Ministry of Defence

de&S MOD COMMERCIAL

SCHEDULE A – STATEMENT OF WORK

ENGINES FUTURE SUPPORT

CONTRACT NUMBER
701580378

SCHEDULE A

STATEMENT OF WORK

This document defines the Contractor's Core Service for delivery of the Authority's RTM322 Merlin Engines Future Support system requirements. It should be read in conjunction with the Authority's System Requirements detailed in Table 1, and Schedule E to this Contract.

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CONTRACTOR STATEMENT OF WORK

SR-215 Operating Environment

SR-5 – Operating in an atmosphere with particulate matter

The Contractor shall provide Engines, LRUs and Spares that are capable of operating in an atmosphere with particulate matter in accordance with DEFSTAN 00-971 and DEFSTAN 00-35 Part 4 (including operation in C3/severe cold and C4/extreme cold meteorological conditions). Engine start limitations are contained in the Engine Operating Instructions (EOI).

SR-6 – Operation in an atmosphere with suspended moisture

The Contractor shall provide Engines, LRUs and Spares that are capable of operating in an atmosphere with suspended moisture in accordance with DEFSTAN 00-971 and DEFSTAN 00-35 Part 4 (including operation the C3/severe cold and C4/extreme cold meteorological conditions). Engine start limitations are contained in the Engine Operating Instructions (EOI).

SR-8 – Operation within Pressure Altitude ranges

The Contractor shall provide Engines, LRUs and Spares that are capable of operating within the Pressure Altitude (PA) ranges below:

RTM322 Mk100: X = -1,640 feet PA to 10,000 feet PA
RTM322 Mk200: X = -1,640 feet PA to 13,123 feet PA
RTM322 Mk250: X = -1,640 feet PA to 15,000 feet PA

SR-9- The System shall be able to operate within X temperature range

The Contractor shall provide Engines, LRUs and Spares that will operate within the temperature ranges below:

RTM322 Mk100: X = -55°C to + 90°C
RTM322 Mk200: X = -55°C to + 90°C
RTM322 Mk250: X = -50°C to + 90°C

The term “operate” is defined as the Engines ability to perform all aspects of operation other than the start limitations as defined in the respective Engine Operating Instruction (EOI).

SR-10-The System shall comply with DEFSTAN 00-970 Part 7, Section 2 for bird strike and foreign object debris (FOD) ingestion.

The Contractor shall provide Engines that are compliant with DEFSTAN 00-970 Part 7 Section 2 for bird strike and FOD ingestion.

SR-216 Usage

SR-12 The Contractor shall support the operation of the Merlin fleet Engines.

The Contractor shall provide support to the operation of the Engines of the Authority's Merlin fleet as described in Schedule E.

SR-13 The Contractor shall provide support to Engine availability, reliability and maintainability to meet the Required Activity Level (RAL)

The Contractor shall provide support to Engine availability to meet the Engine Flying Hours defined in table 14 in Schedule E.

SR-14 The Contractor shall support System spares within Deployable Support Packs (DSPs).

The Contractor shall support system spares within Deployable Support Packs (DSPs) as detailed within Schedule E.

Regeneration of DSP components shall be in accordance with Stores Priority Code (SPC) when deployed and within UK holding locations.

Deployed DSP replenishments shall be satisfied from MOB stock holdings.

DSP Range and Scaling (R&S) shall be reviewed by the Contractor annually and included within the Inventory Modelling Data Report. DSP R&S shall be jointly agreed. Once agreed, any requests for permanent amendment shall be submitted on the Authority Form S130 for consideration by the Contractor.

It is considered that DSP R&S for Merlin Mk2/Mk4/Mk4a are built for Aircraft operating in maritime environment only.

Any changes to the DSP will be considered and once agreed a temporary uplift via an Authority Form S130 (Temporary)

DSPs replenishment assets will be transported/moved to the required delivery point using the Authority's transport and movement infrastructure.

SR-64 The Contractor shall support contingent operational requirements.

The Contractor shall support contingent operational requirements in accordance with Condition 12 of the Contract.

SR-217 Equipment Operation

SR-15 The System shall be able to apply X Maximum Continuous Power

The Contractor shall provide Engines that deliver Maximum Continuous Power as stated in the appropriate Engine Type Certificate (ETC):

RTM322 Mk100: 1843 Shp
RTM322 Mk200: 1886 Shp
RTM322 Mk250: 2000 Shp

SR-16 The System shall be able to apply X Maximum Contingency Power

The Contractor shall provide Engines that delivers Maximum Contingency Power ratings as stated in the appropriate Engine Type Certificate (ETC):

RTM322 Mk100: 2242 Shp
RTM322 Mk200: Max 5 Minute = 2263 Shp
RTM322 Mk250: 2400 Shp

SR-17 The System shall not experience a Specific Fuel Consumption rate of greater than X

The Contractor shall provide Engines that operates at Max Continuous rating with a Specific Fuel Consumption rate that does not exceed the stated value in the appropriate Engine Type Certificate (ETC):

RTM322 Mk100: X = 76.66µg/J
RTM322 Mk200: X = 77.45µg/J
RTM322 Mk250: X = 76.83µg/J

SR-22 The System, when shut down or failed, shall not affect the operation of the rotor system

The Contractor shall provide Engines that when shut down or failed do not affect the operation of the rotor system in accordance with DEFSTAN 00-970 Part 7, Section 2, Supplement 4, Issue 6.

SR-20 The System shall be able to operate the following NATO standard fuels

The Contractor shall provide Engines that operate with the fuels listed in the appropriate RTM322 Engine Type Certificate (ETC).
The Contractor shall undertake studies and/or design change processes to include additionally approved NATO fuels.
For fuels not listed within the NATO standard, but required and requested for approval by the Authority, the Contractor shall undertake studies via an Additional Services Task in accordance with Schedule H.

SR-21 The System shall be able to operate the following oils

The Contractor shall provide Engines that operate with the oils listed in the appropriate RTM322 Engine Type Certificate (ETC).
The Contractor shall undertake studies and/or design change processes to include additionally approved NATO oils.
For oils not listed within the NATO standard, but required and requested for approval by the Authority, the Contractor shall undertake studies via an Additional Services Task in accordance with Schedule H.

SR-186 The System shall be able to be environmentally sealed

The Contractor shall provide Engines that are able to be environmentally sealed in line with the Engine Technical Publications.

SR-202 The System shall be able to withstand contaminants within its prescribed Operating Environments to prevent corrosion (externally and internally)

The Contractor shall provide Engines that are capable of withstanding contaminants within the prescribed Operating Environments detailed at SR-215 to prevent corrosion (externally and internally) subject to compliance with the Engine Technical Publications.

SR-218 Platform Infrastructure

SR-29 The System shall be able to utilise existing Engine Ignition Power Supply

The Contractor shall supply Engines, LRUs and Spares that are able to utilise the existing platform Engine Ignition Power Supply based on current DEFSTAN 00-971 requirements.

SR-30 The System shall be able to utilise existing Engine Cowlings

The Contractor shall supply Engines that are able to utilise the existing platform Engine Cowlings based on current DEFSTAN 00-971 requirements.

SR-31 The System shall be able to utilise existing Airframe Mounts

The Contractor shall supply Engines that are able to utilise the existing Airframe Mounts based on current DEFSTAN 00-971 requirements.

SR-32 The System shall be able to utilise existing Fire shields

The Contractor shall supply Engines that are able to utilise the existing platform Fire Shields based on current DEFSTAN 00-971 requirements.

SR-33 The System shall be able to utilise existing Air Intakes

The Contractor shall supply Engines that are able to utilise the existing platform Air Intakes based on current DEFSTAN 00-971 requirements.

SR-34 The System shall be able to utilise existing Engine Drain System

The Contractor shall supply Engines that are able to utilise the existing platform Engine Drain System based on current DEFSTAN 00-971 requirements.

SR-35 The System shall be able to utilise existing Compressor Washing System

The Contractor shall supply Engines that are able to utilise the existing platform Engine Compressor Washing System based on current DEFSTAN 00-971 requirements.

SR-36 The System shall be able to utilise existing Fuel Connections

The Contractor shall supply Engines that are able to utilise the existing platform Fuel Connections based on current DEFSTAN 00-971 requirements.

SR-37 The System shall be able to utilise existing pilots and co-pilots Engine-controls system

The Contractor shall supply Engines that are able to utilise the existing pilots and co-pilots Engine-controls system based on current DEFSTAN 00-971 requirements.

SR-38 The System shall be able to operate within the existing platform transmission system limitations

The Contractor shall supply Engines that are able to operate within the existing platform transmission limitations based on current DEFSTAN 00-971 requirements.

SR-39 The System shall be able to interface with the existing platform Engine Indicating System

The Contractor shall supply Engines that are able to interface with the existing platform Engine Indicating system based on current DEFSTAN 00-971 requirements.

SR-213 The System shall be able to utilise existing Fire Suppression System

The Contractor shall supply Engines that are able to utilise the existing platform Fire Suppression System based on current DEFSTAN 00-971 requirements.

SR-192 The System shall not affect the platform's vibration limits

The Contractor shall supply Engines, LRUs and Spares that do not affect the existing platform vibration limits based on current DEFSTAN 00-971 requirements.

SR-193 The System shall not affect the platform's Centre of Gravity (CofG) operating envelope

The Contractor shall supply Engines, LRUs and Spares that shall not affect the existing platform Centre of Gravity (CofG) operating envelope based on current DEFSTAN 00-971 requirements.

SR-194 The System shall not adversely impact the platform's Zero Fuel Weight (ZFW)

The Contractor shall supply Engines, LRUs and Spares that shall not adversely impact the existing platform Zero Fuel Weight (ZFW) based on current DEFSTAN 00-971 requirements.

SR-195 The System's installation shall not affect the platform's structural loading

The Contractor shall supply Engines, LRUs and Spares that shall not affect the existing platform structural loading based on current DEFSTAN 00-971 requirements.

SR-306 The System shall be able to integrate and store operating data in the platform Flight Data Recorder

The Contractor shall supply Engines, LRUs and Spares that are able to integrate and store operating data in the existing platform Flight Data Recorder based on current DEFSTAN 00-971 requirements.

SR-307 The System shall be able to integrate with the platform Central Warning Panel (CWP)

The Contractor shall supply Engines, LRUs and Spares that are able to integrate with the existing platform Central Warning Panel (CWP) based on current DEFSTAN 00-971 requirements.

SR-219 Information

SR-25 The System shall be able to record Engine life usage

The Contractor shall provide Engines, LRUs and Spares that are capable of providing the Aircraft Management System (AMS) with the information necessary for the recording of Engine life usage in the Authority's current maintenance IT system. Currently with the Engine installed on the platform Engine life usage is not automatically captured. Consequently the Authority's IT system will be manually updated by the Authority's staff.

SR-26 The System computer control unit shall be re-programmable

The Contractor shall provide a re-programmable EECU that can be configured and re-configured to meet future requirements. Modification of the EECU that results in its re-programming software requested by:

- the Authority, shall be managed in accordance with Schedule H.
- the Contractor, shall be managed in accordance with the Authority's Modification approval process

SR-27 The System shall be able to record Engine operating condition data

The Contractor shall provide an EECU that records Engine operating condition data and makes the data available to the Authority for downloading through the existing platform AMS.

SR-28 The System shall be able to display Engine fault codes

The Contractor shall provide an EECU that passes Engine fault codes to the AMS for display within the existing platform cockpit for cross referencing with associated fault identifaction processes within the Authority's published technical documentation.

SR-187 The System shall present Engine fault code decodes within Aircraft Documentation Set (ADS)

The Contractor shall present Engine fault codes, the associated description with the appropriate fault isolation procedure within the Aircraft Document Set (ADS).

SR-188 The System's downloadable data shall interface with the User's IT hardware / system

The Contractor shall provide EECUs that create downloadable data capable of interfacing with the Authority's current standard of IT hardware / system of Microsoft Windows based operating systems and applications. Any future compatibility update of the downloadable data will be managed using Contract change mechanism Condition 31 and if required, Schedule H.

SR-189 The System's assemblies and components shall be managed electronically

The Contractor shall provide Engines, LRUs and Spares whose assemblies and components shall be managed electronically through the Authority's Engineering and Asset Management System (currently GOLDesp). The electronic management of the system assemblies and components shall be capable of evolving in line with the Authority's IT systems. Any changes shall be managed using Contract change mechanism Condition 31 and if required, Schedule H.

SR-190 The System's operating information shall integrate into the platform's Aircraft Documentation Set (ADS)

The Contractor shall provide the system's operating information which can be integrated into the platforms Aircraft Documentation Set (ADS).

SR-191 The System's Engineering information shall integrate into the platform's Aircraft Documentation Set (ADS)

The Contractor shall provide the system's Engineering information which can be integrated into the platforms Aircraft Documentation Set (ADS). The system maintenance data shall be available to the Authority for integration within the platform Compound Integrated Electronic Publication (CIETP).

SR-220 Training

SR-155 The Contractor shall provide training to meet the needs of the User where any new system(s) is introduced which is not covered by current training.

The Contractor shall provide the information required upon introduction of any change to the system which is not provided by current available training.

SR-67 The system shall ensure that maintainer training is optimised.

The Contractor shall supply DSAT compliant Level 1 Engine training courses for up to 20 personnel in year 1 of the Contract in the Safran HE Academy in Tarnos, France.

The Contractor shall supply DSAT compliant Level 1 Engine training courses for up to 6 personnel in subsequent years in the Safran HE Academy in Tarnos, France.

If requested, the Contractor shall provide DSAT compliant Borescope training courses at the Authority's nominated training facility, to a maximum of 2 courses per year.

The Contractor shall deliver non-DSAT compliant pre-deployment training / knowledge-sharing sessions for maintainers at the Authority's MOBs on an as required basis.

SR-68 The system shall ensure that Aircrew training is optimised.

The Contractor shall provide non-DSAT compliant pre-deployment training for aircrew covering relevant topics such as general best practices, Engine capabilities, and the importance of routine daily maintenance.

SR-3 The System shall be able to conduct One Engine Inoperative (OEI) training in flight, initiated by aircrew [pilot] in the cockpit.

The Contractor shall supply an Engine and its control system that is able to conduct One Engine Inoperative (OEI) training in flight, initiated by aircrew [pilot] in the cockpit.

SR-4 The System shall be able to conduct practice autorotation.

The Contractor shall supply an Engine and its control system that allows the Authority to conduct practice autorotations.

SR-221 Engine Support Services

SR-43 The Contractor shall provide an Engine Availability Service

The Contractor shall provide an Engine Availability Service that meets the Contractual requirements.

SR-44 The Contractor shall provide an Engine specific support equipment Availability Service

The Contractor shall provide an RTM322 tooling support service covering an agreed scope of tools and financial aggregate cap. Once agreed, the service will be defined in Schedule E with a subsequent update to Schedule F.

SR-45 The Contractor shall provide an Engine Technical Support Service

The Contractor shall provide an RTM322 Engine Technical Support Service covering OEM Engineering support, Technical Queries/Airworthiness advice, Scheduled Maintenance Review, Special Instructions (Technical), Technical Agreements and system health monitoring.

SR-197 The Contractor shall provide a Technical Publication Support Service

The Contractor shall provide an RTM322 Technical Publication Support Service by preparing, collating, publishing, copying, and distributing new Technical Publication amendments in the agreed format for the Aircraft Document Set (ADS).

The technical amendments shall be updated on a quarterly basis. This support Service shall provide inclusion of routine Unsatisfactory Feature Reports (UFRs) six monthly (January and July) with rapid and immediate UFRs being updated three monthly (Jan, Apr, Jul and Oct).

SR-203 The Contractor shall draft a Joint Exit Management Plan for when the Contract for support is ended, either through planned expiry or prematurely

The Contractor shall provide an RTM322 draft Exit Management Plan within three months of Contract Award for the Authority to agree.

SR-214 The Contractor shall conduct Supportability Analysis

The Contractor shall provide an Integrated Support Plan (ISP) in accordance with DEFSTAN 00-600 and Schedule M (ILS).

SR-222 Spares Support

SR-305 The Contractor shall provide the range and scale of system spares necessary to support maintenance at Forward in order to achieve the Required Activity Level

The Contractor shall provide the range and scale of system spares necessary to support maintenance at Forward in order to achieve the Required Activity Level detailed in Schedule E.

The Range and Scale shall be jointly reviewed annually and submitted to the Authority within the Inventory Modelling Data Report.

SR-58 The Contractor shall deliver all articles to the Defence Supply Chain

The Contractor shall deliver Articles to the Authority's Receipt and Despatch Stores at the MOBs as detailed in Schedule E. In exceptional circumstances, where the asset(s) are not at the MOB but the Contractor has the appropriate assets available then the Contractor shall provide the logistics to Purple Gate.

SR-51 The Contractor shall collect unserviceable Engine assemblies, LRUs and components

The Contractor shall monitor daily the Authority's Logistics Management System (MJDI) for assets showing in condition R4 in MJDI stock balance.

The Contractor shall liaise with the Authority's MOB-located logistical team to arrange collection of Articles in the most cost effective and environmentally friendly way e.g. low priority items can be held and consolidated for a once a week collection.

The Contractor shall collect Unserviceable Engines, LRUs and components FCA Incoterms 2010 (Free Carrier) from the Receipt and Despatch Store located at each MOB.

The Authority shall be responsible for loading the Serviceable Articles onto Contractor transport at which point risk of loss and damage shall transfer to the Contractor. Proof of collection shall be via signature of the Authority's Goods Despatch Note.

SR-57 The Contractor shall use the Authority's Logistics Management System.

The Contractor shall use the Authority's Logistics Management System subject to the Authority obligations being satisfied.

SR-198 The Contractor shall deliver serviceable system spares

The Contractor shall deliver RTM322 Engine and control system spares as required in suitable packaging as described at SR-204 with all required scheduled maintenance up to date at the time of dispatch.

The serviceable system spares shall be delivered with an authorised release certificate as detailed by Regulatory Article (RA) 4809: acceptance of components (MRP 145.A.42).
The Contractor shall complete all Authority required updates of the Engineering and Asset Management Systems within our boundary subject to the Authority obligations detailed in Schedule D - S1, S18, IT2, IT3, and IT5 being satisfied.

SR-81 The Contractor shall provide system spares with a life limiting component no less than X flying hours

Unless otherwise agreed, the Contractor shall provide system spares with a life-limiting component no less than 350 flying hours from Maintenance Level 2.

SR-75 The Contractor shall comply with all outstanding technical instructions prior to issuing equipment to the User

Unless otherwise agreed the Contractor shall comply with all Engine and LRU outstanding technical instructions in line with relevant MAA approvals, prior to issuing equipment to the User

SR-76 The Contractor shall ensure that any equipment supplied to the Authority has up to date and accurate data on the Authority's Engineering and Asset Management (E&AM) system.

The Contractor shall ensure that any equipment supplied to the Authority has up to date and accurate data on the Authority's Engineering and Asset Management (E&AM) system subject to the Authority obligations being satisfied.

SR-77 The Contractor shall ensure that all items supplied are issued with appropriate up to date and accurate hard copy documentation

The Contractor shall ensure that all items supplied are issued with appropriate up to date and accurate hard copy documentation as required in Regulatory Article (RA) 4809: acceptance of components (MRP 145.A.42) and RA 4812(4) Certification of Component Release and Cannibalization (MRP 145.A.50(d)).

SR-204 The System shall be provided with Special to Type Containers (STCs)

The Contractor shall ensure that all Engines and Modules delivered to the MOBs shall be delivered in serviceable STCs.

The Contractor shall deliver Articles adequately packaged for safe movement and storage. Where applicable this will be according to DEFSTAN 81-41 parts 1 to 6 except where no full specification is defined (for example but not limited to climatic, environmental storage or shock conditions) then Contrator Standard Packing shall be applied and deemed compliant.

SR-200 The Contractor shall manage, maintain and replace (as required) the System's Special to Type Containers (STCs)

In accordance with the Contract, the Contractor shall manage, maintain and replace (as required) the Authority's Special to Type Containers (STCs) as detailed in Schedule D.

SR-201 The Contractor shall comply with the requirements of DEFSTAN 81-041 Parts 1 - 6. Packing of Defence Material

The Contractor shall comply with the requirements of DEFSTAN 81-041 Parts 1 - 6. Packing of Defence Material.

SR-97 The Contractor shall ensure that supporting supply documentation complies with Defence Movement and Transport Regulations.

The Contractor shall comply with the requirements of DEFSTAN 81-041 Parts 1 - 6. Packing of Defence Material.

SR-96 The Contractors supply solution shall be aligned to the demand process for Authority or Forward Users

The Contractors supply solution shall be aligned to the Demand process for Authority or Forward Users.

SR-98 The Contractor shall provide an updated delivery forecast (with a percentage confidence level) in the event of a spare(s) not being available to meet the Required Delivery Date (RDD)

The Contractor shall provide an updated delivery forecast (with a percentage confidence level) in the event of a spare(s) not being available to meet the Required Delivery Date (RDD).

An update shall be sent to the requesting unit within 24hrs of the Contractor being notified that the original RDD cannot be met and no later than 24hrs of the original RDD.

SR-100 The Contractor shall record the following information when an item is delivered to or received from the Authority

Date of consignment delivery/receipt
Time of consignment delivery/receipt
Name of the Authority/Contractor representative who received the consignment
Details of the Item including description, serial and part number/NS

The Contractor shall use the Authority's BIS (BIWMS) to record all shipments, subject to the Authority obligations being satisfied.

SR-101 The Contractor's logistic modelling is to be consistent with the supply and return supply pipeline times set out in the Defence Logistics Framework (DLF)

The Contractor's logistic modelling is to be consistent with the supply and return supply pipeline times set out in the Defence Logistics Framework (DLF).

SR-106 The Contractor shall provide a Theatre Priority Returns List (TPRL)

The Contractor shall monitor the Reverse Supply Chain and advise the Authority within 24 hours when Unserviceable Asset Return Timescale (UARTS) will impact achievement of the Required Activity Level (RAL).

SR-107 The Contractor shall ensure all system spares are codified in accordance with DEFCON 117

The Contractor shall ensure that all system spares are codified before being delivered into Service with a NATO Stock Number (NSN) and recorded on the Authority's Logistics Management System (SR-57).

SR-205 The Contractor shall supply a Certificate of Conformity (CoC) for all assets delivered to the MOD Supply Chain in accordance with DEFCON 627

The Contractor shall supply a Certificate of Conformity (CoC) for all applicable assets delivered to the MOD Supply Chain in accordance with DEFCON 627.

SR-223 Ranging & Scaling

SR-79 The Contractor shall provide an Inventory Delivery Forecast

The Contractor shall provide an Inventory Delivery Forecast.

SR-86 The Contractor shall provide details of the range and scale of in scope spares to be held at each Main Operating Base (MOB)

The Contractor shall provide details of the Range and Scale (R&S) of in scope spares to be held at each Main Operating Base (MOB). The Contractors live R&S tool will be stored and available for the Authority to view at any time. The R&S tool shall be held on the Authority's SharePoint at an agreed suitable location.

SR-87 The Contractor shall review Authority originated change proposals to the range and scale of spares

The Contractor shall review Authority originated change proposals to the R&S of spares and once agreement on assumptions is made, implement changes within one week.

SR-88 The Contractor shall be responsible for determining the range and scale of in scope equipment to be included in Deployment Support Packs (DSPs) in order to achieve the Required Activity Level

The Contractor shall be responsible for determining the range and scale of in scope equipment to be included in Deployment Support Packs (DSPs) in order to achieve the Required Activity Level as detailed in Schedule E.

SR-89 The Contractor shall review the volume of spares held, ranging and scaling and propose changes (including disposal) to the Authority on how to improve the effectiveness of the support arrangement

The Contractor shall review the volume of spares held, R&S and propose changes (including disposal) to the Authority on how to improve the effectiveness of the support arrangement.

The Contractor shall continually review the Authority's inventory and any disposal proposals shall be presented to the Material Review Board bi-monthly in accordance with Schedule L.

The Contractor shall submit annually an Inventory Modelling Data Report.

SR-224 Repair & Overhaul

SR-90 The Contractor shall be responsible for the system's Depth maintenance

The Contractor shall be responsible for the repair and overhaul of all in scope RTM322 Engines, Modules and LRUs to achieve the Contract requirements.

SR-91 The Contractor shall procure all spares, materiel and information required during Depth maintenance

The Contractor shall procure all spares, materiel and information required during Depth maintenance to achieve the Contract required.

This includes:

- Spares and material required to support maintenance carried out during ML2
- Spares and material required to support maintenance carried out during ML4

SR-225 Technical Support

SR-147 The Contractor shall undertake periodic reviews of Engine scheduled maintenance requirements. Such reviews shall be aligned with Platform reviews and utilise a Reliability Centred Maintenance approach in accordance with JAP 22.

The Contractor shall undertake an annual reviews of Engine scheduled maintenance requirements. The review shall use a Reliability Centred Maintenance approach that is a Military Aviation Authority approved Acceptable Alternative Means of Compliance for RA5320 and therefore, JAP 22 compliant.

SR-148 The Contractor shall coordinate the provision of logistic activities required to comply with new Special Instructions (Technical) (SI(T)) at Forward

The Contractor shall coordinate the provision of logistic activities required to comply with new Special Instructions (Technical) (SI(T)) at Forward 5 working days prior to agreed release date of SI(T).

SR-149 The Contractor shall undertake periodic reviews of part life requirements coincident with platform Operational Data Recording (ODR) exercises and subsequent revisions of the Statement of Operating Intent & Usage (SOIU), and propose strategies to optimise part life requirements to the Authority

The Contractor shall undertake periodic reviews of part life requirements coincident with platform Operational Data Recording (ODR) exercises and subsequent revisions of the Statement of Operating Intent & Usage (SOIU), and propose strategies to optimise part life requirements to the Authority every five years in line with ODR exercises.

SR-206 The System, where multiple variants of the same type exist, shall align the Master Maintenance Schedule and its associated practices and processes

The Contractor shall provide the Authority with recommendations to align the Master Maintenance Schedule across all Mks of RTM322 operated by the Authority by Contract Start Date. Authority requested changes to the Master Maintenance Schedule shall be carried out in accordance with Schedule H.

SR-150 The Contractor shall provide information to the Authority in order to allow it to maintain the reference data set in its Engineering & Asset Management system.

The Contractor shall maintain, update and manage every Engine, Module, LRU and spares reference data set in the Authority's Engineering & Asset Management system prior to its Release to Forward

Information received shall be uploaded on the Engineering & Asset Management system prior to the item being taken on charge. Relevant information shall include any changes to component life, part number, interchangeability or CAGE code.

Retrospective corrections shall be conducted within 1 working day of the error being highlighted.SR-152 The Contractor shall provide a Design Organisation endorsed response to Special Instructions (Technical) prior to their formal release within the timelines specified in the Measure of Effectiveness

The Contractor shall provide a Design Organisation (DO) endorsed response to SI(T)s within the timeframes specified for Technical Query response in accordance with Schedule G.

SR-153 The Contractor shall record all requests for Technical Support in order to enable performance monitoring. Recorded data to include: Date & time of request; Date and time initial answer provided; Date and time full answer provided; Details of request and answers provided; Any follow up action required; Any Airworthiness or operational implications

The Contractor shall record all Technical Queries in order to enable performance monitoring in accordance with Schedule G. Recorded data to include: Date & time of request; Date and time initial answer provided; Date and time full answer provided; Details of request and answers provided; Any follow up action required; Any Airworthiness or operational implications.

SR-154 The Contractor shall review the Technical Support arrangement periodically, including whenever the operational requirement changes significantly, and present the information to the Authority along with proposals to optimise the arrangement ensuring it remains fit for purpose

The Contractor shall review the technical support arrangements annually in order to ensure that the Technical Support remains fit for purpose. The Contractor shall review the Technical Support arrangements whenever the operational requirement changes significantly; proposals for changes will be presented to the Authority and any changes shall be managed using Condition 31 Contract changes.

SR-156 The Contractor shall provide technical support within working hours.

The Contractor's Field Support Representative shall provide a working hours Technical Support network that is contactable within ten minutes and advice provided within two hours.

SR-157 The Contractor shall provide Technical Support outside working hours and is able to coordinate a response within the required timescales in the Measure of Effectiveness

The Contractor shall provide an out of hours Aircraft on Ground (AOG) customer support telephone service.

SR-158 The Contractor shall propose to the Authority, for its consideration and endorsement, a plan for every Special Instruction (Technical) (SI(T)) to be closed or superseded

SI(T)s raised by the Contractor shall include a closure plan for consideration and endorsement by the Authority.

SR-226 Safety Management

SR-159 The Contractor shall update/maintain a Safety Management Plan that supports the delivery of a safe Engine

The Contractor shall update/maintain a Safety Management Plan that supports delivery of a safe Engine.

SR-160 The Contractor shall provide a Safety Management System compliant with DEFSTAN 00-56

The Contractor shall comply with DEFSTAN 00-056.

SR-161 The Contractor shall support the Authority in developing and maintaining Propulsion System Integrity

The Contractor shall provide Engine and support service information enabling the Authority to develop and maintain Propulsion System Integrity.

SR-227 Technical Information & Publications

SR-108 The Contractor shall maintain a plan showing Technical Publications activities including resources allocated, delivery dates and related activities

The Contractor shall provide and maintain a Technical Publications plan in line with the Technical Document Management Plan (TDMP). This Technical Publications plan shall be presented at the Technical Issues Meeting (including Technical Publications) meeting quarterly as detailed in Schedule L.

SR-109 The Contractor shall process MOD Form 765 Unsatisfactory Feature Reports (UFRs) and issue amendments when necessary

The Contractor shall process Mod Form 765 (MF765) Unsatisfactory Feature Reports (UFRs) in line with the Technical Documentation Management Plan (TDMP).

SR-110 The Contractor shall provide system technical information to the platform Design Organisation (DO).

The Contractor shall provide system technical information to the platform Design Organisation (DO) in order to assure platform safety, airworthiness, operation, and maintenance.

SR-111 The Contractor shall ensure that Engine publication changes are passed to the Platform Design Organisation (DO) in a mutually agreed format to enable Aircraft Document Set (ADS) to be amended to reflect current Engine status and practices.

The Contractor shall provide Technical Publication updates in a mutually agreed format to the Authority in line with the Technical Documentation Management Plan (TDMP).

SR-112 The Contractor shall provide draft Special Instruction (Technical) in electronic format (MS Word) or as agreed

The Contractor shall provide a draft Special Instruction (Technical) (SI(T)) to the Authority in electronic format (MS Word) or as mutually agreed. Timescale for delivery of the draft SI(T) is to be mutually agreed at initial submission of the request from the Authority.

SR-113 The Contractor shall provide data and information (graphical, numerical and textual) to support revisions to Engine training courses when required by changes in maintenance, modification or operating procedures within X time prior to the change commencing

The Contractor shall provide data and information (graphical, numerical and textual) to support revisions to Engine training courses when required by changes in maintenance, modification or operating procedures within 14 days of the change commencing up to four times per year.

SR-228 Modifications & Configuration Management

SR-115 The Contractor shall have a configuration management service

The Contractor shall have a configuration management service that complies with DEFSTAN 00-57 and RA5301.

SR-116 The Contractor shall maintain a record of the 'as issued' configuration of all configuration managed items

The Contractor shall maintain a record of the ‘as issued’ configuration of all GOLDesp configured items as per the agreed Modification classifications. In addition, if requested and for items managed using GOLDesp the Contractor shall provide a record of the configuration of the RTM322 Engines within 24 hours.

SR-264 The Contractor shall maintain and assure the configuration management of all System technical information supplied to the Authority and Design Organisation

The Contractor shall maintain and assure the configuration management of all System technical information supplied to the Authority and Design Organisation.

SR-117 The Contractor shall maintain the configuration management of all system components and assemblies off the Aircraft

The Contractor shall maintain the configuration management of all system components and assemblies off the Aircraft in GOLDesp.

SR-73 The Contractor shall deliver assets that are at the Modification standard for the intended application

The Contractor shall collaborate with the Authority in order to deliver assets that are at the Modification standard for the intended application. The Authority's assets shall be managed to maximise operational capability, minimise maintenance burden at no additional cost to the Contractor.

SR-118 The Contractor shall undertake Obsolescence Management through implementing a full proactive, risk based, solution

The Contractor shall undertake Obsolescence Management through implementing a full proactive, risk based solution. Obsolescence shall be reported at the Technical Issues Meeting in accordance with the Contractor's Obsolescence Management Plan (OMP) and Schedule L.

SR-119 The Contractor shall be responsible for the resolution of obsolescence issues where resolution can be achieved by:

. Substituting an alternative item with the same fit, form and function
. Procuring the same item from a different supplier
. Re-use or re-issue of spares
. Last/life time buy of components

The Contractor shall be responsible for the resolution of obsolescence issues, on all marks of Engines until 2040, where resolution can be achieved by:

- substituting an alternative item with the same fit, form and function,
- procuring the same item from a different supplier,
- re-use or re-issue of spares,
- last/life time buy of components.

SR-120 The Contractor shall develop and embody Modifications required by the Authority

If requested by the Authority and as per Schedule H, the Contractor shall develop and embody Modifications.

SR-121 The Contractor shall produce and maintain a Modification Management and embodiment Plan

The Contractor shall produce and maintain a Modification Management Plan; updates shall be presented at contract Technical Issues Meetings.

SR-123 If the Contractor proposes to develop and embody a system Modification they shall inform the Authority before commencement

The Contractor shall inform the Authority regarding development and embodiment of system modifications affecting the Authority's Articles. The Contractor shall not embody any Modifications without Authority approval.

SR-125 The Contractor shall embody Modifications in accordance with DEFCON 694

The Contractor shall embody Modifications in accordance with their approved classification.

SR-229 Quality & Sustainability

SR-137 The Contractor shall ensure that Sustainable Development (SD) (Social, Economic & Environmental) considerations are taken into account and adverse impacts minimised

The Contractor will comply with ISO14001 and Condition 41.

SR-138 The Contractor shall make use of an Environmental Management System compliant with IS0 14001 and DEFSTAN 00-051

The Contractor shall operate an ISO14001:2015 certified Environmental Management System which also covers any delta between ISO14001:2015 and DEFSTAN 00-051.

SR-140 The Contractor shall comply with the Authority's Quality Occurrence Reporting (QOR) process.

The Contractor shall comply with the Authority's QOR process as described in the Contractor's Quality Management Plan.

SR-265 The Contractor shall host two Engine Quality Assurance Group (QAG) meetings per year

The Contractor shall arrange and host two Quality Assurance Group Meetings per year.

SR-141 The Contractor shall have a Concession Management Process

The Contractor shall have a Concession Management Process that complies with DEFSTAN 05-61 as described in the Contractor's Quality Management Plan.

SR-142 The Contractor shall have a Contractors Working Party Management Process in accordance with DEFSTAN 05-61 Part 4 Issue 3 (Contractors Working Parties)

If a Contractor's Working Party is required under an Additional Services Task, the Contractor shall comply with DEFSTAN 05-61 Part 4 as described in the Contractor's Quality Management Plan.

SR-146 The Contractor shall allow access and make available such facilities as are required for the Authority to monitor the Contractors Quality standards in accordance with AQAP 2110

The Contractor shall allow access and make available such facilities as are required for the Authority to monitor the Contractors Quality standards in accordance with AQAP 2110.

SR-266 The Contractor shall have and operate a process to stop Counterfeit Material from entering the supply system

The Contractor shall operate a Counterfeit Parts Policy that complies with DEFSTAN 05-135 as described in the Contractor's Quality Management Plan.

SR-230 Reliability

SR-18 The Contractor shall declare the System Mean Time Between Failure (MTBF) rate

The Contractor shall declare the System Mean Time Between Failure (MTBF) rate. The Contractor shall continue to conduct activities to improve the MTBF throughout the Contract Period.

SR-128 The Contractor shall declare the System Mean Time Between Unscheduled Replacement (MTBUR), for installed Engines

The Contractor shall declare the System Mean Time Between Unscheduled Replacement (MTBUR), for installed Engines. The Contractor shall support the Authority in the conduct of activities that improve the MTBUR throughout the life of the Contract.

SR-127 The Contractor shall implement activities that increase levels of Reliability

The Contractor shall implement activities that increase levels of Reliability. Contractor proposed reliability Modifications shall be included under the Contract. The Contractor shall embody Modifications in accordance with their approved classification.

SR-130 The Contractor shall undertake fault investigations when requested by the Authority

At the Authority's request, the Contractor shall conduct Fault Investigations following in-service events. Investigations requested by the Authority shall be managed in accordance with Schedule H.

SR-54 The Contractor shall use the Authority's fault investigation process

For Fault Investigations initiated at the Authority's request and conducted in accordance with Schedule H, the Contractor shall deliver all investigation outputs in accordance with the Authority's Fault Investigation process using forms F760 and F760A, thus ensuring that the F761 satisfies all Authority requirements.

SR-131 The Contractor shall present the findings and progress reports for current and recently completed fault investigations at Contract performance review meetings

The Contractor shall present progress and findings of Fault Investigations at the Technical Issues Meeting (including Technical Publications) meeting.

SR-132 The Contractor shall maintain records of all fault investigations (whether Authority initiated or Contractor initiated) and make full details available to the Authority on request

The Contractor shall maintain records of all Fault Investigations (whether Authority initiated or Contractor initiated). Fault investigation records shall be maintained in the Contractor's RI/RA database and the Contractor Airworthiness team CAPISCI website. The Contractor shall provide details of Fault Investigations to the Authority on request.

SR-133 The Contractor shall reprioritise ongoing investigations when requested to do so by the Authority in response to specific concerns

The Contractor shall reprioritise Authority instigated investigations in progress on the Authority's assets at the Authority's request. Ongoing investigations shall be rescheduled as required and progress reports shall be delivered at the Technical Issues Meeting (including Technical Publications) meeting.

SR-136 The Contractor shall conduct Health Monitoring of the System

The Contractor shall collaborate with 1710 NAS and the Authority in order to conduct Health Monitoring of the Authority's Engines. The scope of Health Monitoring covers PPI data analysis and wear debris analysis. The Contract change process shall manage changes to the scope of Health Monitoring.

SR-231 Government Furnished Equipment (GFE)

SR-163 MOD assets held by the Contractor will be accounted for in accordance with the relevant DEFCON 611, 694 and DEFSTAN 05-99

The Contractor shall manage all Contractor held assets in accordance with DEFCON 611, DEFCON 694 and DEFSTAN 05-099.

SR-234 Risks & Opportunities

SR-170 The Contractor shall, in conjunction with the Authority, develop, implement and maintain a joint Risk and Opportunity Management Plan and register

The Contractor shall maintain a Risk and Opportunity Management Register, to be reviewed at Monthly Service Management Meetings.

SR-171 The Contractor shall provide details of Risks and Opportunities at Contract Performance Review Meetings

The Contractor shall provide Risks and Opportunities Management Register, to be reviewed at Monthly Service Management Meetings.

SR-239 Human Factors

SR-240 The Contractor shall demonstrate that the proposal has taken in to account DEFSTAN 00-251 Human Factors Integration for Defence Systems

The Contractor shall take into account DEFSTAN 00-251 Human Factors Integration for the RTM322 Engines.

Table 1: REQUIREMENT

The following table lists the System Requirements set by the Authority in the ITN. The Core Service for this Contract is defined in the above Statement of Work. The Statement of Requirement below is included for reference purposes only.

ID	Requirement	Priority	Threshold MOE	Objective MOE	Remarks
SR-215	**Operating Environment**				
SR-5	The System shall be capable of operating in an atmosphere with particulate matter.	1	Maintenance activity, no worse than current Engine (time, resource, component/assembly life penalties) required due Engine operation in dust, particulate pollution and volcanic ash in the following climatic categories: A1, A2, A3, B1, B2, B3, C0, C1, C2, M1, M2 & M3.	As Threshold with C3 & C4. No maintenance penalty to the Engine due to operating environment.	Core operating regions as defined by Policy and Programmes Steering Group (PPSG) and DEFSTAN 00-035 Part 4 Issue 4, Chapter 1-01. A1 – Extreme Hot Dry, A2 – Hot Dry, A3 – Intermediate, B1 – Wet Warm, B2 – Wet Hot, B3 – Humid Hot Coastal Desert, C0 – Mild Cold, C1 – Intermediate Cold, C2 – Cold, C3 – Severe Cold, C4 – Extreme Cold, M1 – Marine Hot, M2 – Marine Intermediate, M3 – Marine Cold.
SR-6	The System shall be capable of operating in an atmosphere with suspended moisture.	1	Maintenance activity, no worse than current Engine (time, resource, component/assembly life penalties) required Engine operation in cloud, mist, ice and snow in the following climatic categories: A1, A2, A3, B1, B2, B3, C0, C1, C2, M1, M2 & M3.	As Threshold with C3 & C4. No maintenance penalty to the Engine due to operating environment.	Core operating regions as defined by Policy and Programmes Steering Group (PPSG) and DEFSTAN 00-035 Part 4 Issue 4, Chapter 1-01. A1 – Extreme Hot Dry, A2 – Hot Dry, A3 – Intermediate, B1 – Wet Warm, B2 – Wet Hot, B3 – Humid Hot Coastal Desert, C0 – Mild Cold, C1 – Intermediate Cold, C2 – Cold, C3 – Severe Cold, C4 – Extreme Cold, M1 – Marine Hot, M2 – Marine Intermediate, M3 – Marine Cold.
SR-8	The System shall be able to operate within X Pressure Altitude (PA) range.	1	In line with the current capability, the Engine altitude ranges are: AH Mk1: X = -1,800 feet PA to +13,123 feet PA Merlin Mk2: X = -1,640 feet PA to 10,000 feet PA Merlin Mk3/4: X = -1,640 feet PA to 13,123 feet PA Merlin Mk3A/4A: X = -1,640 feet PA to 15,000 feet PA	Expansion of the platform's current Engine envelope > 5%.	

ID	Requirement	Priority	Threshold MOE	Objective MOE	Remarks
SR-9	The System shall be able to operate within X temperature range.	1	In line with the current capability, the Engine is capable of withstanding environmental exposure to temperatures within the following ranges: AH Mk1: X = -40°C to + 90°C Merlin Mk2: X = -55°C to + 90°C Merlin Mk4: X = -55°C to + 90°C Merlin Mk/4A: X = -50°C to + 90°C	Expansion of the platform's current Engine envelope > 5%.	The carcass temperature ranges are only applicable to ambient environmental effects (e.g. solar heating), and are not applicable to thermal soak back following Engine shut down.
SR-10	The System shall comply with DEFSTAN 00-970 Part 7, Section 2 for bird strike and foreign object debris (FOD) ingestion. .	1	100% compliance with DEFSTAN 00-970 Part 7, Section 2.	Exceeds Threshold DEFSTAN 00-970 requirements > 5%.	FOD includes dispensed RF countermeasures.
SR-216	**Usage**				
SR-12	The Contractor shall support the operation of the Merlin fleets' Engines.	1	Support the Commands Forward and Depth aircraft fleets in accordance with their CASPs (the CASP will not be shared with the Contractor).	Commonality of Engine fleet. Contractor managing Engine fleets to meet the RAL.	Qty of Engines installed per airframe: Merlin Mk2//4/4A: 3 For information only, the Contractor is not required to support aircraft in storage.
SR-13	The Contractor shall provide support to Engine availability, reliability and maintainability to meet the Required Activity Level (RAL).	K	Installed Engine system serviceability to meet RAL.	As Threshold.	
SR-14	The Contractor shall support System spares within Deployable Support Packs (DSPs).	K	Engine Deployed Spares Pack (DSP) numbers and readiness levels in accordance with the Third Order Assumptions (3OAs) (the 3OAs will not be shared with the Contractor). Regeneration of DSP components in accordance with Sortie Profile Code (SPC) when deployed and within UK holding locations.	As Threshold with regeneration of DSP components at UK holding locations immediately upon demand.	DSP scaling and readiness are subject to review. Regeneration of DSPs upon return to UK MOB is critical to re-establish DSP readiness level for subsequent deployments. DSP UK holding locations expected to be platform UK MOBs.

ID	Requirement	Priority	Threshold MOE	Objective MOE	Remarks
SR-64	The Contractor shall support contingent operational requirements.	1	Ability to increase Engine operating hours in the event of an operational surge.	As Threshold.	The Contractor shall ensure that the service provided shall be capable of sustaining an increase in planned flying levels above variation [TBA] of assumed EFH to maintain the necessary operational tempo throughout the aircraft life. The Contractor shall provide a Surge Management Strategy that details activities required to enable the service to be enhanced, with appropriate notice. The Strategy will identify the optimal level of sustainment that can be achieved with the spares and assets available within the notice time and make cost effective recommendations for additional assets that need to be procured or capabilities that need to be contracted to meet these requirements. The Strategy will also identify the optimal recovery approach, programme and duration post surge flying. Implementation of the Surge Management Strategy will be subject to a Contract amendment.
SR-217	**Equipment Operation**				
SR-15	The System shall be able to apply X Maximum Continuous Power.	1	In line with current capability, the Engine power ratings (at ISA, SLS) are: Merlin Mk2: 1843 Shp Merlin Mk4: 1886 Shp Merlin Mk/4A: 2000 Shp	Common Engine rating of X >2000 Shp.	Figures for International Standard Atmosphere (ISA) at Sea-Level Static (SLS), at the following output shaft speed: Merlin Mk2 = 20872 rpm Merlin Mk4/4A = 20872 rpm Maximum Continuous has an unlimited duration of application. Maximum Contingency is used for up to 2.5 minutes. Maximum 5 Minute (Mk4 only) is used for up to 5 minutes.

ID	Requirement	Priority	Threshold MOE	Objective MOE	Remarks
SR-16	The System shall be able to apply X Maximum Contingency Power.	1	In line with current capability, the Engine power ratings (at ISA, SLS) are: AH Mk1: 2242 Shp Merlin Mk2: 2242 Shp Merlin Mk4: Max 5 Minute = 2263 Shp Merlin Mk4A: 2400 Shp	Common Engine rating of X >2400 Shp.	Figures for International Standard Atmosphere (ISA) at Sea-Level Static (SLS), at the following output shaft speed: AH Mk1 = 21161.5 rpm Merlin Mk2 = 20872 rpm Merlin Mk4/4A = 20872 rpm Maximum Continuous has an unlimited duration of application. Maximum Contingency is used for up to 2.5 minutes. Maximum 5 Minute (Mk4 only) is used for up to 5 minutes.
SR-17	The System shall not experience a Specific Fuel Consumption rate of greater than X.	1	At Maximum Continuous Engine rating: AH Mk1: X = 76.78µg/J Merlin Mk2: X = 76.66µg/J Merlin Mk4: X = 77.45µg/J Merlin Mk4A: X = 76.83µg/J	Common fuel consumption <75µg/J.	An improved fuel consumption is desired to increase sortie endurance.
SR-22	The System, when shut down or failed, shall not affect the operation of the rotor system.	1	Full compliance with latest DEFSTAN 00-970 Part 7, Section 2.	As Threshold.	
SR-20	The System shall be able to operate the following NATO standard fuels.	1	Normal Fuels: F24, F34/FSII, F40/FSII, F44/FSII Alternate Fuels: F35 Emergency Fuels: F18, F46, F50, F54, F75, F76	Continual assessment and adoption on new NATO defined fuels, including synthetic fuels.	Ability to use current UK and NATO standard fuels, while also looking at development of synthetic fuels.
SR-21	The System shall be able to operate the following oils.	1	NATO standard gas turbine oils: O-148, O-156	Continual assessment and clearance of new oils.	
SR-186	The System shall be able to be environmentally sealed.	1	Blanks provided for the system during installation, and assembly/Line Replacement Unit (LRU)/component isolation and storage.	As Threshold.	To prevent FOD and preserve the system integrity of the Engine during aircraft shutdown, maintenance and logistical activity. Includes intake, exhaust and vent blanks, in additional to the blanks required during maintenance and storage activity.
SR-202	The System shall be able to withstand contaminants within its prescribed Operating Environments to prevent corrosion (externally and internally).	1	Maintenance activity to permit full operation in the endorsed operating environments (SR-5 & SR-6).	No maintenance activity required to fully operate in the endorsed operating environments (SR-5 & SR-6).	Currently maintenance activity is required for operation in saline and harsh/dust environments. The system shall be able to conduct airframe and Engine washes without detriment to the System's material state.
SR-218	**Platform Infrastructure**				
SR-29	The System shall be able to utilise existing Engine Ignition Power Supply.	1	Modification to platform baseline design.	In accordance with platform baseline design.	
SR-30	The System shall be able to utilise existing Engine Cowlings.	1	Modification to platform baseline design.	In accordance with platform baseline design.	

ID	Requirement	Priority	Threshold MOE	Objective MOE	Remarks
SR-31	The System shall be able to utilise existing Airframe Mounts.	1	Modification to platform baseline design.	In accordance with platform baseline design.	
SR-32	The System shall be able to utilise existing Fire shields.	1	Modification to platform baseline design.	In accordance with platform baseline design.	
SR-33	The System shall be able to utilise existing Air Intakes.	1	Modification to platform baseline design.	In accordance with platform baseline design.	
SR-34	The System shall be able to utilise existing Engine Drain System.	1	Modification to platform baseline design.	In accordance with platform baseline design.	
SR-35	The System shall be able to utilise existing Compressor Washing System.	1	Modification to platform baseline design.	In accordance with platform baseline design.	
SR-36	The System shall be able to utilise existing Fuel Connections.	1	Modification to platform baseline design.	In accordance with platform baseline design.	
SR-37	The System shall be able to utilise existing pilots and co-pilots Engine-controls system.	1	Modification to platform baseline design.	In accordance with platform baseline design.	
SR-38	The System shall be able to operate within the existing platform transmission system limitations.	1	Maximum Continuous output shaft speed ≥21,400 rpm. Transient (20 seconds) output shaft speed ≥23,400 rpm.	Increase of 10% for potential growth in transmission capability.	
SR-39	The System shall be able to interface with the existing platform Engine Indicating System.	1	Modification to platform baseline design.	In accordance with platform baseline design.	
SR-213	The System shall be able to utilise existing Fire Suppression System.	1	Modification to platform baseline design.	In accordance with platform baseline design.	
SR-192	The System shall not affect the platform's vibration limits.	1	Within platform baseline design.	As Threshold.	
SR-193	The System shall not affect the platform's Centre of Gravity (CofG) operating envelope.	1	Within platform longitudinal and lateral CofG limits for all role configurations.	As Threshold.	CofG limits for all role configurations (armaments, passengers, freight and role equipment) shall not be reduced due to a change on the propulsion system.
SR-194	The System shall not adversely impact the platform's Zero Fuel Weight (ZFW).	1	No propulsion system weight increase from the current platform propulsion system.	Reduction in system weight compared to the current platform propulsion system.	ZFW is the Platform weight with no fuel…Any increase from current System weight should not adversely impact Platform capability :- e.g. Engine System weight increase is acceptable so long as it can be demonstrated the Platform capability (endurance and lift capacity) is not adversely affected
SR-195	The System's installation shall not affect the platform's structural loading.	1	Modification to aircraft baseline design required to assure Platform structural integrity.	Structural loading in accordance with platform baseline design.	

ID	Requirement	Priority	Threshold MOE	Objective MOE	Remarks
SR-306	The System shall be able to integrate and store operating data in the platform Flight Data Recorder.	1	Modification to platform baseline design.	In accordance with platform baseline design.	
SR-307	The System shall be able to integrate with the platform Central Warning Panel (CWP).	1	Modification to platform baseline design.	In accordance with platform baseline design.	
SR-219	**Information**				
SR-25	The System shall be able to record Engine life usage:	1	To be made available for downloading through the Platform's Aircraft Management System (AMS) at Forward (in a format which allows maintainers to manually transfer into the Authority's current maintenance IT system to enable viewing, interrogating and storage of the data).	As Threshold including the function of integrating and automatically populating the User current maintenance IT system at Forward locations.	Current Engine life is dependent on Engine cycles. The current Authority maintenance IT system (GOLDesp) requires manual input of MF724 post flight data. A penalty factor is then applied to approximate the Engine cycles during flight. A direct data feed from the aircraft, which measures Engine cycles, would provide accurate Engine life management.
SR-26	The System computer control unit shall be re-programmable.	3	The Contractor has the capability to configure Engine operating parameters and re-configure to meet future requirement changes at the Authority's request.	As Threshold.	Not currently available Forward. This would potentially raise configuration control risks. However, if there were differing Engine computer control units the User could be able to establish the correct software state to match computer control unit to Engine.
SR-27	The System shall be able to record Engine operating condition data:	1	To be made available for downloading through the platform's Aircraft Management System (AMS) at Forward (in a format which allows maintainers to view, interrogate and store data on Users current IT system).	As Threshold.	For in depth fault diagnosis and incident/accident investigation. Forward is defined as those logistic processes and functions that are focused on, and/or provide immediate support to, the operating environment or are optimised effectively best forward. In accordance with MAA Glossary, MAA02 Issue 6.1.
SR-28	The System shall be able to display Engine fault codes.	1	Engine fault codes visible within the cockpit (with a/c power on) and on the Users current IT system (when downloaded).	As Threshold.	
SR-187	The System shall present Engine fault code decodes within Aircraft Documentation Set (ADS).	1	All system fault codes for which Forward maintenance activity can be conducted. Also, a fault decode leading to relevant maintenance work cards within Interactive Electronic Technical Publications (IETP).	All system fault codes, with their decode and reference to work cards/Engineering direction.	All maintenance publications, within the ADS, are held and managed on IETP. This will operate from base stations at MOBs and laptops when deployed.
SR-188	The System's downloadable data shall interface with the User's IT hardware / system.	2	As Requirement.	As Threshold.	The Authority currently uses laptops and desktops with Windows based operating system and applications.

ID	Requirement	Priority	Threshold MOE	Objective MOE	Remarks
SR-189	The System's assemblies and components shall be managed electronically.	1	Engineering management of assemblies and components through the Authority's Engineering & Asset Management system.	As Threshold and evolve in line with Authority's IT systems.	Currently GOLDesp is the Authority's Engineering & Asset Management system.
SR-190	The System's operating information shall integrate into the platform's Aircraft Documentation Set (ADS).	1	Data available to inform ADS content.	Full integration within hardcopy and electronic ADS.	This requirement covers aircrew related data within the ADS. 'Fully integrated' in this context means information is to be formatted and in-line with the Design Organisation's ADS policies, procedures and practices.
SR-191	The System's Engineering information shall integrate into the platform's Aircraft Documentation Set (ADS).	1	Data available to inform ADS content. Contractor direction provided by .pdf which can be embedded within Interactive Electronic Technical Publication (IETP).	Full integration within hardcopy and electronic ADS. Maintenance data to be fully integrated intoIETP, in line with the current format and functionality of IETP pages and hyperlinks.	This requirement covers maintenance related data within the ADS.
SR-220	**Training**				
SR-155	The Contractor shall provide training to meet the needs of the User where any new system(s) is introduced which is not covered by current training.	2	Initial training / instruction for 'Train the Trainer' to facilitate organic User training.	As Threshold.	Training Needs Analysis may be required based upon any change to the current Engine system. Merlin training is conducted at RNAS Culdrose and Yeovilton.
SR-67	The system shall ensure that maintainer training is optimised.	3	No additional maintainer training resource required than current system. Training must be MOD's Defence Systems Approach to Training (DSAT) compliant.	Less than Threshold resource requirement.	Training Needs Analysis may be required based upon any change to the current Engine system. Outline will be provided for current maintainer training in the Data-room.
SR-68	The system shall ensure that Aircrew training is optimised.	3	No additional Aircrew training resource required than current system. Training must be MOD's Defence Systems Approach to Training (DSAT) compliant.	Less than Threshold resource requirement.	Training Needs Analysis may be required based upon any change to the current Engine system. Aircrew are defined as: Pilots, Observers and Aircrewmen. Outline will be provided for current Aircrew training in the Data-room.
SR-3	The System shall be able to conduct One Engine Inoperative (OEI) training in flight, initiated by aircrew [pilot] in the cockpit.	1	As requirement.	As Threshold.	Controlled run down of a single Engine to provide in-flight OEI training.
SR-4	The System shall be able to conduct practice autorotation.	1	Fly autorotation profiles with a powered recovery into the hover after a variable flare landing technique.	As Threshold.	Practice of total Engine failure or transmission failure in accordance with RA 2309(14).
SR-221	**Engine Support Services**				

ID	Requirement	Priority	Threshold MOE	Objective MOE	Remarks
SR-43	The Contractor shall provide an Engine Availability Service.	K	Manage Engines, line replacement units (LRUs) and system components availability including their associated spares. To meet the Required Activity Level (RAL) with demands in accordance with the Supply Chain Pipeline Times (SCPTs).	As Threshold.	SCPTs laid down within DLF.
SR-44	The Contractor shall provide an Engine specific support equipment Availability Service.	2	Provide and manage Engine specific support equipment: Life, safe working load proof testing when required, maintenance and repair beyond that which is agreed to be conducted by Forward.	As Threshold.	Exact scope of this requirement to be specified at point of contract.
SR-45	The Contractor shall provide an Engine Technical Support Service.	K	The Contractor shall provide the following Technical services: Original Equipment Manufacturer (OEM) Engineering support, Technical Queries, safety/airworthiness advice, scheduled maintenance review, Special Instructions (Technical), Engineering concessions and system health monitoring.	As Threshold.	
SR-197	The Contractor shall provide a Technical Publication Support Service.	K	Production, maintenance and review of Original Equipment Manufacturer (OEM) data for the platform Aircraft Document Set (ADS). Technical Publications are to be updated quarterly.	As Threshold with maintenance/operation information fully integrated within the Authority's Integrated Electronic Technical Publication (IETP).	The Authority's IETP is due to be replaced by Leonardo Helicopter HELIX by 2021. HELIX is a computer based IETP suite.
SR-203	The Contractor shall draft a Joint Exit Management Plan for when the contract for support is ended, either through planned expiry or prematurely.	2	Exit Management Plan to be produced within 3 months of contract award. To then be agreed by the Authority.	As Threshold.	GP1.3 Support Solution Development Tool sections
SR-214	The Contractor shall conduct Supportability Analysis.	1	The Contractor shall provide an Integrated Support Plan (ISP) in accordance with DEFSTAN 00-600.	As Threshold.	GP2.1
SR-222	**Spares Support**				
SR-305	The Contractor shall provide the range and scale of system spares necessary to support maintenance at Forward in order to achieve the Required Activity Level.	1	As Requirement.	As Threshold.	Spares range and scale to be outlined by Contractor. Range of spares to be coherent with maintenance activity the User is authorised to conduct at Forward and align with the Interactive Electronic Technical Publications (IETP).
SR-58	The Contractor shall deliver all articles to the Defence Supply Chain.	1	To UK MOBs.	As Threshold.	
SR-51	The Contractor shall collect unserviceable Engine assemblies, LRUs and components.	1	From UK MOBs.	As Threshold.	Reverse supply chain.

ID	Requirement	Priority	Threshold MOE	Objective MOE	Remarks
SR-57	The Contractor shall use the Authority's Logistics Management System.	1	Monitor, maintain and update any system related records on current In-Service Base Inventory System and Management of the demand progression tool.	As Threshold and evolve in line with Authority's IT systems.	Current in-Service Base Inventory System and Management of the demand progression tool is: Base Inventory Warehouse and Management System (BIWMS) and Management of the Joint Deployed Inventory (MJDI).
SR-198	The Contractor shall deliver serviceable system spares.	K	Delivered in serviceable Special to Type Containers (STCs) with all scheduled/mandated maintenance activity in date, up to time of dispatch. Item configuration, life details, and proof of the Engine's serviceability to be provided on the Authority's Engineering and Asset Management System and physically with the item (MF731).	As Threshold.	Systems spares range from entire system assemblies i.e. a complete Engine, LRUs and down to individual components.
SR-81	The Contractor shall provide system spares with a life limiting component no less than X flying hours.	2	X = 350 Flying Hours. 100% of items issued should have sufficient life remaining to reach the Platforms next planned Depth servicing (if < 6 months) at the forecast flying rate.	X = 700 Flying Hours.	Objective to align to MTBR of the whole Engine in order to not reject a serviceable Engine due to component life. In some circumstances, with authorisation of the Authority, the limiting life may be less than the Threshold.
SR-75	The Contractor shall comply with all outstanding technical instructions prior to issuing equipment to the User.	1	100% Compliance at date of transfer of charge to MOD.	As Threshold.	
SR-76	The Contractor shall ensure that any equipment supplied to the Authority has up to date and accurate data on the Authority's Engineering and Asset Management (E&AM) system.	1	As requirement.	As Threshold.	'Up to date' refers to: the provision of information which includes everything (relevant to the requirement for that information) known up to the date and time of its issue to the Authority.
SR-77	The Contractor shall ensure that all items supplied are issued with appropriate up to date and accurate hard copy documentation.	2	As requirement.	As Threshold.	'Up to date' refers to: the provision of information which includes everything (relevant to the requirement for that information) known up to the date and time of its issue to the Authority.
SR-204	The System shall be provided with Special to Type Containers (STCs).	1	STCs appropriate for the safe movement and storage of the system's assemblies. To meet the Supply Chain modelling with no impact to Required Activity Level.	As Threshold.	

ID	Requirement	Priority	Threshold MOE	Objective MOE	Remarks
SR-200	The Contractor shall manage, maintain and replace (as required) the System's Special to Type Containers (STCs).	2	All system assemblies within the Supply Chain, in storage; and requiring temporary stowage during Depth and other intensive maintenance activity, shall be contained within a serviceable STC.	As Threshold.	All uninstalled Engines and LRUs should be inhibited and environmentally sealed in an STC to preserve asset life. This includes while the assembly/component is removed during Depth or a modification programme; hence the requirement for additional STCs. STC currently classed as a 'P' (Permanent) class item and require support for the STC maintenance.
SR-201	The Contractor shall comply with the requirements of DEFSTAN 81-041 Parts 1 - 6. Packing of Defence Material.	2	Compliance with DEFSTAN 81–041 Parts 1 – 6.	As Threshold.	
SR-97	The Contractor shall ensure that supporting supply documentation complies with Defence Movement and Transport Regulations.	2	Compliance with DEFSTAN 81–041 Parts 1 – 6.	As Threshold.	
SR-96	The Contractors supply solution shall be aligned to the demand process for Authority or Forward Users.	2	As Requirement.	As Threshold.	
SR-98	The Contractor shall provide an updated delivery forecast (with a percentage confidence level) in the event of a spare(s) not being available to meet the Required Delivery Date (RDD).	3	Update sent to the requesting unit within 24hrs of the Contractor being notified that the original RDD cannot be met and no later than 24hrs of the original RDD.	As Threshold but no later than 48hrs of the original RDD.	
SR-100	The Contractor shall record the following information when an item is delivered to or received from the Authority. Date of consignment delivery/receipt Time of consignment delivery/receipt Name of the Authority/Contractor representative who received the consignment Details of the Item including description, serial and part number/NSN.	1	Available for inspection at 2 working days' notice.	Available online to the Authority at all times.	Required for audit.

ID	Requirement	Priority	Threshold MOE	Objective MOE	Remarks
SR-101	The Contractor's logistic modelling is to be consistent with the supply and return supply pipeline times set out in the Defence Logistics Framework (DLF).	2	As Requirement.	As Threshold.	Required to set level of expectation for the Users and provide the Contractor with a policy baseline for logistic modelling calculations.
SR-106	The Contractor shall provide a Theatre Priority Returns List (TPRL).	2	Monitor the Reverse Supply Chain and advise the Authority within 24 hours when Unserviceable Asset Return Timescale (UARTS) will impact achievement of the Required Activity Level (RAL).	As Threshold.	May trigger Authority to add to TPRL.
SR-107	The Contractor shall ensure all system spares are codified in accordance with DEFCON 117.	1	All in-Service items are codified before being delivered into Service. Codified with a NATO Stock Number (NSN) and recorded on the Authority's Logistics Management System (SR-57).	As Threshold.	Vol 2 Pt 4 refers to Codification. SSE GP 3.2 requirements refer
SR-205	The Contractor shall supply a Certificate of Conformity (CoC) for all assets delivered to the MOD Supply Chain in accordance with DEFCON 627.	2	As Requirement.	As Threshold.	Governing Policy (GP) 3.2 – Codification and Item Ownership
SR-223	**Ranging & Scaling**				
SR-79	The Contractor shall provide an Inventory Delivery Forecast.	1	Provided at In Service Date (ISD) and reviewed annually.	As Threshold with continual review and available online.	
SR-86	The Contractor shall provide details of the range and scale of in scope spares to be held at each Main Operating Base (MOB).	2	Annual review.	Quarterly review.	Required in order to assess viability of proposal and company's understanding of the requirement.
SR-87	The Contractor shall review Authority originated change proposals to the range and scale of spares.	2	Contractor to review and implement agreed changes within 1 month of agreement.	As Threshold with agreed changes implemented within 1 week of agreement.	
SR-88	The Contractor shall be responsible for determining the range and scale of in scope equipment to be included in Deployment Support Packs (DSPs) in order to achieve the Required Activity Level.	3	As Requirement.	As Threshold.	Minimising unavailability requires the right spare to be in the right place at the right time - getting the balance of investment right between reliability and stock holding is a function required of the Contractor.
SR-89	The Contractor shall review the volume of spares held, ranging and scaling and propose changes (including disposal) to the Authority on how to improve the effectiveness of the support arrangement.	2	Annual review process.	Undertaking a systematic continuous review.	There is a requirement to review not only the effectiveness of the service to the FLC but to ensure that over time the volume of stock held doesn't grow beyond that which is required to deliver the service (including contingency in accordance with Defence Planning Assumptions).
SR-224	**Repair & Overhaul**				

ID	Requirement	Priority	Threshold MOE	Objective MOE	Remarks
SR-90	The Contractor shall be responsible for the system's Depth maintenance.	1	Repair, overhaul and, where necessary, replacement of all in scope items to achieve the RAL.	As Threshold.	
SR-91	The Contractor shall procure all spares, materiel and information required during Depth maintenance.	1	No impact to RAL for Depth consumption of in scope spares.	As Threshold.	Needs to be supported by a VfM argument for commodity supplied items.
SR-225	**Technical Support**				
SR-147	The Contractor shall undertake periodic reviews of Engine scheduled maintenance requirements. Such reviews shall be aligned with Platform reviews and utilise a Reliability Centred Maintenance approach in accordance with JAP 22.	2	Every activity to be reviewed within a rolling three-year period.	Every activity to be reviewed annually.	Implementation of the results shall be by agreement with the Authority. All Merlin platforms currently do rolling reviews. As experience is gained of a piece of equipment schedule reviews provide an opportunity to reassess the effectiveness of the maintenance regime and revise it where required.
SR-148	The Contractor shall coordinate the provision of logistic activitiesrequired to comply with new Special Instructions (Technical) (SI(T)) at Forward.	3	1 working day prior to agreed release date of SI(T).	5 working days prior to agreed release date of SI(T).	The Contractor will undertake many of the administrative functions specified for the Delivery Team in Art 10.5.3. In order to ensure that the tools and spares are available to comply.
SR-149	The Contractor shall undertake periodic reviews of part life requirements coincident with platform Operational Data Recording (ODR) exercises and subsequent revisions of the Statement of Operating Intent & Usage (SOIU), and propose strategies to optimise part life requirements to the Authority.	1	In line with Authority's SOIU and ODR review programme.	As Threshold.	ODR exercises are carried out every 5 years to ensure that assumptions about the way that the aircraft will be operated which can affect life are revalidated. Currently possess an RRTM Life Management Implementation Strategy Report (04) (Issue 3) and a Life Extension Plan (10) (Issue 5). PDS contract states carried out 'periodically'.
SR-206	The System, where multiple variants of the same type exist, shall align the Master Maintenance Schedule and its associated practices and processes.	3	Alignment of System variant maintenance schedule, processes and procedures within 1 year of contract start date.	As Threshold by contract start date.	For greater coherence between current Engine variants to the ease of maintenance training, support and management.
SR-150	The Contractor shall provide information to the Authority in order to allow it to maintain the reference data set in its Engineering & Asset Management system.	1	Information received and uploaded on the Engineering & Asset Management system prior to the item being taken on charge. Retrospective corrections to be conducted within 1 working day of the error being highlighted.	As Threshold.	Relevant information would include any changes to component life, part number, interchangeability, CAGE code. This is critical to airworthiness of the system and platform.

ID	Requirement	Priority	Threshold MOE	Objective MOE	Remarks
SR-152	The Contractor shall provide a Design Organisation endorsed response to Special Instructions (Technical) prior to their formal release within the timelines specified in the Measure of Effectiveness.	2	Urgent <1 working day Routine <10 working days	Urgent <2 hours Routine <5 working days	To provide timely technical advice. Urgent and Routine prioritisation are declared to the Contractor by the Authority.
SR-153	The Contractor shall record all requests for Technical Support in order to enable performance monitoring. Recorded data to include Date & time of request; Date and time initial answer provided; Date and time full answer provided; Details of request and answers provided; Any follow up action required; Any Airworthiness or operational implications.	2	Presented at contract performance review meetings.	Real time.	
SR-154	The Contractor shall review the Technical Support arrangement periodically, including whenever the operational requirement changes significantly, and present the information to the Authority along with proposals to optimise the arrangement ensuring it remains fit for purpose.	2	Annually.	Prior to Programme Progress Review meetings.	Significant changes to the operational requirement would include but not be limited to the closure of operating bases or the establishment of a new long term deployed operating centre.
SR-156	The Contractor shall provide technical support within working hours and respond within the required timescales in the Measure of Effectiveness.	1	Contactable within 10 minutes and advice provided within 2 hours.	Contactable within 1 minutes and advice provided within 30 minutes.	Working hours are defined as 0900 - 1700 UK time, Monday to Friday. Resources used to provide this technical service shall be qualified and authorised to make decisions on behalf of the company of a technical manner that may have an impact on Airworthiness and Safety.

ID	Requirement	Priority	Threshold MOE	Objective MOE	Remarks
SR-157	The Contractor shall provide technical support outside working hours and is able to coordinate a response within the required timescales in the Measure of Effectiveness.	3	Contactable within 10 minutes and advice provided within 2 hours.	Contactable within 1 minutes and advice provided within 30 minutes.	Working hours are defined as 0900 - 1700 UK time, Monday to Friday. The resources used to provide this service shall be qualified and authorised on behalf of the Contractor to offer advice of a technical manner. Contractor representatives are not responsible for, or authorised to certify, the serviceability of equipment. Any new advice must be endorsed by the Authority. MAP 01 Chapter 4.8.1 para 4 refers.
SR-158	The Contractor shall propose to the Authority, for its consideration and endorsement, a plan for every Special Instruction (Technical) (SI(T)) to be closed or superseded.	3	Within 14 working days of the release of the SI(T).	Within 4 working days of the release of the SI(T).	The longevity of SI(T) is reported on the Airworthiness Scorecard to the relevant Airworthiness Management Group.
SR-226	**Safety Management**				
SR-159	The Contractor shall update/maintain a Safety Management Plan that supports the delivery of a safe Engine.	2	Annually.	Prior to Programme Progress Review meetings.	To ensure that Safety Support is maintained until the Platform OSD. This requirement is through contract life and cannot be validated prior to contract award, but will be subject to monitoring.
SR-160	The Contractor shall provide a Safety Management System compliant with DEFSTAN 00-56.	1	As Requirement.	As Threshold.	
SR-161	The Contractor shall support the Authority in developing and maintaining Propulsion System Integrity.	K	Full compliance with MAA RA 5722 requirements including support and attendance to the Authority's Propulsion System Integrity Working Group (PSIWG).	As Threshold.	
SR-227	**Technical Information & Publications**				
SR-108	The Contractor shall maintain a plan showing Technical Publications activities including resources allocated, delivery dates and related activities.	2	In line with the Authority's Technical Publication review and publishing process.	Prior to Programme Progress Review meetings.	This requirement is to assure the continual improvement and validity of Technical Publications throughout the contract duration. The current Authority process involves: 6 monthly Full updates and 3 monthly Interim (prioritised) updates..

ID	Requirement	Priority	Threshold MOE	Objective MOE	Remarks
SR-109	The Contractor shall process MOD Form 765 Unsatisfactory Feature Reports (UFRs) and issue amendments when necessary.	1	Urgent MF765 UFRs to be responded to within 5 working days. Routine MF765 UFR s to be processed within agreed timescale with the Authority to meet the next amendment issue.	As Threshold.	UFRs are a means for Users to communicate issues to the Publication Authority. Urgent and Routineprioritisation are declared to the Contractor by the Authority.
SR-110	The Contractor shall provide system technical information to the platform Design Organisation (DO).	K	Technical information to assure platform safety, airworthiness, operation and maintenance.	As Threshold.	
SR-111	The Contractor shall ensure that Engine publication changes are passed to the Platform Design Organisation (DO) in a mutually agreed format to enable Aircraft Document Set (ADS) to be amended to reflect current Engine status and practices.	1	Within 5 business days of the change being approved by the Authority for incorporation in the Engine publication.	Within 1 day of the change being approved by the Authority for incorporation in the Engine publication.	Must ensure that MOD is not restricted in who can give access to the technical information for its purposes i.e. Contracted staff. To ensure that the sections referring to the Engine within the Aircraft Document Set (ADS) remain up to date through life in order to maintain Airworthiness and Safety.
SR-112	The Contractor shall provide draft Special Instruction (Technical) in electronic format (MS Word) or as agreed	2	Within 5 working days of receiving instructions from the Authority.	Within 1 working day of receiving instructions from the Authority.	
SR-113	The Contractor shall provide data and information (graphical, numerical and textual) to support revisions to Engine training courses when required by changes in maintenance, modification or operating procedures within X time prior to the change commencing.	2	X = 7 days. Up to 2 changes per year. .	X = 14 days. Up to 4 changes per year.	The Contractor may identify changes to training that would improve MTBR/accuracy of fault diagnosis.
SR-228	**Modifications & Configuration Management**				
SR-115	The Contractor shall have a configuration management service.	2	Fully compliant with DEFSTAN 05-57 and MAA RA 5301.	As Threshold.	DEFSTAN 05-57 describes in detail the Evaluation requirements for Configuration Management - key is the Configuration Management Plan (CMP) and maintenance of the Configuration Status Record (CSR). Configuration Management Plan produced in accordance with the Defence Airworthiness Team (DAT) template.

ID	Requirement	Priority	Threshold MOE	Objective MOE	Remarks
SR-116	The Contractor shall maintain a record of the 'as issued' configuration of all configuration managed items.	1	The Contractor shall provide the record within 24 hours of a request from the Authority.	The Contractor shall provide the record within 12 hours of a request from the Authority.	Required to support the response to an airworthiness issue and accident inquiries. In the event that there is an airworthiness issue it must be possible to determine which other assets are affected. The Authority does not hold the totality of the information related to the configuration of the Engine, some is held by the R&O organisation. This must be readily searchable and accessible.
SR-264	The Contractor shall maintain and assure the configuration management of all System technical information supplied to the Authority and Design Organisation.	1	For all System related ADS and Special Instruction (Technical) (SI(T)) publications.	As Threshold.	To eliminate any incoherence between the documents and instructions provided to the User.
SR-117	The Contractor shall maintain the configuration management of all system components and assemblies off the aircraft.	1	Maintain configuration management and scheduled maintenance of assets held by the Contractor (including completion of appropriate Special Instruction (Technical) (SI(T)) prior to dispatch).	As Threshold.	
SR-73	The Contractor shall deliver assets that are at the modification standard for the intended application.	1	As requirement.	As Threshold.	Engines to be at the correct modification standard to align with the aircraft or any environmental/operational requirements.
SR-118	The Contractor shall undertake Obsolescence Management through implementing a full proactive, risk based, solution.	2	Obsolescence issues to be identified at least 3 years before any impact.	Obsolescence issues to be identified at least 5 years before any impact.	
SR-119	The Contractor shall be responsible for the resolution of obsolescence issues where resolution can be achieved by: - substituting an alternative item with the same fit, form and function. - procuring the same item from a different supplier. - re-use or re-issue of spares. - last/lifetime buy of components.	3	Availability metric shall not be affected by obsolescence.	As Threshold.	

ID	Requirement	Priority	Threshold MOE	Objective MOE	Remarks
SR-120	The Contractor shall develop and embody modifications required by the Authority.	1	12 months from agreement to embodiment completion of the last modification.	2 months from agreement to take the Modification.	The contract needs to provide a facility to incorporate requirements that derive from Platform driven changes and capability upgrades. These modifications will be covered in a separate funding line.
SR-121	The Contractor shall produce and maintain a Modification Management and embodiment Plan.	2	Updates to be presented at contract performance review meetings and technical issues meeting	As Threshold.	To allow the Authority to have visibility of the progress of modification development and embodiment.
SR-123	If the Contractor proposes to develop and embody a system modification they shall inform the Authority before commencement.	1	The Authority shall be informed before any commencement of a modification.	As Threshold.	The Authority contributes to the Air System Safety Case, which is owned by the Operational Duty Holder (ODH). All modifications to the baseline standard must have their potential to impact airworthiness assessed. This informs updates of the Safety Assessment and Report which supports the Air System Safety Case. (RA 1220).
SR-125	The Contractor shall embody modifications in accordance with DEFCON 694.	2	Embodiment of modifications, in Depth, to be achieved in accordance with their approved classification.	Embodiment of modifications, in Depth, to be achieved in advance of their approved classification.	
SR-229	**Quality & Sustainability**				
SR-137	The Contractor shall ensure that Sustainable Development (SD) (Social, Economic & Environmental) considerations are taken into account and adverse impacts minimised.	3	As requirement.	The solution reduces SD impacts.	
SR-138	The Contractor shall make use of an Environmental Management System compliant with IS0 14001 and DEFSTAN 00-051.	2	As Requirement.	As Threshold.	The Contractor shall be required to provide an Environmental Management Plan.
SR-140	The Contractor shall comply with the Authority's Quality Occurrence Reporting (QOR) process.	1	The Contractor Process shall meet the requirements of the RAs and MAP – 01 Chapters 15 QOR management/resolution shall be included within Quality Assurance Group (QAG) meetings.	As Threshold with MAP – 01 Chapter 15.1.1 time lines achieved throughout the period of the Contract.	QORs are used within the MAE to highlight Evaluation quality shortfalls.
SR-265	The Contractor shall host an Engine Quality Assurance Group (QAG) meeting per year.	1	The Contractor shall carry out the duties of Secretary to the meetings. Meeting Terms of Reference (ToRs) and Agenda shall be produced in accordance with the Authority's templates.	As Threshold.	There are currently two Engine QAGs each year, the intent is to reduce to one. Both will be hosted by the Contractor.

ID	Requirement	Priority	Threshold MOE	Objective MOE	Remarks
SR-141	The Contractor shall have a Concession Management Process.	1	The Contractor Process shall comply with DEFSTAN 05-61 Part 1 Issue 5 - QA Procedural Requirements (Concessions). All Major concessions to demonstrate benefit to the Authority.	All concessions to demonstrate benefit to the Authority.	Time, cost and performance benefits. The Contractor shall be required to provide a Concession Management Plan.
SR-142	The Contractor shall have a Contractors Working Party Management Process in accordance with DEFSTAN 05-61 Part 4 Issue 3 (Contractors Working Parties).	1	As Requirement.	As Threshold.	
SR-146	The Contractor shall allow access and make available such facilities as are required for the Authority to monitor the Contractors Quality standards in accordance with AQAP 2110.	2	Compliance checked at Bid Evaluation.	As Threshold.	Contract performance monitoring.
SR-266	The Contractor shall have and operate a process to stop Counterfeit Material from entering the supply system.	1	The process shall meet the requirements of DEFSTAN 05-135.	As Threshold.	
SR-230	**Reliability**				
SR-18	The Contractor shall declare the System Mean Time Between Failure (MTBF) rate.	2	As declared by the Contractor at contract award.	Demonstrable improvement on Threshold throughout the life of the contract.	
SR-128	The Contractor shall declare the System Mean Time Between Unscheduled Replacement (MTBUR), for installed Engines.	1	As declared by the Contractor at contract award.	Demonstrable improvement on Threshold throughout the life of the contract.	
SR-127	The Contractor shall implement activities that increase levels of Reliability.	3	Any change to system maintenance, operating and support activity is to be authorised by the Authority prior to commencement. The Contractor shall fund any reliability modifications.	As Threshold.	The Authority owns the platform's safety case therefore have the ultimate decision on whether a modification is to be embodied or not.

ID	Requirement	Priority	Threshold MOE	Objective MOE	Remarks
SR-130	The Contractor shall undertake fault investigations when requested by the Authority.	1	Prior to the fault investigation being initiated, the Contractor is to provide an indicative date when it considers the fault investigation will be completed by for Authority endorsement. Once underway initial findings of the Fault Investigation are to be presented to the Authority within 1 week. The Contractor shall provide / present 6-weekly progress reports highlighting any findings for every fault investigation underway and provide a final report for Authority review and endorsement on completion of every fault investigation. Fault investigations shall not delay Authority action to resolve. Narrative Fault Reporting action required for a Service Issued Instruction (SII), a Special Instruction Technical (SI(T)) or Servicing Instruction (SI). Whichever timescale is shorter.	As Threshold.	MoD initiated investigations will almost always relate to safety issues and therefore reports will be required as quickly as possible. Urgent and Routine prioritisation are declared to the Contractor by the Authority, with the required response time.
SR-54	The Contractor shall use the Authority's fault investigation process.	1	As Requirement.	As Threshold.	
SR-131	The Contractor shall present the findings and progress reports for current and recently completed fault investigations at contract performance review meetings.	2	As Requirement.	As Threshold.	Linked to SR-130. This requirement is aimed to ensure the Contractor includes a summary of all fault investigation at a quarterly contract performance review meeting and does not aim to replace SR-130.
SR-132	The Contractor shall maintain records of all fault investigations (whether Authority initiated or Contractor initiated) and make full details available to the Authority on request.	1	As Requirement.	As Threshold.	
SR-133	The Contractor shall reprioritise ongoing investigations when requested to do so by the Authority in response to specific concerns.	1	As Requirement.	As Threshold.	For example, in support of a BOI into an accident or serious incident.
SR-136	The Contractor shall conduct Health Monitoring of the System.	1	Continual monitoring and trend analysis of the System's performance. Work with the Authority to improve system reliability.	As Threshold.	Monitoring and trend analysis of system component performance in order to anticipate component failures on the ground rather than airborne. Currently 1710 NAS perform Spectrographic Oil Analysis Programme (SOAP) for the platform Engines.
SR-231	**Government Furnished Equipment (GFE)**				

ID	Requirement	Priority	Threshold MOE	Objective MOE	Remarks
SR-163	MOD assets held by the Contractor will be accounted for in accordance with the relevant DEFCON 611, 694 and DEFSTAN 05-99.	2	As Requirement.	As Threshold.	Evidence to support that the proposal is "Reliable, Lean & Efficient, Lower Cost, Agile, Optimal Inventory, Accurate (DEFCON 694)"
SR-234	**Risks & Opportunities**				
SR-170	The Contractor shall, in conjunction with the Authority, develop, implement and maintain a joint Risk and Opportunity Management Plan and register.	2	Plan to be up to date and reviewed at quarterly programme review meetings.	Plan to be up to date and reviewed at monthly service management meetings.	The plan needs to identify time, cost and performance risks to the delivery of the service.
SR-171	The Contractor shall provide details of Risks and Opportunities at contract performance review meetings.	2	Presented at contract performance review meetings.	Real-time.	This will be a PI.
SR-239	**Human Factors**				
SR-240	The Contractor shall demonstrate that the proposal has taken into account DEFSTAN 00-251 Human Factors Integration for Defence Systems.	M	As Requirement.	As Threshold.	