**STATEMENT OF REQUIREMENT - PROVISION OF UK BASED LIGHT AIRCRAFT FOR THE DELIVERY OF MILITARY PARACHUTE TRAINING**

27 Oct 21

**A - General Requirements**

| **Ref** | **Subject Matter** | | |
| --- | --- | --- | --- |
| **A.1** | **Requirement** | | |
| A.1.a | To provide:  i. Via a single contract from 1 Aug 2022, light aircraft (ac) and associated support enablers to deliver Military Parachute Training (MPT).  ii. Light ac capable of meeting extant Release-to-Service (RTS) requirements for the despatch of military Static Line (SL) deployed and Freefall (FF) manually deployed parachutes, detailed in the Compendium of Airborne Equipment Release Certificates (CAERC) and confirmed by Trials & Evaluation (T&E) undertaken by the Joint Aerial Delivery Test and Evaluation Unit Parachute Test Team (JADTEU PTT).  iii. Sufficient flying hours (FHs) to enable light ac provision fit-to-meet demand from 1 Aug 2022.  iv. Sufficient Fire and Crash Cover (FCC) hours to compensate for the absence of embedded FCC fit-to-meet demand from 1 Aug  2022.  vi. A minimum number of ac (2) to deliver MPT adapting interoperability from a single ac type. | | |
|  | **Definitions** | | |
| A.2.a | In addition to the definitions detailed in the Terms and Conditions of the Contract (TCC), the following definitions also apply. Where the definitions below contrast to those detailed in the TCC, then the definitions within the TCC shall take precedence. | | |
| **Definition** | **Interpretation** | |
| Contractor’s Personnel | Any use of Ministry of Defence (MOD) furnished property, facilities or equipment intended for the primary benefit of the Contractor or the Contractor’s Personnel which is contrary to the MOD’s interests is considered personal use. | |
|  | Contractor’s personnel. | Any employees, including sub-contractors or other agents working on behalf of the Contractor, shall be deemed the Contractor’s Personnel. | |
| Designated Officer (DO). | Nominated representative of the Authority. | |
| **A.3** | **Abbreviation and Acronyms** | | |
| A.3.a | In addition to the abbreviations and acronyms detailed in the TCC, the following abbreviations and acronyms will be used: | | |
|  | **Abbreviation or Acronym** | **Interpretation** | |
|  | AA | Accurate Accounting | |
|  | ac | Aircraft | |
|  | AFE | Airborne Forces Equipment | |
|  | a/fs | Airfield/s | |
|  | agl | Above ground level | |
|  | AIS | Aeronautical Information Supplement | |
|  | AP | Air Publication | |
|  | AUM | All Up Mass | |
|  | AUW | All Up Weight | |
|  | CAA | Civil Aviation Authority | |
|  | CAERC | Compendium of Airborne Forces Release Certificate | |
|  | CSSD | Civilians Subject to Service Discipline | |
|  | DASOR | Defence Air Safety Occurrence Report | |
|  | DME | Distance Measuring Equipment | |
|  | DZ | Drop Zone | |
|  | EASA | European Aviation Safety Agency | |
|  | FCC | Fire & Crash Cover | |
|  | FF | Free Fall | |
|  | FHs | Flying Hours | |
|  | FPA | Falcons Parachute Activity | |
|  | ft | Feet | |
|  | FU | Fuel Uplift | |
|  | FY | Financial Year | |
|  | GFA | Government Furnished Assets | |
|  | Gnd Spt | Ground Support | |
|  | GPS | Global Positioning System | |
|  | HAHO | High Altitude, High Opening | |
|  | HALO | High Altitude, Low Opening | |
|  | HOTAC | Hotel Accommodation. | |
|  | HQ 2 Gp | Headquarters 2 Group | |
|  | HQ 2 Gp TATOM | Headquarters 2 Group Tactical Air Transport Operating Manual | |
|  | hr /hrs | Hour / hours | |
|  | HUPRA | Hung Up Parachutists Release Assembly | |
|  | law | In accordance with | |
|  | ICAO | International Civil Aviation Organisation | |
|  | JADTEU PTT | Joint Aerial Delivery Test and Evaluation Unit Parachute Test Team | |
|  | JSP | Joint Service Publication | |
|  | LF | Landing Fees | |
|  | MAA | Military Aviation Authority | |
|  | MOD | Ministry of Defence | |
|  | MPT | Military Parachute Training | |
|  | MPTWS | Military Parachute Training Water Support | |
|  | NAA | National Aeronautic Association | |
|  | Ops | Operations | |
|  | PJI | Parachute Jumping Instructor | |
|  | QA | Quality Assurance | |
|  | RA | Regulatory Article | |
|  | RAF | Royal Air Force | |
|  | RAF BZN | Royal Air Force Brize Norton | |
|  | RAF WOTG | Royal Air Force Weston-on-the-Green | |
|  | RTS | Release-to-Service | |
|  | SCoord | Senior Coordinator | |
|  | SL | Static Line | |
|  | SOP | Standard Operating Procedure | |
|  | STOL | Short Take-Off and Landing | |
|  | Sy | Security | |
|  | T&E | Trials and Evaluation | |
|  | TCAS | Traffic Collision Avoidance System | |
|  | TCC | Terms and Conditions of Contract | |
|  | trg | Training | |
|  | VHF | Very High Frequency | |
|  | VOR | VHF Omni Directional Radio Range | |
| **A.4** | **References** | | |
| A.4.a | In addition to the references detailed in the TCC the following references shall also apply as well as any subsequent revisions and amendments to the references. This list does not absolve the Contractor from conforming to any other relevant publications. | | |
|  | **Reference** | **Version** | **Source** |
|  | Aeronautical Information Supplement (AIS) Civil Air Publications, Safety Directives, Safety Notices and Information Notices. |  | [http://www.nats-uk.ead-it.com/public/index.php.html](https://modgovuk.sharepoint.com/_layouts/15/sharepoint.aspx?q=Civilians%20Subject%20to%20Service%20Discipline&v=%2Fsearch) |
|  | Air Publication (AP)-101A-1110 1B3 |  | Available on request |
|  | CAERC | Various | Available on request |
|  | Civilians Subject to Service Discipline (CSSD). |  | Information on CSSD available upon request |
|  | Data Protection Act 2018 | 2018 c. 12 | <https://www.legislation.gov.uk/ukpga/2018/12/contents> |
|  | Government Security (Sy) Classifications | 1.1 | <https://www.gov.uk/government/publications/government-security-classifications> |
|  | HQ 2 Gp TATOM |  | Available on request |
|  | Local Sy Orders | Various | Available on request |
|  | Quality Assurance Checklist |  | <http://aof.uwh.diif.r.mil.uk/index.htm> |
|  | Governance - Military Aviation Authority (MAA) | MAA | <https://www.gov.uk/government/publications/regulatory-article-ra-1205-air-system-safety-cases>  <https://www.gov.uk/government/publications/regulatory-article-ra-1240-chartering-of-civilian-aircraft-for-military-purposes-air-safety>) |
| **A.5** | **Processes, Related Tasking and Senior Coordinator** | | |
| **A.5.a** | The Contractor and all Contractor’s Personnel are to engage with and abide to all extant MPT and related FCC processes in support of ac activity associated with the delivery of parachuting and respond accordingly to any change directed by the Authority. | | |
| A.5.a | Contractors/sub-Contractors are to engage with and abide to all extant MPT and related FCC processes in support of ac activity associated with the delivery of parachuting and respond accordingly to any change directed by the Authority. | | |
| A.5.b | Unless extant clearances are in place, all ac provided under contract will be subject to T&E or suitable assessment to confirm clearance for use. The FHs required to achieve this, is dependent on ac and AFE type, but could be minimised if the ac provided are commensurate with current MOD employed ac. Clearances will be entered in the relevant CAERC. Thereafter, on request of the Authority and acceptance by the contractor, suitably cleared ac may be tasked to carry-out additional T&E on already cleared AFE. This element of T&E would be funded separately and carried out outside allocated contracted FHs. All T&E requirements will be discussed thoroughly between the Contractor and MOD to determine liabilities. | | |
| A.5.c | The Contractor is to appoint a Senior Coordinator (SCoord) to assist with and coordinate all tasking detailed by the Authority and provide management and administrative services in support of parachute activity. The specific SCoord requirements are at Annex B. | | |
| **A.6** | **Sites** | | |
| **A.6.a** | Coordinated delivery of services (ac and FCC) to respective sites will be the responsibility of the Authority. MPT onto Headquarters 2 Group (HQ 2 Gp) approved military and civilian Drop Zones (DZ) is to be conducted within the UK at altitudes between 650 ft - 12,000 ft agl primarily at:   * Shobdon, Herefordshire. * RAF Weston-on-the-Green (WOTG), Bicester, Oxfordshire. * Little Rissington, Oxfordshire. * South Cerney, Wiltshire. * RAF Brize Norton, Carterton, Oxfordshire. * Sculthorpe, Norfolk * Any reconnoitred and approved DZs at alternative locations as required by the Authority. | | |
| **A.7** | **Security** | | |
| A.7.a | All information related to or generated by the Terms and Conditions of Contract (TCC) is to be treated in the appropriate manner in accordance with (iaw) Government Security (Sy) Classifications. | | |
| A.7.b | Local Sy Orders for sites of activity are to be followed when the Contractor’s Personnel are on the site. | | |
| A.7.c | Arrangements for the physical sy of ac at operating a/fs is the responsibility of the Contractor. | | |
| **A.8** | **Site Access** | | |
| A.8.a | All Contractor’s Personnel to include ac operators, ac engineers and sub-contracted FCC operators, will be subject to MOD access requirements for all UK military controlled sites. This is to be implemented in advance of commencement of contract as directed by the Authority. | | |
| A.8.a | All Contractors and sub-Contractors will be subject to MOD access requirements for all UK military controlled sites. This is to be implemented in advance of commencement of contract as directed by the Authority. | | |
| A.8.b | Ground access to ac operating areas is subject to local a/f SOPs and controls. | | |
| A.8.c | Air access to an operating a/f is to be iaw local flying orders and subject to priority order acceptance against other ac tasks. | | |
| **A.9** | **Safety and Environmental Provisions** | | |
| A.9.a | At site locations, the Contractor is to comply with all UK MOD / civilian Health, Safety and Environmental Protection regulations and policy. | | |
| A.9.b | Where an a/f has not been used before, the Contractor will be responsible for undertaking an a/f site survey to check suitability for ac operations by both day and night as per International Civil Aviation Organisation (ICAO) standards and carry out routine checks on existing a/fs against tasking detailed by the Authority. | | |
| A.9.c | The Contractor will be mandated to operate iaw MAA and HQ 2 Gp regulations for parachuting. Specifically, the contractor should be aware of the conditions in MAA RA 1205 and RA 1240. | | |
| **A.10** | **Hours of Operation, Concept of Operations and Scheduling** | | |
| A.10.a | **Hours of operation.** Flexible, but routinely no more than 14 hrs in any given 24 hr period. RAF parachute despatchers are not permitted to exceed a 14-hr crew duty time regulation, but ac tasking may exceed this depending on demand. As per MOD regulation, if demand exceeds 14 hrs, ac operators are expected to follow the same guidelines for change-over crews in-line with change-over of RAF parachutist despatchers. | | |
| A.10.b | **Concept of Operations** are:  i.  **Parachute Exercises**: MPT will be set against exercise objectives involving day and night operations over land and or, inland water. Rest periods will be factored into the exercise scheduling.  ii. **MPT Courses**: Undertaken separately or can form part of an exercise. Course training objectives will involve day and night operations over land and / or inland water. Parachute sorties will fit around parachute ground trg requirements conducted before and in-between live parachute descents.  iii.  **Ac Lifts**: The timingof individual ac lifts will routinely range between 20 and 60 minutes depending on parachute activity. Numerous sorties will be undertaken in any given period subject to direction by the Authority and acceptable weather conditions.  iv. **FCC**: MPT ac operations are to be supported by mobile FCC and used only where a/f embedded FCC is unavailable. This will enable light ac to operate primarily from civilian a/fs across the requirement where no organic FCC exists. | | |
| A.10.c | **Scheduling:**  i. **MPT**: Scheduling for MPT will follow a formalised tasking process against an initial annual schedule, thereafter, quarterly ac bids (confirmed 1 month in advance) and once detailed by the Authority, daily tasking at a local operations level.  ii. **Ac Maintenance**: Where routine or major ac maintenance is required, it is the Contractor’s responsibility to conduct this without impact to the delivery of parachute activity. The Authority is to be made aware when major ac maintenance is scheduled. This is to de-conflict where possible, with scheduled parachute activity. However, a degree of flexibility can be applied to scheduled parachute activity to meet maintenance requirements subject to the Authority being granted 3 months’ notice. It is the Contractor’s responsibility to manage contingency to maintain 100% ac availability.  iii. **FCC**: Where applicable, FCC will be booked giving a minimum of 1 months’ notice and the cancellation policy will match that stipulated in the TCC. As the utility of the ac contract and associated FCC contract are inherently linked, this will serve to minimise any disparity between the hrs used. It is the Contractors’ responsibility to manage contingency to maintain 100% ac availability.  vi. **MPTWS**: Where applicable, MPTWS will be booked commensurate with FCC booking arrangements provided above.  v. **Notification of Activity**: Unanticipated adverse weather conditions may lead to on the daycancellation, but routinely 24 hrs notice will be given. In the case of FCC and MPTWS, 48 hrs notice will apply. | | |
| **A.11** | **Quality Assurance** | | |
| A.11.a | The Contractor is to demonstrate its own internal Quality Assurance (QA) process. The Authority will conduct ongoing second party QA at a local level in addition to third party QA by HQ 2 Gp, RAF Air Safety, and / or the MAA / CAA. | | |
| **A.12** | **Contract Monitoring** | | |
| A.12.a | The Authority encourages close 2-way contractor / customer relations and is open to and will implement regular dialogue on any issues relating to delivery of the contract. This will occur naturally in the roll-out of the contract, but for formalised monitoring, the SCoord will be required to attend scheduled meetings organised by the Authority and respond to a set agendas. The performance of the Contractor’s flying provision will be paramount, but miscellaneous concerns, contract irregularities, serviceability requirements, flight safety, financial reporting, etc. will be aired at such meetings. | | |
| A.12.b | The Authority is to produce an Annual Report on the Contractors performance at the end of each Financial Year (FY) for the duration of the contract. | | |
| **A.13** | **Government Furnished Assets, Fuel Uplifts, Landing Fees, Hotel Accommodation, Subsistence and Accurate Accounting** | | |
| A.13.a | i. Ground Furnished Assets (GFA): The Authority is not established to provide GFA other than embedded GFA to enable contracted output. Alternatively, the integration of existing GFA at the main operating hub of RAF BZN with the Contractor’s furnished assets can be arranged. This is to be negotiated with the Authority.  ii. Fuel Uplifts (FU): FU for contracted ac operators will be authorised from UK military a/fs at MOD rates. FU at civilian a/fs, UK or otherwise, will be charged at local market rates, but subject to endorsement by the Authority. This arrangement is to be used sparingly for MPT delivery.  iii. Landing Fees (LF): Contracted ac engaged in MPT are exempt from LF at UK military a/fs. LF will apply at civilian a/fs and will be paid by the Authority.  iv. Hotel Accommodation (HOTAC) and Subsistence: Contracted pilots in support of MPT will be permitted to attract HOTAC and daily subsistence reimbursement during periods where it is deemed more economical in support of parachute activity to undertake an overnight stay, but only on endorsement by the Authority. All HOTAC will be booked and paid for by the Authority. Subsistence costs will be provided based on permitted MOD rates.  v. Accurate Accounting (AA): The Contractor’s SCoord in conjunction with the Authority, is to apply AA regarding all FU, LF, HOTAC and Subsistence costs. A log of FHs committed to MPT / FPA is also to be maintained. | | |
| **A.14** | **Personnel Qualification Requirements and Training** | | |
| A.14.a | The Contractor is responsible for sourcing appropriate trg for the Contractor’s Personnel. Where the Authority is delivering the trg then the Contractor and Contractor’s Personnel are to quote the Contract Reference Number and relevant Commercial Officer when booking any trg for verification of the validity of trg, needed to facilitate the Contract. | | |
| A.14.b | The Contractor is responsible for all costs for trg of the Contractor’s Personnel to meet their obligations under the Contract. | | |
| A.14.c | Contractors employed on military bases supporting and delivering military objectives are to adopt and abide by The Civil Service Code (accessible on [www.gov.uk](http://www.gov.uk/)) the same core values prescribed to the Civil Service for achievement of the highest possible standards. | | |
| A.14.d | Pilots operating under contract will be subject to initial proof of flying competencies required by the Authority and periodic checks as directed by the Authority. Prior to commencement of operations, initial trg on military parachute despatch procedures is mandatory and will be provided by the Authority. Ongoing pilot trg will be the Contractor’s responsibility and subject to standardisation checks by the Authority at its discretion. | | |
| **A.15** | **Certification and Accreditation** | | |
| A.15.a | Experience and Qualifications Required | | |
|  | The Contractor will meet CAA / MAA regulations for the delivery of parachuting. The Contractor is to hold the following ICAO and National Aeronautic Association (NAA) requirements:   * Certificate of Competency or Air Operators Certificate or an Operating Licence. * Certificate of Airworthiness for the relevant ac. * Certificate of Registration for the relevant ac. * Certificate of Insurance for the relevant ac. | | |
|  | The contractor will meet CAA / MAA regulations for the delivery of parachuting. The contractor is to hold the following ICAO and National Aeronautic Association (NAA) requirements:   * Certificate of Competency or Air Operators Certificate or an Operating Licence. * Certificate of Airworthiness for the relevant Ac. * Certificate of Registration for the relevant Ac. * Certificate of Insurance for the relevant Ac. | | |
| A.15.b | Operating Pilots are to:   * Hold a Current Professional Pilot Licence: either Air Transport Pilot Licence or Commercial Pilot Licence. * Hold a Pilot Licence that is compliant with ac type flown. * Qualified to fuel and re-fuel the ac. * Maintain flying currency by ac type. * Hold Pilot Medical Certificates to be presented to the Authority prior to the commencement of the Contract, and upon request thereafter. * Possess knowledge and experience of CAA and MAA flying regulations and reporting procedures. * Lead on ac deployment, pack up and refuelling. * Annually prove competencies on flying requirements to the satisfaction of the Authority. * To facilitate ac pre-flight inspection conducted by PJI despatchers in accordance with AP-101A-1110 1B3 (Page 17). | | |

**Part B – Deliverable Requirements. The Contractor Should be Able to (TCSBAT):**

| **Ref** | **Requirement** | **Additional Information** | **Quantity** | **Performance Indicators** |
| --- | --- | --- | --- | --- |
| **B.1** | **Ac** | | | |
| B.1.a | Provide a Core Requirement | Applicable across all requirements | Ideally a minimum of 2 x ac is required to deliver 430 FHs of MPT. | Successfully facilitate aircrew provision with contingency to maintain 100 % delivery within 48 hrs of initial requirement. |
| B.1.b | Provide ac with appropriate engineering support with reserve contingency to operate from UK military and civilian a/fs. | Ac are to be fitted with:   * Parachute jump lights (switchable between red / green and vice versa) to enable jump command. The ability to cover 75% of these lights is also required. * An Altimeter. * Cable Shears. * A bulkhead black out curtain. * Red filters on internal lights. * Fixed bench seating. * A full communication suite enabling ground-to-air and internal pilot / despatcher communication as follows:   + Twin VHF radio   + VOR / DME   + Transponder (including Mode S as and when required by EASA). * TCAS in accordance with MAA regulations. * GPS. * Camera mounts to enable the fitting of cameras for digital recording of parachute exits from the ac. * SL anchor cable and a second anchor cable to secure parachute despatchers depending on Ac type.   Parachute clearances including Hung Up Parachute Release Assembly (HUPRA) are to be compliant with ac type **(See A.5.b).**  Ac provision is to have embedded engineering support with responsibility for all aviation related logistics and administration including (but not limited to) monitoring and maintaining ac serviceability, refuelling, ac movement, ac security and all ac related documentation including flying and fuel logs. | Equal to the number of ac employed. | Successfully meet pre-use acceptance criteria as detailed in **AP** 101-101A 1B3 or all ac employed. |
| B.1.c | Provide ac that can take-off / land on multiple surface types (grass, hardened runways, etc.). | Within the parameters of operating ac and pilot qualification and experience. | Equal to the number of ac employed. | Iaw with ac design specifications. |
| B.1.d | Provide mandatory Short Take-Off and Landing (STOL) capable ac. | Within the parameters of operating ac and pilot qualification and experience. | Equal to the number of ac employed. | Iaw with ac design specifications. |
| B.1.e | Provide ac that are fully maintained. | Ac are to be provided fully fuelled, fully serviceable and fit-to-deliver parachuting at the start of operations. | Equal to the number of ac employed. | As per ac maintenance schedules and servicing frequency. |
| B.1.f | Provide ac with enough uplift capacity. | To meet MPT, in addition to the aircrew contingent, a minimum of 2 x parachutist despatchers to a minimum single parachutist up to a maximum of 18 parachutists. The capacity of 20 personnel is highly desirable, but not essential. | Iaw with section B.1. | Successfully:  - Facilitate and maintain all UK based MPT law scheduled activity to 100% availability.  - Ac permissible AUW to be calculated as per ac type, based on multiples of parachutists with a minimum AUM of 136 kg and a maximum AUM of 159 kg. Crew contingent is dependent on ac type, but no less than: 1 x pilot (day), 2 x pilots (night), 1 x No 1 Parachutist despatcher (Spotter / Checker) and 1 x No 2 Parachutist despatchers (Checker / Despatcher).  - Iaw minimum ac fit requirements at Annex C to include serviceability of all items covered. The Authority applies zero tolerance on serviceability issues associated with ancillary equipment directly related to parachutist despatch, so the carriage of spares is required to maintain 100% serviceability of ac to enable uninterrupted parachute activity. |
| B.1.g | Provide ac with enough despatch capability. | Ac offering both side-door and tailgate despatch capability are highly desirable. Minimum tailgate capability is essential. In either case, the side and tailgate doors must be able to be opened and secured in-flight by parachutists / despatchers. | Equal to the number of ac employed. | Enough door and/or tailgate height to enable a parachutist to stand upright. |

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| **B.2** | **Support Enablers** | | | |
| **Aircrew** |  |  |  |
| B.2.a | Provide suitably qualified aircrew. | Aircrew are to be competent in the delivery of parachute activity across a wide range of drop altitudes by day, twilight and night. This is broadly laid out as follows:  **MPT**  - Into and cross wind release.  - High Altitude High Opening (HAHO) Stand-off SL parachuting Standard Operating Procedures (SOP).  - High Altitude Low Opening (HALO) FF SOPs  - Tailgate and side door despatch.  - Oxygen (O²) SOPs.  - Parachute drop as per Calculated Air Release Point (CARP) SOP.  - Over water despatch SOP.  - HUPRA SOP. | Aircrew numbers to be commensurate with the number of operating ac and tasking. The minimum number per ac is as follows:  - MPT: Up to 2 x full-time pilots | Successfully:  - Comply to RAF standardisation criteria for parachute despatch.  - Facilitate aircrew provision with contingency to maintain 100 % delivery within 48 hrs of initial requirement. |

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| **B.3** | **Fire & Crash Cover (FCC)** |  |  |  |
| B.3.a | Provide mobile FCC in support of UK based parachute activity. | Applicable across all MPT requirements as required by the Authority.  Provision of tender and support vehicles plus all associated crash equipment and extinguishing consumables.  Provision of a suitably qualified and experienced FCC crews.  The FCC package will be required to operate at many locations throughout the UK where embedded FCC does not exist. The Contractor will be required to plan and coordinate FCC accordingly. The Contractor will be responsible for determining the suitability of all operating a/f and that such facilities allow the appropriate level of crash cover iaw ICAO / **Defence Fire Safety Regs and Guidance (DSA 02 and 03)** for light ac. | **Hrs** - Total 453 hrs  supporting MPT. | Successfully:  - Align with JSP 426 and ac type and size.  - Support all UK MPT where FCC is required.  - Comply with ICAO standards for light ac type. |

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| **B.4** | **Military Parachute Training Water Support (MPTWS)** |  |  |  |
| B.4.a | To provide MPTWS in support of UK administered parachute activity into water. | Provision of highly manoeuvrable catcher craft complete with suitably trained coxswains / catcher craft operators  To operate at approved UK inland water DZs. | Total: 80 hrs. | Successfully:    - Support all UK ab initio parachute trg and trained troop continuation trg into water at suitably cleared UK inland waters. |

**ANNEX A – Key Performance Indicators**

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| --- | --- | --- | --- |
| **KPI Number** | **KPI Description** | **Incident Measure** | **Relevant SoR Items** |
| 1 | Aircraft Availability | All ac to be approved for MPT activity, including any and all T&E activity, by 1 Aug 2022.  All ac to be maintained to allow 100 % delivery of MPT activity within 48 hrs of initial requirement. | A.1 to A.15.b |
| 2 | Aircrew Competencies | All aircrew to be compliant with CAA flying regulations and trained to HQ 2 Gp flying competencies, by 1 Aug 2022.  All aircrew to maintain CAA flying currencies and HQ 2 Gp competencies without deviation fro the duration of the contract. | A.14.d & A.15 |
| 3 | Fire and Crash Cover (FCC) | Supporting FCC is to be compliant with appropriate regulations and include fire fighting equipment and operating crew commensurate with the ac type used in the delivery of MPT, by 1 Aug 22. | B.3 |
| 4 | Military Parachute Training Water Support (MPTWS) | Supporting MPTWS is to be compliant with appropriate regulations and include water rescue equipment and operating crew commensurate with the MPT activity involved, by 1 Aug 22. | B.4 |

**ANNEX B - SENIOR COORDINATOR REQUIREMENTS**

The SCoord is to:

* Provide aviation expertise over all ac operating under contract.
* Hold managerial responsibility for all pilots operating under contract.
* Maintain a medical register of all operating pilots.
* Ensure all operations meet the required certification and accreditation.
* Ensure all SOPs are conducted in accordance with HQ 2 Gp TATOM and CAERC regulation.
* Maintain a full understanding of air operating areas and ensure all pilots are aware.
* Attend contract parachute related meetings.
* Attend where required CAA / MAA meetings that would have influence on parachute activities.
* Attend Flight Safety and Hazard Review meetings.
* Attend Danger Area meetings.
* Be fully conversant with relevant Air Safety matters.
* Prepare all documentation for second and third-party audits when requested by the Authority.
* Assist in and contribute to the raising and submission of Defence Air Safety Occurrence Report (DASOR).
* Assist in dealing with receipt of noise complaints.
* Manage, coordinate and allocate all FCC / MPTWS to parachute activity iaw JSP 426 or promulgated SOPs.
* Ensure ac ground support is managed and coordinated specific to task.

**ANNEX C - EXAMPLE MANDATORY PRE-FLIGHT CHECKS IN ACCORDANCE WITH AP 101-101A 1B3**

| **Pre-flight Checks** | **Standard** | **Provider** |
| --- | --- | --- |
| Tail guard (if fitted) | Fixed correctly | Ac Operator |
| Step (if fitted) | Fixed correctly and void of snag hazards. | Ac Operator |
| Floor Surface | Free of trip hazards and contaminants | Ac Operator |
| Lights and Intercom | Working correctly | Ac Operator |
| Anchor Cables | Without fraying | Ac Operator |
| Ac Altimeter | Serviceable | Ac Operator |
| Parachutists Altimeter | Serviceable | End User |
| Six-bolt stop or equivalent | Fitted correctly | Ac Operator |
| Tailgate Extension Strops | Free of Damage | End User/ Ac Operator to fit |
| SL Extension Strops | Free of damage and serviceable | End User |
| HUPRA | Within maintenance date | End User |
| Para Bags | Enough to meet sortie requirements | End User |
| Parachutist's Seats | Free of damage and fitted correctly | Ac Operator |
| Door Area | Free of trip hazards and contaminants | Ac Operator |
| Ac Board | Available and clean | End User |
| Despatcher's Belts | Within maintenance date and serviceable | End User |
| Despatcher's Headsets | Serviceable | Ac Operator |
| Bolt Croppers | Serviceable | Ac Operator |
| Despatchers' helmet | Within maintenance date | End User |
| Spare Parachute | By type and within maintenance date | End User |
| Cabin Lights | Functioning and serviceable | Ac Operator |
| Light masking (night) | Functioning and serviceable | Ac Operator |
| Red lights fitted (night) | Functioning and serviceable | Ac Operator |
| Ac Curtain (night) | Functioning and serviceable | Ac Operator |