**Part B - The Provision of Services to the Army AT Air Wing**

| **Ref** | **Requirement** | **Standard of Performance** | **Quantity** | **Mandated Qualifications / Limitations** |
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| **Part B – ARMY AT AIR WING Aviation Requirement** | | | | |
| B.1. | **Suitable Aircraft to meet JSAT output** | Contractor is to provide a suitable aircraft, on a ‘wet’ basis, to support static line and free fall parachuting. This will include JSAT courses and non-SOTR approved AT activities operating between 3500 – 15000ft. | 1 x aircraft up to 300 flying hours per annum and a guaranteed minimum of 200 flying hours. | Aircraft to meet requirements laid out in BS Operations Manual.  Once the flying service is on site, the ac and pilot must be able to be airborne within 20 minutes notice to move. |
| B.1.a.1 | Primary Aircraft | Primary Aircraft - able to carry a minimum of 1550kg payload and fuel for 2 lifts and emergency. The aircraft must be a turbo-prop, allow for side door exits and have a low static-line anchor point. The ability to draw fuel from on-site AVTUR fuel supply is essential. Aircraft provision must be suitable to meet the demands of static line and freefall parachuting between 3500 and 15,000ft ASL as a standard requirement and, on occasion, 21,000ft. The primary aircraft must be capable of climbing to FL15000 in a maximum of 25 minutes from wheels up. | In the event of non-serviceability / unavailability of the Primary aircraft a back-up is to be provided within 24 hours in UK and in 48 hours overseas. | No instances of failure to provide aircraft. Aircraft to meet requirements laid out in BS Operations Manual.  Oxygen fit available to pilot when high altitude sorties are requested. |
| B.1.a.2 | Back up Aircraft | Back up Aircraft - able to carry a minimum of a minimum of 1550kg payload and fuel for 2 lifts and emergency. The aircraft must be a turbo-prop and allow for side door exits and have a low static-line anchor point. The ability to draw fuel from on-site AVTUR fuel supply is essential. Aircraft provision must be suitable to meet the demands of static line and freefall parachuting between 3500 and 15,000ft as a standard requirement. |  |  |
| B.1.b. | The avionics fit must be suitable for the flying environment, which includes military traffic. |  |  | Must include as a minimum:   * Twin VHF radio. * VOR/DME. * Dual ADSb transponder configurationGPS. * Emergency Loacation transmitter (ELT) * Terrain Awareness System (TAWS) |
| B.1.c. | Provide a safe system of communication between the pilot and the Jumpmaster. | Appropriate redundancy is advantageous. |  | The system adopted must not involve the use of headsets. |
| B.1.d | Provide a safe refuelling system | Provide of AVTUR on site in for a minimum of 200 flying hours pa and a maximum of 300.  Must be operable by ARMY AT AIR WING staff. | c70K litres per annum..  15K litre TAR on hand, supported by a minimum of 2K litre emergency/backup trailer | Lead ARMY AT AIR WING rep will hold HSE Enforcement Policy Statement – Carriage of Dangerous Goods by Road (ADR) |
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| **Part B – ARMY AT AIR WING Staff Requirement** | | | | |
| **B.2.** | **Pilot Service** | An average of 35 hours per week distributed over the course of the year. Working hours as directed to meet the demands of the parachute programme. The bulk of the flying will be at ARMY AT AIR WING during weekdays, January to December inclusive; but see additional information at Part A. It is reasonable that a single individual could fulfil both the Chief Pilot and Pilot roles. Required with replacement pilot to be provided within 24 hours in UK or 48 hours outside the UK during periods of illness / absence. | One full-time pilot | Current Professional Pilot Licence holder: either Air Transport Pilot Licence or Commercial Pilot Licence. Must be an authorised pilot with currency in the aircraft type to be flown.  The pilot will lead on aircraft deployment from hangar, refuelling and packing up. |
| B.2.a. | The Pilot should be able to provide instruction on airworthiness on JSAT courses and staff exercises. | Assist with instruction. | Infrequent basis but participate in staff training as flying duties allow. |  |
| B.2.b. | Provide support services when not flying | Responsibility for all aviation related logistics and administration including (but not limited to) monitoring and maintaining aircraft serviceability, aircraft refuelling, aircraft movement and security, all aircraft related documentation including flying and fuel logs. | Office hours dictated by the parachute programme. |  |
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| B.3. | **Advanced Rigger Service** | The Advanced Rigger must be able to design a servicing schedule and serviceability database to fulfil the above requirement (in consultation with the CI).  Annual servicing schedule to be devised, maintained and recorded in liaison with CI. Schedule must facilitate maximal parachute availability throughout JSAT Courses. Schedule to document all equipment by serial number, including canopies, containers and AADs. Schedule to incorporate equipment replacement projections with forecast cost. |  | Database to provide easy-use reference document containing most current information on parachute systems. Subject to no-notice checks. |
| B.3.a. | The Advanced Rigger must be able to manage and maintain sufficient serviceable parachute equipment and ancillaries to support the JSAT Freefall Parachute course programme. | Rigging room and facilities shall be provided at Netheravon as Government Furnished Equipment and Facilities (GFE/GFF) by the Authority. The Advanced Rigger must be capable of manufacturing ancillaries, such as pilot chutes, and toggles as required.  The Advanced Rigger must ensure that all equipment in use is kept fully serviceable in all respects, and is fitted with appropriate AAD and Reserve Static Line (RSL). | The Advanced Rigger is to manage, maintain, modify and service all parachute equipment held on ARMY AT AIR WING stores register. This equates to a total of 130 sets of parachute equipment. The maximum course loading will be 51 students per week, and an estimated throughput of c1300 students during the period of the contract. Programmed non-SOTR activities must be suitably equipped. | The Advanced Rigger is to maintain sufficient serviceable parachute equipment and ancillaries in order to meet the needs of the JSAT course programme, as published annually. The Advanced Rigger is to comply with the British Parachute Association Operations Manual. The Advanced Rigger is to respond and comply promptly at all times in full accordance with all manufacturers’ notices and alerts. No incidents of non-availability or failure of equipment during routine parachuting programme. |
| B.3.b. | The Advanced Rigger must be able to fulfil the role of JSPWN parachute Advanced Rigger subject matter expert. | Advise the CI and OC on all rigging related matters including any issues regarding equipment serviceability, parachute equipment purchase and rigging material requirements. This role will include advisory input to Air Activities meetings, delivery of parachute equipment lectures to JSAT courses, and the delivery of Advanced Rigger and Advanced Packer training and testing for personnel nominated by the CI. Attendance of any inspection of the rigging facility will be required. Additionally, completion of additional rigging related duties as requested by CI or OC ARMY AT AIR WING. | Riggers course x 2 per annum Advance Packers as required on an infrequent basis |  |
| B.3.c. | Maintain rigging facilities. | Responsibility for the safe and secure maintenance of the rigging room and all rigging related equipment. Rigging equipment replacement programme devised and maintained, inclusive of cost projections. Rigging room and associated equipment maintained to the high standard appropriate for a military facility as dictated by CI or OC ARMY AT AIR WING. |  |  |
| B.3.d. | To maintain ground training equipment. | The Advanced Rigger is to maintain control of the equipment, ensuring that hand-over and take-over procedures are complied with.  The Advanced Rigger is to maintain sufficient serviceable parachute equipment and ancillaries in order to meet the needs of the JSAT course programme, as published annually. The Advanced Rigger is to comply with the BS Operations Manual. The Advanced Rigger is to respond and comply promptly at all times in full accordance with all manufacturers’ notices and alerts. | This equates to (up to):  12 x Suspended harness trainer 50 x Walk round harness trainers 18 x Dummy Rigs |  |
| B.3.e. | To manage and maintain sufficient serviceable parachute equipment to support the Adventurous Training expedition free fall parachute programme. | Manage, maintain, modify and service all expedition parachute equipment held on ARMY AT AIR WING expedition register. The Advanced Rigger is to maintain control of the equipment, ensuring that hand-over and take-over procedures are complied with. | This equates to (up to) 32 complete sets of expedition equipment and ancillaries | Maintain sufficient serviceable parachute equipment and ancillaries in order to, as far as reasonably practical, meet the needs of the expedition course programme. |
| B.3.f. | To manage and maintain sufficient serviceable tandem parachute equipment to support the Adaptive Adventurous Training freefall parachute programme. | Manage, maintain, modify and service all tandem parachute equipment held on ARMY AT AIR WING equipment register. The Advanced Rigger is to maintain control of the equipment, ensuring that hand-over and take-over procedures are complied with. | This equates to 6 complete sets of equipment and ancillaries. | The Advanced Rigger is to maintain sufficient serviceable parachute equipment and ancillaries in order to meet the needs of the JSAT course programme, as published annually. The Advanced Rigger is to comply with the BS Operations Manual. The Advanced Rigger is to respond and comply promptly at all times in full accordance with all manufacturers’ notices and alerts. No incidents of non-availability or failure of equipment during routine parachuting programme. |
| B.3.g. | The Advanced Rigger must be able to Instruct parachute training on JSAT courses and staff exercises. | Assist with instruction and participate in staff training as a CSI, AFFI or Coach in a relevant discipline. | Infrequent basis as Rigging duties allow. | Within the constraints of BS recognised qualifications. The Instructor schedule applies in its entirety. |
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| **B.4.** | **Provision of Freefall Parachute Instructional Service** | The delivery of this service will be met through the provision of three regular full-time instructors with the following qualifications:   1. BS member who currently holds an AI, CSI and BS AFFI rating. 2. UK CAA Parachute Radio operator’s certificate of Competence. 3. A clean driving licence holding category D1. 4. Desirable - Hold a CWI or RCS climbing qualification. 5. Willing to support overseas expeditions when asked. | 3 x full-time (on average 37 hrs per week) fully-qualified freefall parachute instructors and suitably qualified replacements during periods of illness/absence. | Capable of working within and as part of a safe system of training. Capable of compliance with BS Affiliated Club Audit Form 170.  Able and willing to step up into the CI role if necessary. |
| B.4.a. | Alternative ground-based duties | On bad weather days, when parachuting is not possible, the Contractor’s Free-Fall Parachute Instructors are to assist ARMY AT AIR WING in delivery of ground-based duties. Duties will be allocated at the discretion of OC ARMY AT AIR WING, and may include wind tunnel training, parachuting seminars, leadership challenges and supervision of various outdoor or indoor sporting games and use of the climbing wall. |  | Instructors deliver or supervise non-parachuting activities in accordance with health & safety or other regulations.  The Authority will provide financial assistance and support to enable the contractor’s instructors to gain any qualifications required for particular activities. |
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