



Ministry  
of Defence



## **Type 23 - Power Generation and MCAS Update (PGMU)**

**Annex C to**

**Schedule A of**

**CONTRACT SSA/004/01**

## **Integrated Logistic Support – ILS Definition of Tasks**

Issue: 1

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This document defines the activities of the Integrated Logistics Support requirement as described in Section 4 of the Statement of Work.

## **1. TASK 1 – REPAIR / OVERHAUL OF ENGINES**

### **1.1 General.**

1.1.1 The Contractor shall provide a Repair and Overhaul (R&O) service for the applicable items indicated at Table 1.

1.1.2 The R&O service shall be included within the Contractor's Firm Price (either Guarantee Defects Period or Support), with the exception of those items where it is demonstrated that the Authority is liable for the repair (i.e. through misuse, neglect or damage) or there is No Fault Found (NFF). Authority liability repairs are to be dealt with as detailed in Clause 13 in the Terms and Conditions.

### **1.2 Task Timescales**

1.2.1 The Contractor shall repair/overhaul Engines in accordance with Turn Round Times agreed with the Authority.

### **1.3 Repair / Overhaul of Engines**

1.3.1 The Contractor shall:

- a. Collect defective or Authority nominated engines from any mainland UK location within 48 hours (unboxed)/72 hours (boxed) of receipt of notification of availability by the Authority.
- b. Deliver repaired / overhauled engines to the Authority within the specified Turn Round Time.
- c. Repair and overhaul engines in line with the maintenance schedule as part of the Contract Firm Price. This includes:
  - i. Engines that require a total strip and inspection and complete overhaul of the engine.
  - ii. Engines or equipment which has not suffered a major failure and upon a completion of a strip and survey shall be repaired from the point of failure.
  - iii. All engine modifications approved for introduction at overhaul are to be incorporated during the rebuild of each engine. All approved engine modifications are to be incorporated which do not require the engine to be stripped down any further than is necessary to carry out the repair.

1.3.2 The Contractor shall overhaul and repair engines such that they shall:-

- a. Meet all current Health and Safety legislation
- b. Satisfactorily meet their specified design performance
- c. Components and sub-assemblies shall remain within agreed standard sizes enabling all stock items to fit.

### **1.4 Strip and Survey Reports**

1.4.1 On receipt of repairable equipment, the following is to take place:

- a. The Contractor is to carry-out a preliminary survey of the Articles (including reusable packaging) as soon as possible to establish their condition.
- b. The Contractor shall then make a detailed examination of the articles and packaging to assess the degree of repair required.

- c. Where a repair arising or maintenance requirement is assessed and agreed to be a MoD Liability, a schedule of work is to be prepared by the Contractor detailing the extent of the work and the standard of repair to be performed on each Article, taking into account the current modification state. The schedule of work is to be forwarded to the Authority's Commercial Branch together with the Firm Price quotation. The strip and survey report should include, but not be limited to, the following details:
1. Root cause of failure
  2. Risks of further failures if not addressed
  3. Excessive wear/corrosion
  4. Unusual wear patterns
  5. Apparent lack of maintenance
  6. Packaging Defects
  7. Completeness of equipment
  8. Details of the repairs/modifications considered necessary by the Contractor
  9. A list of all items, proprietary and non-proprietary which will be replaced by new items
  10. A list of all items which can be repaired and the nature of the work to be undertaken
  11. Details of any proposed salvage schemes
  12. Authority materials required to complete R&O
  13. R&O existing component
  14. Scavenge stocks/other equipment
  15. Procurement
  16. Procurement of materials required to complete R&O.
  17. Materials required to complete repair stating source
  18. Quotation for labour and materials
  19. Schedule for R&O & final delivery

1.5 MOD Liability Repair

1.5.1 This aspect of the contract is to provide the Authority with a repair service for those repair arisings or maintenance requirements which are not covered by the terms of the Contractor's Guarantee Defects Period.

1.5.2 The Contractor is to provide repair services for the equipment supplied when requested by the Authority .

1.5.3 All Articles delivered by the Contractor as a result of action under this arrangement shall be repaired to a "serviceable not new" standard. This is defined as "the article fully meets the performance specification and although there may be minor blemishes which reveal that the article is not newly manufactured, never the less it presents an appearance to the user which inspires confidence"

1.5.4 Strip and Survey/No Fault Found. Articles will be forwarded to the Contractor for Strip and Survey to establish the level of repair required to achieve a 'serviceable not new' standard. In the event that there is No Fault Found then the Strip and Survey price will apply.

1.6 Articles Considered Beyond Economic Repair (BER)

1.6.1 If the Contractor deems an Article is BER, he will include a legitimate and compelling case explaining the reasons in an assessment contained within the Strip and Survey report.

1.6.2 If after consultation with the Authority, it is agreed that the repair would be impracticable or uneconomical, no further work is to be undertaken. The Authority is to be informed giving details of the expenditure incurred up to the cessation of work and further instructions requested. On no account is equipment to be disposed of without written authorisation from the Authority.

1.6.3 Where agreement is reached and written authorisation given by the Authority, the contractor may dismantle the article if it is considered that Serviceable or repairable parts will be recovered (where such action proves economical). Recovered parts shall be used as far as possible in the repair of other articles under the scope of this contract.

1.6.4 If the contractor considers an Article to be BER, but the Authority decide to proceed with the repair, the contractor shall submit a firm price quotation to the Authority Commercial Branch for consideration and subsequent acceptance. No repair work shall be carried out until a price has been agreed, The Authority shall not be bound to pay for any repair work that has not been authorised.

1.6.5 Notwithstanding the provisions of DEFCON 601, items agreed to be BER shall be subject to MOD Form 650/650A action and shall be subject to the Authority's disposal instructions.

1.7 Testing

1.7.1 Repaired or Overhauled equipment shall be tested in accordance with the latest agreed issue of the Contractor's Test Schedule.

1.8 Modifications

1.8.1 Proposals to modify any component are to be submitted to the Authority, who reserves the right to reject a proposal when it is considered that a convincing case for modification has not been made. The submission should detail the reason for the proposed change, evaluation of the original component and comparison of old and new component material and physical properties and details of price change.

1.8.2 The equipment shall be modified to the latest Authority approved modification state at the time of repair, unless a different modification state is specifically called for on the Authority order.

1.8.3 If the Contractor considers that further modification of the equipment is desirable, or where a change of material from which any of the components are manufactured is proposed, he should submit his proposals to the Authority for their approval prior to commencement of such work.

1.8.4 Where modifications and minor revisions affect the working clearance of components, the Authority shall be informed accordingly.

1.8.5 A modification record plate, detailing the identification numbers of the modifications incorporated, shall be attached to each equipment.

1.8.6 Wherever a Deviation/Production Permit or Waiver/Concession is raised on Annex A to DEFSTAN 05-61 Part 1 (Issue 5) to cover a major concession as specified in DEFSTAN 05-61 Part 1 (Issue 3), particular attention should be given to the "costing" section in paragraph 12 thereof. In order not to delay the processing of such a concession, the costing should show clearly the difference between the agreed price in the Contract and the cost of the concession.

1.8.7 The Authority is under no obligation to approve a major concession and will not accept liability for any work done in anticipation of the approval of a concession. Concessions will normally only be granted where there are clear benefits to the Authority.

1.9 Signature Impact

1.9.1 Proposals of changes to any item which will result in a change to the Noise & Vibration, Thermal or Magnetic signature of that item are to be submitted to the Authority in accordance with the Modifications procedure above. Any increase to the signature has the potential to have a significant impact on military capability and is therefore likely to be subject to trials that will be determined on a case by case basis. All such cases will require close liaison and ultimate approval by the Authority.

## **2. TASK 2 – PROVIDE FACILITIES FOR THE REPAIR / OVERHAUL, TEST AND STORAGE OF EQUIPMENT AND ASSOCIATED SPARES**

2.1 Provision of Facilities

2.1.1 The Contractor shall provide all necessary facilities, jigs, tools and test equipment etc to meet the requirements of the Contract.

2.1.2 The capability is to be maintained by the Contractor to ensure the delivery of equipment subject to the activities under TASK 1.

2.2 Maintenance of Tooling, Special Tools and Test Equipment

2.2.1 The Contractor shall maintain, calibrate and store any special jigs, tools and test equipment supplied to him on free loan by the Authority for Repair / Overhaul and support of Engines. Accounting and Control shall be managed as called for in DEFCON 23 Clauses 7 to 9 (inclusive).

2.3 Management of Government Owned Contractor Held Stock

2.3.1 The Contractor shall maintain a Bond Store and manage Government Owned Contractor Held Stock, which has been issued to the Contractor as embodiment loan in support of the repair/overhaul programme

2.4 Storage

2.4.1 Equipment and spares awaiting repairs shall be stored such that deterioration cannot take place.

2.4.2 On receipt from the Authority, any defect in packaging shall be communicated to the Authority.

2.4.3 All Authority owned spares shall be stored such that deterioration cannot take place.

2.4.4 Completed equipment and spares shall be stored, prior to delivery, such that deterioration cannot take place.

## **3. TASK 3 – EQUIPMENT COMMISSIONING**

3.1 Commissioning of repaired/overhauled equipment shall be undertaken in accordance with the processes outlined in Section 3.5, the Test Forms developed through the ITEA WG and summarised below :

3.2 Installation

3.2.1 Repaired/overhauled equipment will be installed by the relevant Dockyard Authority who will be responsible for connection of all ship to equipment interfaces.

3.2.2 The Contractor shall undertake Installation Inspections (II) to certify that installation has been completed satisfactorily before Setting to Work commences The Contractor shall provide a certification document to confirm satisfactory installation has been completed.

3.3 Setting to Work and Trials

3.3.1 Setting to Work (STW). The Contractor shall liaise with the relevant dockyard authority to plan and conduct STW. The Contractor shall attend the STW provide support to the Dockyard Authority Commissioning Engineers.

3.3.2 Harbour Acceptance Trials (HAT). The Contractor shall attend the HAT and provide support to the Dockyard Authority Commissioning Engineers and MCTA.

3.3.3 Sea Acceptance Trials (SAT). If considered necessary by the Dockyard Authority post repair/overhaul The Contractor shall attend the SAT and provide support to the Dockyard Authority Commissioning Engineers and MCTA and Ship Staff.

## 4. TASK 4 – SUPPLY OF SUB-ASSEMBLIES AND COMPONENTS AND ASSOCIATED SPARES

4.1 In addition to the requirements of JSP 886, the overriding principle for PGMU Inventory Management is that the Contractor shall be responsible for determining the ranging and scaling of spares required at each line of maintenance. PGMU spares will be stored on board, in Naval stores (HMNB Portsmouth) and at the Contractor's premises.

4.2 The Contractor shall be responsible for maintaining stock levels at all locations in order to achieve and sustain the contracted system availability requirement. In addition, at the conclusion of the Interim CLS period, the Contractor shall hand-over to the Authority the full scale of initial provisioning physical spares advised to the Authority via DEFCON 82 under DRL S19.

4.3 The Contractor shall supply new Articles (all spares and consumables) required to support the equipment supplied at all levels of maintenance, including training equipment and S&TE.

4.4 The Contractor shall deliver all spares and consumables, subject to this contract, in accordance with the Supply Pipeline Times specified within JSP 886 Volume 3 Part 1: Standard Priority System, Chapter 5 or other delivery forecasts where agreed with the Authority.

[REDACTED]

[REDACTED]

4.7 Where the Contractor does not already have a CRISP terminal installed, this will be supplied by the Authority as GFA (with CRISP training available without charge to the Contractor via DPMT).

[REDACTED]

Figure 1 - PGMU Proposed Inventory Management Process

4.9 Standard of Spares

4.9.1 The Contractor shall supply Articles to the specification and part number identified within the characteristics of the NATO Stock No. The Contractor shall check the latest drawing issue state and, if different to that identified by the NATO Stock No/Part No then the Authority shall be notified accordingly to confirm the requirement. Where such specifications cannot be met then the Contractor shall propose alternatives of a similar robustness, which meet the fit, form and function criteria specified.

4.9.2 Spares ordered are in no circumstances to be supplied to a Modification Standard lower than the datum standards set for the equipment for which the spares are required. Recognised alternatives to the individual parts specified will be considered for acceptance only if authorised in writing by the Authority.

4.9.3 Where the Authority places an order for an Article that has a shelf life then the contractor shall ensure that the article has a minimum of 11/12ths of its shelf life remaining on the date of despatch to the Authority.

4.9.4 If it is not possible to supply an item because it is not recognised, is insufficiently identified or is the subject of any other enquiry, the Authority must be informed of the full details in writing. Any amendments found necessary will be notified to the Contractor by the Authority.

4.10 Provision of Alternative Components

4.10.1 In the event that an item ordered is unavailable, the Contractor must not supply an alternative item without the prior approval of the Authority. Details of the proposed substitute must be submitted in writing to the Authority and no further action taken until the Authority notifies agreement to the alternative item.

4.10.2 Recognised alternatives to the individual parts specified will be accepted only if prior written authorisation is given to the Contractor by the Authority.

4.11 Reverse Supply Chain

4.11.1 Items which for repair (or returned for other reasons such as defect investigation, disposal etc.) will be returned to an Authority stores returns location under established JSC reverse supply chain procedures. The items returned will be entered onto CRISP by the receiving Authority store. CRISP will identify the items as being subject to the PGMU Contractor support arrangement and will generate the issue of the item for return to the Contractor for repair/overhaul as detailed in Task 5.

## 5. TASK 5 – REPAIR/OVERHAUL OF COMPONENTS AND ASSOCIATED SPARES

5.1 General.

5.1.1 The Contractor shall provide an R&O service for the applicable items indicated at Table 1.

5.1.2 The R&O service shall be included within the Contractor's Firm Price (either Guarantee Defects Period or Support), with the exception of those items where it is demonstrated that the Authority is liable for the repair (i.e. through misuse, neglect or damage) or there is No Fault Found (NFF). Authority liability repairs are to be dealt with in accordance with Paragraph 4.2.28.

5.2 Task Timescales

5.2.1 The Contractor shall repair/overhaul Equipment, components and spares in accordance with Turn Round Times agreed with the Authority..

5.3 Repair / Overhaul of Equipment, Components and Spares

5.3.1 The Contractor shall:

- a. Repair/overhaul equipment, components and associated spares returned to the Contractor by the Authority, in line with their maintenance requirements.
- b. Deliver repaired / overhauled equipment, components and associated spares to the Authority within the specified Turn Round Time.
- c. Overhaul, repair, modify, test and deliver equipment assemblies to the Authority such that they:
  - i. Meet all current Health and Safety legislation
  - ii. Satisfactorily meet the performance specified such that the equipment achieves the Contractors design intent.
  - iii. Incorporate all approved modifications.

5.4 Strip and Survey Reports

5.4.1 On receipt of repairable equipment, the following is to take place:

- a. The Contractor is to carry-out a preliminary survey of the Articles (including reusable packaging) as soon as possible to establish their condition.
- b. The Contractor shall then make a detailed examination of the articles and packaging to assess the degree of repair required.
- c. Where a repair arising or maintenance requirement is assessed and agreed to be a MoD Liability, a schedule of work is to be prepared by the Contractor detailing the extent of the work and the standard of repair to be performed on each Article, taking into account the current modification state. The schedule of work is to be forwarded to the Authority's Commercial Branch together with the Firm Price quotation. The strip and survey report should include, but not be limited to, the following details:
  - i. Root cause of failure
  - ii. Risks of further failures if not addressed
  - iii. Excessive wear/corrosion
  - iv. Unusual wear patterns
  - v. Apparent lack of maintenance
  - vi. Packaging Defects
  - vii. Completeness of equipment
  - viii. Details of the repairs/modifications considered necessary by the Contractor
  - ix. A list of all items, proprietary and non-proprietary which will be replaced by new items
  - x. A list of all items which can be repaired and the nature of the work to be undertaken
  - xi. Details of any proposed salvage schemes
  - xii. Authority materials required to complete R&O
  - xiii. R&O existing component
  - xiv. Scavenge stocks/other equipment
  - xv. Procurement
  - xvi. Procurement of materials required to complete R&O.
  - xvii. Materials required to complete repair stating source

xviii. Quotation for labour and materials

xix. Schedule for R&O & final delivery

#### 5.5 MOD Liability Repair

5.5.1 This aspect of the contract is to provide the Authority with a repair service for those repair arisings or maintenance requirements which are not covered by the terms of the Contractor's Guarantee Defects Period.

5.5.2 The Contractor is to provide repair services for the equipment supplied when requested by the Authority .

5.5.3 All Articles delivered by the Contractor as a result of action under this arrangement shall be repaired to a "serviceable not new" standard. This is defined as "the article fully meets the performance specification and although there may be minor blemishes which reveal that the article is not newly manufactured, never the less it presents an appearance to the user which inspires confidence"

5.5.4 Strip and Survey/No Fault Found. Articles will be forwarded to the Contractor for Strip and Survey to establish the level of repair required to achieve a 'serviceable not new' standard. In the event that there is No Fault Found then the Strip and Survey price will apply.

#### 5.6 Articles and Spares Considered Beyond Economic Repair (BER)

5.6.1 If during the repair of an Article or Repairable Spares the Contractor deems an Article is BER, he will include a legitimate and compelling case explaining the reasons in an assessment contained within the Strip and Survey report.

5.6.2 If after consultation with the Authority, it is agreed that the repair would be impracticable or uneconomical, no further work is to be undertaken. The Authority is to be informed giving details of the expenditure incurred up to the cessation of work and further instructions requested. On no account is equipment to be disposed of without written authorisation from the Authority.

5.6.3 Where agreement is reached and written authorisation given by the Authority, the contractor may dismantle the article if it is considered that Serviceable or repairable parts will be recovered (where such action proves economical). Recovered parts shall be used as far as possible in the repair of other articles under the scope of this contract.

5.6.4 If the contractor considers an Article to be BER, but the Authority decides to proceed with the repair, the contractor shall submit a firm price quotation to the Authority Commercial Branch for consideration and subsequent acceptance. No repair work shall be carried out until a price has been agreed, The Authority shall not be bound to pay for any repair work that has not been authorised.

5.6.5 Notwithstanding the provisions of DEFCON 601, items agreed to be BER shall be subject to MOD Form 650/650A action and shall be subject to the Authority's disposal instructions.

#### 5.7 Testing

5.7.1 Repaired or Overhauled equipment shall be tested in accordance with the latest agreed issue of the Contractor's Test Schedule.

#### 5.8 Modifications

5.8.1 Proposals to modify any component are to be submitted to the Authority, who reserves the right to reject a proposal when it is considered that a convincing case for modification has not been made. The submission should detail the reason for the proposed change, evaluation of the original component and comparison of old and new component material and physical properties and details of price change.

5.8.2 The equipment shall be modified to the latest Authority approved modification state at the time of repair, unless a different modification state is specifically called for on the Authority order.

5.8.3 If the Contractor considers that further modification of the equipment is desirable, or where a change of material from which any of the components are manufactured is proposed, he should submit his proposals to the Authority for their approval prior to commencement of such work.

5.8.4 Where modifications and minor revisions affect the working clearance of components, the Authority shall be informed accordingly.

5.8.5 A modification record plate, detailing the identification numbers of the modifications incorporated, shall be attached to each equipment.

5.8.6 Wherever a Deviation/Production Permit or Waiver/Concession is raised on Annex A to DEFSTAN 05-61 Part 1 (Issue 5) to cover a major concession as specified in DEFSTAN 05-61 Part 1 (Issue 3), particular attention should be given to the “costing” section in paragraph 12 thereof. In order not to delay the processing of such a concession, the costing should show clearly the difference between the agreed price in the Contract and the cost of the concession.

5.8.7 The Authority is under no obligation to approve a major concession and will not accept liability for any work done in anticipation of the approval of a concession. Concessions will normally only be granted where there are clear benefits to the Authority.

## 5.9 Signature Impact

5.9.1 Proposals of changes to any item which will result in a change to the Noise & Vibration, Thermal or Magnetic signature of that item are to be submitted to the Authority in accordance with the Modifications procedure above. Any increase to the signature has the potential to have a significant impact on military capability and is therefore likely to be subject to trials that will be determined on a case by case basis. All such cases will require close liaison and ultimate approval by the Authority.

## 6. TASK 6 –TECHNICAL SUPPORT

### 6.1 Defect Rectification

6.1.1 The Contractor shall provide all necessary support to ensure continued availability of the equipment supplied by maintaining suitably qualified, security cleared and experienced Engineers who shall:

- a. Take the necessary action to respond to any Operational Defect (OPDEF) with a repair indicator of 1 or 2 within 24 hours. The Contractor’s initial response (within 24 hours) shall acknowledge the problem and deliver a plan for resolving the OPDEF. All OPDEF categories A to C covering repair indicators 1 and 2 are to be included in this requirement.
  - i. Repair indicator 1 requires the OPDEF to be immediately rectified to meet the ship’s commitment/programme. Repair shall be the ship’s primary aim and override existing programme intentions. The Contractor shall therefore make every reasonable effort to immediately rectify OPDEFs with a repair indicator of 1.
  - ii. Repair indicator 2 requires the OPDEF to be rectified as soon as possible to meet future commitments/programme. Repairs are to be pursued within existing programmes. The Contractor shall therefore make every reasonable effort to rectify OPDEFs with a repair indicator of 2 as soon as possible to meet the ship’s future commitments.
- b. With the assistance of Ships Staff, diagnose and rectify any defect or problems which can be rectified in situ on the equipment, and give informed advice to Ships Staff on the safe operation of the equipment. All necessary spares shall be sourced firstly from the Government Owned Contractor Management stock held for this Contract, if not available, from Naval Stores and then, if not available from the Contractor on replacement terms. Ancillary

equipment shall be supplied from Naval Stores but, if not available, from the Contractor on replacement terms.

- c. Attend vessels worldwide, when required, to diagnose and rectify any defect or problems which cannot be rectified in situ on the equipment (noting the requirement for Ship's staff to act as the Contractor's 'Trusted Agent' wherever possible).
- d. Support tele-engineering through attendance at a Remote Engineering Support (RES) system UK shore location for secure collaborative communication with onboard maintainers, to enable defect diagnosis and repair, thus reducing the amount of time the contractor is deployed overseas. For PGMU, it is envisaged that 3 UK shore locations will be available to facilitate communication with T23 ships: Portsmouth COM Building, Devonport COM Building, MOD Abbey Wood Ops Cell.
- e. Provide a Technical Support Desk contactable via telephone which operates during normal UK office hours (0900 to 1700, Monday to Friday inclusive). The Technical Support Desk shall be capable of assisting equipment users and maintainers with technical advice and to resolve system defects within their capability.

6.1.2 The Contractor shall ensure that all service engineers have suitable up to date travel and medical documentation in order to provide assistance to vessels deployed overseas if required. The Authority shall advise the Contractor of planned overseas deployments on a rolling 6 monthly basis.

## 6.2 Service Engineers – Routine Task Support

6.2.1 The Contractor shall provide a service engineer to support Authority tasks. The service engineer may be required onboard ship to conduct investigations, and to install systems and modifications. Specific requirements for each visit will be covered by an Authority task, with attendance onboard to be arranged by the Authority. The nominated ship representative is to be contacted on arrival, and prior to completion of the prescribed work /investigation. Adherence to ship safety instructions is mandatory.

6.2.2 The Tasking Order Form (TAF) procedure shall be the only method for authorising ad-hoc in service support tasks; confirmation of tasking shall be confirmed by means of an Authority order identifying the scope of work to be carried out within 7 working days from the initial notification.

## 6.3 Equipment Obsolescence Management

6.3.1 The Contractor shall deliver an updated Obsolescence Management Plan (OMP) prior to the end of the interim support period which addresses obsolescence for the equipment supplied under the Contract for the following 5 year period. [DRL S43] The OMP delivered at this point shall address the assessment of obsolescence risks, issues and recommended mitigation strategies.

### 6.3.2 Identification of Obsolescence

- a The Contractor shall inform the Authority of any arising current or future obsolescence concerns regarding materials within the planned period of use of the equipment supplied under the contract.
- b The Contractor shall undertake Obsolescence mitigation investigations .

### 6.3.3 Resolution of Obsolescence

- a The Contractor shall agree the mitigation strategy for obsolescence issues in conjunction with the Authority.
- b The Contractor shall identify a route to counter obsolescence and implement the agreed obsolescence mitigation plan. Mitigation strategies may include, but are not limited to:

- i Recovery (and repair) of additional parts from stored (removed) equipment
- ii Supply alternative part with equivalent fit-form-function
- iii Modify the equipment to accept an alternative part
- iv Lifetime buy of current part
- v Re-establishment of manufacture against original drawings
- vi Modification of the equipment performance requirements to remove the requirement

6.3.4 The Contractor shall deliver an updated Software Obsolescence management Plan (SOMP) prior to the end of the interim support period which addresses obsolescence for the Software supplied under the Contract for the following 5 year period. [DRL S44] The SOMP delivered at this point shall address the assessment of obsolescence risks, issues and recommended mitigation strategies.

- a The Contractor shall inform the Authority of any arising current or future obsolescence concerns regarding Software within the planned period of use of the equipment supplied under the contract.
- b The Contractor shall undertake Software obsolescence mitigation investigations.

6.3.5 Resolution of Software Obsolescence

- a The Contractor shall agree the mitigation strategy for Software obsolescence issues in conjunction with the Authority.
- b The Contractor shall identify a route to counter Software obsolescence and implement the agreed obsolescence mitigation plan.

#### 6.4 Configuration Management

6.4.1 The Contractor shall perform Configuration Management in accordance with the Contractor's Configuration Management Plan (CMP) [DRL P10]. In particular, the Contractor shall maintain the following records and ensure that immediately following any equipment formal modification that amendments to the following documents are completed:

- i Technical publications.
- ii Repair Specifications;
- iii Illustrated Parts Catalogue (IPC);
- iv Reliability Centred Maintenance (RCM);
- v Training Records.
- vi Drawings.
- vii Other relevant documentation as may be specified in authorised Authority-generated tasks.

#### 6.5 General Support Tasks

6.5.1 Any other support task not defined within the specific tasks required by the Authority for equipment support and able to be provide by the Contractor shall be quoted against a defined Scope of Work.