

The following definitions support the SR Matrix

Aircraft	The physical aircraft type proposed by the Contractor
Aircraft Task Line (ATL)	A series of Tasks allocated, able to be performed by a single Aircraft between 0700hrs and 0659hrs the following day (GMT). A Task Line can be completed by more than one aircraft throughout this period. The ATL will be achieved even if the number of tasks are not allocated
Aircraft Prepared	Aircraft that are declared by the Contractor, at 0800, as Available to meet the scheduled Task(s) for the ATL. The Aircraft is subsequently presented for the assigned Task as serviceable to fly and available to fly by virtue of presenting the Aircraft Technical Log for the Aircraft Captain's acceptance.
Airworthy	Declared as serviceable in the Aircraft Technical Log in accordance with the Aircraft Document Set (as defined in the CAA Air Operators Certificate), and is therefore considered fit to fly.
Annual Flying Target (AFT)	Forecast target of tasked flying hours within a calendar year
Available	A feature of the Service that defines an Aircraft's ability to be presented and ready for use; it is the characteristic that permits the Aircraft to be assigned to an authorised Task by the Contractor.
Task	Refers to a single flight, allocated to a single Aircraft, able to be performed within the specified technical constraints of the Aircraft, from a specific departure point to a specific arrival point at a specified time. The number of Tasks able to be allocated are additionally limited by time, geography and availability of crew. Tasks and Tasking are allocated by the Authority and notified to the Contractor no later than 24 hours Notice to Move (NTM) Tasks will be allocated to ATLs in accordance with timings for flight servicing and replenishment. Rectification of any faults identified from these checks is excluded from the Task and is the Contractor's responsibility to return the Aircraft to being Available.
Unavailable	An Aircraft not Airworthy and/or not able to complete the Task allocated to it

Unavailability	A feature of the service that defines the Aircraft's inability to be presented and ready for use; it is the characteristic(s) that prevents the Aircraft being allocated to a Task.
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Definition of Initial Operating Capability 1 (IOC 1)

- A. Recap aircraft listed on the Contractors AOC
- B. Recap aircraft are based at RAF Northolt or contractor premises
- C. Recap aircraft declared serviceable - in accordance with minimum equipment list
- D. Single Task Line available Mon-Fri. Despatch from Northolt available 0800-2200 GMT
- E. Civilian pilots in place with SC security clearance
- F. 4 RAF Air Stewards trained and arrangements for them to support tasking in place

Definition of Full Operating Capability 1 (FOC 1)

- A. Aircraft based at and operated from RAF Northolt
- B. RAF Northolt ground support in place and licence to occupy confirmed
- C. 4 RAF pilots trained on Type and arrangements for them to act as first officers in place
- D. Two Task Lines available as per specification
- E. An additional 4 (on top of the 4 for IOC) RAF Air Stewards trained and arrangements for them to support tasking in place

Serial	Assumption	Comment
1	In order to achieve IOC by the earliest date the contractor may wish to do this from an operating base other than RAF Northolt	This course of action is acceptable to the Authority For any MOB departures Military Air Stewards will join the aircraft at RAF Northolt
2	From FOC Recap aircraft and associated Ground Support Equipment will be accommodated in hangars 1 and 2 at RAF Northolt	
3	Incumbent BAE146 aircraft and associated ground support equipment will have vacated hangars 1 and 2 at RAF Northolt by 1 May 2022	
4	Aircraft will require re-painting before IOC declared	
5	All CSAT Recap tasking will be to the full range of airfields within its AOC	
6	Any flights to and from RAF Northolt which are outside of its declared opening hours will require agreement from the station authority.	Opening times for NHT: All times local. Business and visiting aircraft operating hours: Mon-Fri 0800-2000; Sat 0800-1500; Sun 1200-1900. PH Fri 0800-1500; PH Mon 1200-1900. The airfield will be open as required to support RAF Northolt based units
7	The authority will pick up the cost of any CAA Airworthiness Directives	
8	Implementation of non-essential SBs will be subject to agreement of the authority	
9	The authority will pick up the cost of any implemented Service Bulletins	
10	Any sensitive tasking information provided by the VIP Cell to the Contractor will use Defence Share	Defence Share is a tool that allows the MOD to safely share information up to 'OFFICIAL-SENSITIVE' classification with industry via the public internet
11	The 2Gp VIP Cell will facilitate and process all required diplomatic clearances	
12	Contractors may wish to carry out scheduled maintenance from a location other than the MOB	
13	Time taken to transit from the contractors premises to RAF Northolt (pre FOC) will not be counted as part of the Annual Flying Task.	

Serial	Cost Exclusions	Comment
1	Handling charges	The authority will bear this cost
2	Customs charges	The authority will bear this cost
3	Landing charges	The authority will bear this cost
4	Airport charges	The authority will bear this cost
5	Fuel costs	The authority will bear this cost
6	De-icing fluids	The authority will bear this cost
7	Passenger taxes	The authority will bear this cost
8	Security levies	The authority will bear this cost
9	Air passenger duty	The authority will bear this cost
10	Emission payments	The authority will bear this cost
11	Pilots on duty away from the MOB	The authority will bear reasonable travel, subsistence and accommodation costs

RBS ID	Requirements	Measure of Performance (MoP)	Criteria	Remarks	Status
1.0 Performance					
1.1	The Contractor shall provide 2 (two) aircraft of the same type.	No older than 10 years from year of make to date of delivery. And No greater than 3000 Airframe Hours and maximum of 1500 Landings And Common Avionics Suite	Aircraft provenance details will be reviewed Engines and Airframe to be within MoP Both aircraft shall be formally accepted iaw the Contract by 31 Mar 2022.	Historic Airframe and Engine maintenance to be reviewed as part of Pre-Purchase Inspection.	Candidate
1.2	The Contractor shall provide an aircraft that can deliver payload defined at ID 1.6 from an unrestricted airfield to the point of need.	Minimum unrefuelled range of 3850nm	With payload of 8 Passengers + 3 Crew and bags as per ID 1.6 (1045kg) 50nm Diversion 5% Contingency Fuel Final Reserve as per EASA Regs ISA +10 Still wind		Candidate
1.3	The Contractor shall provide an aircraft that is capable of operating from specific performance restricted airfields.	Compliance with Performance Class A (EASA CAT. POL A)	RAF Northolt (EGWU): RWY Length – 5525 ft RWY PCN (07/25) – 30 Apron PCN -25		Candidate
1.4	The Aircraft shall cruise at speeds commensurate to modern business jets.	Minimum Cruise speed: Mach 0.7			Candidate
1.5	The Aircraft shall be able to operate globally.	Between 70 degrees North and 60 degrees South		The prescribed geographical threshold encompasses all the weather conditions therein.	Candidate
1.6	The Contractor shall provide an aircraft with the ability to deliver passengers to a point of need.	Can accommodate 11 occupants (8 passengers and 3 crew) and associated baggage	Occupant Weight at 95kg per person (including 10kg hand baggage and carry on items) Interior shall be suitable for the carriage of public servants	JSP 800 Table 2-5-4 C: Military Ops/Ex (Passengers carrying Hand Baggage Only)	Candidate
1.7	The Aircraft shall be able to make airfield approaches in low visibility conditions.	Platform equipped with and certified for Low Visibility Operations	Cat 2 is required to operate at major international airports during low visibility conditions.	Cat 2 is current AM standard and Cat 3b is civilian industry standard.	Candidate
2.0 Common Equipment					
2.1	The Contractor shall provide the aircraft with compliant Navigation Capabilities to meet global airspace requirements	Compliant with: MNPS RNP1 RNP4 RNP10 RNP APCH RVSM ETDO (ETOPS)		This ensures the aircraft is capable of global operations.	Candidate
2.2	The Contractor shall provide the aircraft with Navigation Equipment to meet global airspace requirements	Fitted with: Inertial Reference System (IRS)		A long range solution alongside GPS/GNSS	Candidate
2.3	The Contractor shall provide the aircraft with Navigation / Approach Equipment to meet global airspace requirements	Fitted with: ILS			Candidate
2.4	The Contractor shall provide the aircraft with Communications Capabilities to meet global requirements	Fitted with: VHF Radios (x2) HF Radios (x2) CPDLC (FANS1/A) CPDLC (ATN) Beyond-Line-Of-Sight SATCOM		CPDLC (ATN) – European standard only	Candidate

2.5	The Contractor shall provide the aircraft with Surveillance Capabilities to meet global requirements	Fitted with: ADS-B ACAS II		ADS-B must comply to future European/British and US FAA standards by 2024.	Candidate	
2.6	The Aircraft shall provide in-flight voice and wireless data connectivity for occupants.	Connectivity to unsecure high-speed internet (8 Mbps) CAA approval for Portable Electronic devices (PED) Tolerance	UK	Through BLOS SATCOM, including antenna, modem and all necessary components (minus end-user devices)	The Contractor will be directed to set up and maintain the appropriate (8 Mbps) bandwidth subscription.	Candidate

3.0 In-Service Capability

3.1	The Contractor shall meet an Annual Flying Target (AFT)	Year 1: up to 720 Flying Hours increasing to: Year 2: up to 980 Flying Hours		Ability to surge to 980 hours (Yr 1) and 1200 hours (Yr 2) respectively	Planning Assumptions: 75% of flying hours within UK & Europe (Average Sector 1.5 hrs Flight Time) 25% Rest of World/Long Haul (Average Sector 7 hrs Flight Time)	Candidate
3.2	The Contractor shall be required to achieve the aircraft availability as stated.	1. One task line available Monday to Sunday (at any time subject to the notice in ID 3.6) 2. One further task line available Monday to Friday		90% of all take-offs/landings from RAF Northolt shall take place between 0800-2200 hrs Monday to Friday 10% will take place outside of these hours	The Contractor is expected to utilise 'Defence Share' to communicate up to and including OS Level information. When either aircraft is defined as unavailable the Contractor shall inform the Authority of the reason for the unavailability and the date/time when each unavailable aircraft is planned to become available.	Candidate
3.3	The Contractor shall make a daily declaration on aircraft availability to undertake tasking.	Declaration by 0800 Monday to Sunday		Declare to VIP Cell, ASCOT, 32 Sqn Ops, C17CSAE DT		Candidate
3.4	The Contractor shall provide Aircraft Status information to the Authority	Weekly: Tasking Schedule for month ahead Monthly: Against KPI (Reliability) Scheduled maintenance activity for forthcoming 6 months Status of unscheduled maintenance arisings		Declare to VIP Cell, 32 Sqn Ops, C17CSAE DT	A detailed set of status and reporting requirements is set out in a contract appendix	Candidate
3.5	The Contractor shall achieve a minimum Task Completion Rate (TCR)	TCR of 95%				Candidate
3.6	The Contractor shall accept tasking with a minimum notice to move	Minimum of 24 hours’ notice		law 2Gp VIP Cell tasking Direction		Candidate
3.7	The Contractor shall be responsible for ensuring the aircraft remains serviceable at and away from the MOB	Declared serviceability to meet task lines		law Minimum Equipment List (MEL)	In the event an aircraft becomes unserviceable, the Contractor shall consult with the Authority and agree quickest method of ensuring that the task is completed.	Candidate
3.8	The Contractor shall co-ordinate all flight tasks and aircraft operations.	TCR of 95%		law 2Gp VIP Cell tasking Direction Diplomatic Clearance will be applied for by the 2Gp VIP Cell	85% of tasking will be between 1-3 days 10% will be between 3-5 days 5% will be greater than 5 days.	Candidate
3.9	The Contractor shall support extended duration tasking.	Tasking greater than 7 days duration.			Support to Out of Area (OOA) shall be activated by the Authority once the Aircraft is planned to be away from the MOB for a continuous period of more than 7 calendar days. The Contractor and the Authority will exchange information relating to OOA Tasking and agree an appropriate OOA Scope of Work, firm price and dependencies	Candidate
3.10	The Contractor shall provide the Authority with electronic access to the Aircraft Documentation Set (ADS).	Access upon request				Candidate
3.11	The Contractor shall maintain an up to date Aircraft Document Set (ADS)	Includes latest revisions from OEM				Candidate
3.12	The Contractor shall ensure any required aircraft modifications are notified to the MOD	Upon notification of modification requirement		Modifications may be required iaw: Airworthiness Directives Service Bulletins with MAA RA 1240	Compliance	Candidate

3.13	The Contractor shall maintain communication with the MOD Duty Holder (DH) chain regarding all Military Duty of Care (DoC)	Provision of information compliant with MAA RA1240 (when requested) Notification of Military related matters through the DH Chain	MAA RA 1240	Military related matters relate to any Military personnel i.e. Crewmembers and Passengers	Candidate
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4.0 Security

4.1	The Aircraft shall be capable of being secured	External doors and baggage compartment should be lockable.			Candidate
4.2	The Contractor shall ensure all relevant staff hold a suitable security clearance	Crew to hold a SC Level clearance All other personnel to hold a BPSS Clearance Compliance with:		From IOC 1 1 MOD will sponsor SC clearances (as required)	Candidate
4.3	The Contractor shall ensure the aircraft meets the minimum baseline cyber security requirements for a UK CAA registered, MoD owned asset	EUROCAE ED-202A EUROCAE ED-203A EUROCAE ED-204A CAP 1753	law EUROCAE ED-203A Provisions for security patching of firmware/software to identify and manage security vulnerabilities.	These 3 EUROCAE standards are also known in the US as RTCA DO-326A, RTCA DO-356A, and RTCA DO-355A respectively.	Candidate

5.0 Safety and Regulatory

5.1	The Contractor shall provide aircraft and engines certified by a recognised Certification Authority	EASA/UK CAA Certification for aircraft and engines	Certification Standard (CS) 25 & CS-E	It is mandatory for the aircraft system to be certified by EASA or FAA	Candidate
5.2	The Contractor shall be responsible for maintaining the Certificate of Airworthiness (CoA)	Certificate of Airworthiness validated annually with an Airworthiness Review Certificate	law EASA/UK CAA Regulations		Candidate
5.3	The Contractor shall ensure the aircraft is UK CAA registered at IOC 1	Listed on the UK CAA Register at IOC 1		Authority understands the dependency upon the UK CAA to achieve this requirement	Candidate
5.4	The Contractor shall possess an Air Operating Certificate (AOC) and operate the aircraft iaw this AOC.	Evidence aircraft are registered on the AOC	AOC to cover global aircraft operation UK CAA Approved AOC	From IOC 1	Candidate
5.5	The Aircraft shall be fitted with a Flight Data Recorder (FDR) and Cockpit Voice Recorder (CVR)	Compliance with ICAO Regulations for Aircraft CoA	CAP731 and RAs 1028 and 1140		Candidate
5.6	The Contractor shall be an approved maintenance organisation	In accordance with EASA/UK CAA Part 145 regulations		From IOC 1 EASA Pt 145 is a regulatory requirement.	Candidate
5.7	The Contractor shall be responsible for supplying information on CAMO activities	To the military chain of command		To adhere to Mil Duty of Care and Transition to future activities.	Candidate
5.8	The Contractor shall be responsible for supplying information on Type Airworthiness activities	Monthly report on compliance with Civilian Regulator, Certification Authority Directives/Missives		A detailed set of reporting requirements is set out in a contract appendix	Candidate
5.9	The Contractor shall possess a Minimum Equipment List (MEL) for passenger aircraft dispatch approved by the UK CAA for the aircraft type	Provide details of : UK CAA approval of the MEL for the aircraft type. Source details of the associated Master Minimum Equipment List on which the MEL is based.			Candidate

6.0 Crewing

6.1	The Contractor shall supply sufficient pilots to deliver the AFT	To meet tasking requirements	As per AOC Regulations From IOC 1 until End of Contract	Note ID 6.2	Candidate
6.2	The Contractor shall utilise RAF pilots in support of AFT delivery	4 pilots Year 1 - minimum total flying equivalent to 15 hours per month (per pilot) from FOC 1 Year 2 - minimum 200 flying hours (per pilot)	RAF Pilots to be used from FOC 1 Civilian Captains paired with RAF Pilots MOD to provide RAF Pilots that are compliant with and will operate within Contractor's AOC.		Candidate
6.3	The Contractor shall utilise RAF Air Stewards to deliver the AFT	Trained RAF Air Stewards (as per SR7.3) to meet tasking requirements	4 Air Stewards From IOC 1 Air Stewards from FOC 1	8 Authority preference is to use RAF Air Stewards rather than civilian to deliver AFT	Candidate
6.4	The Contractor shall ensure all Crew shall be dressed appropriately	Commensurate for VIP tasking			Candidate

7.0 Training

7.1	The Contractor shall provide training to RAF Pilots on aircraft type.	4 Qualified RAF Pilots	UK CAA Type Rating In readiness for FOC 1 MOD to provide RAF Pilots that are compliant with and will operate within Contractor's AOC.	RAF Pilots will hold minimum frozen ATPL and be available from Apr 22 Any ATO should have 'CAA Approved Training Provider' status (or international equivalent) and hold ISO9001 accreditation	Candidate
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7.2	The Contractor shall maintain flight currency for the RAF Pilots	Currency Requirements for 4 RAF Pilots			Candidate
7.3	The Contractor shall provide training to RAF Air Stewards on aircraft type.	4 RAF Air Stewards by IOC 1 RAF Air Stewards by FOC 1	4 further	Experienced RAF Air Stewards to be familiarised with aircraft Type training.	Candidate

8.0 Role Fit

8.1	The Aircraft shall have onboard toilet facilities.	Safety certified fixtures and fittings in line with EASA/FAA standards.			Candidate
8.2	The Aircraft shall have on board galley facilities	Provision of: Hot/Cold Water (Potable) Chilled storage. Galley stowage. Food heating/Hot drink facilities.			Candidate
8.3	The Aircraft shall be equipped with at least one table within the aircraft cabin.	Table shall allow at least 4 people to sit facing each other			Candidate
8.4	The Aircraft shall have provision of an external baggage compartment.	Class C compliant baggage compartment.			Candidate

9.0 Logistics

9.1	The Contractor shall carry out all scheduled and unscheduled maintenance activities	Declared serviceability to meet task lines	Aircraft Engines APU		Candidate
9.2	The Contractor shall be responsible for undertaking all ground handling activities at the MOB:	To include: Aircraft marshalling Aircraft towing Re-fuelling De-icing Interior Cleaning Water replenishment Toilet Services Exterior Cleaning		The contractor shall be entitled to request free of charge provision of RAF Northolt services including tow vehicles, replenishment of water, sewage removal, fuel bowser services. The Authority will nominate points of contact and service lead time. The contractor shall be responsible for requesting provision of the services from an Authority nominated point of contact.	Candidate
9.3	The Contractor shall facilitate ground handling and aircrew domestic requirements when away from the MOB	Responsible for contracting, facilitating and co-ordinating the provision of all services required to complete the tasking and maintain Availability Booking of hotel accommodation for Crew (Pilots and Air Stewards) on duty away from the MOB			Candidate
9.4	The Contractor shall be responsible for managing obsolescence for the duration of the contract	Implement an obsolescence management strategy that shall: a. Identify and review of obsolescence concerns b. Identify mitigation action c. Inform the authority on becoming aware of obsolescence			Candidate
9.5	The Contractor shall procure, deliver and fit the required spares to the point of need	Declared serviceability to meet task lines	The Authority is prepared to accept replacement OEM parts. (New or reconditioned). Any life-limited parts shall only be fitted following written agreement with the Authority.		Candidate
9.6	The Contractor shall be required to repaint the aircraft	To include: Registration decal change Fuselage Post-painting activities completed	White Completed prior to IOC 1 Using standard commercial paint Aircraft re-weigh and associated activities after repainting	White Paint Specifications: 1. Aviox Finish 77702 + 90150 + 99322 made by Akzo Nobel N.V. Cage Code H0951, or 2. Desothane CA-8000/Colour + CA-8000B made by PPG Coatings S.A. Cage Code F1419	Candidate
9.7	The Contractor shall provide all required Ground Support Equipment	Compatible with aircraft iaw Contractor Maintenance Plan			Candidate
10.0 Infrastructure					
10.1	The Aircraft shall be compatible with the infrastructure provided at the MOB.	Capable of fitting inside RAF Northolt Hangars 1 and 2, with hangar doors closed	RAF Northolt Hangar 2 Dimensions: (Most restrictive in size) Internal Dimensions - 37.5m Deep x 36.5m Wide Hangar Door - Width 32.0m x Height 9.5m		Candidate

CSAT RECAPITALISATION - Validation and Verification Requirements Matrix (VVRM)

System Requirements			
RBS ID	System Requirements	Measure of Performance (MoP)	Priority
1.0 Performance			
1.1	The Contractor shall provide 2 (two) aircraft of the same type.	No older than 10 years from year of make to date of delivery. And No greater than 3000 Airframe Hours and maximum of 1500 Landings And Common Avionics Suite	K
1.2	The Contractor shall provide an aircraft that can deliver payload defined at ID 1.6 from an unrestricted airfield to the point of need.	Minimum unrefuelled range of 3850nm	K
1.3	The Contractor shall provide an aircraft that is capable of operating from specific performance restricted airfields.	Compliance with Performance Class A (EASA CAT. POL A)	K
1.4	The Aircraft shall cruise at speeds commensurate to modern business jets.	Minimum Cruise speed: Mach 0.7	K
1.5	The Aircraft shall be able to operate globally.	Between 70 degrees North and 60 degrees South	K
1.6	The Contractor shall provide an aircraft with the ability to deliver passengers to a point of need.	Can accommodate 11 occupants (8 passengers and 3 crew) and associated baggage	K
1.7	The Aircraft shall be able to make airfield approaches in low visibility conditions.	Platform equipped with and certified for Low Visibility Operations	M

Evidence Requirements				
DLoD Desk Officer	Verification Criteria	Evidence Req'd for Tender Assessment	Verification Criteria Detail	T&E Evidence Req'd for Acceptance
	I A D	Proposed Aircraft Type Data Sheet	Review of Aircraft Documentation and configurations Assesment of avionics suite Physical inspection of all airframe panels for any dents, cracks or deformations. Physical check of items across both aircraft. Assessment of aircraft capability to incorporate a DIRCM fit in the future	Airframe and Engine Log Records Aircraft configurations and avionics fitment records Airframe Condition Report identifying any dents, cracks and deformations
	A D	Proposed Aircraft Type Data Sheet	Evidence of range capability	Fuel/Range v Payload Graphs from ODM Valid documentary proof of unrefuelled flight of 3850nm
	A D	Proposed Aircraft Type Data Sheet	Aircraft performance specifications A Simulator Demonstration Flight from restricted airfields.	Certification of aircraft to Perf A Standards Take-off and Landing at RAF Northolt
	A D	Proposed Aircraft Type Data Sheet	Aircraft performance specifications Demonstration Flight	Cruise Speed ≥ Mach 0.7
	I A	Proposed Aircraft Type Data Sheet	Aircraft performance specifications	Global operating limitations, including any latitude constraints affecting aircraft operations
	A D T	Proposed Aircraft Type Data Sheet	Review of seating configuration and capacity, including allowances for hand baggage. Demonstration of 11 occupants and hand baggage accommodated Evidence of FLI for main cabin Functional Test of all seats	Outcome of demonstration Functional Test Report
	I A D		Physical equipment installed and shown operational. Aircraft Documentation on Operating procedures and limitations.	Civil Certification of capability

2.0 Common Equipment

2.1	The Contractor shall provide the aircraft with compliant Navigation Capabilities to meet global airspace requirements	Compliant with: MNPS RNP1 RNP4 RNP10 RNP APCH RVSM ETDO (ETOPS)	M
2.2	The Contractor shall provide the aircraft with Navigation Equipment to meet global airspace requirements	Fitted with: Inertial Reference System (IRS)	M
2.3	The Contractor shall provide the aircraft with Navigation / Approach Equipment to meet global airspace requirements	Fitted with: ILS	M
2.4	The Contractor shall provide the aircraft with Communications Capabilities to meet global requirements	Fitted with: VHF Radios (x2) HF Radios (x2) CPDLC (FANS1/A) CPDLC (ATN) Beyond-Line-Of-Sight SATCOM	M
2.5	The Contractor shall provide the aircraft with Surveillance Capabilities to meet global requirements	Fitted with: ADS-B ACAS II	M
2.6	The Aircraft shall provide in-flight voice and wireless data connectivity for occupants.	Connectivity to unsecure high-speed internet (8 Mbps) UK CAA approval for Portable Electronic devices (PED) Tolerance	K

3.0 In-Service Capability

3.1	The Contractor shall meet an Annual Flying Target (AFT)	Year 1: up to 720 Flying Hours increasing to: Year 2: up to 980 Flying Hours	K
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A		Aircraft document set. Review of Type Certificate/CoA and limitations	Evidence of certified compliance
I A D T		Physical equipment installed and shown operational during a demonstration flight. Aircraft Documentation on Operating procedures and limitations.	Civil Certification of capability
I A D T		Physical equipment installed and shown operational during a demonstration flight. Aircraft Documentation on Operating procedures and limitations.	Demonstration Flight observation report
I A D T		Physical equipment installed and shown operational. Aircraft Documentation on Operating procedures and limitations. Functional test of all communications	Functional Test Report
I A D T		Physical equipment installed and shown operational during a demonstration flight. Aircraft Documentation on Operating procedures and limitations. ADS-B test transmission by flight following demonstration flight through a 'Flight Tracker'	Civil Certification of capability
I A D T		Physical equipment installed and shown operational. Aircraft Documentation on Operating procedures and limitations. Functional test of connectivity for multiple users	Functional test Report Specifications on bandwidth capability. UK CAA approval for Portable Electronic devices (PED) Tolerance Contractor's Service Provider details.
A	Draft Transition Plan	Assessment of capability to deliver AFT Review of delivered hours (at end of Yr 1)	Suitable AFT delivery plan Contract Performance Check (end of Yr 1)

3.2	The Contractor shall be required to achieve the aircraft availability as stated.	1. One task line available Monday to Sunday (at any time subject to the notice in ID 3.6) 2. One further task line available Monday to Friday	K
3.3	The Contractor shall make a daily declaration on aircraft availability to undertake tasking.	Declaration by 0800 Monday to Sunday	K
3.4	The Contractor shall provide Aircraft Status information to the Authority	Weekly: Tasking Schedule for month ahead Monthly: Against KPI (Reliability) Scheduled maintenance activity for forthcoming 6 months Status of unscheduled maintenance arising	K
3.5	The Contractor shall achieve a minimum Task Completion Rate (TCR)	TCR of 95%	K
3.6	The Contractor shall accept tasking with a minimum notice to move	Minimum of 24 hours' notice	K
3.7	The Contractor shall be responsible for ensuring the aircraft remains serviceable at and away from the MOB	Declared serviceability to meet task lines	K
3.8	The Contractor shall co-ordinate all flight tasks and aircraft operations.	TCR of 95%	K
3.9	The Contractor shall support extended duration tasking.	Tasking greater than 7 days duration.	K

A D

Draft Transition Plan

Assessment of capability to deliver aircraft availability.
Demonstration of how task line availability is managed.

Evidence of planning aircraft availability to meet tasking lines.
Task/Availability Performance Monitoring
Access to Defence Share

D

Draft Transition Plan

Demonstration on how aircraft availability will be declared

Communications Plan
Suitable format and details

A D

Draft Transition Plan

Assessment of how Status information will be scheduled for provision to the Authority.
Demonstration how the information will be formatted and made available.

Communications Plan
Correct format, details and identified schedule of notification

A D

Draft Transition Plan

Assessment of capability to deliver required TCR, including availability of aircraft and crew.
Demonstration how the TCR will be achieved.

Evidence of planning to meet TCR.
TCR Performance Monitoring

A T

Draft Transition Plan

Assessment of how contractor will manage short notice tasking (minimum of 24hrs notice)
Test of the ability to generate a task at 24 hours notice.

Evidence of suitable task planning and acceptance procedures at short notice.
Successful task generation at 24 hours notice.

A D T

Draft Transition Plan

Assessment of Contractors Maintenance Plan and how serviceability is maintained away from MOB
Demonstration of management of unserviceabilities at or away from MOB to regain serviceability to meet tasking.
Test of capability to ensure serviceability through a simulated scenario.

Maintenance Plan that covers serviceability at and away from MOB.
Successful demonstration of serviceability management. Observation report on simulated scenario.

A D

Draft Transition Plan

Assessment of task planning and coordination.
Demonstration scenario of simulated tasks showing coordination to ensure task success.

Evidence of planning to meet MCR.
MCR Performance Monitoring

A

Draft Transition Plan

Assessment of Contractor capacity to support extended tasking

Evidence of capability

3.10	The Contractor shall provide the Authority with electronic access to the Aircraft Documentation Set (ADS).	Access upon request	K
3.11	The Contractor shall maintain an up to date Aircraft Document Set (ADS)	Includes latest revisions from OEM	K
3.12	The Contractor shall ensure any required aircraft modifications are notified to the MOD	Upon notification of modification requirement	K
3.13	The Contractor shall maintain communication with the MOD Duty Holder (DH) chain regarding all Military Duty of Care (DoC)	Provision of information compliant with MAA RA1240 (when requested) Notification of Military related matters through the DH Chain	
4.0 Security			
4.1	The Aircraft shall be capable of being secured	External doors and baggage compartment should be lockable.	K
4.2	The Contractor shall ensure all relevant staff hold a suitable security clearance	Crew to hold a SC Level clearance All other personnel to hold a BPSS Clearance	K
4.3	The Contractor shall ensure the aircraft meets the minimum baseline cyber security requirements for a UK CAA registered, MoD owned asset	Compliance with: EUROCAE ED-202A EUROCAE ED-203A EUROCAE ED-204A CAP 1753	K
5.0 Safety and Regulatory			
5.1	The Contractor shall provide aircraft and engines certified by a recognised Certification Authority	EASA/UK CAA Certification for aircraft and engines	M

I A D T		Confirmation Contractor has full ADS. Assessment of the Contractors ability to give the Authority access to the ADS when requested. Demonstration of what ADS is available to the Authority Test of a specific information request from the Authority to the Contractor	ADS Contract with OEM Agreement for Authority access on request Successful provision of a specific information request.
I D		Confirmation that the Contractor ADS is up to date. Demonstration of the amendment process to ensure all ADS is amended (included tasked away from MOB aircraft)	Revision status matches OEM latest edition and amendment standard. ADS Amendment strategy.
A	Draft Transition Plan	Assessment of how Contractor will relay notified modifications requirements (AD/SB) to the Authority and management of modification responses.	Communications Plan Data management strategy
A	Draft Transition Plan	Assessment how Contractor will provide information to the DH Chain	Communications Plan
I D		Check of locking facilities Demonstration of locking facilities.	Functional test Report
I D	Draft Transition Plan	Confirmation of SC Clearance or any specific waiver issued from MoD.	SC Reference Number
I A D T		Inspection of equipment to ensure seals applied. Compliance check against the requirements Demonstration of meeting baseline security requirements Test of software/firmware security patching	Certificate of compliance Functional test Report
I A D		Assessment of Certificate to ensure aircraft and engines approved and certificate is endorsed by the appropriate Aviation Authority and valid.	EASA/CAA Certification

5.2	The Contractor shall be responsible for maintaining the Certificate of Airworthiness (CoA)	Certificate of Airworthiness validated annually with an Airworthiness Review Certificate	M
5.3	The Contractor shall ensure the aircraft is UK CAA registered at IOC 1	Listed on the UK CAA Register at IOC 1	K
5.4	The Contractor shall possess an Air Operating Certificate (AOC) and operate the aircraft iaw this AOC.	Evidence aircraft are registered on the AOC	M
5.5	The Aircraft shall be fitted with a Flight Data Recorder (FDR) and Cockpit Voice Recorder (CVR)	Compliance with ICAO Regulations for Aircraft CoA	M
5.6	The Contractor shall be an approved maintenance organisation	In accordance with EASA/UK CAA Part 145 regulations	M
5.7	The Contractor shall be responsible for supplying information on CAMO activities	To the military chain of command	K
5.8	The Contractor shall be responsible for supplying information on Type Airworthiness activities	Monthly report on compliance with Civilian Regulator, Certification Authority Directives/Missives	K
5.9	The Contractor shall possess a Minimum Equipment List (MEL) for passenger aircraft dispatch approved by the UK CAA for the aircraft type	Provide details of : UK CAA approval of the MEL for the aircraft type. Source details of the associated Master Minimum Equipment List on which the MEL is based.	K
6.0 Crewing			
6.1	The Contractor shall supply sufficient pilots to deliver the AFT	To meet tasking requirements	K

I A D		Assessment of CoA/Airworthiness Review Certificate and certificate is endorsed by the appropriate Aviation Authority and valid. Demonstration of the strategy to ensure CoA is maintained.	Valid CoA and Airworthiness Review Certificate Strategy to maintain CoA and Airworthiness Review Certificate
I A	Draft Transition Plan	Confirmation the aircraft can be placed on the CAA Register by IOC 1	Acknowledgement of process to transfer aircraft to CAA Registry. Evidence of previous Registry Entry (Other Civil Authority)
I A D	Contractors AOC	Assessment of AOC and all limitations/requirements contained within. AOC is endorsed by the CAA and valid. Demonstration of the strategy to ensure AOC is maintained.	Valid AOC with access to all reference documentation Strategy to maintain AOC
I A D T		Assessment of equipment and compliance with regulations for aircraft CoA. Demonstration of functionality and test of ability to download data for analysis.	Compliant FDR/CVR System Functional Test Report (including download of data)
I A D	Pt 145 Certification	Assessment of Part 145 Certification Demonstration of compliance with Part 145 and maintaining certification	Part 145 Compliance Certification
A	Draft Transition Plan	Assessment of ability to supply information to Mil CAMO when requested.	Communications Plan
I A	Draft Transition Plan	Assessment of how Type Airworthiness information will be scheduled for provision to the Authority. Demonstration how the information will be formatted and made available.	Communications Plan Correct format, details and identified schedule of notification
I		Assessment of the MEL for aircraft type and approval authority. Assessment of the source MMEL	Approved MEL Source MMEL
I A D	Draft Transition Plan	Assessment of Contractor ability to supply pilots and associated qualifications. Demonstration how pilots are tasked.	Task Planning Strategy

6.2	The Contractor shall utilise RAF pilots in support of AFT delivery	4 pilots Year 1 - minimum total flying equivalent to 15 hours per month (per pilot) from FOC 1 Year 2 - minimum 200 flying hours (per pilot)	K
6.3	The Contractor shall utilise RAF Air Stewards to deliver the AFT	Trained RAF Air Stewards (as per SR7.3) to meet tasking requirements	K
6.4	The Contractor shall ensure all Crew shall be dressed appropriately	Commensurate for VIP tasking	K
7.0 Training			
7.1	The Contractor shall provide training to RAF Pilots on aircraft type.	4 Qualified RAF Pilots	K
7.2	The Contractor shall maintain flight currency for the RAF Pilots	Currency Requirements for 4 RAF Pilots	K
7.3	The Contractor shall provide training to RAF Air Stewards on aircraft type.	4 RAF Air Stewards by IOC 1 4 further RAF Air Stewards by FOC 1	K
8.0 Role Fit			
8.1	The Aircraft shall have onboard toilet facilities.	Safety certified fixtures and fittings in line with EASA/FAA standards.	K
8.2	The Aircraft shall have on board galley facilities	Provision of: Hot/Cold Water (Potable) Chilled storage. Galley stowage. Food heating/Hot drink facilities.	K
8.3	The Aircraft shall be equipped with at least one table within the aircraft cabin.	Table shall allow at least 4 people to sit facing each other	K

A D	Draft Transition Plan	Assessment of Contractor ability to utilise RAF pilots within task planning. Demonstration how RAF pilots will meet required minimum hours.	Task Planning Strategy
A	Draft Transition Plan	Assessment of Contractor ability to utilise RAF Air Stewards within task planning.	Task Planning Strategy
I		Assess the dress standard policy of the Contractor.	Dress Standards in Operations Manual (or equivalent)
I A T	Draft Transition Plan	Assessment of the Contractors ability to conduct training. Test of the contractors training output through delivery of qualified RAF Pilots.	As stated within AOC Operations Manual (or equivalent Crew Training Manual) UK CAA Type Rating Training Provider
I A D	Draft Transition Plan	Assessment of the Contractors ability to maintain currency requirements for RAF Pilots Demonstration of flight currency requirements qualified RAF Pilots.	As stated within AOC Operations Manual (or equivalent Crew Training Manual)
I A T	Draft Transition Plan	Assessment of the Contractors ability to conduct training. Test of the contractors training output through delivery of qualified RAF Air Stewards.	Operations Manual (or equivalent Crew Training Manual)
I D		Physical and functional check of facilities. Confirmation of operation during flight	Certification of facilities (C of C) Functional Test Report
I D		Physical and functional check of galley facilities. Confirmation of operation during flight	Functional Test Report
I D		Physical and functional check of table. Confirmation of operation during flight (if foldable/stowable)	Functional Test Report

8.4	The Aircraft shall have provision of an external baggage compartment.	Class C compliant baggage compartment.	K
9.0 Logistics			
9.1	The Contractor shall carry out all scheduled and unscheduled maintenance activities	Declared serviceability to meet task lines	K
9.2	The Contractor shall be responsible for undertaking all ground handling activities at the MOB:	To include: Aircraft marshalling Aircraft towing Re-fuelling De-icing Interior Cleaning Water replenishment Toilet Services Exterior Cleaning	K
9.3	The Contractor shall facilitate ground handling and aircrew domestic requirements when away from the MOB	Responsible for contracting, facilitating and co-ordinating the provision of all services required to complete the tasking and maintain Availability Booking of hotel accommodation for Crew (Pilots and Air Stewards) on duty away from the MOB	K
9.4	The Contractor shall be responsible for managing obsolescence for the duration of the contract	Implement an obsolescence management strategy that shall: a. Identify and review of obsolescence concerns b. Identify mitigation action c. Inform the authority on becoming aware of obsolescence	K

ID		Physical and functional check of baggage compartment. Confirmation of operation/test of Class C compliancy.	Compliance with Class C Compartment requirements
IADT	Draft Transition Plan	Assessment of Maintenance Plan for scheduled maintenance, and policy for dealing with unscheduled arisings. Demonstration of maintenance activity and planning Test scenario of an unscheduled maintenance requirement to show how Contractor returns aircraft to servicable state and maintains tasking capabilities.	Maintenance Plan Observation Report of the test scenario Logistics Demonstration
IAD	Draft Transition Plan	Assessment of Contractors capability and qualifications for conducting Ground Handling activities. Demonstration of Ground Handling planning.	Ground Operations Manual Personnel certification and training records Logistics Demonstration
A	Draft Transition Plan	Assessment of Contractors capability to plan and manage aircrew activities away from MOB.	Ground Operations Manual Any Service Level Agreements
A	Acknowledgement of Obsolescence Management	Assessment of obsolescence management strategy	Obsolescence Management Plan

9.5	The Contractor shall procure, deliver and fit the required spares to the point of need	Declared serviceability to meet task lines	K
9.6	The Contractor shall be required to repaint the aircraft	To include: Registration decal change White Fuselage Post-painting activities completed	1
9.7	The Contractor shall provide all required Ground Support Equipment	Compatible with aircraft iaw Contractor Maintenance Plan	K
10.0 Infrastructure			
10.1	The Aircraft shall be compatible with the infrastructure provided at the MOB.	Capable of fitting inside RAF Northolt Hangars 1 and 2, with hangar doors closed	K

ADT	Draft Transition Plan	Assessment of capability to procure, deliver and fit spares. Demonstration of the spares process against a test criteria	Ground Operations Manual Courier Service Level Agreement Results of the demonstrated test criteria Logistics Demonstration
IA	Quote for repaint	Capability to manage aircraft repaint activities. Check the correct colour paint is planned Assessment of aircraft painting capability	Historic evidence or plan for aircraft repainting
IA	Draft Transition Plan	Assessment of the Contractors capability to provide require aircraft ground support equipment to achieve the MOB operational services	Maintenance Plan Logistics Demonstration
IA D	Draft Transition Plan	Assessment of aircraft fitting within existing infrastructure. Demonstration of aircraft fitting within Hangar 2 at RAF Northolt	Demonstration Report

CSAT RECAPITALISATION - 3rd Party SR Acceptance VVRM

System Requirements				Evidence Requirements			Acceptance Statement		
RBS ID	System Requirements	Measure of Performance (MoP)	Priority	Verification Criteria	Verification Criteria Detail	T&E Evidence Req'd for Acceptance	Assessment	Completion status	Acceptance Recommendation
(Unique Identifier)	(SMART)	(Measure, Threshold and Objective, Normal, Extended, Exceptional conditions)	(Key,Mandatory, 1)	IADT	(Activity to learn more about a capability)	(T&E Products that demonstrate achievement)	(How well does the solution satisfythe requirement)	(Is further activity required? Yes/No)	(Accept outright, Proviso, Concession, Proviso and Concession, Reject)
1.0 Performance									
1.1	The Contractor shall provide 2 (two) aircraft of the same type.	No older than 10 years from year of make to date of delivery. And No greater than 3000 Airframe Hours and maximum of 1500 Landings And Common Avionics Suite	K	I A D	Review of Aircraft Documentation and configurations Assesment of avionics suite Physical inspection of all airframe panels for any dents, cracks or deformations. Physical check of items across both aircraft. Assessment of aircraft capability to incorporate a DIRCM fit in the future	Airframe and Engine Log Records Aircraft configurations and avionics fitment records Airframe Condition Report identifying any dents, cracks and deformations			
1.2	The Contractor shall provide an aircraft that can deliver payload defined at ID 1.6 from an unrestricted airfield to the point of need.	Minimum unrefuelled range of 3850nm	K	A D	Evidence of range capability	Fuel/Range v Payload Graphs from ODM Valid documentary proof of unrefuelled flight of 3850nm			
1.3	The Contractor shall provide an aircraft that is capable of operating from specific performance restricted airfields.	Compliance with Performance Class A (EASA CAT. POL A)	K	A D	Aircraft performance specifications A Simulator Demonstration Flight from restricted airfields.	Certification of aircraft to Perf A Standards Take-off and Landing at RAF Northolt			
1.4	The Aircraft shall cruise at speeds commensurate to modern business jets.	Minimum Cruise speed: Mach 0.7	K	A D	Aircraft performance specifications Demonstration Flight	Cruise Speed ≥ Mach 0.7			
1.5	The Aircraft shall be able to operate globally.	Between 70 degrees North and 60 degrees South	K	I A	Aircraft performance specifications	Global operating limitations, including any latitude constraints affecting aircraft operations			
1.6	The Contractor shall provide an aircraft with the ability to deliver passengers to a point of need.	Can accommodate 11 occupants (8 passengers and 3 crew) and associated baggage	K	A D T	Review of seating configuration and capacity, including allowances for hand baggage. Demonstration of 11 occupants and hand baggage accommodated Evidence of FLI for main cabin Functional Test of all seats	Outcome of demonstration Functional Test Report			
1.7	The Aircraft shall be able to make airfield approaches in low visibility conditions.	Platform equipped with and certified for Low Visibility Operations	M	I A D	Physical equipment installed and shown operational. Aircraft Documentation on Operating procedures and limitations.	Civil Certification of capability			
2.0 Common Equipment									
2.1	The Contractor shall provide the aircraft with compliant Navigation Capabilities to meet global airspace requirements	Compliant with: MNPS RNP1 RNP4 RNP10 RNP APCH RVSM ETDO (ETOPS)	M	A	Aircraft document set. Review of Type Certificate/CoA and limitations	Evidence of certified compliance			
2.2	The Contractor shall provide the aircraft with Navigation Equipment to meet global airspace requirements	Fitted with: Inertial Reference System (IRS)	M	I A D T	Physical equipment installed and shown operational during a demonstration flight. Aircraft Documentation on Operating procedures and limitations.	Civil Certification of capability			

2.3	The Contractor shall provide the aircraft with Navigation / Approach Equipment to meet global airspace requirements	Fitted with: ILS	M	I A D T	Physical equipment installed and shown operational during a demonstration flight. Aircraft Documentation on Operating procedures and limitations.	Demonstration Flight observation report
2.4	The Contractor shall provide the aircraft with Communications Capabilities to meet global requirements	Fitted with: VHF Radios (x2) HF Radios (x2) CPDLC (FANS1/A) CPDLC (ATN) Beyond-Line-Of-Sight SATCOM	M	I A D T	Physical equipment installed and shown operational. Aircraft Documentation on Operating procedures and limitations. Functional test of all communications	Functional Test Report
2.5	The Contractor shall provide the aircraft with Surveillance Capabilities to meet global requirements	Fitted with: ADS-B ACAS II	M	I A D T	Physical equipment installed and shown operational during a demonstration flight. Aircraft Documentation on Operating procedures and limitations. ADS-B test transmission by flight following demonstration flight through a 'Flight Tracker'	Civil Certification of capability
2.6	The Aircraft shall provide in-flight voice and wireless data connectivity for occupants.	Connectivity to unsecure high-speed internet (8 Mbps) UK CAA approval for Portable Electronic devices (PED) Tolerance	K	I A D T	Physical equipment installed and shown operational. Aircraft Documentation on Operating procedures and limitations. Functional test of connectivity for multiple users	Functional Test Report Specifications on bandwidth capability. UK CAA approval for Portable Electronic devices (PED) Tolerance Contractor's Service Provider details.
4.0 Security						
4.1	The Aircraft shall be capable of being secured	External doors and baggage compartment should be lockable.	K	I D	Check of locking facilities Demonstration of locking facilities.	Functional Test Report
5.0 Safety and Regulatory						
5.1	The Contractor shall provide aircraft and engines certified by a recognised Certification Authority	EASA/UK CAA Certification for aircraft and engines	M	I A D	Assessment of Certificate to ensure aircraft and engines approved and certificate is endorsed by the appropriate Aviation Authority and valid.	EASA/CAA Certification
5.2	The Contractor shall be responsible for maintaining the Certificate of Airworthiness (CoA)	Certificate of Airworthiness validated annually with an Airworthiness Review Certificate	M	I A D	Assessment of CoA/Airworthiness Review Certificate and certificate is endorsed by the appropriate Aviation Authority and valid. Demonstration of the strategy to ensure CoA is maintained.	Valid CoA and Airworthiness Review Certificate Strategy to maintain CoA and Airworthiness Review Certificate
5.3	The Contractor shall ensure the aircraft is UK CAA registered at IOC 1	Listed on the UK CAA Register at IOC 1	K	I A	Confirmation the aircraft can be placed on the CAA Register by IOC 1	Acknowledgement of process to transfer aircraft to CAA Registry. Evidence of previous Registry Entry (Other Civil Authority)
5.5	The Aircraft shall be fitted with a Flight Data Recorder (FDR) and Cockpit Voice Recorder (CVR)	Compliance with ICAO Regulations for Aircraft CoA	M	I A D T	Assessment of equipment and compliance with regulations for aircraft CoA. Demonstration of functionality and test of ability to download data for analysis.	Compliant FDR/CVR System Functional Test Report (including download of data)
5.9	The Contractor shall possess a Minimum Equipment List (MEL) for passenger aircraft dispatch approved by the UK CAA for the aircraft type	Provide details of : UK CAA approval of the MEL for the aircraft type. Source details of the associated Master Minimum Equipment List on which the MEL is based.	K	I	Assessment of the MEL for aircraft type and approval authority. Assessment of the source MMEL	Approved MEL Source MMEL
8.0 Role Fit						
8.1	The Aircraft shall have onboard toilet facilities.	Safety certified fixtures and fittings in line with EASA/FAA standards.	K	I D	Physical and functional check of facilities. Confirmation of operation during flight	Certification of facilities (C of C) Functional Test Report
8.2	The Aircraft shall have on board galley facilities	Provision of: Hot/Cold Water (Potable) Chilled storage. Galley stowage. Food heating/Hot drink facilities.	K	I D	Physical and functional check of galley facilities. Confirmation of operation during flight	Functional Test Report

8.3	The Aircraft shall be equipped with at least one table within the aircraft cabin.	Table shall allow at least 4 people to sit facing each other	K
8.4	The Aircraft shall have provision of an external baggage compartment.	Class C compliant baggage compartment.	K

1D	Physical and functional check of table. Confirmation of operation during flight (if foldable/stowable)	Functional Test Report
1D	Physical and functional check of baggage compartment. Confirmation of operation/test of Class C compliance.	Compliance with Class C Compartment requirements