

Statement of Requirements - Appendix B  
DE&S Helicopters Rotary Wing Enterprise Project  
Contract Reference – 701577613

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## **1. PURPOSE**

- 1.1 The provision of independent external consultancy in support of the DE&S Helicopters Rotary Wing (RW) Enterprise project.

## **2. BACKGROUND TO REQUIREMENT/OVERVIEW OF REQUIREMENT**

- 2.1 Post the Integrated Review (IR) of Security, Defence and Foreign Policy, Director Helicopters, DE&S, seeks opportunities to rationalise and transform the Helicopter support portfolio to achieve increases in capability, availability and sustainability whilst reducing the cost of ownership through leverage of Defence's long-term commitment to helicopter programmes and Strategic Partnering Agreements with key suppliers.
- 2.2 Presently, the Helicopter portfolio includes the following major platform types: Apache; Chinook; Merlin; Wildcat which are all supported through their independent contracts as follows:
- 2.2.1 Apache is primarily supported through Integrated Operational Support (IOS) Pricing Period (PP) 3 and the Attack Helicopter Training Contracts. Engine support comes from the Merlin & Apache Engine Support Contract Extension (MAESCE). Discrete contracts exist for all other activity considered 'out of scope' of the IOS.
- 2.2.2 Chinook is primarily supported through the Through Life Chinook Support (TLCS) 2 PP1 and Chinook Engine Support Arrangement (CESA) contracts. Discrete contracts exist for all other activity considered 'out of scope' of TLCS.
- 2.2.3 Merlin is primarily supported through Integrated Merlin Operational Support (IMOS) PP4 and MAESCE contracts. Discrete contracts exist for all other activity considered 'out of scope' of IMOS.
- 2.2.4 Wildcat is supported through Wildcat Integrated Support & Training (WIST) PP2. Discrete contracts exist for all other activity considered 'out of scope' of WIST.
- 2.2.5 All of the above platform types are also supported through a number of other DE&S teams including, but not limited to, Team LEIDOS and Air Systems Equipment and Training (ASET) and Defence General Munitions (DGM) Project Team.

## **3. DEFINITIONS AND ACRONYMS**

Expression or Acronym	Meaning
CESA	Chinook Engine Support Arrangement
DE&S	Defence Equipment & Support
IOS	Integrated Operational Support
IMOS	Integrated Merlin Operational Support
MAESCE	Merlin & Apache Engine Support Contract Extension
TLCS	Through Life Chinook Support

#### **4. THE REQUIREMENT**

- 4.1 The Potential Provider will be required to undertake 2 simultaneous studies into the support transformation opportunities, risks and efficiencies in the Leonardo and Boeing MOD rotary wing portfolios respectively.
- 4.1.1 Analysis of the current & planned support arrangements including all support bases and Logistic depots.
  - 4.1.2 Analysis of the current and planned Key Performance Indicators (KPI) and how these influence the outcome of the contracts and relationships with the Authority.
  - 4.1.3 To identify opportunities for Support Improvement through transformation of the extant arrangements which lead to:
    - 4.1.3.1 Improved Availability.
    - 4.1.3.2 Improved Capability.
    - 4.1.3.3 Improved Sustainability.
    - 4.1.3.4 Reduced dependency on the MOD.
    - 4.1.3.5 Reduced costs of ownership.
  - 4.1.4 To identify risks in making support improvement transformation with recommended mitigations.
  - 4.1.5 To provide suggested opportunities for investment in the Enterprise which show a long term cost benefit through to the platform out of service dates.
  - 4.1.6 To make implementable recommendations, in a recommended priority order, that lead to realisable improvements in availability, capability and sustainability which also realise efficiencies in the overall cost of ownership of the helicopter portfolio. The recommendations to show the clear benefit, ROM costs of transition (if applicable) and the timeline for implementation.
  - 4.1.7 The deliverables are to include:
    - 4.1.7.1 Weekly progress checks through a MS Powerpoint brief(s) to the respective DE&S project leads.
    - 4.1.7.2 Monthly progress reports through a MS Powerpoint brief(s) to the OF5/1\*/2\* senior governance team in DE&S and Leonardo / Boeing partners.
    - 4.1.7.3 Initial draft report(s) mid-term (within 2 months of CA) which outline the progress made towards the identified objectives and likely outcomes of the studies.

4.1.7.4 A final written report with supporting out-brief to the OF5/1\*/2\* and project leads as well as the Leonardo / Boeing partners at the end of the contract.

## 5. KEY MILESTONES

5.1 The Potential Provider should note the following project milestones that the Authority will measure the quality of delivery against:

Milestone	Description	Timeframe	% Payment
0	Initial Start-Up Meeting with the bilateral project leads and Senior DE&S Stakeholders	Week 1	<i>This text has been redacted under exemptions set out by the Freedom of Information act.</i>
1	Initiation (Formal briefs to the bilateral project leads on the initial assessment of the task and the plan to complete the activity within the duration of the contract period)	2 weeks after Initial Start-Up Meeting	<i>This text has been redacted under exemptions set out by the Freedom of Information act.</i>
2	Progress Check / Mid Term Report(s) (Formal briefs to the 1*/2* senior leads and Leonardo / Boeing partners (independently) outline the progress made towards the identified objectives and likely outcomes of the studies)	Within 2 months of Contract Award (CA)	<i>This text has been redacted under exemptions set out by the Freedom of Information act.</i>

3	Final Report(s) (2 Final written reports with supporting out-briefs to the 1*/2* and project leads as well as the Leonardo / Boeing partners (independently) at the end of the contract)	At end of Contract (notionally 4 months)	<b><i>This text has been redacted under exemptions set out by the Freedom of Information act.</i></b>
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**6. AUTHORITY’S RESPONSIBILITIES**

6.1 {Intentionally left blank}.

**7. REPORTING**

7.1 {Intentionally left blank}.

**8. ACCREDITATION**

8.1 {Intentionally left blank}.

**9. STAFF AND CUSTOMER SERVICE**

9.1 The Potential Provider’s staff assigned to the Contract shall have the relevant qualifications and experience to deliver the Contract to the required standard. The Supplier’s staff should not be changed during the delivery of the Contract, if they have to be the staff of at least equivalent qualifications and experience shall be provided.

9.2 Potential Provider’s staff assigned to the Contract will be required to form 2 study teams; one for each of the bilateral studies with Boeing and Leonardo respectively.

9.3 The Potential Provider will be expected to have knowledge of In Service Support (ISS) and the Maintenance, Repair and Overhaul (MRO) of fleets of aircraft.

9.4 The Potential Provider will be expected to have knowledge of the Defence Logistics Framework (DLF).

9.5 The Potential Provider shall undertake the Services to the satisfaction of the Client. This shall include and shall not be limited to:

- 9.5.1 Engaging with key stakeholders in a proactive manner.
- 9.5.2 Taking a proactive approach to manage and deliver the services specified.
- 9.5.3 Working in a collaborative manner with key stakeholders to resolve any arising issues as efficiently and effectively as possible.
- 9.5.4 To present solutions to the Client to ensure the smooth continuity or sub-programme delivery with minimal impact to key stakeholders.

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**10. SERVICE LEVELS AND PERFORMANCE**

- 10.1 The Authority will measure the quality of the Supplier's delivery by assessment of the deliverables set out in the contracted milestones. Given the nature and duration of the contract there is no intent to make use of KPI.

**11. SECURITY REQUIREMENTS**

- 11.1 All personnel must have as a minimum HMG Baseline Personnel Security Standard (BPSS).
- 11.2 The supplier shall comply with the MODs confidentiality and security restrictions regarding the content of this TSOR, the results/deliverables of the Contract and the manner in which it holds MOD information / data. The transmission of data must be completed within systems of the correct security level.
- 11.3 In addition, a Security Aspects Letter (SAL) will be provided by the unit security officer, this must be complied with. It will provide guidance on the handling of sensitive information above and beyond the standard MOD policy.
- 11.4 The Potential Provider will be required to sign a Non-Disclosure Agreement prior to the commencement of the Contract.

**12. QUALITY**

- 12.1 The report shall be developed and provided by the Potential Provider at each of the milestones specified
- 12.2 The report shall be of sufficient technical quality to cover the full scope of the requirement and provide confidence in the information and robustness of the recommendations.
- 12.3 The outline and structure of the report shall be agreed with MOD shortly after contract award and produced to a standard set by the MOD
- 12.4 The document shall be provided in MSWord. Any plan or schedule shall be provided in MS Project. All data and financial tables shall be provided in MSEXcel. All documents shall be produced and disseminated in accordance with MOD Security requirements.

**13. PAYMENT**

- 13.1 Payment can only be made following satisfactory delivery and acceptance of pre-agreed certified deliverables.
- 13.2 Before payment can be considered, each invoice must include a detailed elemental breakdown of work completed and the associated costs.
- 13.3 Milestone payment will be made in accordance with Table 5.1.

**14. BASE LOCATION**

- 14.1 The base location of where the Services will be carried out at is as follows, dependent on the study team. Hybrid/Remote working is acceptable given the COVID 19 restrictions in discussion with the Authority.
- 14.1.1 The Leonardo and DE&S study team will be based at Yeovil, Somerset, BA20 2YB.
- 14.1.2 The Boeing and DE&S study team will be based at Boeing's 'Integration House' in Fleet, Hants, GU51 2QG.