

Serial No.	Major Contract Requirement	Related Requirement or Information	Authorising Authority	Customer's Estimated Quantity	Performance Standard
C1	Support to Helicopter Training	<p>a. A more detailed description of the task requirement can be found in the MoD Tasking Guidelines issued by the Authority.</p> <p>b. <u>In this serial the stated weather limits reflect a safe weather window for helicopter training purposes and as such the decision on whether conditions are suitable or not for the task, from the helicopter perspective will rest with the crew of the helicopter.</u> The suitability of the weather for operation of the contractor's vessel will rest with the master of that vessel.</p>		<p>a. All hours referred to are 'on task time' and do not include any element of time required for transiting to and from the tasks.</p>	<p><u>Availability.</u></p> <p>a. The Contractor must be available to be tasked, on location, as required during the defined programmed periods, (where location, is the point of service delivery, as requested by the Customer, within the general locality defined in the individual serials.</p> <p><u>Performance.</u></p> <p>a. The Contractor is to be on task, on time - 100%</p> <p>b. Delivery of the task must meet the Customer's requirement on the day and be in accordance with any operating guidelines and procedures provided by the Authority – 100%.</p>

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C1.1	<p>Support to Helicopter Training –</p> <p>Defence Helicopter Flying School (DHFS), RAF Shawbury and 202(R) Sqn at RAF Valley</p>	<p>a. The main service required is to provide a winching platform for deck winching training, a 'safety boat' for 'survivors' in the water during wet winching training, drum winching and, parachute dragging and cutting exercises. The service will be required usually during daylight hours only. Deck winching training is conducted with the vessel on a variety of headings and at a variety of speeds from stationary up to 15 knots.</p> <p>b. DHFS / 202(R) Sqn helicopters can undertake training sorties in up to 50 knot winds. The service is to be provided in the full range of Sea State 4 conditions. Recovery of personnel from the water will be required in Sea State 4 conditions (only up to 2m significant wave height) by day only.</p> <p>c. The type of helicopters currently in use are the Squirrel HT1 (Shawbury) and the Griffin HT1 (202(R) Sqn).</p> <p>d. In the event of unavailability of the service, alternative provision, acceptable to the Customer, is to be made by 1200 hrs on the next working day.</p> <p>e. There is a requirement to provide an additional RHIB capable of speeds of up to 25kts in seas with a significant wave height of 1 metre and capable of operating in Sea State 4 (only up to 2m significant wave height) at lesser speeds. This provides the opportunity to train for working with RNLi Inshore Rescue Boats (IRB). This service is to be made available such that it can be provided concurrently with the main service. The operation of this RHIB is to be entirely independent of the major vessel.</p> <p>f. <u>Normal Area of Operations:</u> Holyhead Bay and out toward the Skerries, within 15 nautical miles of the coast (see Admiralty chart Nos 2011 and 1413). The ideal run length is 45 mins at a speed of 5kts.</p> <p>g. The normal Area of Operations for the RHIB will be within 5 nautical miles of the harbour.</p>	<p>Air Cmd 22 Trg Grp</p>	<p>a. An overall requirement for the major vessel of up to 1600 hrs on task time pa within a total of 245 days per year.</p> <p>b. The 'major vessel' is to be available to be on task to provide the service daily, Monday to Friday (except Bank Holidays) between the hours of 0900 and 1700, usually during daylight hours only. The Contractor shall allow for the possibility of these hours being extended to between 0800 and 1800 during the months of May, June, July and August; however the craft will not be required to support 202 Sqn for more than 4 hrs within this overall period.</p> <p>c. Most sorties will be of 60 to 90 mins duration with usually no more than two sorties per day.</p> <p>d. A break from operations for a minimum of 45 mins will be provided between 1130 and 1430 (finishing no later than 1430) for vessel crews to take a lunch break.</p> <p>e. Usually the 'IRB' RHIB will only be required for up to 4 sorties of 45 mins on task on any one day within an overall total of 20 hrs on task</p>	<p>a. See C1.</p> <p>b. To meet 100% of requests for the RHIB.</p>

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time per month. it will only be required to operate during daylight hours.

C1.1

Cont'd

Programming Notes

- a. The service will be provided at 30 minutes notice within the daily tasking period, unless advised otherwise by the Customer.
- b. The **additional** RHIB shall be provided at 24 hours notice.
- c. 202(R) Sqn will close for Bank Holidays and for a block leave period over Christmas of up to 2 weeks duration.
- d. De-confliction of access to the craft for use by other Service Customers will be undertaken by OC 202(R) Sqn.

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C1.2	Support to Helicopter Training – Joint Helicopter Force (JHF)	<p>a. The service required is to provide a marine platform for helicopter training. The service is required during daylight and night-time hours.</p> <p>b. JHF helicopters can undertake training sorties in up to 50 kt winds. The service is to be provided in Sea State 5 conditions (only up to 3m significant wave height). Recovery of personnel from the water will be required in Sea State 4 conditions (only up to 2m significant wave height) during daylight and night-time hours.</p> <p>c. The type of helicopters currently requiring the service include the, Chinook, Merlin and occasionally Puma.</p> <p>d. The service will be required by the units listed below and usually in the areas indicated. However, requests may be made for the service in any of the areas in which suitable vessels are operating.</p> <p>7 Sqn, 18 Sqn and 27 Sqn, RAF Odiham – primarily off the south coast between Portland and the Solent.</p> <p>845 and 846 Sqns, Commando Helicopter Force (CHF), RNAS Yeovilton – Primarily off Portland.</p> <p>33 and 230 Sqns, RAF Benson – primarily off the south coast between Portland and the Solent.</p>	Land Cmd JHC	<p>a. 7 Sqn, 18 Sqn and 27 Sqn, 20 sorties per year.</p> <p>b. <u>CHF - Up to 60 serials per year for SAR procedures, winch transfers, Fast Roping and Flarex Serials.</u></p> <p>c. 33 and 230 Sqns, up to 5 sorties per year.</p>	See C1
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<p><u>Programming</u></p>					
<p>a. It is intended that the User Units will provide at least two weeks notice of a requirement. The task should still be met if less notice is given where this allows sufficient time for the Contractor to mobilise suitable assets to the required training and where it will not conflict with other MoD or Commercial customers.</p> <p>b. Any requirement to support helicopter training on the East Coast will be met within a Contractor provided programme for meeting those tasking serials undertaken on the east Coast of Scotland and England (see Section C introductory notes)..</p> <p>c. Support for CHF off Portland is to be on the basis of a vessel being available for a period of 2 working weeks in every 4 weeks.</p>					

Serial No.	Major Contract Requirement	Related Requirement or Information	Authorising Authority	Customer's Estimated Quantity	Performance Standard
C1.3	<p>Support to Helicopter Training</p> <p>Lynx Wildcat Maritime Force (LWMF), RNAS Yeovilton</p>	<p>a. The service required is to provide a marine platform for helicopter training serials. The service is required during daylight and night-time hours. Deck winching training is conducted with the vessel on a variety of headings and at a variety of speeds from stationary up to 15 knots.</p> <p>b. LWMF helicopters can undertake training sorties in up to 50 kt winds. The service is to be provided in the full range of Sea State 5 conditions (only up to 3m significant wave height), except for wet winching where Sea State 4 (only up to 2m significant wave height), is the criterion. Recovery of personnel from the water will be required in Sea State 4 conditions (only up to 2m significant wave height) during daylight and night-time hours.</p> <p>c. The type of helicopter requiring the service is the Lynx Wildcat.</p> <p>d. The service will be required by the Lynx Wildcat Maritime Force, RNAS Yeovilton – up to 30nm from Portland Bill . However, requests may be made for the service in any of the other areas where suitable vessels are operating in support of aircrew training.</p>	<p>Navy Cmnd</p> <p>LWMF</p>	<p>a. 1 x Helex serial every 2 weeks for MCT flight (815).</p> <p>b. 1 x Helex serial every month for winchman training (825 Sqn).</p> <p>c. 1 x Helex serial every 4 months for ab initio aircrew training (825 Sqn).</p> <p>d. 1 x Helex serial every 6 months for continuation flying (815/825 Sqns).</p> <p>e. 1 training period of 2 days and nights every 4 months for MST Training (815 Sqn).</p>	See C1
<p><u>Programming</u></p>					
<p>a. The unit requirements for the week will be advised by the Operations team of the Royal Naval Air Station on the previous Thursday.</p> <p>b. The station will be closed for Bank Holidays and for a block leave period over Christmas of up to 2 weeks duration and for the whole of August.</p> <p>c. A vessel is to be programmed to be available for a period 2 working weeks in every 4.</p>					

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Support to Helicopter Training – Vessel Requirements

Due to the specific safety and training requirements of helicopter winching, eg types of winching drills, pilot vision, recovery of personnel from the water etc, any vessel(s) engaged to support such training must have the following specific attributes:

202(R) Sqn

- a. 202(R) Sqn require the length of vessel to be such that they will not have to hover with the rotor blades over the top of any mast when winching over the stern of a vessel, to ensure this, the distance from any aft winching point to a mast forward should be at least 12 metres. An overall **minimum length of 16 metres** and a maximum air draught of between 10-15 metres;
- b. Well lit clear areas of 2 metres square (or circle of radius 1.2 metres) at the forward end and on each quarter of the vessel to allow for the safe transfer of a crewman vertically and by hi-line transfer; these areas to be clear of significant dangerous obstruction which could cause injury to the crewman;
- c. Carry a Rigid Hulled Inflatable Boat (RHIB) and be capable of launching, operating and recovering the boat in the full range of sea state 4 conditions (only up to 2m significant wave height). This would be used to recover any personnel from the water during wet winching serials;
- d. Good sea keeping qualities in providing a safe and relatively stable platform throughout the required range of sea conditions onto which trainee aircrew in the early stages of SAR training can undertake deck winching drills without the risk of injury to winchmen
- e. An electronic position fixing system capable of storing and retrieving an MOB position, to an accuracy of 10 metres, with a single button operation;
- f. A UHF am communications system capable of transmitting and receiving in the frequency range 225 Mhz -399 Mhz (in 25kHz steps) to allow the master to maintain constant two way communication with the helicopter throughout an exercise;
- g. A 'Dan' type marker buoy for marking aircraft crash sites;

202(R) Sqn IRB RHIB

- a. An open RHIB design with a minimum length of 6.5m and maximum length of approx. 7.5m.
- b. Clear space forward for a helo winchman to winch into with no obstructions likely to cause an injury and the largest practical clear even deckspace to land on. (within the limits of the hull shape);
- c. Capable of speeds of up to 25kts in seas with a significant wave height of 1 metre and capable of operating in Sea State 4 at lesser speeds.
- d. RHIB to be MCA categorised for daylight operations within 5 miles of the harbour breakwater.

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JHF

- a. Of sufficient length to ensure sufficient elements of the vessel remain visible to the pilot during a manual hover whilst completing a winch transfer to the bow and stern. The helicopter is required to maintain a minimum vertical clearance of 3 metres between the rotor blades and the highest obstruction on the vessel or a lateral clearance of 5 metres when the blades are in a horizontal plane below the highest obstruction on the vessel. In addition, as a training guideline (particularly relevant at night) the helicopter would look to hover above the sea at a minimum height of 13 metres. The angle of visibility for a **MERLIN** looking forward is about 55° to the vertical. The horizontal distance between the pilot seat and the winch wire is about 4.6 metres. **The following relationship can be used as a guide for establishing an acceptable length of vessel in relation to its air draught:**
- LOA = WP + 4.6 + (AD + 3) Tan 55° (metres).
Where LOA = minimum length overall of the vessel in metres;
AD = the Air Draught of the vessel in metres and;
WP = the lateral distance of the Winching Point from the stern or aft of the bow.
This relationship allows for a 3 metre vertical clearance of the rotors above the highest obstruction.
With a minimum hover height of 13 metres, the minimum LOA = 2.4+ 4.6 + 13 Tan 55°, therefore LOA = 2.4 +4.6+18.6 or = **approx 25.6 metres.**
 - When using the **MERLIN's** aft ramp for fast roping the relationship works out differently as the aft ramp is some 10 metres aft of the pilot seating point. With a minimum hover height of 13 metres, the ideal minimum LOA = 2.4+ 10.0 + 13 Tan 55°, therefore LOA = 2.4 +10.0+18.6 or = **approx 31 metres.** However, Merlin pilots will work with shorter vessels so whilst a craft of 27m LOA may be slightly short of the ideal length, it will be acceptable.
 - The angle of visibility for a **CHINOOK** looking forward is also about 55° to the vertical. However the horizontal distance between the pilot seat and the winch wire is less at 1.8 metres. Using a minimum hover height of 13m, the relationship gives a slightly different result:
Min LOA= 2.4+ 1.8 + 13 Tan 55°, therefore min LOA = 2.4 +1.8+18.6 or = approx **26.8 metres.**
 - The angle of visibility for a **PUMA** looking forward is assumed to be about 50° to the vertical. Thus for a Puma with a horizontal distance between the pilot seat and the winch wire of approx 3.0m and using a minimum hover height of 13 metres, the minimum LOA can be established as follows:
Min LOA= 2.4+ 3.0 + 13 Tan 50°, therefore min LOA = 2.4 +3.0+15.5 or =approx **20.9 metres.**
- A minimum speed of 15 knots in Sea State 3, 12 knots in Sea State 4 and an ability to maintain a stable heading (within 2° either side of the required heading) at a constant speed over the ground of 5 knots;
 - Well lit areas of at least 2 metres square (or circle of radius 1.2 metres) at the forward end and on each quarter of the vessel to allow for the safe transfer of a crewman and simulated casualty vertically and by hi-line transfer; these areas to be clear of significant dangerous obstruction which could cause injury to the survivor or crewman;
 - A full 360 degree searchlight facility able to illuminate a figure in the water at a distance of 150 metres;
 - Carry a Rigid Hulled Inflatable Boat (RHIB) and be capable of launching, operating and recovering the boat in sea state 4 conditions (only up to 2m significant wave height); This is used to recover any personnel from the water during wet winching serials.
 - An electronic position fixing system capable of storing and retrieving an MOB position, to an accuracy of 10 metres, with a single button operation;
 - A UHF am communications system capable of transmitting and receiving in the frequency range 225 Mhz -399 Mhz (in 25kHz steps) to allow the master to maintain constant two way communication with the helicopter throughout an exercise;
 - A voice communication system which must guarantee direct communications with the flight operations room during the programmed tasking period, regardless of the whereabouts of the vessel within the 'normal' area of operations;

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- i. A 'Dan' type marker buoy for marking crash sites;
- j. An 'Aldis' lamp with red and green filters;
- k. Any deck lighting required for use during winching exercises must be shielded so that it only shines downward to avoid dazzling crew when they are using night vision goggles.

LWMF

- a. The minimum suitable length for a Lynx Wildcat will be between 12m and 15m with the length closer to 15m being more suited to the training serials.
- b. A minimum speed of 15 knots in Sea State 3 and an ability to maintain a stable heading (within 2° either side of the required heading) at a constant 5 knots;
- c. Well lit clear areas of 2 metres square (or circle of radius 1.2 metres) at the forward end and on each quarter of the vessel to allow for the safe transfer of a crewman vertically and by hi-line transfer; these areas to be clear of significant dangerous obstruction which could cause injury to the crewman;
- d. A full 360 degree searchlight facility able to illuminate a figure in the water at a distance of 150 metres;
- e. An electronic position fixing system capable of storing and retrieving an MOB position, to an accuracy of 10 metres, with a single button operation;
- f. A UHF am communications system capable of transmitting and receiving in the frequency range 225 Mhz -399 Mhz (in 25kHz steps) to allow the master to maintain constant two way communication with the helicopter throughout an exercise;
- g. A 'Dan' type marker buoy for marking aircraft crash sites;
- h. An 'Aldis' lamp with red and green filters;
- i. Any deck lighting required for use during winching exercises must be shielded so that it only shines downward to avoid dazzling crew when they are using night vision goggles.