

| SCHEDULE 1 TO Contract 706057452 | STATEMENT OF REQUIREMENT FOR THE A PROVISION OF ROTARY WING COMMAND SUPPORT AIR TRANSPORT (RWCSAT) Service |
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| Scope | 1.1. Contractor is to provide a rotary wing transport capability for ministers, senior military officers, and government officials for Point-to-Point flights by day and night. |
| Background | 1.2. Statement of Requirement (SOR) forms part of the Contract and defines the requirements of the Capability to be provided to the Authority and the Contracted response from the Contractor. |
| | 1.3. Each unique requirement provides the minimum capability that is required. |
| | <p>Each requirement is prioritised as follows:</p> <p>Key (K) – deemed to be critical to providing the minimum acceptable Service capability required by the Authority.</p> <p>1 - Highest priority reflecting a primary user requirement</p> <p>2 - A medium priority requirement.</p> <p>3 - A low priority requirement.</p> |

| SOR Content for Publication | | | | | | | |
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| Reference Serial | URD | Requirement | Additional Information | Measure of Effectiveness | | Contractor Compliance | Contractor Response |
| | | | | Threshold (Minimum Measure of Performance) | Objective (Desirable Measure of Performance) | Y/N/Partial Compliance | |
| | | MAA MRP Management | | | | | |
| 1.1 | | The Contractor shall demonstrate and maintain compliance against the Regulatory Articles (RAs) and Acceptable Means of Compliance (AMCs) as listed in Schedule 17 To Contract 710595450 Military Aviation Authority Regulatory Publications (MRP), for the duration of the Contract. | Any changes to the Tender submission for Serial 13,1 agreed at Contract Award with the Authority. Authority shall provide updated Schedule 17 no later than 1 month prior to every Annual Contract Review. | The Contractor shall complete Schedule 17 Military Aviation Authority Regulatory Publications, meeting all AMCs (and therefore the Regulation) or propose (in Military Airworthiness Authority (MAA) 03 format) evidence and justification for an Alternative Acceptable Means of Compliance (AAMC) to the satisfaction of the Authority. Provided as part of Tender submission. | | | |
| 1.2 | | The Contractor shall comply with the Type Airworthiness Authority (TAA) process for controlling change to the MAA MRP for the duration of the Contract. | Authority shall provide updated Schedule 17 no later than 1 month prior to every Annual Contract Review. Any changes will be instigated in accordance with formal amendments under the Contract. | Deliver updated MAA MRP compliance responses in Schedule 17 format at every Annual Contract Review. | | | |
| | | Aircraft Document Set (ADS) | | | | | |
| 1.3 | | The CSP shall be responsible for the configuration control of the combined Aircrew Manual and Operating Data Manual in a format approved by the Authority. | | | | | |
| 1.4 | | The Contractor shall produce a Performance Data Substantiation Document (PDSD) to support all performance data provided for the aircrew publications | | | | | |
| 1.5 | | The Contractor shall be responsible for the configuration control and amendment of all aircrew publications and shall keep all these documents at the latest amendment state. | | | | | |
| 1.6 | | The Contractor shall provide and support Civil Rotorcraft Flight Manual (with the appropriate supplements) at the prevailing amendment state. | | | | | |
| 1.7 | | The Contractor shall produce and maintain a complete set of Instructions for Sustaining Type Airworthiness (ISTA), comprising descriptive data and accomplishment instructions prepared in accordance with the Type Certification Basis to support the TAA compliance of RA5815(1). | The Contractor shall provide the Authority with access to all Civil technical and Airworthiness instructions applicable to the Air System to the latest amendment state, for the life of the Contract. | | | | |
| 1.8 | | The Contractor shall notify the Authority of any civil publication amendments which may have an impact on the Authority generated document set (e.g., Master Minimum Equipment List (MMEL)). | Any changes to Civil documentation will require Authority review to determine the need for amendment action against any of the Authority produced operating documents. Any such amendment requirement will be notified to the Contractor in the first instance. | | | | |
| 1.9 | | Where required, the Contractor shall support the Authority in the process of applying for and gaining an MTC in accordance with the MRP matrix. | | | | | |
| | | Type Airworthiness Requirements | | | | | |
| 1.10 | | The Contractor shall provide and maintain a Configuration Management Plan (CMP) in accordance Defence Standards 00-057 (current issue is 8) to the satisfaction of the Authority. | Initial delivery as part of Tender submission. Proposed Configuration Management Strategy which provides a credible solution to meet MRP RA5301 provided as part of Tender submission. Copy to be provided to the Authority within 1 month of any updates/changes to the document. | | | | |
| 1.11 | | The Contractor shall provide a Configuration Status Record (CSR) for each Aircraft and maintain throughout the duration of the Contract. This shall include historic records of physical components and software. | The Design CSR will be delivered to The Authority co-incident with the delivery of the Civil certified Modification(s) evidence. | | | | |
| 1.12 | | The Contractor shall produce and maintain a Project Safety Management Plan (PSMP), ensuring that the requirements for achieving, assuring and managing Safety shall be completed in accordance with DEF STAN 00-056 (to the latest amendment state) throughout the life of the Contract. The PSMP shall include a completed Compliance Matrix, as provided at DEFSTAN 00-056 Part 2 Annex B. In addition, the SMP will outline how the requirements of Def Stan 00-055 Part 1 Issue 5 will be met. | Draft PSMP including description of established Safety Management System (SMS) and how will it be applied to this Contract provided as part of Tender submission. | PSMP to be provided within 3 months of Contract Award. Copy to be provided to the Authority within 1 month of any updates/changes to the document. | | | |
| | | Organisational Approvals | | | | | |

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| 1.13 | LOG 1 | <p>The Contractor shall hold and sustain European Union Aviation Safety Agency (EASA) Pt M, Sub-part G, or United Kingdom (UK) Civil Airworthiness Authority (CAA) Part Continuing Airworthiness Management Organisation (CAMO), Approvals with sub-Part I privileges throughout the life of the Contract, and grant access to the Military Continuing Airworthiness Management Organisation (Mil CAMO) to assist their Accountability on behalf of the Delivery Duty Holder (DDH).</p> <p>Therefore, on behalf of the Mil CAM, the Contractor shall:</p> <ol style="list-style-type: none"> Develop and control an Aircraft Maintenance Programme, support any applicable Reliability programme, proposing any amendments and additions to the maintenance Schedule to the Authority. Including but not limited to: <ol style="list-style-type: none"> Monitor and report fleet usage data to inform the above and other processes. Trend and analyse maintenance data to inform the above and other processes. Manage the embodiment of modifications and repairs. Including but not limited to: <ol style="list-style-type: none"> Consult the Mil CAMO (copy to the TAA) prior to any decision not to embody an optional modification (as a result of Service Bulletins (SB)s etc). Ensure that all maintenance is carried out to the required quality and IAW the Aircraft maintenance programme, and released IAW the Air System Document Set (ADS). Ensure that all applicable Airworthiness Directives (AD) and SBs, or equivalent, are applied. Ensure that MRP Part 145 Approved Maintenance Organisations correctly manage faults reported, or discovered during Scheduled Maintenance. Co-ordinate Scheduled Maintenance, the application of ADs and SBs, or equivalent, and the replacement of Service life limited parts. Manage and archive all continuing airworthiness records and the Operator's technical log. The Military requirement shall be met where this is more stringent than any EASA or other equivalent, including but not limited to: <ol style="list-style-type: none"> Document retention. Quarantine of airworthiness records following an incident. Assure that the weight and moment statement reflects the current status of the Aircraft. Initiate and coordinate any necessary actions and follow-up activity highlighted by an occurrence report. Ensure relevant occurrence and fault reporting is completed. Including but not limited to: <ol style="list-style-type: none"> The creation of Defence Air Safety Occurrence Reports (DASORs) via Air Safety Information Management System (ASIMS). The creation of a DASOR where an occurrence does not meet Mandatory Occurrence Report (MOR)/Ground Occurrence Report (GOR) criteria but does meet DASOR criteria as determined by the Authority. | <p>Evidence of EASA Pt M, Sub-part G, or UK CAA Part CAMO provided as part of Tender submission.</p> <p>A copy of the CAME.</p> | | | |
| 1.14 | | <p>The Contractor shall attain and maintain its MAA Design Approved Organisation Scheme (DAOS) Approval for Development, Modification and Repair of Aircraft and Engines, for the duration of the Contract (RA5850 refers).</p> <p>Terms of Approval shall include:</p> <ol style="list-style-type: none"> Capable of holding Air System Co-Ordinating Design Organisation (AS-CDO) (RA1014(2)) and discharging the following privileges (RA5850(11)). Classify changes to design and repairs as Minor or Major. Approve Minor Changes and minor repairs. Issue information and instructions. | <p>Plan and schedule for change of scope / achieving approval to be submitted with Tender.</p> | <p>Contract award + 40 days - Detailed plan and schedule.</p> | | |
| 1.15 | | <p>The Contractor shall provide and manage the Contractor Design Organisation Exposition.</p> | <p>Copy to be provided to the Type Airworthiness Authority (TAA) in parallel with MAA submission.</p> <p>MAA Approved copy provided to the TAA.</p> | <p>Copy to be provided to the TAA post any updates/changes to the Exposition.</p> | | |
| Quality Assurance | | | | | | |
| 1.16 | | <p>The Contractor shall maintain a certified Quality Management System to BS EN 9100 and 9110 certified by a recognised national accreditation body which covers the correct scope to deliver this Contract. The Contractor must maintain this certification for the duration of this Contract.</p> <p>The quality management system must meet the requirements of AQAP 2310.</p> | <p>See 1.21 for QMP</p> | <p>In accordance with:</p> <ol style="list-style-type: none"> BS EN 9100 BS EN 9110 AQAP 2310 DEFCON 627 RA4815 | | |
| 1.17 | | <p>The Contractor shall:</p> <ol style="list-style-type: none"> Provide 1PA annual audit schedule. Quarterly report on non-conformances and upon request. Notify the Authority of 2PA and 3PA audits and provide audit reports. Provide to the Authority: Audit reports and Non-conformances within 15 working days of completion of the audit. | <ol style="list-style-type: none"> 1st Party Assurance (1PA). Assurance conducted wholly within the same organization, e.g. Internal audits. 2nd Party Assurance (2PA). Assurance conducted by an organization that is separated from the activities being assured but where a vested 'customer supplier' interest remains, e.g. CAA/MAA. 3rd Party Assurance (3PA). Assurance conducted by an organization that is separated from, and maintains no vested interest in, the auditee organisation e.g. ISO. | <p>In accordance with:</p> <ol style="list-style-type: none"> BS EN 9100 BS EN 9110 AQAP 2310 RA 4815 | | |
| 1.18 | | <p>The Contractor shall ensure that during the period of the Contract, CAA audit and inspection reports are made available to the TAA and Mil CAM. These are to be provided to the Authority within 15 working days of completion of the audit, along with details of any quality findings.</p> | | <p>In accordance with:</p> <ol style="list-style-type: none"> BS EN 9100 BS EN 9110 AQAP 2310 RA 4815 | | |
| 1.19 | | <p>The Contractor shall ensure that the Military Aviation Authority (MAA), Mil CAM, and Civil Aviation Authority (CAA) are granted full visibility of the operation and will complete periodic Airworthiness inspections of the Aircraft, documentation, spares and support equipment as required at base and line facilities.</p> | | <p>In accordance with:</p> <ol style="list-style-type: none"> AQAP 2310 AQAP 2070 (guidance only, not used as regulation) Leaflet B40 | | |
| 1.20 | | <p>The Contractor shall permit the relevant civil aviation regulators to provide to the Authority copies of any Airworthiness related correspondence.</p> | | | | |

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| 1.21 | | <p>The Contractor shall provide a deliverable Quality Management Plan (QMP) IAW with DEFCON 602A, and AQAP 2105. This is a separate document and to follow AQAP 2105 principles. Maintained annually through the life of the Contract. Detailing how quality management will be delivered and specific to this Contract. Detail how they will achieve Quality Assurance, maintain a certified Quality Management System, and assure fit for purpose internal process and procedures.</p> <p>The QMP should indicate the importance of risk awareness and indicate throughout how risk is mitigated through quality activity.</p> <p>The suppliers QMP shall include but not limited to:</p> <ol style="list-style-type: none"> 1. Roles & responsibilities 2. Contractual Quality Conditions 3. Quality resources 4. Quality Risks & Risk Management 5. Acceptance 6. Assurance of Quality 7. Monitoring and Measurement 8. Software Quality Management 9. Quality Findings Management 10. QMP to Detail Process Assurance through Auditing Activity 11. Assurance Activity Undertaken to Maintain Approvals. | <p>Initial delivery of QMP as part of Tender submission (not required to be accepted by Authority. DT Quality Assurance Mgr required to review).</p> <p>Final QMP to be delivered to the Authority within 3 months of Contract award. This QMP can only be accepted by the Authority DT QA Mgr as per DE&S quality policy JSP 940 part 2.</p> <p>QMP upkeep required though life of the Contract. Subject to annual supplier review, updates and provision as agreed with the Authority. Each QMP provided will require Authority acceptance within 30 calendar days or accepted by default. If rejected, supplier has 3 months to provide amended version.</p> | <p>In accordance with:</p> <ol style="list-style-type: none"> 1. AQAP 2105 2. DEFCON 602a 3. BS EN 9100 and 9110 | | |
| 1.22 | | Supplier to comply with the requirements of Def-Stan 05-135 Counterfeit Materiel. Details of how managed shall be included within the supplier Quality Management Plan as per AQAP 2105 | | <p>In accordance with:</p> <ol style="list-style-type: none"> 1. DEFSTAN 05-135 2. AQAP 2105 3. AQAP 2310 | | |
| 1.23 | | The Contractor shall participate in Quality Occurrence Reporting (QOR) as set out within MAA F799 QOR (from Manual of Airworthiness Maintenance - Documentation MAM-D). (Manual of Airworthiness Maintenance - Process (MAM-P) Chap 11 provided as guidance). | <p>Contracted supplier shall investigate QORs within 28 working days (applies to all stakeholders). No requirement for KPI. The Contractor (and all Stakeholders) can request extensions of 28 working days (or more) for investigation completion. Extensions, supported by a rationale to be agreed by QOR originator.</p> <p>Supplier and all stakeholders shall use MAA forms F791 and F791a. IAW F799 (QOR).</p> | <p>MAM-P Chapter 11 provides more clarification of requirement and responsibilities. But unable to Apply MAM-P as a whole into the Contract as a compliance requirement, therefore to be used as guidance.</p> <p>Requirement in accordance with:</p> <ol style="list-style-type: none"> 1. RA 4814 2. AQAP 2310 3. SO Quality cert. 4. BS EN 9100 series 5. MAA F799 (QOR) (reference only) | | |
| 1.24 | | The Contractor, if required, shall apply for concessions in accordance with Def Stan 05-061 part 1 issue 7. | | <p>Requirement in accordance with:</p> <ol style="list-style-type: none"> 1. DefStan 05-061 Part 1 issue 7 2. AQAP 2105 | | |
| 1.25 | | In event the Air System/Aircraft requires maintenance outside of suppliers premises, Def Stan 05-061 Part 1 issue 4 CWP submission is required. | Aircraft may require maintenance if unable to fly from ships and FOBs. This will require Contractor working Parties from supplier to access the Aircraft to perform maintenance. | | | |
| 1.26 | Blank | | | | | |
| | | Project Management | | | | |
| 1.27 | | <p>The Contractor shall provide a Project Management Plan (PMP) which details how they will manage the Contract from Service Commencement to the Out-of-Service Date (OSD) including:</p> <ol style="list-style-type: none"> 1. Contract Work Breakdown Structure (WBS) and WBS Dictionary 2. Contractor Master Schedule (The Contract Master Schedule will commence from Contract Award through to Expiry Date, including detail and activities on the Transition to Service and Service commencement, key milestones and deliverables identified. Identifying risk and opportunities to the schedule that may provide an accelerated route to In-Service Date (ISD). Contractor to provide planning assumptions that have been applied to the build of the Schedule. The Schedule will be assessed against scope and timeline) 3. Risk and Opportunity Management Plan (ROMP) 4. Resourcing Plan 5. Change Control System and Change Control information 6. Cost Collection System and Cost Collection information (To be provided as part of Tender Return). <p>Any changes to be communicated to the Authority for approval, prior to commencement of change.</p> | <p>To include but not limited to:</p> <ol style="list-style-type: none"> 1. Management Structure/Sub-Contractors /Stakeholders/Responsibilities/Contact Lists 2. Stakeholder Management Plan 3. Communications Plan. 4. Logistic Support. 5. Security Management 6. Risk and Opportunity Management Plan 7. Technical Services 8. Performance management (Method the Contractor will use to monitor its own performance, e.g. Schedule Key Performance Indicator (KPI)). 9. Change Control 10. Cost collection <p>Initial delivery as part of Tender submission. Upkeep required though life of the Contract. Subject to annual review and updates as agreed with the Authority.</p> | <p>PMP delivered and updated through life of the Contract.</p> | <p>Transition Milestones tracking.</p> | |
| 1.28 | | The Contractor shall provide Cost and Schedule Status Reports (as part of KPI reports and spend against plan confirmation, and in year spend forecast) | | | | |

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| 1.29 | The Contractor shall provide and maintain a Business Continuity and Disaster Recovery Plan. | Initial delivery as part of Tender submission. Upkeep required though life of the Contract. Subject to annual review and updates as required. As part of the Information Security Management Plan. | | | | |
| 1.30 | The Contractor shall provide and upkeep an Information Security Management Plan (ISMP) (either as a standalone document or a subset to Project Management Plan) and attend Authority Security Working Group meetings as required. | Initial delivery as part of Tender submission. Upkeep required though life of the Contract. Subject to annual review and updates as agreed with the Authority. To include a plan to deliver and maintain correct security qualified personnel. | | | | |
| 1.31 | The Contractor shall provide a Transition Management Plan (TMP) detailing the activities to implement the RWCSAT Capability (supplied within Tender response and updated 10 days following Contract Award standstill period) detailing how they will meet their proposed Transition into Service Milestones and commitment dates. In addition, the Contractor shall provide a written delivery report 7 days prior to the Transition into Service Milestone commitment date including any issues that could affect the successful delivery, and a final report upon the delivery of the said milestones for Authority's assessment, which shall include, but not be limited to: Details of the work carried out. Any issues that delayed the completion of work against the schedule in accordance with the Acceptance Plan. The Contractor shall also provide a UK based venue or telecoms capability, as well as secretarial Services to support Transition into Service Working Group meetings. | The Authority require the RWCSAT Service to begin as soon as possible. Contractors should aim to commence formal Service provision within the first 3 months following Contract award. Transition to Service Commencement should take no longer than twelve months from Contract award. The Contractor shall provide all support necessary to ensure the Aircraft presented under this Contract achieves a Military Type Certificate and transfer to the Military Register by the end of the Transition Period. To include but not limited to: 1. Background, Context Objectives, Scope and Constraints 2. Governance, Strategy and Delivery 3. Transition Plan with proposed Transition into Service Milestones and Commencement into Service Date 4. Schedule 5. Resource Planning 6. Service Delivery Plan 7. Service Delivery Team Organisation 8. Forecast and Requirements Planning 9. Stakeholder Management 10. Quality Management 11. Management of information and Records 12. Security 13. Commercial, Financial and Legal Planning 14. Engineering Planning 15. Integrated Logistic Support Planning 16. Benefits 17. Change and Configuration Control Planning 18. Risks, Assumptions, Issues, Dependencies and Opportunities (RAIDO) 19. Transition Team Organisation 20. Team Structure | | | | |
| Security Management | | | | | | |
| 1.32 | The Contractor shall ensure that its organisation, procedures, and processes are compliant with, and maintain, the integrity of all classified information in accordance with the following security requirements: 1. The baseline pan-Governmental Policy and Guidance in Government Functional Standards GovS 007: Security. 2. The Contract together with any associated Security Aspects Letter (SAL) and Requirements documents. 3. DEFCON 658 - Cyber, Defence Condition (DEFCON) 660 - Reportable Official and Official-Sensitive Security Requirements, DEFCON 76 - Contractor's Personnel at Government Establishments invoked into the Contract. 4. Defence Standard (DEFSTAN) 05-138 - Cyber Security for Defence Suppliers and DEFSTAN 05-139 - Cyber Security and Resilience of Products, Systems and Services invoked into the Contract. 5. All Industry Security Notices (ISN), published on GOV.UK, extant either at time of Contract or published within Contract. | Provided as part of the ISMP response. Completed SAQ (DEFFORM 47) SAQ to be reviewed every year on anniversary of Contract Award. Observance of Regulation in accordance with (IAW) DEFCON 76 Paragraph 10. See Schedule 10 Security Aspects Letter (SAL). | Performance of the main Contract Tasks over the period of the review. The Contractor shall provide evidence of Cyber Essentials Plus certification or equivalent by Contract Award for the life of the Contract. | | | |
| 1.33 | All Contractor personnel in support of DE&S MHP shall hold Security Check (SC) clearance in accordance with the baseline pan-Governmental Policy and Guidance in Government Functional Standards GovS 007: Security. | | Contractor performance in discharging all specified supporting and miscellaneous Tasks defined in the Contract. | | | |
| Environmental & Safety Assurance | | | | | | |
| 1.34 | The Contractor shall provide advice and documentation to support the generation of Authority documentation, throughout the term of the Contract, to include but not limited to: 1. Support Policy Statement (SPS). 2. Minimum Equipment List (MEL). 3. Statement of Operating Intent (and Usage) (SOI(U)). 4. Disposal Plan (including Hazardous Materials List). | | The Contractor shall prepare a written record of the review meeting for agreement by the Authority. | | | |
| 1.35 | The Contractor shall provide a route map on how they will support Net Zero Carbon 2050 for the System. The Contractor shall ensure they have a Net Zero Carbon Reduction Plan in place, in-line with the requirements of Public Contracts Regulation 2015 (The Climate Change Act 2008 (2050 Target Amendment) Order 2019 ("NZ50")). | Further guidance on the MOD's Roadmap for Sustainable Defence Support can be found in the below: Ministry of Defence Climate Change and Sustainability Strategic Approach, March 2021: https://www.gov.uk/government/publications/ministry-of-defence-climate-change-and-sustainability-strategic-approach | | | | |

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| 1.36 | <p>The Contractor shall have an Environmental Management System.</p> <p>The Contractor shall provide and maintain as a minimum the following environmental deliverables:</p> <ol style="list-style-type: none"> 1. EMP - The Contractor shall have an effectively scoped EMP describing how it will meet its specific obligations applicable to the Delivery of Service. This should include the identification of significant environmental impacts associated with the Delivery of Service and the effective mitigation of the identified impacts. 2. Stakeholder Register - Contractor is to provide the Authority with an appropriate list of stakeholders associated with the Delivery of Service 3. Legislation and MOD Policy Compliance Register - the Contractor will be expected to develop a legislation and MOD policy compliance matrix applicable to the Delivery of Service to demonstrated to the Authority compliance with legislation and policy requirements 4. Environmental Case Report - The Contractor shall provide an effectively scoped ECR summarising how impacts have been identified and mitigated <p>In the development of the above, the Contractor is to actively engage with the Authority to ensure an effectively scoped and proportionate Project Oriented Environmental Management System (POEMS) document set is developed.</p> | <p>A complete first iteration of the EMP pending Authority review provided as part of Tender submission.</p> <p>EMP to be POEMS compliant.</p> | <p>Project Environmental deliverables to be provided within 3 months of Contract Award.</p> <p>Copies to be provided to the Authority within 1 month of any updates/changes to the document.</p> | | | |
| 1.37 | <p>The Contractor shall be accredited to ISO 14001:2015 and the Contractor shall make available to the Authority reports from its ISO 14001:2015 accreditor when requested.</p> | <p>Copy of certificate to be provided as part of Tender submission.</p> | | | | |
| 1.38 | <p>The Contractor shall allow Authority appointed Environmental Auditors access to information online and at appropriate locations relating to the completion of the audit.</p> | | | | | |
| 1.39 | <p>Where reasonably practicable and without impacting configuration control of the existing system, the Contractor shall reduce Hazardous Substances and Restricted Materials (HSRMs), including controlled gases and UK/EU Critical Minerals (for brevity HSRMs will be used going forward) used on the Air System, to the minimum practicable and in accordance with UK Health, Safety and Environmental Legislation.</p> | <p>This will also apply to any new or modified items and for any through-life maintenance consumables introduced and supplied. Where the use of HSRMs is unavoidable, the Contractor shall ensure that they have appropriate mitigation strategies in place to minimise the risk of harm to personnel and the environment, and/or supply information and demonstrate this to the satisfaction of the Authority.</p> | | | | |
| 1.40 | <p>Where the use of HSRMs is unavoidable and where a Disapplication, Exemption or Derogation (DED) is required. The Contractor shall inform the Authority and provide assistance to the Authority to apply for and secure a DED in a timely manner in compliance with the Secretary of State for Defence's HS&EP policy statement.</p> | <p>Contractor to inform the Authority of any DED's required as part of Tender submission.</p> | | | | |
| 1.41 | <p>The Contractor shall produce a comprehensive HSRM Report. The report shall provide the Authority with details on how the Contractor intends to reduce, mitigate and manage the use of HSRMs and ensure legal compliance for HSRMs embodied on the Air System and used in consumables intended for use through life.</p> <p>The report shall include but not be limited to the type of embodied HSRMs (including identification name and CAS number, REACH compliance number if applicable), the location on the Aircraft and the volume at these locations. The report shall cover but not be limited to the following:</p> <ol style="list-style-type: none"> 1. Halons (usually found in fire suppression systems) (and other ozone- depleting substances if applicable). 2. Fluorinated greenhouse gases (F-Gases) (used as refrigerant). 3. Hazardous substances in electrical and RoHS in electronic equipment (RoHS). 4. UK REACH Substances of Very High Concern (SVHC). 5. Radioactive substances. 6. Substances covered by the Stockholm Convention on Persistent Organic Pollutants. | <p>Initial report as part of Tender Submission.</p> <p>The report shall contain a HSRMs log (Excel template to be provided by the Authority) of consumable HSRMs used/intended to be used on the Platform. The log shall demonstrate a justification for, and compliance with, the use of each HSRMs against all applicable legislation and MOD policy. The log will include, but not be limited to, the consumable identification information, the substance name and identification CAS number (if applicable), UK REACH compliance number (if applicable), the % of the substance within the consumable product provided on the SDS, and what the consumable will be used for. On award of Contract, the log will be updated when there is a material change and will be used by the Contractor to demonstrate to the Authority on-going compliance regarding the use of HSRMs on the Air System.</p> <p>The report should also demonstrate how the Contractor will identify non-hazardous or less hazardous alternatives and, should include horizon scanning for potential future regulatory and policy changes that might impact the HSRMs position on the Air System.</p> | | | | |
| 1.42 | <p>The Contractor will work with the Authority to develop an alternative Acceptable Means of Compliance with regards to the requirements of JSP 515 to store Safety Data Sheets (SDS) and/or safety information (as appropriate) in HSIS.</p> | <p>SDS to be provided in accordance with DEFCON 68.</p> | | | | |
| 1.43 | <p>The Contractor shall comply with the requirements of DEFCON 624, 'Use of Asbestos'. The Contractor shall confirm that no asbestos is used on the Air System or supporting equipment. Under UK REACH Regulations, use of fibres, and or articles and mixtures containing asbestos fibres added intentionally is prohibited.</p> | <p>Contractor to confirm presence of Asbestos as part of Tender submission.</p> | | | | |
| 1.44 | <p>The Contractor shall demonstrate effective segregation, minimisation and disposal of general and hazardous waste (at its maintenance facilities). Control measures should be clearly demonstrated within the EMP.</p> | <p>Provided as part of the EMP response.</p> | | | | |
| 1.45 | <p>The Contractor shall demonstrate effective storage and control of hazardous liquid consumables (at its maintenance facilities). Control measures should be clearly demonstrated within the EMP.</p> | <p>Provided as part of the EMP response.</p> | | | | |
| 1.46 | <p>The Contractor shall provide environmental noise data (noise, power, and distance) in the Federal Aviation Administration Integrated Noise Management (INM) software format to allow for the production of noise contour, in accordance with the MOD policy (currently JSP 418, leaflet 4.1)</p> | | | | | |
| 1.47 | <p>The Contractor shall provide the Authority with Platform emissions and fuel use data in accordance with Regulatory Article 1802 – Aviation Greenhouse Gas Emissions.</p> | <p>Initial delivery as part of Tender submission</p> | | | | |

| SOR Content for Publication | | | | | | | |
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| | | | | Threshold | Objective | | |
| | | | | (Minimum Measure of Performance) | (Desirable Measure of Performance) | Y/N/Partial Compliance | |
| | | Organisational Approvals | | | | | |
| 2.1 | REG 1 | The Contractor shall maintain Airworthiness in accordance with extant engineering regulatory practice. | | In accordance with the Military Aviation Authority (MAA) Regulatory Publications (MRP) | As threshold | | |
| 2.2 | | The Contractor shall provide an EASA/UK CAA approved Part-145 (Rotary Wing) Maintenance Organisation for the duration of the Contract. | | Copy of EASA/UK CAA Part 145 Approval, including scope of approval for the RWCSAT Aircraft and Maintenance facility to be provided to the Authority 2 month prior to acceptance of the Service. Copy to be provided to the Authority within 1 month of any updates/changes to the approval. | | | |
| 2.3 | | The Maintenance Organisation shall attain and maintain its MAA Maintenance Approved Organisation Scheme (MAOS) (MRP Part 145) Approvals for the duration of the Contract. | | Copy of MAA MRP Part 145 Approval for the RWCSAT Aircraft and Maintenance Facility to be provided to the Authority prior to the Authority's acceptance of the Service. Copy to be provided to the Authority within 1 month of any updates/changes to the approval. | | | |
| 2.4 | | The Contractor shall provide (at the latest amendment state) the Maintenance Organisation's Maintenance Organisation Exposition (MOE). | | Copy of approved MOE to be provided to the Authority 2 months prior to acceptance of the Service Copy to be provided to the Authority within 1 month of any updates/changes to the approval. | | | |
| 2.5 | | The Contractor shall provide an EASA/UK CAA approved Part M Part-CAMO (Rotary Wing) for the duration of the Contract. | | Copy of EASA/CAA Part M Part-CAMO Approval including scope of approval for the RWCSAT Aircraft and Maintenance Facility to be provided to the Authority 2 months prior to acceptance of the Service. Copy to be provided to the Authority within 1 month of any updates/changes to the approval. | | | |
| 2.6 | Blank | | | | | | |
| 2.7 | | The Contractor shall appoint an Accountable Manager (Maintenance) (AM(M)) who has an understanding of MRP Part 145 and has organisational Authority for: 1. Ensuring that all Maintenance is carried out in compliance with MRP Part 145. 2. Ensuring that all necessary resources are available to accomplish Maintenance and, where applicable, support the organisation approval (Approved Maintenance Organisation (AMOs) only). 3. Establishing and promoting the safety and quality policy (AMOs only). | Details of proposed maintenance organisation to be provided as part of Tender submission. | | | | |
| 2.8 | | The Contractor shall have a Maintenance man-hour working hours Plan demonstrating that the organisation has the workforce capacity and competence to carry out the scope of its approval, and that the workforce is of sufficient quantity and appropriate composition to plan, perform, supervise, inspect and quality monitor the organisation. In addition, the organisation shall have a procedure to reassess work intended to be carried out when actual staff availability is less than the planned staffing level for any particular work shift or period. | Details of proposed maintenance organisation to be provided as part of Tender submission. | | | | |
| 2.9 | | The Contractor shall establish the competence and control the authorisation of personnel involved in any Maintenance, management and/or Quality Audits. In addition to the necessary expertise related to the job function, competence shall include an understanding of the application of Human Factors and Human Performance issues to that person's function in the organisation. AMOs shall detail the procedure for such competence assessment and the standard to be achieved in their MOE. | Details of proposed maintenance organisation to be provided as part of Tender submission. | | | | |
| 2.10 | | The Contractor shall upon surrender, suspension or revocation of their MAOS approvals, return the MAOS approval certificate to the MAA. | | | | | |
| 2.11 | | The Contractor shall after receipt of notification of findings from any MAA Audits, define a corrective Action Plan and demonstrate corrective action to the satisfaction of the MAA within an agreed period. The Contractor shall provide copies to the Authority of all correspondence to and with the MAA with regards to Findings. | Details of Contractor Quality Assurance (QA) procedures. | | | | |
| 2.12 | | The Aircraft presented under this Contract shall be provided with the requisite documentation to enable transfer to the Military Register prior to the In-Service Date (ISD) (ISD to be agreed prior to Contract Award). | | On transfer to the Authority, the Aircraft shall be in compliance with Schedule 3 Acceptance criteria | CAP 562 Leaflet B-40 refers. | | |
| | | Engineering Management | | | | | |

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| 2.13 | | <p>The Contractor shall produce and deliver an Engineering Management Plan (EngMP), which shall describe the methods and controls that will be used to achieve the Engineering delivery objectives and will form part of the baseline against which periodic progress or development is measured.</p> <p>This will include, but not be limited to the following support streams:</p> <ol style="list-style-type: none"> 1. Integrity management 2. Configuration management 3. Risk management 4. Safety Management 5. Environmental Management 6. Human Factors Integration 7. Security Management 8. Through Life Management 9. Obsolescence Management 10. Software Acquisition 11. Reliability & Maintainability 12. System Verification & Validation | Draft Plan to be provided as part of Tender submission. | Final Plan to be provided within 3 months of Contract Award. Copy to be provided to the Authority within 1 month of any updates/changes to the document. | | | |
| 2.14 | | <p>The Contractor shall produce and deliver a Technical Document Management Plan (TDMP) in accordance with the requirements of DEFSTAN 00-600, DEF STAN 00-601, ASD S1000D and the guidance given in the Integrated Support Plan Product Description (ISP PD).</p> <p>The TDMP shall describe general procedures, terms and conditions governing the planning, selection, preparation and delivery of documentation required for the maintenance, operation and training support of the equipment.</p> | Draft Plan provided as part of Tender submission. | Final Plan to be provided within 3 months of Contract Award. | | | |
| 2.15 | | The Contractor shall provide and maintain a compliant Integrated Support Plan (ISP) detailing all activities for the life of the Contract at Annex A to Schedule 1: Statement of Requirement (710595450) – Integrated Support Plan (ISP) Product Description. | Initial delivery of completed response to Annex A (to include support assurance statements and descriptors regarding provision of support concept) required as part of Tender submission. Authority to be updated if there are changes throughout the Contract Service period. | Compliant to: 1. Data Item Descriptions (DIDs) 2. Annex A to Schedule 1: Statement of Requirement (710595450) – Integrated Support Plan (ISP) Product 3. Description (derived from DEFSTAN 00-600) | | | |
| 2.16 | | <p>The Contractor shall be responsible for managing obsolescence over the entire period of the Contract and, notwithstanding any Obsolescence Issues or problems.</p> <p>The Contractor shall implement a proactive Obsolescence Management strategy, as a minimum this shall include, but not be limited to:</p> <ol style="list-style-type: none"> 1. Ongoing identification and review of Obsolescence Concerns and Issues. 2. Mitigation action of Obsolescence Concerns and Issues 3. Identification of resolution action of Obsolescence Issues. <p>The Contractor shall be responsible for all costs associated with the mitigation and resolution of Obsolescence Concerns and Issues.</p> | As part of the Integrated Support Plan. Initial delivery – as part of Tender submission | To be provided within Tender submission | | | |
| Maintenance Requirements | | | | | | | |
| 2.17 | LOG 2 | The Contractor shall provide an Aircraft maintained by an MAA (MAOS) and EASA or UK CAA approved Part-145 maintenance organisation. | To be supplied with Tender submission | | | | |
| 2.18 | | The Air System provided under this Contract shall be manufactured to conform with a Civil Type Certified design configuration supported by an EASA/CAA Pt-21 J Design Organisation, or equivalent. | | | | | |
| 2.19 | | The Air System provided under this Contract shall be manufactured by an EASA/CAA Part 21 Sub Part G Production Organisation. | | | | | |
| 2.20 | | The Contractor shall be responsible for undertaking all Maintenance within the Air System's Approved Maintenance Programme and the embodiment of modifications. | <p>Base Maintenance to be proposed as part of Tender submission, taking into consideration, Scheduled / Unscheduled Maintenance, Airworthiness modifications or Authority Tasked enhancements.</p> <p>All Aircraft spares, including consumables shall be provided, managed and where required disposed by the Contractor. At all times security of the Aircraft must be considered and upheld in line with the classification of the project.</p> <p>An indicative Authority provided Aircraft specification (and Aircraft inventory) are listed in TAB 4-Aircraft Specification .</p> | | | | |
| 2.21 | | The Contractor shall be responsible for the provision of all SQEP to provide the required annual flying rate of 500hrs. | Resourcing Plan to be provided as part of Tender submission, taking into consideration the establishing capability, maintaining the Aircraft on the Civil Register and sustaining their maintenance when transferred to the Military Register. | | | | |
| 2.22 | | The Contractor shall make available all equipment and tools to maintain and move the Aircraft. | | | | | |
| 2.23 | | The Contractor shall provide all their own Personal Protective Equipment (PPE) for use during maintenance. | | | | | |

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| 2.24 | | The Contractor post Military Registration shall conduct all Aircraft maintenance in accordance with the TAA Authorised ADS to the satisfaction of the Mil CAM. | | | | | |
| 2.25 | | The Contractor shall ensure that all Aircraft maintenance is planned and agreed by the Mil CAMO. | | | | | |
| | | Support to type Airworthiness | | | | | |
| 2.26 | | <p>The Contractor shall implement a Health & Usage Data Monitoring programme to the satisfaction of the Authority, compliant with CAP 753 that covers:</p> <ol style="list-style-type: none"> 1. All aspects of data collection, 2. Analysis and exploitation including trending, 3. Determination of Serviceability, 4. Effectiveness of the Maintenance Programme. 5. Usage analysis to meet Statement of Operating Intent and Usage (SOIU) annual review requirements. 6. Usage analysis to meet Triennial review requirements. | <p>Health and Usage Data Monitoring Strategy explaining the approach to CAP 753 and the interfaces with the Authority to be provided as part of Tender submission.</p> <p>Contractor must consider the Security Classification of the data, and demonstrate how they will manage that data.</p> <p>As a minimum this programme shall include:</p> <ol style="list-style-type: none"> 1. Supply and manage all hardware, software and personnel required to implement the programme 2. Download Aircraft operating data utilising Integrated Health and Usage Monitoring System (IHUMS) / Flight Data Recorder. 3. Notify the Authority of all exceedances and report all exceedances as a DASOR through the ASIMS 4. Provide the Authority with a summary of all exceedances, excursions and trends on a monthly basis in a written report 5. Grant the Authority access to data, at any time. 6. Retain records for a minimum of 5 years post Contract cessation. | | | | |
| 2.27 | | The Contractor shall ensure that all civil regulator Mandatory Occurrence Reports (MOR) relevant to the RWCSAT Aircraft and operations are copied to the Authority. | | | | | |
| 2.28 | | The Contractor shall provide all necessary documentation and access to Aircraft (if required) in order for Baseline Military Airworthiness Review (BMARs) and MARs to be conducted and for the Military Continuing Airworthiness Manager to issue a BMAR Certificate and all subsequent Military Airworthiness Review Certificates. | | | | | |
| 2.29 | | The Aircraft presented under this Contract shall be provided with the requisite documentation to enable transfer to the Military Register in accordance with RA5810. | | | | | |
| 2.30 | | The Contractor shall carry out a DefStan 00-970 compliance assessment. Where compliance against 00-970 cannot be demonstrated, this is to be highlighted to the Authority. Compliance assessment to be in the format found in ASPIRE AET Toolkit. | | | | | |
| 2.31 | | The Contractor shall assist the TAA in validating the Statement of Operating Intent (and Usage) with the Design Organisation at least every 3 years. | Completion of this works will be authorised and paid through the Additional Task Process. | | | | |
| | | In Service Support | | | | | |
| 2.32 | | The Contractor shall provide an approved Aircraft Maintenance Programme (AMP) for the Mil CAM's endorsement and subsequently maintain its upkeep on the Mil CAM's behalf. | | | | | |
| 2.33 | | The Contractor shall be capable of carrying out all Line and Base Maintenance within the Air System's approved Aircraft Maintenance Programme and Authority-requested modifications and Technical Instructions. | | | | | |
| 2.34 | | The Contractor shall conduct all Aircraft maintenance in accordance with the TAA Authorised Aircraft Document Set to the satisfaction of the Military CAM. | | | | | |
| 2.35 | | The Contractor shall ensure that a long-term forecast of Aircraft maintenance is provided to the Authority. The Contractor shall provide and maintain Maintenance Procedures (at the latest amendment state) to the satisfaction of the Authority. | | | | | |
| 2.36 | | The Contractor shall ensure that the Aircraft maintenance programme is planned with and authorised by the Mil CAM. | | | | | |
| 2.37 | | The Contractor shall maintain a detailed status and forecast of Aircraft Availability | | | | | |
| 2.38 | | The Contractor shall carry out all Airworthiness Directives and Mandatory Service Bulletins as part of the support package (at no additional cost). | All Airworthiness Directives and Mandatory Service Bulletins are to be communicated to the TAA and Mil CAM within 24 hours of notification. | | | | |
| 2.39 | | Any Optional Service Bulletins will be authorised and paid through the Additional Task Process. | | | | | |
| 2.40 | | The Contractor shall be responsible for all Aircraft handling and movement, flight servicing or equivalent, despatch and recovery, re-fuelling, role changes, cleaning and safety cover for Aircraft starts at the MOB. | | | | | |
| 2.41 | | The Contractor shall be responsible for all off-base recovery of the Aircraft in the event of un-Serviceability. | | | | | |
| 2.42 | | The Contractor shall produce, and ensure compliance with, a ground handling procedure for the Aircraft that gives due consideration to local environmental conditions. | | | | | |
| 2.43 | | The Contractor shall comply with all of the mandatory training and procedures required by the RAF Northolt fuel supplier. | | | | | |
| 2.44 | | The Contractor shall produce suitable 'Ramp Procedures' for the refuelling / defueling of Aircraft that are compliant with Station Engineering Orders and Regulations and those of the RAF Northolt fuel supplier. | | | | | |

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| 2.45 | | The Contractor shall be responsible for updating the navigation systems databases. | Every 28 days in accordance with the AIRAC (Aeronautical Information Regulation And Control) cycle. | | | | |
| 2.46 | | The Contractor shall ensure that pure polyimide wire is NOT introduced into the Aircraft by procurement, modification or maintenance activity. | Any assessment against DEFSTAN 00-970 with regards to this requirement will only require the Contractor to submit information to the TAA. | | | | |
| 2.47 | | The Contractor shall ensure the Aircraft are supplied with adequate protection against the environment to enable them to be left outside unattended. | | | | | |
| 2.48 | EQP 6 | The Contractor shall provide and maintain suitable Aerospace Ground Support Equipment and tooling, including ground power units and ground handling equipment to support all maintenance, flight servicing and receipt and despatch activities. | | | | | |
| 2.49 | | The Contractor shall make available and maintain sufficient special to type test equipment for all maintenance activities. | | | | | |
| 2.50 | | The Contractor shall supply and manage all spares for the Air System, including Safe disposal. | | | | | |
| 2.51 | | The Contractor shall supply and manage all consumables necessary for the maintenance of the Air System (e.g., oils, lubricants, adhesives), including Safe disposal. | | | | | |
| | | Performance Management | | | | | |
| 2.52 | | The Contractor shall provide a written Monthly Progress Report detailing the following: 1. Previous month's KPI metrics including any issues that prevented Tasking from being completed. 2. Availability metrics. KPI 1 3. Reliability metrics. KPI 2 4. Hours achieved/flown. 5. Forecast of events (including Scheduled Maintenance). 6. Risks (threats) to Availability or maintenance completion. 7. All ADs, SBs and OSBs released during the period, assessment and status. 8. Summary of all occurrences and resolution / trends. 9. Emergent Obsolescence Issues. 10. Updates on Existing Tasks. 11. Usage Data Monitoring metrics. 12. Any other business (AOB) | Monthly Progress Report to be issued to the Authority within 10 Calendar days of the end of each month. Report subject to Authority Project Manager scrutiny before payment is agreed. | From the commencement of the Service and for the duration of the Service Delivery. | In accordance with: 1. Schedule 14 2. Meeting detailed in Meetings Tab. | | |
| 2.53 | | The Contractor shall supply a Social Value Report to the Authority on an annual basis which details: 1. How it has met the following Model Award Criteria (MAC) for the current Contract Year which: a. Demonstrates action to identify and manage cyber security risks in the delivery of the Contract including in the supply chain. b. Influences Staff, Suppliers, Customers and Communities through the delivery of the Contract to support environmental protection and improvement. c. Demonstrates action to identify and tackle inequality in employment, skills and pay in the Contract workforce. 2. Benefits achieved and provide relevant evidence against each of the MAC criteria and sub-criteria as outlined in Appendix 1 – Model Award Criteria: Model Evaluation Questions to 706057452 DEFFORM (Defence Form) 47 Technical Evaluation Criteria 3. Justification and evidence to support why they were unable to meet the MACs if applicable. In accordance with Schedule 14 : Performance Measurement and Incentivisation. The Authority reserve the right to request an amendment to the Plan and Report if upon review the Report is insufficient in quality, content, evidence or is otherwise deemed unacceptable. | Provision of Social Value Plan. | Report to be provided 10 business days prior to every Annual Contract Review. Reviews will be completed and feedback provided within 10 business days. | The report shall be delivered annually in arears, in line with the Contract Award date. Following submission of the report for the final Contract Year (including any Option Year extension(s) to the Contract term) the Contractor shall not be required to submit any further social value reports. | | |
| | | Recovery Of Aircraft | | | | | |
| 2.54 | | The Contractor shall develop and implement a Post Crash Management and Occurrence Management system, and assist the Authority with the execution of Authority Significant Occurrence/Accident Plans to cover actions in the event of an Aircraft accident or serious incident as detailed by the Delivery Duty Holder. The Contractor shall co-operate with and support any air safety occurrence investigation directed by Director General (DG) Defence Safety Agency (DSA). | If an Aircraft is the subject of an Accident or Incident the Contractor shall support the Authority to ensure the most expedient recovery of the Aircraft. | Duty Holder Post Crash Management Plan to be provided within 3 months of Contract Award. | | | |
| 2.55 | | If an Aircraft is the subject of an Accident or Incident Inquiry the Contractor shall not repair or move the Aircraft until given authorisation by the relevant Authority from the inquiry. | | | | | |
| 2.56 | | For an unServiceable Aircraft away from the Contractor Premises/PUP which requires Contractor engineer support, the most expeditious method of servicing/recovery shall be jointly agreed between the Authority and the Contractor. | | | | | |

| SOR Content for Publication | | | | | | | |
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| Reference Serial | URD | Requirement | Additional Information | Measure of Effectiveness | | Contractor Compliance Y/N/Partial Compliance | Contractor Response |
| | | | | Threshold | Objective | | |
| | | | | (Minimum Measure of Performance) | (Desirable Measure of Performance) | | |
| | | Performance | | | | | |
| 3.1 | | The Contractor shall provide a twin-engine Category A UK CAA, European Aviation Safety Agency (EASA), or equivalent, type-certified Aircraft where the type has been awarded a Military Type Certificate. | MTC certificate to be provided within Tender Submission | | | | |
| 3.2 | KUR 2 PER 2 | The Contractor shall provide an Aircraft that is UK CAA, EASA, or equivalent, certified for Visual Flight Rules (VFR) and Instrument Flight Rules (IFR), day and night operations. | | Day/ Night VFR and IFR capability down to 500 ft above ground level. | As Threshold | | |
| 3.3 | | The Contractor shall provide an Aircraft that is UK CAA, EASA, or equivalent, certified for single pilot operations in UK Class A Airspace. | | | | | |
| 3.4 | KUR 3 PER 3 | The Contractor shall provide evidence to confirm the Aircraft offered is able to conduct Performance Class 1 operations from confined/restricted sites including Redacted. | | Carrying 3 passengers a range of 250NM without a refuel stop. | Carrying 3 passengers out to a range of 300NM without a refuel stop. | | |
| 3.5 | KUR 4 SAF 1 | The Contractor shall provide a capability that is able to support avoidance of airborne traffic. | | Traffic Avoidance System fitted, Sky Echo or equivalent acceptable. | TCAS I system fitted (ETSO C118 specification). | | |
| 3.6 | KUR 5 EQP 1 | The Contractor shall provide an Aircraft equipped with dual flying controls. | | | | | |
| | | Environment | | | | | |
| 3.7 | ENV 1 SAF 2 | The Contractor shall provide a capability that is able to operate the Aircraft in UK and near European civilian airspace, including over water/ sea. | Aircraft to be fitted with appropriate flotation equipment and life rafts for over water transit when required. | Category A helicopter, capable of Performance Class 1 Operations, IFR (PBN) capable and able to be operated by a single pilot in Class A airspace and overwater/ sea. | Operation in all classes of airspace (A-G); including Prohibited Areas, Restricted Areas, Danger areas and Control Zones such as London Heathrow. | | |
| 3.8 | PER 4 | The Contractor shall ensure that the Aircraft can operate safely in temperate European climatic conditions, i.e., between -25°C and +50°C and must be able to start and stop in winds of up to 40 kts from all directions. | | Winds up to and including 40kts from all directions. Able to operate between -25° and +50°C. | Winds in excess of 40kts from all directions. Able to operate between -25° and +50°C. | | |
| 3.9 | | The Contractor shall ensure that the Aircraft can take off, hover and land in winds up to 30kts from all directions. | | Winds up to and including 30kts from all directions. | Winds in excess of 30kts from all directions. | | |
| 3.10 | PER 6 | The Contractor shall ensure that the Aircraft can operate from sloping ground | | Sloping ground, 10 degrees nose up, 2 degrees nose down. | Sloping ground exceeding 10 degrees in any directions. | | |
| 3.11 | PER 7 | The Contractor shall provide an Aircraft that can operate from both prepared and unprepared surfaces. | | Aircraft can take off from and land on prepared and unprepared surfaces which shall include but not be limited to grass, clay and sand of varying hardness and undulate according to the natural contours. | As threshold. | | |
| | | Safety | | | | | |
| 3.12 | | The Contractor shall provide an Aircraft that is able to simulate a One Engine Inoperative (OEI) emergency condition whilst airborne and in a safe manner. | | | | | |
| 3.13 | REG 2 | The Contractor shall provide an Aircraft fitted with a Flight Data Recorder (FDR) with the ability to routinely download and analyse data post flight. | | FDR fitted that meets UK Defence Standards or equivalent. | ETSO-C124b specification | | |
| 3.14 | REG 2 | The Contractor shall provide an Aircraft fitted with a Cockpit Voice Recorder (CVR) with the ability to routinely download and analyse data post flight. | | CVR fitted that meets UK Defence Standards or equivalent. | ETSO-C123b specification. | | |
| 3.15 | | The Contractor shall provide an Aircraft fitted with an Emergency Location Transponder (ELT) operating at 406MHz | | One ELT fitted that meets UK Defence Standards or equivalent. | Two or more ELTs fitted. | | |
| 3.16 | | The Contractor shall provide an Aircraft that will permit the fitment of flotation role equipment. | | | | | |
| 3.17 | | The Contractor shall provide a minimum of one set of Serviceable flotation role equipment. | | | | | |
| 3.18 | | The Contractor shall provide a minimum of two (one for training use) emergency life rafts of sufficient capacity for all crew/passenger combinations. | | Life raft certified to appropriate civil standards and the delta between civil and Mil / RAFCAM trial Standards is articulated to Aviation Duty Holder for Risk to Life acceptance. | Life raft that meets a specification equivalent or better than UK Defence Standards / RAFCAM trial standards | | |
| | | Avionics | | | | | |
| 3.19 | EQP 7 | The Contractor shall provide an Aircraft fitted with weather radar. | | Weather radar fitted that meets UK Defence Standards or equivalent. | Weather radar with range >239NM | | |
| 3.20 | | The Contractor shall provide an Aircraft fitted with a VHF radio. | | VHF Radio fitted that meets UK Defence Standards or equivalent. Redacted | Redacted | | |
| 3.21 | | The Contractor shall provide an Aircraft fitted with a Secondary Surveillance Radar (SSR) transponder. | | SSR transponder fitted that meets UK Defence Standards or equivalent. | Mode-S capable SSR transponder fitted. | | |
| 3.22 | | The Contractor shall provide avionics software updated to the latest OEM issue for the duration of the Contract. | As mandated by the OEM. | | | | |

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| 3.23 | | The Contractor shall provide a software performance planning tool (and associated hardware) for the calculation of Centre of Gravity (CoG) and fuel loading. | | Certified to appropriate civil standards and the delta between civil and Mil standards articulated to Aviation Duty Holder for Risk to Life acceptance. | Certified to UK Defence Standards | | |
| 3.24 | | The Contractor shall provide the technical data and evidence to demonstrate Air System / Transmitting Personal Electronic Devices (TPED) compatibility, to include mutual compatibility and Electro Magnetic Compatibility (EMC) assessment in all phases of flight, in accordance with DEF STAN 59-411. Devices which transmit on: 1. 4G 2. 4G Long Term Evolution (LTE) 3. 5G 4. Bluetooth 4.0 and later. 5. Bluetooth Low Energy (LE). 6. Wi-Fi Institute of Electrical and Electronic Engineers (IEEE) 802.11 and later. | EMC evidence to be presented as part of Tender submission to enable incorporation into Release to Service Authorities (RTSA). | | | | |
| Furnishings | | | | | | | |
| 3.25 | EQP 3 | The Contractor shall provide a capability with a working environment that allows passengers to conduct their administrative work during flight. | | A working environment which allows interaction between the passengers in terms of both reading and discussion of sensitive information allowing interruption by the pilots if necessary . | | | |
| 3.26 | | The Contractor shall provide an Aircraft that allows private communication between selected occupants. | | Ability to provide private intercommunications e.g., passengers only. | Provision of an intercom system which can be isolated from that which the crew use in operating the Aircraft. | | |
| 3.27 | EQP 4 | The Contractor shall provide an Aircraft equipped with a separate hold with suitable baggage capacity for all passengers. | | 120 Kgs of baggage in 6 standard carry-on bags (55x40x25cm). This must be in a separate cabin space. | 200 Kgs of baggage in 8 standard carry-on bags (55x40x25cm). This must be in a separate cabin space. | | |
| 3.28 | EQP 5 | The Contractor shall provide an Aircraft fitted with doors and steps that are of sufficient size and position to facilitate safe, easy and discreet passenger embarkation / disembarkation. | | One door of sufficient size to enable safe and discreet passenger embarkation / disembarkation. A step shall also be fitted if access height requires it. | Doors fitted to both sides of the Aircraft of sufficient size to enable safe and discreet passenger embarkation/disembarkation. A step shall also be fitted if access height requires it. | | |
| 3.29 | | Redacted The Contractor shall provide an Aircraft finished in a trim to be agreed with the Authority. | Redacted | Redacted | | | |
| Undercarriage | | | | | | | |
| 3.30 | EQP 8 | The Contractor shall provide Aircraft that can be ground taxied at civilian airports. | | Wheeled under-carriage and a nosewheel that allows rotation with the tail rotor providing the directional control to enable ground taxiing. | As threshold | | |
| Fuel | | | | | | | |
| 3.31 | | The Contractor shall provide an Aircraft that is capable of operating on AVTUR/FSII (F-34). | | | | | |
| 3.32 | | | | | | | |
| 3.32 | | The Contractor shall: 1. Provide a Spatial Data Management Plan that identifies and explains: a. Capability characteristics. b. System scope; c. Doctrine; d. Constraints; e. Interfaces; f. Spatial Data requirements, specifically the type and format of data required; g. Compliance with applicable Defence Standards. 2. Use Foundation Geospatial Intelligence (GEOINT) data provided through assured sources, specifically one or more of the four Specialist Geographic Centres (SGCs). | Initial delivery as part of Tender submission. | Plan produced using References: 1. Defence Standard 00-102 – Policy on the Application of Geospatial Information Standards (Issue 4; 28 Oct 2022) / Ministry of Defence (via StanMIS). 2. Defence Standard 00-103 – MOD Geospatial Metadata Profile (Issue 2; 14 Apr 2022) / Ministry of Defence (via StanMIS). 3. DGC Products, Data & Services Guide (2021/22) / Defence Geographic Centre. 4. DMGIC Products & Services Guide (2022 Edition) / UK Hydrographic Office. 5. Products & Services Catalogue (2019/20) / No. 1 Aeronautical Information Documents Unit (AIDU). 6. Meteorological & Oceanographic Services, Products and Data Guide (2021) / UK Meteorological Office. | | | |
| 3.33 | | | | | | | |
| 3.33 | | The Contractor shall produce an Early Human Factors Analysis (EHFA) and a HF Integration Plan. The EHFA shall: 1. Identify and address people related considerations relevant to the proposed solution. 2. Identify and address Human Factors Integration Risks, Assumptions, Issues, Dependencies and Opportunities, (RAIDO). The HF Integration Plan shall: 1. Identify the Contractor's approach to HFI. 2. Describes how the Contractor will identify, manage and undertake HFI activities. 3. In consultation with the Authority, identify how any military equipment will be integrated into the solution. 4. Describe the process used for assessment and acceptance of HFI requirements. | Initial delivery as part of Tender submission | | | | |

| | | Inspection by Authority | | | | | |
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| 3.34 | | <p>The Contractor shall make the Aircraft Available for inspection by Authority Subject Matter Experts at RAF Northolt as part of the final acceptance process of the air system prior to Service commencement.</p> <p>An Acceptance Report is to be issued by the Authority following the inspection. Aircraft is to be provided at Northolt within 10 working days after the report is issued for the Service to commence.</p> | <p>The Authority Subject Matter Experts to include personnel from DE&S MHP DT, 32 Sqn (TR), and HQ Air.</p> <p>If the Air System has previously been operated, it must be in accordance with an EASA/CAA Registered Operator. There must be a clear history of usage, hours flown, Scheduled and Unscheduled Maintenance activities and design /configuration changes. The Air System and support package should have sufficient life remaining to cover the Contract duration and Flying Hours, including any optional years.</p> <p>The Aircraft should not be provided from any previous owner/country on the list of MoD Restricted Countries. This includes both Tier 1 and Tier 2. This list of countries can be provided by the Authority on request.</p> <p>Requirement derived from RA4970(1) GM, which requires a Statement of Acceptance (SofA) to be issued by the DDH (Delivery Duty Holder) before any new, used or converted Air System is brought onto the UK Mil Ac Register- as part of BMAR process.</p> | <p>Aircraft to be made Available at RAF Northolt to enable Authority Subject Matter Experts to inspect air system to confirm it to be in good condition, complete and fit in every way for the purpose for which it is intended for, complete with any Authority desired equipment, cockpit layout and systems as per the Statement of Requirement, fully fitted and Military certified</p> | | | |

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| Reference Serial | URD | Meeting Name | Requirement | Additional Information | Measure of Effectiveness | | Contractor Compliance | Contractor Response |
| | | | | | Threshold | Objective | Y/N/Partial Compliance | |
| | | | | | (Minimum Measure of Performance) | (Desirable Measure of Performance) | | |
| | | | Contract Meetings | | | | | |
| 4.1 | | Authority Platform Integrity Working Group meeting | The Contractor shall attend all Authority Platform Integrity Working Group meetings (2 per Year) | Referring to section 5.11 Support to Type Airworthiness. Civil CAM and any key post holder discharging TAA privilege. Location: meetings to be held virtually unless f2f is requested by the Authority/Contractor, in which case these will be held at ABW. The Authority expects 2 meetings per year, however this number may be higher or lower as the Authority requires. Attendees expected to include, but not limited to, Technical Lead, Safety Lead and key | | | | |
| 4.2 | | Authority Equipment Contribution to Risk to Life (ECtRtL) Working Group meeting | The Contractor shall attend all Authority Equipment Contribution to Risk to Life (ECtRtL) Working Group meetings. (Approx. 2 per Year) | Referring to section 5.11 Support to Type Airworthiness. Civil CAM and any key post holder discharging TAA privilege. Location: meetings to be held virtually unless face to face is requested by the Authority/Contractor, in which case these will be held at ABW. The Authority expects 2 meetings per year, however this number may be higher or lower as the Authority requires. Attendees expected to include, but not limited to, Technical Lead, Safety Lead and key | | | | |
| 4.3 | | Authority Configuration Control Board meetings | The Contractor shall attend all Authority Configuration Control Board meetings and arrange for the DO to be present when appropriate. | Referring to section 5.11 Support to Type Airworthiness. Civil CAM and any key post holder discharging TAA privilege. Location: Meetings to be held f2f at ABW. The Authority expects 2 meetings per year, however this number may be higher or lower as the Authority requires. Attendees expected to include, but not limited to, Technical Lead and key SME's when | | | | |
| 4.4 | | Annual Contract Review | The Contractor shall attend and support, with secretarial Services (agenda, minutes), the Annual Contract Review. The meeting will be conducted under the Chairmanship of the Authority and the following parameters will be assessed: 1. Performance of the main Contract Tasks over the period of the review. 2. Contractor performance in discharging all specified supporting and miscellaneous Tasks defined in the Contract. 3. The Quality Audit Report prepared by the Contractor's Quality Manager. 4. Any special reports raised on the Contractor's performance throughout the annual period. 5. MRP Compliance updates 6. Exit Plan review 7. The Contractor shall prepare a written record of the review meeting for agreement by the Authority. | Contractor will provide any comments ten days prior to the Annual Contract Review meeting. Once reviews is completed, feedback will be given back to the Contractor within 10 business days. The Annual Contract Review will be held at the start of each Contract Year and alternate locations ABW and the Suppliers premises. Attendees expected to be empowered and SQEP and include, but not limited to, Contract Manager, Technical Lead and Commercial representative. Attendees expected to include, but not limited to, Contract Manager, Technical Lead, Commercial representative and key SME's. | | | | |
| 4.5 | | Quarterly Progress Reviews | For the duration of the Service delivery period, quarterly progress meetings (the Quarterly Progress Meeting) shall be held to review the quarterly progress reports (including KPIs) for the relevant quarter including but not limited to: 1. Quarterly KPI metrics including any issues that prevented Tasking from being completed. 2. Quarterly Availability metrics. 3. Quarterly Reliability metrics. 4. Hours achieved/ flown. 5. Forecast of events (including Scheduled Maintenance). 6. Risks (threats) to Availability or maintenance completion. 7. All ADs, SBs and OSBs released during the period, assessment and status. 8. Summary of all occurrences and resolution / trends. 9. Emergent Obsolescence Issues. 10. Updates on Existing Tasks. 11. Usage Data Monitoring metrics. 12. Any other business (AOB) | The Authority expects 3 meeting per year at quarterly intervals, (Quarter 4 to be replaced by the Annual Contract review), this number may be higher or lower as the Authority requires. Meetings to be held virtually unless a f2f meeting is requested by the Authority/Contractor, in which case these will be held in ABW. Attendees expected to include, but not limited to, Contract Manager, Technical Lead, Commercial representative and key SME's. | | | | |
| 4.6 | | Equipment Safety Review | The Contractor shall attend all Director Helicopters Equipment Safety Review meetings. | Referring to section 5.11 Support to Type Airworthiness. Civil CAM and any key post holder discharging TAA privilege. Location: Meetings to be held f2f at ABW. The Authority expects 1 meeting per year, however this number may be higher or lower as the Authority requires. Attendees expected to include, but not limited to, Technical Lead, Safety Lead and key | | | | |

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| 4.7 | Project Safety Panel | The Contractor shall attend all MHP DT Project Safety Panel (PSP) meetings. | Referring to section 5.11 Support to Type Airworthiness. Civil CAM and any key post holder discharging TAA privilege. Location: Meetings to be held f2f at ABW. The Authority expects 2 meetings per year, however this number may be higher or lower as the Authority requires. Attendees expected to include, but not limited to, Technical Lead, Safety Lead and key | | | | |
| 4.8 | Environmental Working Group | The Contractor shall provide a Suitably Qualified and Experienced Person (SQEP) representative to attend up to 1 x DT Platform Environmental Panel and 1 x Environmental Working Group annually | Referring to section 5.11 Support to Type Airworthiness. Contractor personnel supporting the meetings shall be empowered and SQEP to support the meeting agenda. Location: Meetings to be held virtually unless f2f is requested by the Authority/Contractor, in which case these will be held at ABW. The Authority expects 1 x DT Platform Environmental Panel and 1 x Environmental Working Group meetings per year, however this number may be higher or lower as the Authority requires. Attendees expected to include, but not limited to, Technical lead, Safety Lead and key | | | | |
| 4.9 | Security Working Group | The Contractor will be required to attend the Security Working Group (SyWG). | The Authority expects 2 meetings per year at 6 monthly intervals, however this number may be higher or lower as the Authority requires. Meetings to be held virtual unless a f2f (face to face) meeting is requested by the Authority or the CSP in which case these will be held at Abbey Wood (ABW). Attendees expected to include, but not limited to, Contract Manager, Technical Lead, Commercial representative and key SME's. | | | | |
| 4.10 | Airworthiness Review | The Contractor shall extend an invite for the Authority to attend their Airworthiness Review Board (ARB), Part M Airworthiness Management Review meeting or equivalent. | The Authority expects 1 meeting per year, however this number may be higher or lower as the Authority requires. Attendees expected to include, but not limited to, Technical Lead, Safety Lead and key SME's when required. | | | | |
| 4.11 | UK CAA / EASA Pt CAMO review meetings | The Contractor shall extend an invite for the Authority to attend their UK CAA / EASA Pt CAMO review meetings, or equivalent. | Attendees expected to include, but not limited to, Technical Lead, Safety Lead and key SME's when required. | | | | |

SOR Content for Publication

| Reference Serial | URD | Requirement | Additional Information | Measure of Effectiveness | | Contractor Compliance | Contractor Response |
|------------------|----------------|--|--|---|---|------------------------|---------------------|
| | | | | Threshold | Objective | Y/N/Partial Compliance | |
| | | | | (Minimum Measure of Performance) | (Desirable Measure of Performance) | | |
| | | Service Availability | | | | | |
| 5.1 | | The RWCSAT capability shall be provided by a single Task Line flown by military pilots. | | | | | |
| 5.2 | | The Contractor shall provide a capability that shall meet an Annual Flying Task (AFT) of 500 hours per year. | | Up to 500 Flying Hours per annum | | | |
| 5.3 | | The Contractor shall provide a capability that can be Tasked during Core Hours on any day of the Contract period. | | Normal Core Hours are between Redacted | | | |
| 5.4 | | The Contractor shall provide an Aircraft that can be Tasked during Non-Core Hours on any day of the Contract period. | | Normal Core Hours are between Redacted | | | |
| 5.5 | PER 5 | The Contractor shall provide a replacement capability in the event of planned/ unscheduled Unavailability of the Primary Aircraft. | In the event of an unscheduled non-Availability the Contractor shall inform the Authority as soon as possible. | Provision of same type: 1. During all periods of Scheduled Maintenance. 2. During periods of Unscheduled Maintenance in excess of 48hrs. | As threshold. | | |
| 5.6 | | The Aircraft shall be able to be Tasked and flown for more than one Sortie per day. | The Tasking process is shown at Schedule 7 of the Contract. The Contractor shall be notified in advance of a Task requirement with 72 hours' notice via email from CSAT Tasking team to the Contractor and 32Sqn. | | | | |
| 5.7 | | The Contractor shall be responsible for the provision of suitably qualified and experienced personnel (SQEP) to provide the required Aircraft Availability. | Resourcing Plan to be provided as part of Tender submission, taking into consideration the establishing capability, maintaining the Aircraft on the Civil Register and sustaining their maintenance when transferred to the Military Register. | | | | |
| 5.8 | KUR 1 PER 1 | The Contractor shall provide a Rotary Wing (RW) transport capability for passengers for point-to-point flights by day and night. | Normal Core Hours are between Redacted. Platform provided must be able to be operated in the night environment. | An Aircraft that can transport a minimum of 3 passengers with hand luggage out to a minimum of 250nm without a refuel stop, landing with VFR reserve fuel during the hours of Redacted on any day of the Contract period. | Redacted Availability will be achieved on a case-by- case basis and agreed between the Authority and the Contractor in advance. | | |
| 5.9 | INF 1 | The Aircraft shall operate from RAF Northolt as the Main Operating Base (MOB) using the existing infrastructure. | | | | | |
| 5.10 | | The Contractor shall support ad hoc Tasking for additional work in accordance with Section 8 of the T&Cs and Schedule 6: Tasking Process. | | Adherence to TAF process (Task Authorisation Form) for Additional Services. | | | |
| | | Technical Support | | | | | |
| 5.11 | | The Contractor shall respond to routine and ad-hoc technical questions received by email from the Authority within a maximum of 72 hours (3 business days) including but not limited to lines on enquiry listed in 1.34. | | | | | |

| SOR Content for Publication | | | | | | | |
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| Reference Serial | URD | Requirement | Additional Information | Measure of Effectiveness | | Contractor Compliance | Contractor Response |
| | | | | Threshold | Objective | | |
| | | | | (Minimum Measure of Performance) | (Desirable Measure of Performance) | Y/N/Partial Compliance | |
| | | Training | | | | | |
| 6.1 | | Aircrew training shall be included within the AFT of 500 hours. | | | | | |
| 6.2 | TRG 1 | The Contractor shall provide a Conversion-To-Type (CTT) course for military aircrew that operate routinely single pilot with the potential for dual pilot ops. The course is to be provided once per year with an additional course required every two years through life of the Contract. | All training is to be Contracted as required through the TAF as per clause 15.2 of the Contract Terms and Conditions. To include supply of instructor, ground school, training material and type-rating conversion paperwork, ground school training to include:- 1.Before and After flight inspection (pilots only). 2.Aircraft Safety. 3.Emplane and deplane. 4.Fitting and removal of blanks and covers. 5.Refuelling and defueling. 6.Ground handling. 7.Aircraft Starts and Shutdowns. | Course provided with 6 weeks' notice given by the Authority. | Course provided with 4 weeks' notice. | | |
| 6.3 | | The Contractor shall provide a synthetic training capability. | All training is to be Contracted as required through the TAF as per clause 15.2 of the Contract Terms and Conditions. 1. A Level 3 Flight Simulation Training Device (UK CAA definition). 2. Six monthly flight training and licence proficiency check to total eight hours per pilot per year. 3. All synthetic training shall be instructor lead. | Course provided with 6 weeks' notice given by the Authority. Instructor is to min of type rated instructor/type rated examiner. | | | |
| 6.4 | | The Contractor shall provide all training course documentation and required certificates. | Any pre-training material to be provided a minimum of 1 week in advance of course date. Course documentation to be provided on course date. | Certificates supplied on completion of the course to OC Sqn within 10 business days following course completion. | | | |
| 6.5 | | The Contractor shall provide training to pilots to carry out Performance Based Navigation (PBN). | PBN to comply with EU Commission Regulation No. 539/2016 which requires that pilots may only fly in accordance with PBN routes and procedures once they have been granted PBN privileges as an endorsement to their Instrument Rating (IR) or Enroute Instrument Rating (EIR). All training is to be Contracted as required through the TAF as per clause 15.2 of the Contract Terms and Conditions. | No later than 6 weeks following the CTT course. One day of training per pilot to include 4 hours of ground school and up to 2 hours of flight training to conduct a minimum of 2 Required Navigation Performance (RNP) approaches and a maximum of 4 RNP approaches. | | | |
| 6.6 | | The Contractor shall provide a Training Plan which details: 1. Milestones/scheduling 2. Potential providers (including Air Training Organisation (ATO) approvals where appropriate). 3. Proposed locations for training. 4. Draft training syllabus. For all training courses listed under this Serial 6 of the SoR. Training plan to be approved by Authority PM. | Initial delivery as part of Tender submission. Upkeep required though life of the Contract. Subject to annual review and updates as agreed with the Authority. | | | | |
| 6.7 | | The Contractor shall provide a technical training course for Authority engineering support staff at a location in the UK to be agreed with the Authority. To include but not limited to: 1. Aircraft Systems (including Mission Role Equipment (MRE)) overview. 2. Overview of the company structure and operations to include: a. Design Management. b. Configuration Management. c. Certification Management. d. Instructions for Continued Airworthiness. 3. Aircraft Document Set. 4. Maintenance Programme. The above shall be tailored to this Contract. | Redacted The Authority shall provide 2 months' notice of the required training course date. As part of the course, provision should be made to include a Mil CAM and MRE Subject Matter Expert (SME) presentation. All training is to be Contracted as required through the TAF as per clause 15.2 of the Contract Terms and Conditions. | | | | |
| 6.8 | | The Contractor shall provide Check A training for military aircrew. | Provision of maintenance certificate (Check A) provided for all military air crew annually. | | | | |