

Clarification Question Set No. 2

Q2 - If an extant clearance will be required at contract award?

A2 - An extant clearance is not necessarily required at contract award but a clear plan to gaining a clearance (e.g. partial clearance, clearance through another route or additional evidence) shall be required. An expectation to be able to gain a clearance will be a vital factor in the contract award.

Q3 - The route to gaining a clearance for a 'new' platform, clarifying how this will be factored in to the bid timeline and whether this would need to be achieved prior or post contract award

A3 - The route to gain clearance is laid down in the MRP. Sufficient clearance will need to be achieved by IOC so any additional trials evidence will support this process. Delivery Team / Military Aviation Authority discussions are underway to clarify options to avoid a first of class trial; this is not guaranteed to be successful.

Q4 - The interface between the provision of information to enable the development of clearances, plus the responsibility for the assessment of; and issue of a clearance between the contractor and DE&S.

A4 - The certification process is laid down in the MRP. The Ship Air Release process will require any additional trials and evidence. The evidence will be provided to the Delivery Team who will work with the Military Aviation Authority and Ship Air Release working group and the successful bidder to agree the Ship Air Release trials requirement.

Q5 - Will this contract be operated under the MAA CFAOS approval scheme?

A5 - Yes

Q6 - What detail can be shared regarding the FHSU tender schedule and procurement process that may/will be utilised

A6 - At this time SPMAP is still assessing this matter and this RFI process will directly inform decision making. The market shall be informed once firm plans are finalised.

Q7 - What, if any plans are there to hold FHSU industry events

A7 - No plans are in place for an industry day