**Statement of Requirement**

**The Provision of Military Airworthiness Reviews for Headquarters Air Command**

| Ref | Requirement | | | |
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| **A** | **General Requirements** | | | |
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| **A.1** | **Overview – Aim** | | | |
| A.1.a | The aim of this document is to define a Statement of Requirement for a contractor to complete Airworthiness Reviews (ARs) within the RAF Senior Duty Holder's Area of Responsibility. | | | |
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| **A.2** | **Overview – Introduction** | | | |
| A.2.a | There is a regulated requirement for the RAF to undertake annual ARs on all its aircraft. The contract that the RAF currently has in place to deliver this capability lapses on 30 Jun 2024. In order to remain compliant with the regulated requirement it is the RAF's intention to continue with a contractor delivered solution for a range of its aircraft. Consequently, a extension to the current contract will be let to meet this requirement with a target commencement date of 1 Jul 2024. | | | |
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| **A.3** | **Scope of Requirement** | | | |
| A.3.a | A support solution to conduct ARs across all Air Command units over a core period of 8 months. | | | |
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| **A.4** | **Requirement of the Service** | | | |
| A.4.a | For an independent organisation to conduct Baseline Military ARs and annual Military AR Certification. The requirement is applicable to those aircraft identified at Annex A to this Statement of Requirement. The requirement of the AR is to validate that the airworthiness of the aircraft has been appropriately managed since its last AR and that the maintenance records accurately reflect the physical condition of the aircraft. The importance of independence within the AR processes is essential in maintaining the integrity of the AR process and in providing a documented body of evidence for the accountable Duty Holder to make a decision on the airworthiness of an aircraft. | | | |
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| **A.5** | **Output of the Service** | | | |
| A.5.a | The Contractor must deliver the output (Airworthiness Reviews) required by the Military Aviation Authority (The Regulator – MRP Part M Sub Part I Regulatory Articles) and Royal Air Force Engineering Policy requirements (AP100B-01, Order 1.14) in accordance with the approved platform CAME and associated local orders and procedures published and authorised by the Mil CAM. | | | |
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| **A.6** | **Definitions, Abbreviations and Acronyms** | | | |
| A.6.a | In addition to the definitions, abbreviations and acronyms detailed in the Terms and Conditions of the Contract, the following shall also apply. Where the definitions below contrast to those detailed in the Terms and Conditions of the Contract then the definitions within the Terms and Conditions of the Contract shall take precedence. | | | |
|  | Definition | Interpretation | | |
|  | Airworthiness | The ability of an Air System or other airborne equipment or system to be operated in flight and on the ground without significant hazard to aircrew, ground crew, passengers or to third parties; it is a technical attribute of materiel throughout its lifecycle. | | |
|  | Airworthiness Review (AR) | The purpose of the AR is to validate the airworthiness of an aircraft at a particular moment in time; as opposed to assess the effectiveness of the continuing airworthiness management system or ensure the airworthiness of the aircraft into the future. A MAR does not examine the processes and procedures of the continuing airworthiness management system, it only examines the outputs of the system. | | |
|  | AOC | Air Officer Commanding | | |
|  | Baseline Military Airworthiness Review (BMAR) | An AR that is conducted under military policy that baselines the aircraft back to a specified point in its life cycle - it may not necessarily require going back to birth for aircraft or associated components. | | |
|  | CAME | Continuous Airworthiness Management Exposition. | | |
|  | CAMO | Continuing Airworthiness Management Organization. | | |
|  | Contractor’s Personal Use | Any use of MOD furnished property, facilities or equipment intended for the primary benefit of the Contractor or the Contractor’s Personnel which is contrary to the MOD’s interests is considered personal use. | | |
|  | Contractor’s Personnel | Any employees, including sub-contractors or other agents working on behalf of the Contractor, shall be deemed the Contractor’s Personnel. | | |
|  | Designated Officer (DO) | The Designated Officer is the MOD representative responsible for the Requirement and is as defined at Item 2 of DEFFORM 111 of this Contract. | | |
|  | Dii | Defence Information Infrastructure (one of the military’s IT networks). | | |
|  | Duty Holder (DH) | DH have a personal level duty of care for the personnel under their command; those who, by virtue of their temporary involvement in aviation activities, come within an DH’s Area of Responsibility (AoR); and the wider public who may be affected by their operations. They are thus legally accountable for the safe operation of systems in their AoR and for ensuring that Risks to Life are As Low As Reasonably Practicable and Tolerable. | | |
|  | EASA | European Aviation Safety Agency. | | |
|  | MAA | Military Aviation Authority - the military regulator. | | |
|  | Military Continuing Airworthiness Manager (Mil CAM) | The head of a Military-registered Air System’s Military Continuing Airworthiness Management Organization. | | |
|  | MOD | Ministry of Defence. | | |
|  | MODNET | One of the military’s IT networks. | | |
|  | MRP | MAA Regulatory Publications. | | |
|  | OC | Officer Commanding. | | |
|  | RAF | Royal Air Force. | | |
|  | SC | Security Check. | | |
|  | SNCOs | Senior Non-Commissioned Officers (Includes the ranks Sergeant, Chief Technician, Flight Sergeant and Warrant Officer). | | |
|  | SoR | Statement of Requirement. | | |
|  | Trade Group 1 | RAF Mechanical, Avionic and Weapon technicians. | | |
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| **A.7** | **References** | | | |
| A.7.a | In addition to the references detailed in the Terms and Conditions of the Contract the following references shall also apply as well as any subsequent revisions and amendments to the references. This list does not absolve the Contractor from conforming to any other relevant publications to the Defence Aviation Environment published by the Military Aviation Authority. | | | |
|  | Reference | | Version | Source |
|  | Data Protection Act 2018 | | 2018 c. 12 | http://www.legislation.gov.uk/ukpga/2018/12/contents/enacted |
|  | Government Security Classifications | | 1.1 | https://www.gov.uk/government/publications/government-security-classifications |
|  | MRP Part M Sub Part I RAs | | Amendment Date - 25 May 22 | https://www.gov.uk/government/collections/4000-series-continuing-airworthiness-engineering-regulations-cae |
|  | AP100B-01 Order 1.14 | | Amendment Date - Oct 2019 (further amendment planned 2023) | Available on request |
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| **A.9** | **Security** | | | |
| A.9.a | The Contractor is to ensure that all of the Contractor’s Personnel have Security Check (SC) clearance. Where the Contractor’s Personnel do not have SC clearance that individual will not be allowed access to MOD facilities. | | | |
| A.9.b | The Contractor shall ensure that it is suitable to be registered on platforms’ ITAR Registers where identified. | | | |
| A.9.c | All information related to or generated by this Contract is to be treated in the appropriate manner in accordance with Government Security Classifications. The classification of the material to be handled shall not exceed OFFICIAL-SENSITIVE in nature. | | | |
| A.9.d | All personal data processed under this Contract is to be treated in accordance with the Data Protection Act 2018. | | | |
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| **A.10** | **Site Access** | | | |
| A.10.a | The Contractor will be advised by the DO of the procedures and forms of identity required for initial access to sites to which the Contractor’s personnel will require access under this contract. | | | |
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| **A.11** | **Safety and Environmental Provisions** | | | |
| A.11.a | When on the Site the Contractor is to comply with all MOD Safety, Health and Environmental Protection regulations and policy, and all related legislation. Where the activity requires the Contractor’s personnel to attend sites belonging to a party other than MOD, they will also comply with the Health, Safety and environmental Protection policy of that organisation. | | | |
| A.11.b | The Contractor shall ensure all contracted personnel are undertaking the AR with the necessary Personal Protective Equipment (PPE; such as but not limited to: safety footwear, overalls, Hi-Viz, ear protection) required to perform their duties in line with the latest legislation. | | | |
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| **A.12** | **Hours of Operation and Times of Delivery** | | | |
| A.12.a | All services to the Site shall normally be delivered between the hours of 08:00 - 17:00 on weekdays with exception of recognised UK Bank Holidays and Public Holidays. | | | |
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| **A.13** | **Quality Assurance** | | | |
| A.13.a | The Contractor must comply with AQAP 2131 Edition C (Version 1) NATO Quality Assurance Requirements for Final Inspection and Test. Any Certificate of Conformity must be provided in accordance with DEFCON 627. No Deliverable Quality Plan is required reference DEFCON 602B 12/06. As the Contractor will be working on MOD property, the Contractor must also comply with Def Stan 05-061 Part 4 Issue 3 Amendment 1 – Quality Assurance Procedural Requirements – Contractor Working Parties. The Contractor must also be ISO 9001 accredited and maintain this level of accreditation throughout the duration of the contract. For guidance on the application and interpretation of AQAPs refer to the appropriate AQAP Standards Related Document (SRD). | | | |
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| **A.14** | **Contract Monitoring** | | | |
| A.14.a | For the purposes of contract monitoring, representatives of the Contractor will routinely report to the DO on the performance of the Contract. | | | |
| A.14.b | The Contractor is responsible for the performance of the Contract by any sub-contractors or other agents working on behalf of the Contractor. The Contractor is to deal with any issues relating to any sub-contractors or other agents working on behalf of the Contractor, this however does not exclude sub-contractors or other agents working on behalf of the Contractor from attending any Contract Monitoring meeting or contributing to any report where it is appropriate for such sub-contractors or other agents to do so. | | | |
| A.14.c | If any sub-contractors or other agents working on behalf of the Contractor are found unsuitable, for whatever reason, the Contractor is to engage with the relevant sub-contractors or other agents to broker a resolution. | | | |

| Ref | Requirement | Additional Information | Quantity | Standard of Performance |
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| **B** | **Deliverable Requirements** |  |  |  |
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| B.1 | The AR will be conducted using the format detailed in AP100B-01 Order 1.14 and the Mil CAM will provide appropriate templates accordingly. | Platform specific requirements will be detailed in the platform CAME. The CAME is held and managed by the platform Mil CAM. | All ARs. | ARs are to be conducted iaw AP100B-01 Order 1.14 and the platform CAME. The Contractor must be fully conversant with the Defence Air Environment regulations and governance. |
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| B.2 | Carry out the quantity of ARs as detailed at Annex A. | Detailed at Annex A. | Detailed at Annex A. | All ARs detailed at Annex A are completed within the specified dates. |
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| B.3 | The contracted organization will be responsible to Airworthiness Policy, HQ AIR Command, for overall contract requirements and delivery standards. | HQ Air Command will require the ability to adjust and prioritise certain platform's requirements ahead of others, whilst remaining within the total number of AR Days contracted for. HQ Air Command SO1 Airworthiness Policy is the central point of contact for any cross-platform matters. | N/A |  |
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| B.4 | The contracted organization's personnel delivering the BMARs and Military ARs will be responsible to individual platform Mil CAMs for delivering platform specific AR programmes (in line with B.2) on a day-to-day basis. | The Mil CAM will be responsible for establishing an AR programme for the contractor to work to. As far as practicable, the programme will schedule ARs in order to spread the resource requirement evenly. | N/A |  |
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| B.5 | The Contractor is to provide a capability for carrying out ARs in accordance with a pre-arranged programme of works as agreed with the platform Mil CAM. | There may be a requirement for work to be undertaken outside of core working hours (Mon-Fri, 0800-1700) due to aircraft availability and tasking requirements. The Contractor will need to remain flexible to this requirement as long as requests are reasonable and timely notification is given. | Up to 25% of each platform’s reviews can be carried outside of core hours. |  |
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| B.6 | The Contractor must provide sufficient flexibility for Mil CAMs to decide which aircraft has an AR at any given time. | Nil | 7 days to book, 24 hrs notice for tail number change. | 7 calendar days is the minimum notice for scheduling an AR, but a change of tail number can be made up to 24 hrs prior to the AR date. |
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| B.7 | The Contractor will only provide AR staff that are suitably qualified to undertake the task. | Specific requirements regarding personnel are detailed in ‘Section D – Personnel’. | N/A | All AR staff are required to meet the criteria laid down in regulation and RAF Policy (MAA Part M Sub Part I Regulatory Articles and AP100B-01 Order 1.14 respectively). |
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| B.8 | All information and reports will remain the sole propriety of the MOD and the Contractor shall not disclose them to any other party, unless specifically approved by the MOD. | Nil. | N/A | The Contractor shall not disclose any information and/or reports to any other party, unless specifically approved by the MOD. |
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| B.9 | Key Performance Indicators (KPIs). The contractor will be required to meet KPIs set out at Annex C. |  | Mil Ar quantity detailed in Annex A.  Report and Meeting due on a bi monthly recurring basis. | The monthly report required within 2 weeks of the 1 month period of service.  The meeting should be held within 2 weeks after the 2 months of service.  Changes to the 1 and 2 week requirement can be made through consultation with the Authority. Agreed changes will not affect KPI scoring. |
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| B.10 | The Contractor will be provided, by the platform Mil CAM, all aircraft documentation to undertake the aircraft documentation review in accordance with AP100B-01 policy. | Where further documentation is required to verify the airworthiness of the aircraft or associated component as part of the AR, it is the responsibility of the Mil CAM to provide that evidence. | N/A | All necessary documentation must be provided to enable the Contractor to carry out the documentation review specified in AP100B-01 Order 1.14. |
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| B.11 | The Contractor will be required to carry out the ARs at each of the locations (as per Annex B). | The Contractor should be prepared to conduct the ARs at an alternative location in the UK or overseas. Any BMARs and Military ARs outside of the UK may only be conducted with prior authorisation from HQ Air Command. | Flexibility to carry out up to 10% of ARs at a different location. | The Contractor must be able to carry out ARs at the locations specified at Annex B and provide flexibility to conduct 10% at different locations. |
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| B.12 | The Contractor will provide a full detailed report and recommendation for each AR in accordance with AP100B-01 Order 1.14. | Should any report be of a standard below that expected by the Mil CAM, the Contractor is to rectify the report as required. | N/A | The report and recommendation shall enable the Mil CAM to make an informed judgement on the airworthiness of the aircraft and its management by the maintenance organisation and must comply with AP100B-01 Order 1.14. |
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| B.13.a | Reporting Mechanisms. The Contracted organization shall use HQ AIR Airworthiness Policy as the primary focal point for all contract matters. | The Contractor and HQ AIR Airworthiness Policy will hold regular progress review meetings. The Contractor, HQ AIR Airworthiness Policy and AIR Commercial will hold annual contract review meetings. | Performance meetings every 2 months and an annual contract review meeting. | The Contractor must provide regular performance meetings (at least every 2 months) and support an annual contract review meeting. Performance meetings should include detail, by platform, of ARs conducted, AR-Days used, and contracted AR-Days wasted (Lost Opportunities) due to, for example, the required aircraft not being made available. |
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| B.13.b | The Contractor will provide the Authority (HQ AIR Airworthiness Policy ) with a monthly progress report. | The monthly performance report will be in a format as agreed between HQ Air and the contractor. | 1 Report per month. | Monthly performance report to be submitted via Enterprise On Line (EOL) no later 10th day of each following month; e.g. the monthly report for January's delivery performance would be submitted via EOL no later than 10th February. |
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| B.14 | Notwithstanding the requirement outlined at Annex A, HQ AIR Airworthiness Policy has the right to review the number of ARs required. | This is to give flexibility in the event of major Defence changes. | Change to overall requirement is not to decrease by more than 100 aircraft. | Allow for a decrease of up to 100 aircraft from the overall requirement. Should this happen, the Authority will follow the contract amendment process and agree a reduced price accordingly. |
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| B.15 | The Contractor shall be subject to the Platform CAMO Quality System and shall provide the platform CAMO Quality Manager with an annual audit report on each contracted Mil AR Surveyor authorised for the relevant platform including any Findings or Opportunities for Improvement. | Part 2 of the Platform CAME describes the CAMO Quality System. As the contractor will be carrying out work on behalf of the Mil CAM, the Mil CAM ultimately responsible for this and is required to be assured that activity is compliant. | Annual audit report. | The Contractor is to be ISO 9001 accredited and maintain this level of accreditation throughout the duration of the contract. The annual Mil AR Surveyor audit report should assure the CAMO QM of the surveyor's compliance with the approved platform CAME and associated local orders and procedures published and authorised by the Mil CAM. |
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| B.16 | The Contractor shall assist in the review and development of CAMO-owned AR work procedures, local forms and management aids. | Nil. | Annually. | Up to one day per year should be made available to assist each platform CAMO in the continual improvement of AR-related work procedures, local forms and management aids. |
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| B.17 | The Contractor shall support the development of service MAR Surveyors (potentially required for in-Theatre aircraft or additional/short-notice MARs) by allowing them to shadow the conduct of contracted MAR activity for their relevant platform. | Nil. | As required. | Where and when required, service MAR Surveyors (who are yet to be authorized) for a particular platform are able to shadow the work of contracted and authorized MAR Surveyors for that platform, in order to develop their competence to the point of becoming authorized by the Mil CAM. |
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| B.18 | The requirement is to be available for full delivery from the date of contract start, delivery is to be run concurrent with the current contract provider for up to three months to allow for phase-in of delivery under this contract. This period is to allow for awareness and alignment of processes. |  |  |  |
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| B.19 | For a period of three months prior to the end of the contract, or any earlier termination, the Contractor is to support any replacement supplier. This period is to allow the replacement supplier to allow for awareness and alignment of processes. |  |  |  |
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| **C** | **Equipment and Infrastructure** |  |  |  |
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| C.1 | If required the Contractor shall only make use of Maintenance Organisation tools or equipment to aid the conduct of the physical aspect of the aircraft AR. Exceptions are contractor-provided or CAMO-provided Dictaphones or Cameras. All items are to be controlled in accordance with current tool control and FOD procedures at the AR location. | For example: Torches, mirrors, remote viewing aids (RVA). | As required. |  |
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| C.2 | Nil. | Nil. | Nil. | Nil |
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| C.3 | The Contractor will be required to undertake the physical inspection of the AR both in a suitable aircraft hangar or outside on an aircraft servicing platform. | The MOD will provide the Contractor with suitable office accommodation to conduct the AR, specifically the document review and compilation of the report. | As required at all locations. | Perform ARs on aircraft in suitable hangars or outside on an aircraft servicing platform. |
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| C.4 | The Authority will be responsible for providing the necessary portable media (laptops, printers as required) to support the AR activity. | The MOD will provide the Contractor with suitable office accommodation to conduct the AR, specifically the document review and compilation of the report. Additionally, the MOD will provide MODNET laptops and linked printers to conduct the contracted AR tasks in accordance with CAM processes. | As required. | Produce all AR reports, as detailed in AP100B-01 Order 1.14 and the platform CAME, in an electronic format. |
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| C.5 | Whilst on RAF Brize Norton the Contractor may be permitted the use of MOD Motor Transport (MT) assets in order to travel within RAF Brize Norton to aircraft subject to Airworthiness Review when the use of private vehicles is prohibited. | Access to MOD MT will be subject to availability of such assets.  Contractor’s Personnel will only be allowed access to MOD MT assets where the relevant individual demonstrates to the MT Control of RAF Brize Norton appropriate licenses and compliance with appropriate MT operation instructions / orders. | As required. | MOD MT assets are only to be used by the Contractor for the purposes agreed with the Authority and are to be treated in accordance with the appropriate MT operation instructions / orders. |
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| C.6 | The contracted organization’s personnel shall be permitted to be transported within Service Motor Transport (MT), as a passenger, when authorized by the authority. |  | As required. |  |
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| C.7 | The Contractor shall ensure all contracted personnel undertake Airworthiness Review activity with the necessary Personal Protective Equipment (PPE) required to perform their duties in line with the latest legislation. | The Contractor will provide all relevant PPE (Safety footwear, overalls, Hi-Viz, Ear protection) | As required. | All AR Physical Reviews are conducted by personnel wearing appropriate and effective PPE. |
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| **D** | **Personnel** |  |  |  |
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| D.1 | The Contractor shall only provide AR staff who meet all of the criteria laid out in MAA Part M Sub Part I Regulatory Articles and AP100B-01 Order 1.14, for subsequent authorization and employment. | Refer to MAA Part M Sub Part I Regulatory Articles and AP100B-01 Order 1.14. Ex-Service personnel who previously had a minimum of 10 years’ experience in continuing airworthiness and 5 years’ experience in aircraft maintenance at a supervisory level may be exempted from the EASA licence requirement on a case by case basis, but HQ Air Command would generally expect the time elapsed to be less than 5 years from leaving the Service and that they had been employed in continuing airworthiness over that period. | All AR staff. | Meet the requirements of MAA Part M Sub Part I Regulatory Articles and AP100B-01 Order 1.14 and provide competency based CVs to platform CAMs for authorization. |
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| D.2 | AR contracted personnel shall meet 'Security Check' (SC) clearances. | Nil. | All AR Staff. | All AR staff must have SC. |
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| D.3 | The Contractor shall be responsible for delivering and co-ordinating AR surveyor activity to meet the customer requirement. | See requirement B.4. | Detailed at Annex A. |  |
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| D.4 | The provision of manpower by both parties (MOD and contractor) will be managed in a reasonable and timely fashion to ensure successful completion of the AR within the agreed timescales of the Mil CAM. | Nil. | N/A |  |
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| D.5 | The Contractor shall submit the details of competent AR Surveyors to the Mil CAM for authorization; provision should be made for face to face interview. Once author, details of AR Surveyors will be recorded within Part 4 of the CAME (Mil AR Procedures), or referenced from it. | Nil. | All AR staff by platform. | The provision of sufficient numbers of authorized AR Surveyors to meet the contracted requirement, from the commencement of contracted activity. |
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| D.6 | Where an aircraft fleet operates a Logistic Information Systems to manage airworthiness records that are required for ARs, the Contracted staff must be competent in operating the relevant LIS and be willing to undertake military training courses to allow them access (review only). | Platform CAM to provide training and access to relevant platform LIS courses / systems. Contractor to make allowance for time required for contracted personnel to gain competence (if required). | N/A | Contracted staff must be competent to use the relevant LIS following training in order to conduct ARs. |
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| D.7 | The Contractor must attend the relevant unit arrivals / H&S brief prior to working at a new unit and must carry out any mandatory platform / unit safety training. | The Contractor is responsible for booking all relevant training via relevant CAMO. | As required. | Attend/complete all mandatory MOD/unit H&S briefs/training. |
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| D.8 | The Contractor must comply with Health and Safety legislation and any associated local governance that applies during the conduct of ARs, e.g. Aviation Engineering Standing Orders or Approved Maintenance Organisation procedures. | The Contractor is responsible for apprising itself of any local Health and Safety requirements, with support from the relevant CAMO. | As required. | Observed compliance with recognised Health and Safety requirements. |

**Annex A**

**Quantity of ARs**

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| Platform | **Year 1** | |  | **Year 2** | |  | **Year 3** | |  | **Year 4** | |  | **Year 5** | |
| **1 Jul 24- 30 Jun 25** | |  | **1 Jul 25- 30 Jun 26** | |  | **1 Jul 26- 30 Jun 27** | |  | **1 Jul 27- 30 Jun 28** | |  | **1 Jul 28- 30 Jun 29** | |
| Total resource days estimate | MARs Required |  | Total resource days estimate | MARs Required |  | Total resource days estimate | MARs Required |  | Total resource days estimate | MARs Required |  | Total resource days estimate | MARs Required |
| Typhoon - BMAR | 5 | 1 |  | 5 | 1 |  | 5 | 1 |  | 0 | 0 |  | 0 | 0 |
| Typhoon - MAR | 520 | 104 |  | 520 | 104 |  | 495 | 99 |  | 495 | 99 |  | 495 | 99 |
| BBMF - BMAR | 0 |  |  | 0 |  |  | 0 |  |  | 0 |  |  | 0 |  |
| BBMF - MAR | 72 | 12 |  | 72 | 12 |  | 72 | 12 |  | 72 | 12 |  | 72 | 12 |
| Lightning - BMAR | 24 | 2 |  | 36 | 3 |  | 0 | 0 |  | 0 | 0 |  | 0 | 0 |
| Lightning - MAR | 200 | 20 |  | 200 | 20 |  | 240 | 24 |  | 240 | 24 |  | 240 | 24 |
| RAFAT Hawk T1 - BMAR | 60 | 3 |  | 60 | 3 |  | 40 | 2 |  | 0 | 0 |  | 0 | 0 |
| RAFAT Hawk T1 - MAR | 150 | 15 |  | 170 | 17 |  | 180 | 18 |  | 170 | 17 |  | 170 | 17 |
| Hawk T2 - BMAR | 10 | 1 |  | 10 | 1 |  | 20 | 2 |  | 20 | 2 |  | 10 | 1 |
| Hawk T2 - MAR | 162 | 27 |  | 162 | 27 |  | 162 | 27 |  | 162 | 27 |  | 162 | 27 |
| Hawk T2A MK167 - BMAR | 0 |  |  | 0 |  |  | 0 |  |  | 0 |  |  | 0 |  |
| Hawk T2A Mk167 - MAR | 60 | 10 |  | 54 | 9 |  | 54 | 9 |  | 54 | 9 |  | 54 | 9 |
| C-17 - BMAR | 0 |  |  | 0 |  |  | 0 |  |  | 0 |  |  | 0 |  |
| C-17 - MAR | 160 | 8 |  | 160 | 8 |  | 160 | 8 |  | 160 | 8 |  | 160 | 8 |
| Atlas - BMAR | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Atlas – BMAR (Seville) | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Atlas - MAR | 391 | 23 |  | 391 | 23 |  | 391 | 23 |  | 391 | 23 |  | 391 | 23 |
| Envoy - BMAR | 40 | 2 |  | 0 | 0 |  | 0 | 0 |  | 0 | 0 |  | 0 | 0 |
| Envoy - MAR | 12 | 1 |  | 24 | 2 |  | 24 | 2 |  | 24 | 2 |  | 24 | 2 |
| Viking - BMAR | 12 | 2 |  | 6 | 1 |  | 6 | 1 |  | 6 | 1 |  | 6 | 1 |
| Viking - MAR | 260 | 52 |  | 270 | 54 |  | 270 | 54 |  | 270 | 54 |  | 280 | 56 |
| Prefect - BMAR | 0 |  |  | 0 |  |  | 0 |  |  | 0 |  |  | 0 |  |
| Prefect - MAR | 33 | 11 |  | 33 | 11 |  | 33 | 11 |  | 33 | 11 |  | 33 | 11 |
| Texan - BMAR | 0 |  |  | 0 |  |  | 0 |  |  | 0 |  |  | 0 |  |
| Texan - MAR | 28 | 7 |  | 28 | 7 |  | 28 | 7 |  | 28 | 7 |  | 28 | 7 |
| Juno - BMAR | 0 |  |  | 0 |  |  | 0 |  |  | 0 |  |  | 0 |  |
| Juno - MAR | 58 | 29 |  | 58 | 29 |  | 58 | 29 |  | 58 | 29 |  | 58 | 29 |
| Jupiter - BMAR | 0 |  |  | 0 |  |  | 0 |  |  | 0 |  |  |  |  |
| Jupiter - MAR | 14 | 7 |  | 14 | 7 |  | 14 | 7 |  | 14 | 7 |  | 14 | 7 |
| AW109 -BMAR | 5 | 1 |  | 0 | 0 |  | 0 | 0 |  | 0 | 0 |  | 5 | 1 |
| AW109- MAR | 3 | 1 |  | 3 | 1 |  | 3 | 1 |  | 3 | 1 |  | 3 | 1 |

**Annex B**

**Platform Operating Bases**

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| Platform | Locations |
| Typhoon | RAF Coningsby  RAF Lossiemouth |
| BBMF | RAF Coningsby |
| Lightning II | RAF Marham |
| RAFAT Hawk T1 | RAF Waddington |
| Hawk T2 | RAF Valley |
| Hawk T2A MK167 | RAF Leeming |
| C-130 | RAF Brize Norton |
| C-17 | RAF Brize Norton |
| Atlas | RAF Brize Norton |
| CSAT Envoy | RAF Northolt |
| Viking | RAF Little Rissington  RAF Honington  RAF Upavon  RAF Predannack  RAF Kirknewton  RAF Topcliffe  RAF Kenley  RAF Ternhill  RAF Syerston |
| Prefect | RAF Cranwell |
| Texan | RAF Cranwell |
| Juno | RAF Shawbury |
| Jupiter | RAF Shawbury |
| AW109 | RAF Northolt |

**Annex C**

**Key Performance Indicators**

|  |  |  |  |
| --- | --- | --- | --- |
| **KPI Number** | **KPI Description** | **Incident Measure** | **Target** |
| 1 | Availability | The Contractor is to deliver the required number of Mil Ars are detailed in the SOR. | 100% |
| 2 | Timelines | The Contractor will meet the deadline for the electronic distribution of their ‘HQ Air Mil AR Monthly Performance Report’. | 100% |
| 3 | Meetings | Contractor met the deadline for holding the Bi-monthly (every 2 months) Performance Review Meeting. | 100% |
| 4 | Social Values  Theme 2: Tackling economic inequality  Policy Outcome: Create new business, new jobs and new skills | Number of people-hours of learning interventions delivered under the contract, by UK region. | TBC |