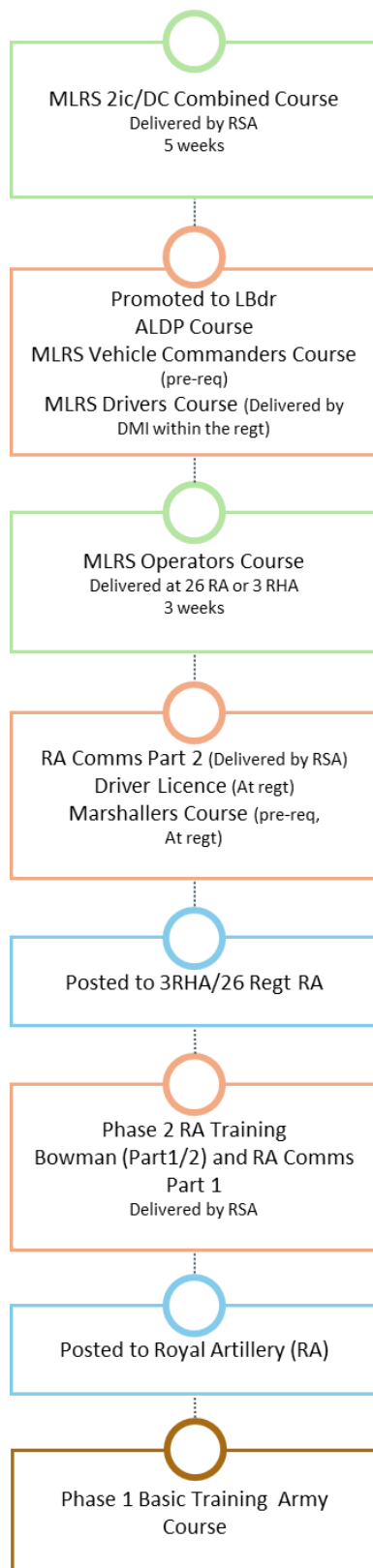


Figure 1: MLRS Crew Training Pipeline

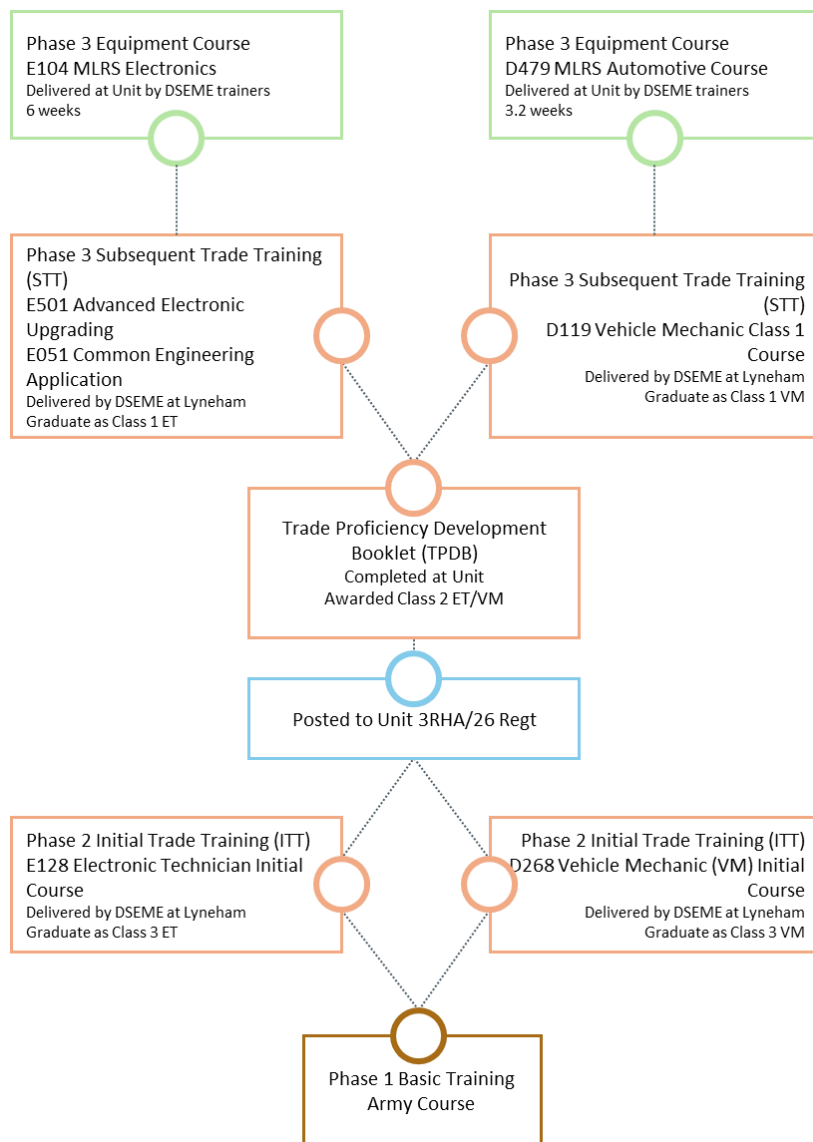


Figure 2: REME ET and VT Training Pipelines

MLRS Training Requirement

The first two M270-A2 launchers will arrive in the UK in January 2026 to undergo UK-specific modifications before entering into service. With the initial Crew and Maintainer training required to begin in June 2026, there is an urgent requirement to ensure that MLRS training is DSAT compliant and progresses to the Design phase. For a transitional period, the UK will operate and maintain the M270-B1 and M270-A2 variants concurrently. This necessitates training that is effectively developed, seamlessly integrated, utilising the analysis conducted during the MLRS Recapitalisation TNA. During this transition, qualified M270-B1 Crews and Maintainers will require interim/bridge training to operate and maintain the M270-A2, while new MLRS recruits will need to convert to either the M270-B1 or the M270-A2. (REDACTED)

The Land Warfare Centre (LWC), through the Training Delivery Authority (TDA), is unable to complete the training design element of the DSAT process due to workload pressures. As a result, the MOD is seeking a supplier to deliver the DSAT Element 2 Design Phase (Stages 1-3) for M270-A2. This will include the development of interim/bridge training to upskill qualified M270-B1 Crew and Maintainers by converting the US NET material into a DSAT

compliant course, followed by the development of new M270-A2 courses for the TA to ensure a coherent and modernised training solution ⁸.

The Authority is looking for the supplier to develop, where appropriate, modularised, selfpaced online learning that can be delivered within units, reducing reliance on residential training and creating a more flexible training delivery solution. Potentially, an online learning package will not only be embedded into MLRS Regular soldiers' courses but also into the MLRS Reserves training, providing an adaptable solution that accommodates their unique civilian employment commitments.

To meet this requirement, the Authority requires a supplier with a deep understanding of the MLRS training environment and the ability to translate technical and operational demands into a DSAT-compliant training solution.

Whitetree's Proposed Methodology of Delivering the Contract

(REDACTED)

APPENDIX 1 – Acceptance of offer contract

Work Order CL03448 for the Supply of Training Design for M270 A2 platform

This Contract shall come into effect on the date of signature by both parties.

For and on behalf of the Supplier:

Name and Title	(REDACTED)
Signature	(REDACTED)
Date	(REDACTED)

For and on behalf of the Customer:

Name and Title	(REDACTED)
Signature	(REDACTED)

⁸ Simulation development is out of scope due to being contracted to a third-party company.

Date	(REDACTED)
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APPENDIX 2 - DEFFORM 111 – Address & other information

Insert

Addendum 1 - Revised Description and Pricing

Addendum 1 - Revised Acceptance of offer contract

**Work Order [insert] for the [Supply / Provision] of [insert] Revised [Work Order [insert]
for the [Supply / Provision] of [insert]**

This Contract shall come into effect on the date of signature by both parties.

For and on behalf of the Supplier:

Name and Title	
Signature	
Date	

For and on behalf of the Customer:

Name and Title	
Signature	
Date	

Certificate Of Completion

Envelope Id: A90209AA-F32D-4C60-8D9D-5E23579DB6F6	Status: Completed	
Subject: Complete with Docusign: 20251024_CL03448_COF_Training_Design_for_M270_A2_platform V1.2.pdf		
Source Envelope:		
Document Pages: 37	Signatures: 1	Envelope Originator:
Certificate Pages: 4	Initials: 0	(REDACTED)
AutoNav: Enabled		(REDACTED)
Envelope Stamping: Enabled		(REDACTED)
Time Zone: (UTC) Dublin, Edinburgh, Lisbon, London		(REDACTED)
		(REDACTED)
		IP Address: (REDACTED)

Record Tracking

Status: Original	Holder: (REDACTED)	Location: DocuSign
10/29/2025 9:13:16 AM	(REDACTED)	

Signer Events	Signature	Timestamp
(REDACTED)	(REDACTED)	Sent: 10/29/2025 9:15:55 AM
(REDACTED)		Viewed: 10/29/2025 9:17:32 AM
(REDACTED)		Signed: 10/29/2025 10:58:44 AM
Security Level: Email, Account Authentication (None)	Signature Adoption: Pre-selected Style Using IP Address: (REDACTED)	

Electronic Record and Signature

Disclosure:

Accepted: 10/29/2025 9:17:32 AM
ID: (REDACTED)

In Person Signer Events	Signature	Timestamp
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Editor Delivery Events	Status	Timestamp
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Agent Delivery Events	Status	Timestamp
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Intermediary Delivery Events	Status	Timestamp
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Certified Delivery Events	Status	Timestamp
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Carbon Copy Events	Status	Timestamp
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Witness Events	Signature	Timestamp
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Notary Events	Signature	Timestamp
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Envelope Summary Events	Status	Timestamps
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Certified Delivered	Security Checked	10/29/2025 9:17:32 AM
Signing Complete	Security Checked	10/29/2025 10:58:44 AM
Completed	Security Checked	10/29/2025 10:58:44 AM

Payment Events	Status	Timestamps
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Electronic Record and Signature Disclosure

Electronic Record and Signature Disclosure created on: 12/8/2020 8:25:46 AM

Parties agreed to: (REDACTED)

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