

## **711435452 – Ground Training Aids Maintenance & Support (GTMS)**

### **Market Interest Days (MIDs) Questions**

#### **Background**

As published within the Authority's Prior Information Notice (PIN) (ref. '[711435452 - GTMS - PIN CF](#)'), the Authority hosted the following two MIDs:

- MID1 @ R.A.F. Cosford on 12<sup>th</sup> June 2024,
- MID2 @ R.A.F. Brize Norton on 14<sup>th</sup> June 2024.

The aim of these MIDs was to give Industry the opportunity to further supplement their understanding of the Authority's requirement, following the issue of information with the PIN.

#### **Questions/Responses**

During both MIDs, a number of questions were raised which were responded to by the Authority.

To maintain fairness and continue to operate transparently, the Authority hereby publishes those questions and responses:

<b>MID1</b>	
<b>Question</b>	<b>Response</b>
<i>Initial Brief</i>	
The Authority states a timeline for which the contractor would be expected to attend the equipment. Is there a timeline which the Authority would obligate the contractor to fulfil a repair, within?	The Authority is unable to obligate a fixed time which the contractor could complete a repair, but the contractor shall be expected to conduct their repair in an expedient manner.
<i>Generic Aircraft Module (GAM)</i>	
Does the Authority have any concerns with the equipment?	The equipment is old but still relevant.
Do the students enjoy the equipment?	Yes they do as it provides a realistic simulation.
<i>Aircraft Propulsion Systems Trainer (APST)</i>	
What is the assessment process?	Students have to pass each phase before progressing.
<i>Jaguar Propulsion Systems Trainer (JPST)</i>	
Would the requirement include the engine and cockpit?	The requirement would include the cockpit too, although it is a simplified mock-up.
<i>Hand Skills Trainer (HST)</i>	
Do the students lock-wire it?	Yes they do.
Does the assessment of the students' work consist of lifting the hood and reviewing their work?	Yes it is.
Would the Authority consider updating the panels?	Subject to contract, this is something the Authority may consider in the future.
Will the AST/APST requirement be included with this requirement?	Should the Authority proceed with this requirement, it would include the AST/APST requirement.
<i>Synthetic Environmental Procedural Trainer (SEPT)</i>	
Was this developed by DSAE Tech Team?	No it was not.
Does the exercise performed here have to be repeated in real-life, prior to a student passing?	No, if a student passes here then they are authorised for real-life exercises.

<b><i>Pressure Refuelling Trainer (PRT)</i></b>	
Is the hose driven in and out?	Yes it is.
<b><i>Compressor</i></b>	
How many propulsion ASET courses are there, a year?	There are between six to eight, each year.
When was the motor replaced?	Between ten to fifteen years ago.
Who is the Original Equipment Manufacturer (OEM)?	This equipment is old and the OEM is no longer in existence.
How available are spares?	Spares are extremely limited and the contractor would likely need to be innovative in order to find solutions.
<b><i>Cockpit Pressurisation Trainer (CPT)</i></b>	
Is this mapped across to F35 and Tornado?	Yes it is.
Do students tend to alternate between platforms after qualifying?	No, they tend to specialise in one platform.
<b><i>Hydraulic System Principles Trainer (HSPT)</i></b>	
Can the Authority share historical data on male and female connectors which have been replaced?	The Authority may share this information should this procurement proceed to ITN phase.
<b><i>MID1 Q&amp;A</i></b>	
Does the Authority envisage the requirement to be fundamentally different to the current contract?	No, the biggest change may be the consolidation of the GTMS and AST/APST requirements which has been something the Authority has considered doing at this stage for several years.
Is the AST/APST requirement the only thing to be added to this?	The Authority may also look to include a mechanism through which equipment can be added and removed from scope.
Is there any equipment the Authority can indicate may be added or removed, at this stage?	Subject to contract, the Authority may consider adding upgrades to both the GenFly and SEPT.
Does the Authority expect to include disposal within the requirement for the contractor to remove equipment?	This may be a requirement, but if it is, the Authority may seek to satisfy it through a tasking mechanism within the contract, as opposed to within the core contract.
What is the most complex bit of equipment to be maintained?	The Authority may share information detailing numbers of faults on site, should this procurement proceed to ITN phase.
What has the call-out rate been over the past six years?	The Authority may share information regarding this, should this procurement proceed to ITN phase however items such as the male and female connectors at HSPT do require plenty of call-outs.
Does the Authority look at proactively managing the need for call-outs?	The contractor looks at mitigating future call-outs during their attendance.
How will Social Value be weighted at ITN stage?	Should this procurement proceed to ITN phase, Social Value will be weighted as a minimum of 10%.
Does the Authority have an appetite to review the grading on equipment e.g. changing a currently rated Silver equipment, to a Gold?	The Authority does not currently anticipate changing the grading of any equipment.

<b>MID2</b>	
<i>Hanging Flight Swings</i>	
Does the Authority envisage changing the canopies?	Subject to contract the Authority may consider changing just the canopies.
Will the Authority include the current maintenance schedules, upon release of the ITN?	The equipment viewed at MID2 does not currently attract preventative maintenance so there is would not be as much information available, compared to the equipment viewed at MID1.
<i>A400 (Parachute School)</i>	
When is the mid-life upgrade, due?	There is no mid-life upgrade, instead upgrades happen throughout the life of the kit currently through the contractual tasking process.
How does the Authority manage any commercial conflicts between suppliers, which may arise through maintenance?	Subject to contract, the Authority would expect the contractor to this contract to manage that.
<i>Parachute School Q&amp;A</i>	
Does the Authority feel there is a greater need for maintaining the equipment upon the racks, compared to the equipment which is largely in storage?	Yes as the equipment in storage is not used as much as the equipment upon the racks.
Does the Authority anticipate a requirement to update the harnesses or canopies?	Subject to contract, the Authority may consider updating the harnesses to reflect operational equipment.
If the operational harnesses are changed, would the supplier also provide updated harnesses for training purposes?	The Authority does not know.
<i>Hercules Mk. 4 Mock-Up</i>	
Is the main floor within the mock-up load tested, as well as the ramp?	Load testing has not taken place since the initial load testing.
Is the Defence Infrastructure Organisation (DIO) responsible for the supply of power coming into the mock-up?	Yes they are.
<i>A400 Simulator (Movement School)</i>	
What is the availability of spares for items which are not identical to an operational A400?	There are no spares available so should they be required, the Authority may consider replacing them via the contractual tasking mechanism.
Is the winch a straight console?	Yes it is.
Is there an emergency stop function on the winch?	Yes there is.
<i>Part Task Trainer (B)</i>	
Are full aircraft pallets used within this?	No but items of a similar size are used.
How often is this equipment used?	Between four and five times a week.
Is this the 'B' trainer?	Yes.
<i>Despatch Q&amp;A</i>	
Would the Authority consider amending the preventative maintenance schedule, noting the high utilisation on some of the equipment?	The maintenance schedules are provided by each OEM and any change which the contractor may suggest, would need to be considered by the Authority.