

# **Schedule 3**

## **Air System Test & Acceptance Criteria**

Serial	Milestone	Entry Criteria	Exit Criteria	Required Date
1	Presentation of fully configured aircraft to Authority	<p>The Contract Service Provider (CSP) shall:</p> <ul style="list-style-type: none"> <li>a. have removed civil registration markings and applied military registration markings to the aircraft.</li> <li>b. have fitted all the required approved equipment to the airframe to configure it to operate in a maritime environment: <ul style="list-style-type: none"> <li>• Lashings</li> <li>• Flotation</li> <li>• Emergency Escape Lighting System (EELS)</li> <li>• Aircrew equipment assemblies (AEA)</li> <li>• Life raft</li> </ul> </li> <li>c. have fitted all the required approved equipment to the airframe to configure it to deliver the service: <ul style="list-style-type: none"> <li>• Winch / hoist</li> </ul> </li> </ul>	<p>The CSP shall present the aircraft to the Authority with valid UK CAA (Civil Aviation Authority) Certificate of Airworthiness (CofA) and UK CAA Airworthiness Review Certificate (ARC).</p> <p>The Authority will review the presented aircraft and evidence and either communicate acceptance or request changes as appropriate.</p> <p>Final acceptance to be conducted by the Authority. The CSP will be required to provide evidence to the Authority to demonstrate acceptance of the aircraft.</p> <p>Final acceptance requirements are expected to include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Baseline Military Airworthiness Review (BMAR)</li> <li>• UK Registration Certificate</li> <li>• Aircraft Configuration Status Record</li> </ul>	Target In Service Date (TISD)
2	Personnel and Infrastructure	<p>The CSP shall have Suitably Qualified and Experienced Personnel (SQEP) aircrew that have:</p> <ul style="list-style-type: none"> <li>• Appropriate licences to operate the aircraft</li> <li>• Appropriate training to maintain the aircraft</li> <li>• Completed all necessary / mandated civil training</li> <li>• Completed all necessary / mandated military training</li> </ul> <p>The CSP shall have:</p> <ul style="list-style-type: none"> <li>• UK CAA Part 145 approval</li> <li>• MAOS (Maintenance Approved Organisation Scheme) approval</li> <li>• DAOS (Design Approved Organisation Scheme) approval</li> <li>• UK CAA Part-CAMO (Continuing Airworthiness Management Organisation) approval</li> <li>• Appropriate infrastructure to maintain the aircraft</li> </ul>	<p>Final acceptance requirements shall include:</p> <ul style="list-style-type: none"> <li>a. DDH (Delivery Duty Holder) approval of Aircrew SQEP</li> <li>b. UK CAA Part 145 approval certificate</li> <li>c. MAOS approval certificate</li> <li>d. DAOS approval certificate</li> <li>e. UK CAA Part-CAMO approval certificate</li> </ul> <p>Other evidence may be required by the Authority to demonstrate that the CSP is able to deliver the service in accordance with the Contract</p>	TISD

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3	Ability to perform service	The CSP will have: <ul style="list-style-type: none"><li>• Logistical support in place for the service</li><li>• Supporting infrastructure</li><li>• CAA Part 145 approval</li></ul>	CAA Part 145 approval certificate	TISD