MOD Request for Information

Section 1: Contract Title:

Command Support Air Transport Recapitalisation (CSAT Recap) Phase 2

GB Country

Bristol Town

Section (DIO only)

Section 2: Contracting Authority

Name of Institution

Ministry of Defence

MOD Organisation

Air Support

Integrated Project Team (IPT)

C17 Command Support and Airborne Equipment Project Team (CSAE PT)

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For the attention of:: DES C17CSAE-CSAT-RECAP-CM-LEAD

Section 3: Object of the Request for Information:

Contracting Authority's file Reference number: C17CSAE/707083450 – Command Support Air Transport Recapitalisation (CSAT Recap) Phase 2

Weblink to where further documentation can be obtained: http://www.contracts.mod.uk

Short description of requirement:

Project Context:
The Royal Air Force (RAF) has been carrying out VIP air transport since the 1940s using a variety of aircraft. The aircraft that made up the previous VIP fleet comprised four BAe146 aircraft, one Voyager and one Augusta Westland helicopter. In combination these aircraft comprised the Command Support Air Transport (CSAT) fleet. SDSR15 directed the re-capitalisation of the Fixed Wing (FW) CSAT fleet and in particular the replacement of the BAe146 aircraft.

To deliver this capability whilst avoiding a capability gap the project was broken into 2 phases:

- Phase 1 was a rapid procurement project which achieved Full Operating Capability (FOC) in July 22 through competition with the purchase of two new Dassault Falcon 900LX aircraft under a military owned, civilian registered, commercially operated service contracted through the incumbent provider, Centreline AV Limited and operated from RAF Northolt as part of 32 Squadron RAF.

- Phase 2 (the subject of this RFI) will complete the CSAT RECAP Project by transferring the 2 aircraft to the Military Register, embodying military modifications on both aircraft (the scope of which is to be determined via a feasibility study) and delivering a through life In Service Support (ISS) package to the Out of Service Date (OSD) of 2037.

The scope of this contract is for the design of a military modification solution, procurement of equipment (if not provided by the Authority), embodiment of the equipment and ISS, i.e., the Military modification upgrade of 2 Dassault Falcon 900LX aircraft, which will include the following equipment, subject to confirmation of an ongoing Feasibility Study:

- UK Aircraft Platform Protection (APP) system to include Directional Infra-Red Counter Measures (DIRCM) and Countermeasure Dispensing System (CMDS).
- Military Ultra High Frequency (UHF), secure UHF and Secure Beyond Line of Sight (SBLOS) communications.
- Military modes of Identification Friend or Foe (IFF).
- Military GPS – anti-jam and anti-spoof for DIRCM.
- Flight Deck Armour (FDA).

In addition, the contractor will be required to provide as part of the ISS:

- A Co-ordinating Design Organisation (CDO) for the Air System.
- A Post Design Services (PDS) arrangement.
- The ability to maintain airworthiness in accordance with military engineering regulatory practices (Mil Part 145).

- Through Life Maintenance and Support of the two Dassault Falcon 900LX aircraft in accordance with Military Regulatory Requirements.

- This includes:
  - The ability to globally operate the aircraft fleet in both military and civilian airspace, allowing for worldwide climatic conditions.
  - The ability to maintain the air system and its associated equipment and services throughout its in-service life.
  - The ability to sustain task lines as defined by the Authority against a pay and performance regime that links to service delivery.
  - Technical subscriptions supporting operation of the aircraft in its intended roles (nav subscriptions/ SATCOM data/tech pubs/etc.).
  - Provision of simulator Training for Aircrew.

Assumptions:

- All in-service maintenance will be carried out by the contractor
- The aircraft will be on the Military Aircraft Register (MAR) from Q1 2026 onwards.
- Award of contract is expected to be around late Q3 2025 with the ISS commencing upon transition of aircraft to the MAR around Q1 2026.
- Aircraft will be in service until 2037.

For the purposes of this RFI, respondents can assume:

That the Authority intends to run a single competed DSPCR competition to contract for the design of a military modification solution, procurement of equipment (if not provided by the Authority), embodiment of the equipment and ISS as described above.

Information requested:

The Authority is aware that Industry has previously provided a range of information as the Authority has continued to review and develop its CSAT requirement. Responders are encouraged to refer to previous submissions as appropriate.

The information below is requested to inform the procurement strategy. No formal procurement process has been launched. Any resulting procurement will be conducted competitively, subject to the Defence and Security Public Contract Regulations (DSPCR 2011), and all information provided in response to this RFI will be held in confidence.

Industry Day

Responses to this Request for Information (RFI) are requested by 6 June at 23:59 (BST).

Following this RFI the Authority intends to hold an Industry Day in July 2023. Please indicate your interest in attending within your response. Further details will be provided.

Part 1 – Commercial Questions

1. The aim of this part of the RFI is to understand if the Authority's requirements are affordable and achievable from Industry, based on past experience and knowledge of the risks and limitations involved.

    a) The aircraft warranty will expire in 2027, ISS will include access to Simulators for training, Part 145, Part M CAMO support, CDO, Post Design Services PDS, logistics and supply. Please provide non-binding ROM costs for providing ongoing maintenance and availability of the two aircraft for 13 years (with and without the military modifications installed). Please include your assumptions.

    b) Please provide a schedule, supported by details of risks and dependencies on MoD and non-binding ROM costs for design, certification in accordance with the Military Regulatory Publications (MRP) and embodiment of two aircraft based on the requirements above.

Part 2 – Design and Embodiment of Military Modifications

2. The DO (Design Organisation) of the Falcon 900LX, Dassault, will be required to share Intellectual Property (IP, such as design plans and aircraft specifications) with the successful organisation to enable Military Modification of the aircraft. For the questions below please identify risks, mitigations and any MoD dependencies.

    a) What experience does your organisation have in setting up IPR exchange relationships with an international civil (French) aircraft DO?

    b) Are there any requirements that the Authority should consider that will help facilitate this sharing of data?

    a) What experience do you have of acting in a CDO in accordance with MRP RA1014 capacity and PDS arrangements?

    b) In your organisation's experience, what are the biggest challenges associated with establishing a PDS arrangement?

Part 3 - In Service Support

4. The aircraft will normally be expected to operate from RAF Northolt (the Main Operating Base). However, the Authority may have a requirement to operate 1 aircraft in-theatre on an enduring basis and operate the second aircraft concurrently deployed or separately for up to 3 months from an in-theatre airbase.

    a) How does your organisation see the provision of ISS being delivered from an in-theatre airbase on an enduring basis?

    b) How does your organisation see the provision of ISS being delivered from an in-theatre airbase on a 3-month basis?

c) From your organisation's experience how might contractor employees operate (contractually and logistically) from such an environment?

d) How would your organisation plan to recover an Aircraft On Ground (AOG) situation in benign and non-benign theatres and what dependencies would your organisation have on the Authority?

6. The CSAT aircraft is currently operated on the Civil Aircraft Register (CAR), but the Aircraft fleet is intended to transition to the Military Aircraft Register (MAR) at Contract Award.

    a) What experience does your organisation have and can your organisation share the challenges of moving aircraft from the CAR to the MAR?

    b) Please provide an indicative timeline together with details of risks, mitigations and MOD dependencies to transfer from the CAR to the MAR.

7. To support the training and ongoing currency needs of the Authority, access to a suitable Flight Simulator will be required in-service life, as and when required.

    a) Would your organisation have any concerns about establishing a Flight Simulator arrangement to include ongoing type training, ad-hoc access to and maintaining currency?

8. The CSAT aircraft Phase 2 programme will be required to have a Flight Data Monitoring programme to comply with Military Aviation Authority (MAA) regulatory requirements (RA1208). The aircraft will be equipped with a Quick Access Recorder from which to download Flight Data.

    a) What experience does your organisation have with the development of a Flight Data Analysis programme that could support MoD Flight Data Monitoring activity?

    b) Does your organisation have any knowledge of any Off The Shelf (OTS) flight data analysis/ Flight Data Monitoring packages/products that exist and would fulfill the MoD requirement to conduct Flight Data Monitoring? Additionally, what OTS products exist and what experience does your organisation have of using them?

8. The CSAT aircraft will require a suitably compliant Engineering and Asset Management Solution (EAMS) to manage and record all maintenance activity on the CSAT aircraft. Type Airworthiness Authority and Mil CAMO access to this tool will be essential in order to meet Regulatory Fault Trending (RA4000 series) and Platform Integrity (RA5720 series) requirements.

    a. What experience does your organisation have in using an EAMS? Please provide details of the EAMS that you have used.

b. What are the advantages and disadvantages of this EAMS and how could the disadvantages be addressed?

9. As per Regulatory Article (RA)1207 Annex A, UK MoD is required to employ a means of monitoring the health and usage of the Air System. Such a monitoring system should be capable of analysing and carrying out exploitation of the aircraft data so that it can be identified whether systems and components are performing as intended and meeting their planned reliability targets.

a. What experience does your organisation have in monitoring Health and Usage data of the Air System?