**SCHEDULE 9**

**STATEMENT OF OPERATIONAL AND TECHNICAL REQUIREMENTS**

**INTRODUCTION**

1. For the purpose of this Agreement, the Contractor shall provide the following services, at such times and places as directed by the Authority as set out further in Para 2 below (A glossary of acronyms and abbreviations used is at the end of this document):

1.1 A Medium to Fast speed Operational Readiness Training (ORT) aerial support service to include A-A, TGT, TS & MA.

1.2 Additionally, the Contractor may be tasked to conduct other support tasks within the capabilities of the aircraft (as set out in more detail at Para 20) and within the overall scope of this contract.

1.3 Throughout the course of the contract the Contractor shall endeavour, in collaboration, where necessary, with the Authority:

1.3.1 To identify and introduce efficiency measures to improve the flexibility and cost-effectiveness of the service.

1.3.2 To identify and introduce new technology both to sustain and reinforce the realism of the training, and where applicable, further enhance the training value derived from the service.

1.3.3 To maximise third party revenue (3PR) opportunities to the mutual advantage of both parties, as per the 3PR process laid out in the terms and conditions.

2. **Operation of Aircraft.** For tasks specified in this Schedule, the aircraft and equipment (other than that specified as GFE) shall be Contractor Owned, Contractor Operated (COCO). Normally, aircraft operations will take place within the boundaries of the UK FIR and adjacent waters with aircraft based for easy access to the D323 Managed Danger Area (MDA) complex. However, the Authority may require aircraft to detach to and operate from other UK airfields, and from overseas airfields, subject to the constraints of the MAA or CAA authorisation, and any limitations of the Contractor’s standard insurance and logistical cover. Detached operations are considered in more detail at Para 15 below.

**OUTLINE TASK AND ROLE EQUIPMENT REQUIREMENTS**

3. Adversary threat replication is highly sensitive and subject to national security restrictions where the Contractor is required to hold appropriate security accreditation for its staff and its facilities. It is the responsibility of the Authority to provide a means of accreditation and clarification of the required security levels in a Security Aspects Letter (SAL).

4. The Contractor shall provide an airborne service that comprises:

3.1 **Air-to-Air (A-A).** This shall provide delivery of profiles that meet the UK training requirements as detailed in Annex F.

3.2 **Target (TGT).** This shall provide delivery of profiles that meet the UK training requirements as detailed in Annex F.

3.3 **Threat Simulation (TS).** This shall provide specialist airborne TS techniques required for the training of National, Multi-National and NATO Force Elements (FE); the provision of TS training as part of the UK contribution to NATO exercises.

3.4 **Mission Augmentation (MA).** The provision of a service that augments the mission, which includes scenario generation and management alongside the Falcon where it acts as an airborne C2 platform providing realistic communication procedures including comms jamming; provision of air-to-air and/or surface-to-air threat radar simulation; provision of, or coordination of, a visual threat, where appropriate.

3.5 **Miscellaneous Services.** The provision of Project Facilities for airborne trials and tasks fall within the scope of this contract where they are encompassed within the capabilities of the Contractor’s aircraft or other task compliant assets.

4. More detail on task and role equipment requirements is at Annex A.

**OPERATIONAL REQUIREMENTS**

5. Exercise requirements which call for a task allocation of 5 or more aircraft, or detachments of 10 working days or more shall be promulgated normally at least 3 months in advance. The Contractor shall operate sufficient task compliant assets to ensure that a 4 aircraft simultaneous sortie rate can be maintained. Ac deployed on detachment, or being fitted for trials, will be regarded as simultaneous sorties.

6. Simultaneous maxima for specific roles shall be:

|  |  |  |
| --- | --- | --- |
| **ROLE** | **SIMULTANEOUS**  **MAXIMA** | **REMARKS** |
| All | 4 | This may comprise any combination of: 4 x singleton ac, 2 x 2-Ship, 3-Ship + 1 or 1 x 4-Ship. |

7. The Contractor shall provide up to 12[[1]](#footnote-1) sorties daily in any 15-hour flying window. It may be possible to exceed the maximum number of sorties per day for short periods subject to negotiation between OC JSATO and the Contractor. In all cases, OC JSATO is to be consulted if night flying will affect the following day’s programme.

8. The Authority acknowledges that in order to successfully execute detached operations, a full day prior to and immediately on recovery is required to perform essential maintenance activities.

9. **Weekend and Public/Bank Holiday Flying.**  The Contractor will be able to provide the Authority with weekend and Bank/Public Holiday flying upon request.

10. **Reduced Flying Periods.** The exact dates of flying periods with reduced SSR and the forecast level of operations/reduction shall be advised to the Contractor normally not less than 3 months in advance. The Contractor will agree reduced manning requirements for these periods with OC JSATO.

11. **Formation Flying.** The Contractor shall, when required by the Authority, fly in a mixed-civil/military environment at both low and medium level. Occasionally, the Contractor’s aircraft shall fly in tactical and close formations with both national and foreign military and other civilian aircraft subject to the Contractor being satisfied that sufficient safety measures and safeguards are in place.

**ANNUAL FLYING TASK AND TRAINING REQUIREMENTS**

12. The table below represents the RAF hours requirement, including Time on Task and transit flying:

|  |  |
| --- | --- |
| **ROLE** | **Flying Hours** |
| All Roles | 2,000 |

13. This total does not include Contractor training, continuity and upgrade flying for its own aircrew. Flying Hours will be logged by OC JSATO.

**TASK MANAGEMENT**

14. Unless otherwise stated in this Contract, OC JSATO shall be the first point of contact of the Contractor for issues of tasking and billing. OC JSATO will engage with HQ Air desk officers for all matters other than those which the Agreement specifies should be referred to the Authority’s Commercial Branch. Task management of the Contract shall embrace the following principles:

14.1 **Tasking Authority.** The Tasking Authority shall be OC JSATO who

shall provide the Contractor with a programme detailing the tasks which the

Contractor will be required to meet. The Contractor shall make the most efficient use of task compliant resources to meet the tasking requirements (including landing away for re-tasking and refuelling where appropriate and with OC JSATO’s agreement).

14.2 **Tasking Instructions.** OC JSATO shall produce a forecast of expected detachments which will be regularly updated with changes being notified to the Contractor as they arise. OC JSATO shall produce an outline weekly programme to be issued to the contractor by midday on Thursday for the following week.

14.3 The Contractor shall maintain regular communication with OC JSATO throughout the working week. OC JSATO shall provide final confirmation of tasks 48 hours in advance of the task time. Short notice operational changes may require the task to be changed at less than 48 hours’ notice; the Contractor shall have the right to reject such tasks, specifying the reasons for such rejection, but shall endeavour to provide a flexible response within realistic and reasonable constraints of aircraft and aircrew availability, offering alternative options to fulfil the tasks and stating their impact elsewhere.

14.4 The Authority shall consider the Contractor’s proposals and, taking into account downstream tasking priorities, make the final decision. When required, and if feasible, the Contractor shall accept re-tasking while airborne. Re-task requests by the user once airborne can be met at the discretion of the Contractor and do not require OC JSATO’s approval. The Contractor HQ Air Desk Officers may also agree re-tasking of RAF tasks in consultation with OC JSATO.

14.5 **Manning.** JSATO and Contractor Operations Control facilities will be manned, or personnel shall be contactable, to support flying operations.

14.6 **Joint Tasks.** Should a task involve more than one Contractor the Authority shall, if appropriate, appoint a Contractor to be responsible for conducting a joint face-to-face briefing for all participating Contractors. If this briefing is not possible a telephone briefing may be acceptable. The Authority shall require the other Contractor to participate in a joint briefing and accept all reasonable orders and instructions given at such a briefing. Where air safety may be compromised, the Contractor’s aircrew may decline to participate.

**DETACHMENTS**

15. Detachments are defined and governed as detailed below.

15.1 A detachment is defined as any deployment of aircraft and necessary support from its main operating base which requires overnight accommodation for the Contractor's personnel.

15.2 Aircraft will be required to detach regularly to airfields both in the UK and abroad. Routine detachments are tasked through both the forecast detachment programme and directly from OC JSATO. Other detachments may be authorised through the Ad Hoc tasking procedure detailed at Annex D. Pricing schedules for detachments will be prepared by the Contractor during the course of the Contract as an aid to tasking discussions with the OC JSATO.

15.3 Detachments shall be planned and mounted on the most cost-effective basis and shall be self-supporting[[2]](#footnote-2) when appropriate unless otherwise agreed with OC JSATO (and cost of the detachment reduced accordingly). When the detachment is deployed to (or visiting) an MOD airfield, the Contractor shall be provided, as agreed in the planning phase, with facilities and materials on a free of charge basis as follows:[[3]](#footnote-3)

15.3.1 **Service Fees.** The Authority will allow the Contractor to use MOD airfields free of landing, parking and navigational service charges.

15.3.2 **Visiting Aircraft Support.** The Authority will provide the Contractor’s aircraft with visiting aircraft support limited to arrival and departure assistance and, subject to necessity and availability, hangar space for aircraft rectification. The Contractor will be responsible for aircraft turn-round, maintenance and rectification.

15.3.3 **Fuel.** When the facility is available, the Contractor shall utilise Authority supplied fuel. Where Authority fuel is supplied from a military bowser the Contractor shall be responsible for the transfer of fuel from the bowser to the aircraft. Fuel supplied from other sources is covered under the Payment Provisions within the terms and conditions.

15.3.4 **Flight Planning.** The Authority will allow Contractor aircrew to use flight planning facilities at MOD airfields used in support of authorised tasks. However, the Authority will not provide military flight planning publications, maps or charts except where the Authority is the sole source of such documentation. Under the approval of the HQ Air Desk Officer, No 1 AIDU will provide digital maps as requested by the Contractor and charged at the standard MOD rate.

15.4 **Messing and Accommodation.**[[4]](#footnote-4) Unless OC JSATO notifies the Contractor of other arrangements, and these are satisfactory to the Contractor, the Contractor shall be entirely responsible for the provision of, and payment for, transport, accommodation[[5]](#footnote-5) and food for their staff throughout the detachment. However, where practical, the Authority reserves the right to pay directly for transport and accommodation associated with the detachment.

15.5 For detachments to Authority airfields, the Contractor shall, through OC JSATO, establish whether suitable Authority facilities (accommodation and/or meals) can be made available to the Contractor. Should such facilities be available, the Contractor and OC JSATO will, on a case-by-case basis, consider their use and, if agreed by both parties, utilise them for the detachment or be reimbursed in accordance with the terms and conditions for payment should the Contractor use non-Authority facilities. For the purposes of payment, Contractor’s staff shall be classed as non-entitled personnel.[[6]](#footnote-6)

**TASK REPORTING DOCUMENTATION**

16. The Contractor shall maintain and keep reports of each completed tasked sortie for 6 months[[7]](#footnote-7). The Contractor shall make such reports available to the Authority on request. The report is to be in a format consistent with extant MISREPs. This report may form part of any assessment of the Contractor's performance. Authority staff will monitor contract performance through regular contact with users. Likewise, the Contractor is authorised to elicit performance feedback from major exercise sponsors in order to carry out self-assessment.

**OPERATIONS MANAGEMENT**

17. **Contractor's Operations Organisation.** The Contractor shall provide an Operations Control organisation capable of managing the flying task in accordance with current CAA regulations. In addition, the Contractor shall provide a mission planning capability, which shall provide operational briefing material based upon task details provided by the tasking organisation.

18. **Operations Facilities.** The Contractor shall provide and maintain operations facilities at its operating base during flying periods. The Contractor shall provide a suitable secure area within the Operations Centre capable of handling classified material up to and including SECRET UK EYES ONLY (SUKEO) and a means for conducting mission briefing/debriefings to the same level.

19. **Operations Communications.** The Contractor shall provide operations facilities with the communications links required to fulfil the task; the minimum requirement shall be voice and data communications. Secure and classified communications systems between the Contractor's Mission Planning Cells and JSATO shall be provided and maintained by the Authority for the duration of the Contract. The Authority shall be responsible for organising the transfer of classified material should there be a failure of the MOD-supplied secure communications system.

**AIRCRAFT PERFORMANCE AND ROLE EQUIPMENT REQUIREMENTS**

20. The required performance envelope of the Contractor's primary aircraft is at Annex E.

21. The Contractor shall ensure that the aircraft are fitted with radios and navigation equipment to meet detailed task requirements and to comply with extant and emerging CAA and EASA regulations. This communication and navigation fit is also detailed at Annex E

**AIRCREW REQUIREMENTS[[8]](#footnote-8)**

22. **Aircrew Qualifications.** In addition to the required civil qualifications, pilots shall be competent for their tasked mission profiles and, where necessary:

22.1 Be capable of flying aircraft at both low and medium level in tactical formations and of leading formations with both national and foreign military and other civilian aircraft.

22.2 Be capable of flying aircraft on low level tasks to a minimum separation distance (MSD) of 250 ft overland and 250 ft over the sea.

22.3 Have knowledge of the employment of military aviation standards and practices.

22.4 Have sufficient knowledge of military procedures and regulations to enable safe and competent integration within complex flying environments. Knowledge of the following specific areas will be required:

22.4.1 Visual Identification (VID) Profiles.

22.4.2 Composite Air Operations (COMAOs).

22.4.3 Air Defence Training Procedures.

22.4.4 Fighter Affiliation Training.

22.4.5 Air Combat Training (ACT)/Basic Fighter Manoeuvres (BFM).

22.4.6 NATO procedures.

22.4.7 ATO/SPINs assimilation.

22.4.8 UK Low Flying System.

22.4.9 Military GCI procedures.

22.4.10 EW tactics and theory.

22.4.11 Peacetime Control of Non-Operational Jamming.

22.4.12 Joint Fires Procedures.

22.4.13 AFTTP 3-1.

22.5 Pilots shall be required to operate to military standards of tactical formation flying and be competent in the leading of formations with non-Company aircraft in close formation. Pilots shall undertake training in tactical formation flying and competency levels shall be assessed in line with Contractor-mandated currency requirements.

22.6 Pilots are required to participate in mission briefings. Participation in mission debriefs is considered essential. However, the Authority recognises that attending in person is not always practical and the exchange of classified information may be limited when suitable means of secure communications is not available. Pilots must be competent at producing mission documentation.

23. **Pilot Qualifications.** Each of the Contractor’s aircraft shall be captained by a pilot with knowledge of UK military flying procedures. Pilots may be required to demonstrate to the Authority knowledge of the procedures and tactics inherent in the tasks detailed in this Schedule.

24. **Security.** It is the Contractor’s responsibility to ensure that all staff hold an appropriate security clearance commensurate with the requirements of their role and in line with the Security Aspects Letter. Specifically, Contractor aircrew are to hold an SC clearance as a minimum.

25. **Air Safety and Competence Assurance.** The Contractor shall provide written assurance to the Aviation Duty Holders (ADHs) that pilots are safe and competent to operate. Additionally, the Contractor will provide sufficient access to facilitate third party assurance (3PA) in order to support the ADH’s assessment that the Air Safety Risk-to-Life is As Low As Reasonably Practicable (ALARP) and Tolerable.

**REGULATIONS**

26. **Compliance.** The Contractor shall, throughout the period of the Contract comply with all relevant requirements of the Air Navigation Order, or any equivalent certificate required by subsequent UK or European legislation. The Contractor shall provide to the Authority a copy of any Certificates initially prior to Contract signature and thereafter as and when required and shall notify the Authority immediately if the Certificate is revoked, varied or if it expires and is not immediately renewed.

27. When operating on Authority tasks, the Contractor shall be responsible for producing and maintaining Flying Orders for his aircrew so that their aircraft are operated, where appropriate, in accordance with current civil and military regulations. In the event of a conflict, civil regulations and the Air Navigation Order will take precedence. Providing access to, and hard copies of, updated military documents where requested by the Contractor is the responsibility of the Authority. A list of required documents is contained at Annex F.

28. In the event of any accident or incident which involves equipment, material or assets to which the Authority has legal title and/or the Authority’s personnel, the Contractor shall furnish such incident or accident reports as may be required by civil regulations to OC JSATO within such timescale as may be described in that document. Notwithstanding the aforesaid obligation the Contractor shall also cooperate fully with the Authority and in such Post Incident/Accident Management and/or Inquiry as may be deemed necessary by the Authority. This cooperation shall include the provision by the Contractor of all such information, documentation, equipment and technical advice as may be considered relevant by the Service Inquiry. The Contractor will take all reasonable steps, including the insertion of suitable terms in employees’ contracts of employment, to ensure the attendance of such employees as may be requested to give evidence to an inquiry.

29. The Contractor shall have a fully compliant Safety Management System (SMS); a systematic and proactive approach to managing safety risks including goal setting, planning, and measuring performance. The SMS goes beyond compliance with prescriptive regulations, to a systematic approach where potential safety risks are identified and managed to an acceptable level enabling effective risk-based decision making across the business. The SMS should comprise of the following four key components and should be approved under the terms of the appropriate civil legislation:

29.1 Safety policy and objectives.

29.2 Safety risk management.

29.3 Safety assurance.

29.4 Safety promotion and training.

**OPERATION AND MAINTENANCE OF GFE**

30. If required, the operation and maintenance of GFE shall be as follows:

30.1 The Contractor shall carry and operate GFE as mandated by the MOD.

30.2 The Contractor shall maintain all GFE on loan in accordance with the MOD/manufacturers’ maintenance procedures. If, on inspection by the Contractor, a GFE asset requires maintenance outwith the requirements specified in this Schedule, and provided for under the Agreement, the Contractor shall immediately inform OC JSATO who shall be responsible for arranging the appropriate level of maintenance.

30.3 The Contractor shall be responsible for designing GFE installations, installing them and obtaining the necessary civil clearances for their carriage and operation for any additional items of GFE required by the Authority.

31. Resources to be utilised in the provision of the requirement specified in this document shall be provided by a combination of CFE, GFS and GFE. The Authority shall make available to the Contractor various GFS for the purposes of meeting the requirements of this Schedule:

31.1 GFE on ordinary loan and in accordance with DEFCON 611.

31.2 GFS in the form of fuel and other assistance as set out in this Schedule.

32. OC JSATO shall maintain a register of all GFE currently on loan to the Contract and this register shall be made available to the Contractor for inspection on request. The register shall, as a minimum, contain the following information:

32.1 Description of asset.

32.2 Quantity on loan.

32.3 Terms and purpose of loan.

32.4 Date Asset supplied to Contractor and date to be returned.

32.5 Location to which Asset supplied.

33. The Contractor shall comply with ordering and accounting procedures for GFE which are prescribed by OC JSATO.

**Annex A to:**

**Statement of Operational and Technical Requirements**

**OUTLINE TASK AND ROLE EQUIPMENT REQUIREMENTS**

**OUTLINE TASK REQUIREMENT**

1. The Contractor shall provide airborne capability meeting or exceeding the following criteria:

1.1 Threat Simulation appropriate to CFE and GFE iaw the CARG.

1.2 Trials fit as specified.

**EQUIPMENT**

2. The Contractor shall provide all aircraft with capability as follows:

2.1 **Radar.** A Pulse-Doppler (PD) system in the frequency band around 9.9 GHz, (with details of the full frequency range available at SUKEO) and capable of Low, Medium and High Pulse Repetition Frequency (PRF), that is detectable as a radar and excites Combat Air platform mission data systems. In addition, it must be able to generate a real-time and accurate representation of the Blue Air picture that factors all aspects of the radar signature presentation.

2.2 **Radar Warning Receiver (RWR)/Radar Warning Equipment (RWE).** Capable of receiving within the 2-18 GHz frequency band.

2.3 **TSPI Data Device.** Capable of providing TSPI data, downloadable within 60 minutes of landing, to enable post-mission debriefing.

**Annex B to:**

**Statement of Operational and Technical Requirements**

**TRAINING REQUIREMENT**

1. **Air-to-Air Fast Jet Training.** As a routine planning assumption, this should involve up to 4 aircraft providing adversary tactics against Blue Air. Sortie profiles can range from low intensity academic conversion training in radar EPM to high-intensity operational-core-task training involving EA and CJ (combined effects with Falcon). In such cases, the aircraft may operate in mixed formation with other Red Air and may, when circumstances dictate and on a case-by-case basis, act as Red Air lead. Involvement as Red Air requires operating to profiles iaw the CARG. Sorties could be conducted at low, medium or high altitude and could be up to a maximum of 2 hours duration.

**TRIALS REQUIREMENT**

2. **MOD General Trials.** These serials are as directed by the relevant Authority and may include any profile within the aircraft’s performance envelope.

3. **ASWC Trials.** These serials are as directed by the RAF ASWC and may include any profile within the aircraft’s performance envelope.

**Annex C to:**

**Statement of Operational and Technical Requirements**

**GLOSSARY OF TERMS**

| **ABBR** | **DECODE** | **REMARKS** |
| --- | --- | --- |
| A-A | Air-to-Air |  |
| 1 ACC | No 1 Air Control Centre | Mobile ASACS Unit |
| A-A FJ | Air-to-Air Fast Jet |  |
| AAW | Anti-Air Warfare |  |
| Ac | Aircraft |  |
| ACO | Airspace Control Order |  |
| ADEX | Air Defence Exercise |  |
| ALARP | As Low as Reasonably Practicable |  |
| ASACS | Air Surveillance and Control System | Ground based radars |
| ATO | Air Tasking Order |  |
| AWACS | Airborne Warning and Control System |  |
| ASWC | Air & Space Warfare Centre | RAF Waddington |
| Blue Air | Own or Friendly Aircraft |  |
| C2 | Command and Control |  |
| CARG | Combined Adversary Replication Guide | Classified document containing tactics and weapon employment guidance |
| CFE | Contractor Furnished Equipment | Equipment furnished by and owned by the Contractor |
| CJ | Communication Jamming |  |
| CTS | Complex Threat Simulator |  |
| DGPS | Differential GPS |  |
| Distaff | Directing Staff |  |
| EA | Electronic Attack |  |
| ECM | Electronic Counter Measures |  |
| EO | Electro-Optic |  |
| EPM | Electronic Protection Measures | Counters to radar jamming |
| EW | Electronic Warfare |  |
| EWTTF | Electronic Warfare Training and Test Facility | RAF Spadeadam |
| EWX | Electronic Warfare Exercise |  |
| EXCON | Exercise Control |  |
| GBAD | Ground Based Air Defence |  |
| GFE | Government Furnished Equipment | Equipment furnished, and owned, by the authority for employment by the contractor |
| GFS | Government Furnished Supplies | Supplies furnished by the authority for use by the Contractor in executing the contract |
| GPS | Global Positioning System |  |
| GSE | Ground Support Equipment |  |
| iaw | In accordance with |  |
| IR | Infra-Red |  |
| ISTAR | Intelligence, Surveillance, Target Acquisition and Reconnaissance |  |
| MA | Mission Augmentation |  |
| MISREP | Mission Report |  |
| NASOC | National Air & Space Operations Centre | RAF High Wycombe |
| No 1 AIDU | No 1 Aeronautical Information Documents Unit | Suppliers of electronic and hard copy maps and charts to Defence |
| OCCC | Operational Confidence Capability Check |  |
| PD | Pulse-Doppler | Radar |
| QRA | Quick Reaction Alert | Typhoon aircraft on permanent high state of readiness |
| Red Air | Adversary or unfriendly aircraft |  |
| RWE | Radar Warning Equipment |  |
| RWR | Radar Warning Receiver |  |
| S-A | Surface-to-air |  |
| SABM | School of Air Battlespace Management | RAF Boulmer |
| SOP | Standard Operating Procedure |  |
| TA | Target Acquisition |  |
| TGT | Radar and visual target |  |
| TLP | Tactical Leadership Programme |  |
| TSPI | Time, Space & Position Information |  |
| TS | Threat Simulation |  |
| USAF | United States Air Force |  |
| VID | Visual identification |  |
| WF | White Force |  |
| 3PA | Third party assurance |  |
| 3PR | Third party revenue |  |

**Annex D to:**

**Statement of Operational and Technical Requirements**

**AD HOC TASKS**

1. The Contractor shall undertake flying tasks which are within the capability of the project facilities but which are not otherwise specifically set out as requirements within the Statement of Requirements. These Ad Hoc tasks may require detachments (but not within the scope of Regular Detachments) and also involve undertaking miscellaneous design and engineering work to modify the aircraft, role equipment and associated GFE to meet the requirements of specific trials as defined by the Authority under the terms of this Ad Hoc Task schedule. The terms of this Ad Hoc Task schedule shall not apply to the ordering of Regular Detachments.

2. An Ad Hoc Task is one of which the frequency and extent is difficult to assess. Tasks which by description are, or are considered by the parties likely to be, permanent amendments shall be the subject of a formal amendment to the contract agreed between the Authority and the Contractor under the terms and conditions of the contract.

3. Prices for the extra costs of performing Ad Hoc tasks are not included in the price agreed for the contract. The extra costs of Ad Hoc tasks will therefore be established on a case-by-case basis. The principles to be used for pricing Ad Hoc Tasks are:

3.1 Any engineering or other Contractor labour activity needed to perform the Ad Hoc Task shall be charged using the agreed prevailing rates applicable to the contract together with any overhead rates and profit agreed under the terms of the contract, and;

3.2 Any materials, fuel and/or related services unavoidably and specifically needed and consumed to meet the requirements of the Ad Hoc Tasks shall be charged at the cost of supply to the Contractor with the addition of any overhead rates and profit agreed under the terms of the contract.

4. Ad Hoc Tasks shall be performed to the terms and conditions of the contract and no variation of these conditions shall be authorised or deemed to be authorised unless confirmed in writing by Air Commercial. If the Contractor is unable to confirm this in making their offer, the Contractor must immediately inform Air Commercial in writing of the reasons. No Ad Hoc Tasking Order shall be created unless it is under the agreed terms and conditions of the contract. To avoid doubt, if any indemnities are sought by the Contractor which are not expressly provided for in the contract, then the Contractor must immediately inform Air Commercial in writing of the proposed variation of contract conditions applicable to the Ad Hoc task. In the absence of any written statement received by the Air Commercial of a Contractor request to vary the terms and conditions of the contract specifically for an Ad Hoc Task, or for the Authority to provide additional indemnities, then the Ad Hoc Task shall be deemed to be subject entirely and exclusively to the terms and conditions of the contract.

**PROCEDURE FOR ORDERING**

5. When the Authority requires the Contractor to provide resources for an Ad Hoc task an order form will be raised and forwarded to Contractor. On receipt of the order form, the Contractor shall respond within 10 business days providing, among other things, an assessment of the method, effort (in man-hours) and resources required for the task described in the order, together with a price. If the Contractor is unable to provide a response to the order form within the time frame specified or is unable to undertake the Ad Hoc Task, he must inform the Authority in writing of the reasons within 10 business days.

**CHANGES AND/OR AMENDMENTS TO MISCELLANEOUS AD HOC TASKS**

6. There may be changes in respect of the scope of the task before a task is due to commence. All such changes shall be notified to the Contractor by the Authority as early as possible and must be agreed before work commences. Changes to Ad Hoc Task Orders must be authorised in writing by the Authority and be allocated a unique sequential Ad Hoc Task change number with a reference to the original order number for control purposes. All related correspondence must quote the Ad Hoc change number and original Ad Hoc order number.

7. A copy of all Ad Hoc Tasks ordered under these arrangements shall be sent by the Contractor to Air Commercial (who will carry out pricing audits from time to time).

**Annex E to:**

**Statement of Operational and Technical Requirements**

**AIRCRAFT PERFORMANCE, COMMUNICATIONS AND NAVIGATION FIT**

**PERFORMANCE**

1. **Speed, Ceiling, Endurance and Acceleration:** Aircraft performance will be iaw the table below:

|  |  |
| --- | --- |
| **Capability** | **Must be able to achieve the following Performance** |
| **Speed Sea Level** Clean | 480 KTAS |
| With stores | 450 KTAS |
| **Speed 20-30,000’** Clean | 0.78M |
| With stores | 0.75M |
| **Ceiling** Clean | 40,000’ |
| With stores | 35,000’ |
| **Acceleration** | 5G |
| **Sortie Duration** Clean | 2.0 hrs |
| With stores | 1.5 hrs |
| On Task in D323 | 1.0 hr |

2. **Continuous Improvement (CI):** The Contractor will demonstrate to the authority ongoing continuous improvement in the way the aircraft are operated with particular focus on flight safety, cost-effective operations and with due consideration to modern operating techniques.

**COMMUNICATIONS EQUIPMENT**

3. All aircraft on the contract are to be fitted with at least the minimum Radio aids required by Air Navigation Order and CAA Regulations

4. All aircraft shall be fitted with the following radio equipment:

5.1 One VHF-capable radio required to allow flying in civil and military controlled airspace.

5.2 Two HAVEQUICK 2-capable UHF radios, capable of operating in the military wave band.

**NAVIGATION AIDS**

5. All aircraft on the contract are to be fitted with at least the minimum Navigation aids required by Air Navigation Order and CAA Regulations

6. All aircraft shall have a navigation instrument fit which shall be sufficient to allow operations from civil and military airfields equipped to ICAO standards and meet the requirements for flight in controlled airspace. The equipment shall include:

6.1 One self-contained navigation system capable of horizontal accuracy of 100 m (95% probability), at low level, throughout the mission.

6.2 One IFF equipment capable of operating Modes 1, 2 and 3.

**Annex F to:**

**Statement of Operational and Technical Requirements**

**LIST OF SERVICE PUBLICATIONS TO BE PROVIDED TO THE CONTRACTOR ON CONTRACT AWARD**

1. Where possible, access to the following publications will be enabled by granting access to Typhoon and Lightning websites on MODNET and MODNET S (inc LTD areas). This will allow access to all the documents needed (including new documents as they are added) rather than a single bespoke list. However, where this is not possible for technical or security reasons, individual copies will be emailed or provided in hard copy. To facilitate this, the Contractor will be added to Typhoon STANEVAL, Lightning STANEVAL and 92Sqn ASWC distribution lists, ensuring that when tactical data is sent to Typhoon & Lightning Sqns, it is simultaneously sent to the Contractor. This will ensure the Contractor has visibility of all changes in Tactics, Techniques and Procedures (TTPs) that could affect flying operations.

**OFFICIAL:**

29 Sqn Operational Conversion Unit (OCU) Profiles

207 Sqn Operational Conversion Unit (OCU) Profiles

Allied Command Europe (ACE) Manual 75-2-1 ‘FIGHTING EDGE’

Air Force Tactics, Techniques and Procedures (AFTTP) 3-1 US Combat ID and ROE

Air Force Tactics, Techniques and Procedures (AFTTP) 3-2.5 Multi Service Brevity Codes

Air Force Tactics, Techniques and Procedures (AFTTP) 3-2.8 Air Control Communications

Air Command Air Weapon and Electronic Warfare Range Orders (ACAWEWROs)

Air-to-Air Training Rules (ATRs)

Air Land Sea Application (ALSA) Brevity Ch1 (Apr 21)

Allied Procedural Publication (APP) 7 Joint Brevity Word Publication (NATO)

Allied Tactical Publication (ATP) 3.3.3.1 Air-Maritime Coordination Procedures (AMCP)

HQ No 1 Group Air Staff Orders (GASOs)

Joint Services Publication (JSP) 398 UK Manual of National Rules of Engagement

Joint Tactics, Techniques and Procedures (JTTP) JTTP 3-62 Combat ID

The Fighting Instructions BRd 4487 Vol 2.3 Maritime Air Warfare

UK Air Trg Special Instructions (SPINS) (V1.2)

UK Procedures for the Control of Non-Operational Jamming (**PCNOJ**)

USAF Tactics, Techniques and Procedures (TTP) 3-1 Integrated Package Cmd Cx List

**ABOVE OFFICIAL UP TO SECRET:**

Aggressor SOPs

Typhoon SOPs (multiple documents)

Lightning SOPs

Typhoon Tactics Manual (TAC MAN)

RAF F35B Mission Planning Manual (MPM)

UK Aggressor Pocket Book

USAF Adversary Threat Replication Guide (ATRG)

ASWC Adversary Threat Replication Guide (ATRG)

Combat Air CDOE Trg

1. This number is for planning purposes only and shall not be interpreted as a cap on the extent to which aircraft and related aircrew could be utilised subject to CAA and or European regulations and agreed aircraft maintenance requirements. [↑](#footnote-ref-1)
2. Engineering, logistics and administrative support staff and equipment as required to meet the task. [↑](#footnote-ref-2)
3. These facilities and materials will also be made available as required to support deployed aircraft. [↑](#footnote-ref-3)
4. It is the Authority’s intention, where possible and appropriate, to accommodate Service liaison personnel with the Contractor to promote efficient communication and tasking. [↑](#footnote-ref-4)
5. The regulatory requirement for suitable accommodation is defined in CAP 371 Definitions, Section B, Page 2: ‘Suitable Accommodation - A well-furnished bedroom which is subject to minimum noise, is well ventilated and has the facility to control levels of light and temperature’. [↑](#footnote-ref-5)
6. The Authority acknowledges that Contractor aircrew and support staff may wish to use Service mess facilities. [↑](#footnote-ref-6)
7. Computer records are acceptable. [↑](#footnote-ref-7)
8. Any requests for variations of aircrew qualifications will be considered on a case-by-case basis. [↑](#footnote-ref-8)