

**Defence Infrastructure Organisation, Ministry of Defence**

**Biennial Airfield Inspection Programme 2023-2027**

**Statement of Requirement (SOR)**

1. **Background/justification**
   1. Biennial Airfield Inspections are undertaken in support of the UK and Overseas MOD environment to provide planning and technical data to maintain the airfield pavements and aeronautical ground lighting for safe aircraft operations. The aircraft based at these airfields vary and include both rotary and fixed wing aircraft. Typical fixed wing aircraft include tactical fast jets, turbo props, gliders, transports including tankers and each airfield is designed to cater for the special needs of the aircraft based there. Each airfield is currently inspected on a 24-month (2 yearly) intervals with respect to both pavements and, when installed, AGL.
   2. The inspection will inform the Forward Maintenance Register, Maintenance Plans, Short / Long Term Costings and Assessment Studies for airfield works.
2. **Description of task**
   1. Inspection of airfields as per the attached ‘Technical Standard – Inspecting Engineers Supplementary’ and production of associated reports, dashboards and drawings.
   2. The Airfield Inspection Programme over the period 2023-27 is presented in **Annex A**. Previous copies of the Biennial Airfield Inspection Reports can be provided on request.
   3. No GIS drawing has been completed for Ascension Island Base and will need to be produced as part of this task.
   4. Four new airfields have been included on the inspection programme and the addition of the 7 HLS at Falkland Islands. No previous reports or drawings are available for these sites and will need to be produced as part of this requirement. Only CAD drawings are required for RAFO Musannah, Minhad Airbase and Erbil Airport, this should be projected using the country coordinate grid reference system and also provided as a conversion in WGS84 (Lat,Long/Decimal Degree). GIS Drawings are required for RAF Honington and the HLS as per the Supplementary Technical Standard. Specific Details on these locations are provided in **Annex B**. AGL inspection required at Erbil Airport & RAFO Musannah only however any signage, line markings, obstruction lights on the areas will need to be captured at all airbases. The inspection should review the compliance against both military and civil regulations (DSA MAA RA 3500 Series and ICAO Annex 14).
   5. It should be understood that immediate and continuous access to all areas cannot be guaranteed. Aircraft operations have priority. In particular, inspections of runways and their associated AGL may well be disrupted or may have to be carried out early morning, late evening or weekends.
   6. Firm Lump Sum Prices for airfields within the United Kingdom of Great Britain and Northern Ireland (UK) are inclusive of travel and subsistence allowances. Firm Lump Sum Prices for airfields overseas should not include transport costs between UK (i.e. London Heathrow, RAF Brize Norton etc.) and the overseas airport / military airfield as Military Transport and accommodation may be available. If Military Transport and/or accommodation are not available, the Authority shall re-imburse the Consultant at rates not exceeding those applicable to MOD Civil Servants.
   7. On award of the contract a pre-start meeting will be arranged. As part of the meeting, half day training will be provided on the AIM CDE for report uploads and naming conventions. After the meeting, the DIO Project Manager will send details of the airfield Points of Contact to the successful tenderer to arrange the inspection. Allowance should be made to allow two progress meetings each year.
3. **Deliverables to be provided**
   1. Deliverables required for each airfield as per the attached ‘Technical Standard – Inspecting Engineers Supplementary’.
   2. Monthly Progress Reports to be submitted the last working day of each month and uploaded to the AIM CDE. A template is provided in Annex C to this Statement of Requirements.
   3. Electronic copies of the reports to be uploaded to AIM CDE (no hard copies required) and as detailed within the ‘Technical Standard – Inspecting Engineers Supplementary’.
4. **Acceptance/rejection criteria of the deliverables**
   1. **Acceptance:** The inspectors must follow the ‘Technical Standard – Inspecting Engineers Supplementary’ and the report format within the Technical Standard unless any deviation is agreed in advance with the DIO Designated Officer. Data upload to contain files as detailed with in the Technical Standard into the AIM CDE. Flats files of the dashboards to be created.
   2. **Rejection:**The deliverables will be rejected if the report does not follow or contain as a minimum the same information as per the ‘Technical Standard – Inspecting Engineers Supplementary’ or the uploaded files not in the correct format.

1. **Security Aspects Letter**
   1. A Security Aspects letter will be issued on contract award to cover airfields classified as Official Sensitive.

**ANNEX A - INDICATIVE PROGRAMME OF INSPECTIONS**

***[REDACTED]***

Note: - Programme may be subject to change dependant on operational requirements and projects. Where there are no Airfield Ground Lighting Inspections required, the pavement inspector shall include wind direction indicators, signage, aerodrome obstructions and presence of obstruction lighting within the pavement inspection and update the relevant sections within the report.

**ANNEX B - NEW AIRFIELD REQUIREMENTS**

***[REDACTED]***

**ANNEX C – PROGRESS REPORT TEMPLATE**

|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Airfield | Target Date | Inspectors | | Planned/Completed Inspection Date | | Delivery Date | | | | | | %age Complete |
| Pavement | AGL | Start | Finish | Preliminary Report | | Amended Report | | Final Report | |
| Estimate | Actual | Estimate | Actual | Estimate | Actual |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |

|  |
| --- |
| Comments: |