

THE DEFENCE LOGISTICS SUPPORT CHAIN MANUAL JSP 886

VOLUME 2 INVENTORY MANAGEMENT

PART 308 POLICY FOR THE UNITED KINGDOM LOGISTIC SUPPORT ARRANGEMENTS TO OTHER NATIONS (Formerly JSP 886, Volume 13, Leaflet MM 27/5)

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Amendment Number	Amendment Date	Details of Amendment

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SECTION 1 - MM 27/5 - POLICY FOR THE UNITED KINGDOM LOGISTIC SUPPORT ARRANGEMENTS TO ANOTHER NATION

PURPOSE

1. United Kingdom Logistic Support Arrangements (UKLSA) is an arrangement whereby a foreign nation which has purchased a military aircraft or system manufacturers in the UK, can obtain follow-on logistic support under a Government to Government arrangement. Foreign nations who buy into the UKLSA spares and repair support systems and participate in the bilateral exchange of operating and technical information are known as Member Countries (MCs). The initial support for an aircraft or system sold overseas is normally provided by the Prime Contractor. Although the Prime Contractor could also provide follow-on support, normally considered to begin 2 to 3 years after the purchase, many countries now prefer the security of long-term support provided under a UKLSA.
2. If requested, UKMOD will examine the possibility of providing UKLSA for such aircraft/equipment to cover re-provisioning, repair and technical and modification advice. There are however, 2 pre-requisites to successful negotiations:
 - a. The equipment to be supported by the UKLSA must be of UK origin and be common to that operated by the UK Armed Forces.
 - b. UKMOD must be aware of a continuing requirement for such equipment within the UK Armed Forces.

In addition, the extent to which such arrangements involve the commitment of UKMOD resources has to be carefully considered as part of the process of obtaining formal approval.

SCOPE OF UKLSA

3. The following services would normally be available under UKLSA:
 - a. Supply, other than initial stocks of common consumable items contained in the UKMOD inventory.
 - b. Repair and overhaul of equipment and components, common to the UKMOD and MC.
 - c. Information on common modifications.
 - d. Provision of specified technical information UKMOD publication and liaison.

EXCLUSIONS FROM UKLSA

4. Whilst the aim is to provide as wide a service as possible, within the limitations mentioned in Paragraph 3 above, there may be some occasions when exclusions have to be made, for example, because of commercial or political considerations. It is imperative that under such circumstances the MC is made fully aware of the situation as early as possible in the negotiating stage. The following support activities are not normally within the scope of UKLSA:

- a. Initial stocks of equipment and GSE unless agreed otherwise with the Prime Contractor.
- b. Initial and resupply of consumable spares during the OEM warranty period.
- c. Initial and resupply of Repairable spares.
- d. Support of equipment until UKLSA becomes operative.
- e. Supply of non-common equipment.
- f. Repair and overhaul of non-common equipment.
- g. Supply of modifications including documentation.
- h. Supply of Technical Publications, (but see Paragraph 3d).

NEGOTIATION OF A UKLSA

5. Initial reference to a UKLSA scheme may be included in a Government to Government agreement or Memorandum of Understanding (MOU), although alternatively Industry may seek government assistance during initial negotiations.

6. Requests for UKLSA assistance are normally made in the first instance to Defence Export Service Organisation (DESO) during the negotiations of the Government to Government MOU or sale, but the prior approval of HOS ADSCOps (D&S) must be obtained before any undertaking is made to provide UKLSA in support of the sale. In giving this initial approval, HOS ADSCOps (D&S) must consult and be satisfied that the requisite UKMOD resources including IPTs at both Wyton and Yeovilton are available and in particular that the cost of any additional manpower requirements will be borne by the MCs. Thereafter, the full implications of the particular arrangement being proposed have to be identified, considered and defined, and the UKMOD resources required to meet them quantified as part of the formal approval process. Normally, these activities will be led and co-ordinated by HOS ADSCOps (D&S) in conjunction with other specialist UKMOD branches.

7. In addition, when UKLSA is in prospect, HOS ADSCOps (D&S) will inform the Prime Contractor (or, if a Government to Government sale of used aircraft is involved, the holder of the design rights in the aircraft or equipment) and the Society of British Aerospace Companies (SBAC) as soon as possible. The Prime Contractor will be responsible for informing all principal equipment suppliers likely to be involved in the support of a MCs purchase. Once the initial discussions with industry have been completed and offer of UKLSA is agreed in principle then in accordance with Paragraph 6 above, all negotiations with the MCs will be carried out by HOS ADSCOps (D&S).

8. Documents relating specifically to a UKLSA are prepared and negotiated as follows:

- a. **Memorandum of Understanding.** International agreements are usually expressed in the terms of an MOU, which is a formal document prepared by DESO or HOS ADSCOps (D&S) for signature at one star level or above. An MOU is not a contract but is a declaration of intent, expressed in a very broad outline, that one government is willing to assist another, usually for mutual benefit.

b. **Implementation Arrangement.** HOS ADSCOps (DS) in collaboration with the appropriate UKMOD branches will prepare and agree with each MC a detailed Implementation Arrangement (IA) for the UKLSA which will be based on this Leaflet. It is intended that, wherever possible, MCs will be required to conform to standard UKMOD procedures appropriate to the elements of the UKLSA procedure included in their particular Arrangement. IAs are signed on behalf of the UKMOD by HOS ADSCOps (D&S).

c. **User Guide.** The UKLSA User Guide is produced to provide the MCs with a working level deskguide to the operation of the UKLSA scheme and is produced and distributed by HOS ADSCOps (D&S).

9. Once the policy for the particular UKLSA has been negotiated and agreed, HOS ADSCOps (D&S) staff are responsible for the detailed logistics operation of the scheme, covering the following activities:

- a. Providing the MCs with a single point of entry into the ES(Air) Logistics Systems for supply, engineering and finance.
- b. The preparation of the lists of equipment to be supported (Stock Level Cases (SLC)).
- c. Co-ordination of Integrated Project Team (IPT) activity.
- d. Preparing and agreeing with the MCs the annual review of the SLC lists and providing priced copies to the MCs.
- e. The exchange of Letters of Offer (LOOs) (see Paragraph 11).

OUTLINE OF THE UKLSA SYSTEM

10. A broad outline of the services required by the MCs will be specified in the IA however, the exact details or items and services to be provided must be agreed between HOS ADSCOps (D&S) and each MC and be subject to LOOs. The UKLSA may cover two or more of the following elements as "Cases". ('Case' is the term used to describe a list of equipment/spares and/or the associated financial and accounting details appropriate to a specific service being provided under the UKLSA).

a. **Maintenance Stock Level Case (MSLC).** The MSLC is a list of consumable spares which an MC expects to demand in an agreed forward period for example, 12 months. The "Case" also outlines the funding requirements.

b. **Repair Stock Level Case (RSLC).** The RSLC also covers a 12 month period and includes the following:

- (1) The expected arisings of repairables and how the repairs will be undertaken.
- (2) The quantity of repairables of the MCs will be required to purchase for provide) to augment the UKMOD common pool of items for which there will be a return and exchange arrangement (see Paragraph 17b).
- (3) The funding arrangements for (2) above.

(4) The funding arrangement for the enhancement of the stocks of repair spares needed to support the repair lines.

c. **Requisition Case.** The Requisition "Case" covers the estimated value of the size of the annual withdrawals from the SLC's, together with the bills likely to be placed for ad hoc demands for both spares and repairs and the support costs for staffing the "Cases". The requisition case should always be in credit. In order to provide funds to cover withdrawals the MCs pay for the estimated bills in each quarter. At the inspection and at each subsequent re-negotiation HOS ADCC Ops will seek MC agreement on the size of the following year's Requisition "Case". The MCs will be required to lodge one quarter of that sum with the Defence Bills Agency (DBA) Liverpool at the time of signature of the LOO and before the "Case" start date and thereafter within three weeks of it being called forward by DBA Liverpool, with funding called forward as necessary.

More details of these "Cases" are given in subsequent paragraphs.

11. Once the "Cases" have been agreed they are formally ratified normally by means of a Re-negotiation Meeting and contract LOOs. After the LOO's have been signed and the appropriate funding lodged with UKMOD, provision action will be taken or repair cover arranged, as necessary.

12. Spares procured against the MSCL and the RSLC are held with the other UKMOD stocks and are not segregated nor separately identified in any way.

MAINTENANCE STOCK LEVEL CASES

13. **Maintenance Stock Level Case.** During the negotiation of a UKLSA, HOS ADSCOps (D&S) is to obtain the following projected aircraft operating parameters from each MC and, with this information, is to prepare a recommended list of spares to support the MCs activity for an 18 month forward period:

- a. The total number of aircraft to be supported.
- b. The Forecast Flying Rate (FFR).

14. The recommended listing produced is to be forwarded by HOS ADSCOps (D&S) for consideration by an MC, emphasising that any significant reduction may affect the operational capability of their aircraft. An MC may amend the listing according to their own estimate of the spares required to produce their own assessment of the MSLC requirement based on experience. The recommended MSLC will be returned to HOS ADSCOps (D&S) and adjusted if necessary, following consultation with and acceptance by the IPTs.

15. A finally agreed MSLC is priced and offered to an MC under cover of a LOO. The LOO is the formal contractual document signed by HOSSC Ops (D&S) and an authorised representative of an MC, signifying formal offer and acceptance of an agreed Case, together with its supply and financial implications. A signed LOO provides UKMOD with the necessary authority to undertake procurement to augment the UKMOD stockholding.

16. The MSLC is normally re-negotiated annually. HOS ADSC Ops (D&S) or the MCs will prepare a revised MSLC, taking into consideration any changes proposed by the MCs and the inclusion of recurring ad hoc demands (see Paragraph 30) placed during the

proceeding 12 months. The recommended listings is to be passed to the MCs for consideration, then circulated to the SA branches for concurrence and final agreement by the MCs. Any reductions in quantity between one year and the next that cannot be absorbed within UKMOD requirements must be purchased by the MCs.

REPAIR STOCK LEVEL CASE

17. During the initial negotiations the MCs can advise the items for which they require repaired with UKLSA support. The MC should also provide forward planning forecasts as necessary, for the number of engine repairs likely to be required over a 4 year period. HOS ADSCOps (D&S) in conjunction with the IPT determines the level of repairs that can be accepted and the method of repair in line with the following criteria:

- a. **List 1 - Return and Repair.** MCs own item returned for repair by a Service Repair Organisation - 3rd line.
- b. **List 2 - Return and Exchange.** MCs unserviceable item returned to the appropriate Defence Storage Distribution Centre (DSDC) in exchange for serviceable item issued on demand.
- c. **List 3 - Return and repair.** MCs own item returned for repair by the Contractor's Repair Organisation (CRO) (4th line). List 3 items will normally include serially numbered components which may be similar but not identical to MODUK components.

18. For List 2 items, recommendations are also made for the quantities needed to augment the UKMOD common repair pool. If an MC decides to provide the pool items 'in kind'. HOS ADSCOps (D&S) will arrange delivery to the UK. A statement will be produced each year, at the re-negotiation meeting, by HOS ADSCOps (D&S) detailing 'in kind' items and their historic value. Supply of an item 'in kind' from an MC is to be accepted as full payment against the cost of supplying an item for the repair pool. If the RSLC quantity is subsequently reduced, there will be no credit when an MC accepts an 'in kind' since no charge was raised initially. If no 'in kind' return can be made then the MC will receive a financial adjustment to the historic value of the original item supplied to the repair pool.

19. In order to provide a means of pre-funding the cost of the repair spares element, HOS ADSCOps (D&S) will assess the estimated repair costs of the main components and from that determine the likely value of spares required. This is achieved by breaking down the average repair cost per component into labour and spares elements using a formula based on historical data. The pre-funding required is a percentage of the spares element and is assessed for both contractor and service repair facilities. For ultimate billing purposes, HOS ADSC Ops (D&S) will wherever possible, charge the MC the actual cost of repair including repair spares and transportation costs.

20. An RSLC is prepared and agreed with an MC and is the subject of a formal LOO similar to that described in Paragraph 15 showing:

- a. The 3 Lists of repairable items with forecast arisings for 12 months.
- b. The required quantity to augment the repair pool to support the List 2 (Return and Exchange) forecast arisings.
- c. Estimated cost of List 2 repairs.

- d. The estimated cost of augmenting UK stocks of pools to support List 2.
- e. The estimated costs of enhancing stocks of repair spares to support repair arisings in List 1, 2 and 3.
- f. The funding requirements for sub-Paragraphs c, d and e.

FUNDING OF CASES

21. **Introduction.** The basic financial philosophy behind the UKLSA is that the UKMOD will not seek to make a profit or incur a loss overall. The MCs are responsible for reimbursing the UKMOD for all expenses incurred in connection with the Arrangement. These expenses are to be determined by HOS ADSC Ops (D&S) in accordance with Treasury Rules. Necessary funds will be made available by the MCs, in sterling, in such amounts and at such times as required by UKMOD. The MCs will accept financial liability for all spares held on their behalf or ordered within the various Case levels. The liability for these spares is to be met by the MCs depositing in the UK a sum of money to cover 1/6th of the cost of all spares on the MSLC and RSLC. This is based on the use of 18 months as the average Procurement Lead Time (PLT) for spares and assuming that 3 months worth of spares should be "on hand" at any time as a result of provisioning on behalf of the MCs, for which payment has been made by the UKMOD. Additionally, and within the IA, the MCs will give a dependable undertaking to pay the cost of the 5/6ths proportion remaining, if and when called upon to do so. In so far as List 2 pool items are concerned, the MCs are required on acceptance of the RSLC LOO, to deposit the total value at current prices if not providing "in kind". When MCs sign and accept the LOOs, they will, at the same time, arrange for the appropriate monies to be lodged with UKMOD DBA, Liverpool.

STOCK LEVEL CASES

22. In preparing the LOOs, HOS ADSC Ops (D&S) will calculate the proportion of the value of the SLCs to be pre-funded by the MCs. For the balance, the dependable undertaking on the part of the MCs must also cover any costs which may accrue if the MCs decide that action should be taken at any time to cancel contracts.

23. If, after the annual reviews of the MSLC and the repair spares element of the RSLC, the value has increased, revised LOOs request the MCs for a pre-funding equivalent to 1/6 of the value of the increase. If the value of the SLCs has decreased, the pre-funding of 1/6 the value of the decrease may be used to offset billing against the Requisition Case subject to the deduction of any non absorption's by the UKMOD of stock purchased on behalf of the MCs.

24. All MSLC spares prices are fixed for the Case year at negotiation but the price for repair spares is that current at the time the repair is completed. HOS ADSCOps (D&S) will be responsible for obtaining and pricing all vouchers relating to UKSLA issues, raising the Forms DAB 1, and forwarding them to DBA Liverpool, who will raise an invoice and debit the relevant MCs Requisition Case.

REQUISITION CASE

25. DBA Liverpool will submit a financial statement at the end of each month to the MCs, copied to HOS ADSCOps (D&S), detailing all the financial transactions for that month and showing the balance remaining. Funds provided but not committed in a quarter will be

carried forward and applied to the next quarters requirements. Additional funds will be called forward from the MCs if the funding provided is insufficient to cover the anticipated activity. Should activity be such as to cause a predicted shortfall in funding then HOS ADSCOps (D&S) will reassess the Requisition Case and submit a revised LOO in the MCs calling for additional funding.

DELETION OF ITEMS FROM THE SLCs

26. When, for whatever reason, an item ceases to be common to both the UKMOD and an MC, it is to be deleted from the SLCs. Similarly an MC may reduce the quantity of an item on the SLCs. A financial adjustment will have to be agreed with the MC following any deletion or reduction in the quantities listed on the SLCs. HOS ADSCOps (D&S) is responsible, on advice from the SA branches, for advising the MC when items on the SLCs are no longer provisioned by the UKMOD.

27. Where an MC no longer requires an item or wishes to withdraw from the UKLSA, it may offer any stock held either in the UK or by the MC to the UKMOD. Details are to be circulated to SA branches by HOS ADSCOps (D&S) and where the UK has a continuing requirement, arrangements are made to absorb spares into UK stocks subject to acceptable financial adjustment.

28. Where there is no continuing UKMOD requirement for the stock held or on order in the UK, the MC will be required to pay the outstanding balance for such items less any savings which can be made by cancelling orders. The MC will be expected to demand such equipment or alternatively, the UKMOD may arrange sale of the equipment and credit the MC with any sums realised.

29. Where an RSLC List 2 item is found to be subject to scrapping at Contractors Works, it will be assumed the MC and Service scrap rates are the same. Consequently MCs will be required to replace proportionately repair pool items that have been scrapped. MCs will be charged each year in relation to their repair activity during the previous 12 months.

AD HOC DEMANDS ASSOCIATED WITH UKLSA

30. Experience has shown that not all of the MCs requirements will have been forecast in the MSLC and RSLC and therefore the UKMOD will not have provisioned against these requirements. However, subject to prior agreement from the item manager, ad hoc demands will be satisfied from stock or dues in provided that the UK operational requirements are not put at an unacceptable risk. Ad hoc demands will be rejected when stock is not readily available. Demands in excess of the MSLC/RSLC recommended quantity, also known as ad hoc, will be treated in the same manner. Where release is possible the MC is to be advised and the issue processed by HOS ADSC Ops (D&S). Such demands will be priced at the time of issue.

PROVISIONING

31. **MSLC And Ad Hoc Demands.** Once LOOs have been exchanged and the transfer of funds completed, HOS ADSCOps (D&S) is to pass details of the MSLC to the appropriate SA branches for provision action. Items are to be provisioned thereafter as part of the normal provisioning programme subject to any variations advised by HOS ADSCOps (D&S). Demands placed by an MC will be treated as recurring consumption after the initial MSLC and included by the IPTs in their reprovisioning calculations.

32. Reprovisioning action is not to be taken automatically on ad hoc demands from an MC. An MC will indicate those ad hoc demands of a recurring nature and these are to be recorded by HOS ADSCOps (D&S). At suitable intervals and/or re-negotiation time the ad hoc demands are to be considered for inclusion the MSLC:

33. An MC will give early advice to HOS ADSCOps (D&S) of any additional items they require as a result of any change in their FFR or operation of the aircraft being supported by the UKSLA. These will be treated as additions to the MSLC and passed to the SA branches for approval. The MSLC will be amended and the items priced, amended LOOs will be issued if required and the SA advised in order that provisioning action may be taken.

34. The MSLC will be negotiated annually between the MCs and HOS ADSCOps (D&S) on behalf of UKMOD.

REPAIR STOCK LEVEL CASE

35. The estimated requirements of an MC will be advised by HOS ADSCOps (D&S) initially based on an MCs operating parameters and thereafter either the MC will provide their own 12 months arising forecast or HOS ADSCOps (D&S) will calculate it on their behalf. HOS ADSCOps (D&S) will also calculate the List 2 pool commitment. Once agreement has been reached between an MC and HOS ADSCOps (D&S) the forecasts will be advised to the IPTs and other agencies responsible for including the quantities in their forward repair programmes. Where the repair is to be carried out in Industry (List 3), IPTs will be tasked to arrange for separate contracts to be raised the repair of equipment for each of the individual MCs. The SA branches will ensure that a copy of each contract is forwarded to HOS ADSC Ops (D&S). Such special contracts must call for the contractor to itemise all UKMOD supplied repair spares used to ensure that the MCs are accurately charged.

MODIFICATIONS

36. The following procedures are to be read in conjunction with the standard UKMOD procedures for the procurement, control and issue of modifications, contained in C 14/1. HOS ADSC Ops (D&S) is the point of contact for MC modifications.

37. Each MC will be advised by HOS ADSCOps (D&S) of all modifications which are being considered by the UKMOD for the 'Aircraft type' and associated equipment, thought to be of interest to the MC. HOS ADSCOps (D&S) will recommend that any modification required by an MC. HOS ADSCOps (D&S) will recommend that any modification required by an MC should be obtained directly from the Prime Contractor. UKMOD will not supply modifications to an MC, although it may upgrade repairable items using repair spares after the modification has been adopted by the MC, on return for repair in the UK loop. For List 2 items an MC must agree to maintaining the same modification standard and buying any modifications otherwise the items will be transferred out of List 2. Modifications of List 2 items by the means of repair spares is a justifiable upgrade of List 2 items,

NOTIFICATION OF MODIFICATIONS

38. The Prime Contractor for the aircraft type, or the Engineering Authority (EA), should declare the applicability of modifications contained in JSP 886 Volume 4 Part 300 (C14/1). HOS ADSC Ops (D&S) is the point of contact for MC modifications.

39. HOS ADSCOps (D&S) will receive from the Project Office, modification proposals which may have common applicability to MC an UKMOD aircraft in advance of the 'contractors' submission to the Local Technical Committee (LTC). The information is vetted by HOS ADSCOps (D&S) and passed to the MCs for early advice. Form 714s followed by Form 715s sent with the minutes of the Modifications Committee meetings to HOS ADSC Ops (D&S) will be suitably adjusted to remove costing information before being forwarded to the MCs.

40. An MC may wish to take part in the joint development of a modification and may request the UKMOD to supply the modification sets. This may be done outside the UKLSA by MODUK Project Office agreement with the Prime Contractor. Otherwise the MC will make appropriate commercial arrangements direct with the Prime Contractor for the design and development work, including the purchase of modification sets as required, associated with the introduction of all modifications required for an MCs aircraft. MCs will keep HOS ADSC Ops (D&S) informed of all adopted modifications which affect the commonality of the items in the RSLC.

41. The introduction of modifications could affect the commonality of items in the MSLC and RSLC. Consequently the MCs and HOS ADSC Ops (D&S) are to review the MSLCs and the RSLCs regularly to ensure that old time spares are removed and new ones added with the necessary financial adjustment.

ADP ASPECTS OF UKLSA

42. An MC will be instructed to place all demands on HOS ADSCOps (D&S) using the Joint Services Priority Code (JSPC) relevant to their status. Ad hoc demands will be placed on HOS ADSCOps (D&S) where they will be actioned in accordance with Paragraph 31. Demand validation checks confirm that items are on the SLCs, the correct financial liability number is quoted and that the sum of the previous issued added to the current demand is not in excess of the SLC level. HOS ADSC Ops (D&S) will maintain a record of all demand activity against the SLCs.

FAULTS

43. Copies of Naval Technical Instructions (NTIs), Preliminary Instructions (PIs), Preliminary Warning Instructions (PWIs), Special Technical Instructions (STIs), Servicing Instructions (SIs) and summaries of Narrative fault reports and Aircraft incidents produced by DD DEF LOG IS(Air)SA will be sent to the MCs for them to take whatever action is necessary.

OWNERSHIP

44. The transfer of ownership of equipment takes place when an item leaves the UK DSDC, although exceptionally this may be when an item leaves the manufacturer or service consumer unit.

TRANSPORTATION

45. An MC is normally responsible for arranging the movement of UKLSA items from the UK DSDC or manufacturer to the final destination, usually employing a suitable freight agent for the work. Similarly, the movement of UKLSA items returned to the UK for repair or exchange will be arranged by the MCs or their agent. MCs will normally be responsible for arranging all customs clearance formalities and for the procurement of export licences

as necessary. Where the UKMOD offers movement facilities or an MC utilises existing UKMOD movements systems, the MC will be responsible for repaying to UKMOD the cost of such services used.

ANNEX A - LEAFLET MM 27/5 ANNEX A - UKLSA - ALLOCATION OF RESPONSIBILITIES

1. SCOps (UKLSA) is responsible for:
 - a. Supply policy for all UKLSAs.
 - b. Co-ordinating the initial investigation into the feasibility of a MC's proposal with industry, as agreed by the MOD/SBAC Interface Committee. Advise prime contractors, co-ordinate the Treasury/Finance, Supply Management and Engineering policy aspects.
 - c. Liaison with industry and negotiation with the MC on the implementation and content of UKLSAs.
 - d. Drafting, agreement and UK signatory for implementation procedures.
 - e. Preparation of User Codes.
 - f. Initial negotiations and re-negotiation of stock level cases and requisition cases.
 - g. Providing the single point of entry into the RAF Supply System for the MC.
 - h. Co-ordination of the Integrated Project Team activity in support of UKLSA.
 - i. Exchange of annual letters of offer.
 - j. Secretariat functions including:
 - (1) Drafting the MOU and formal arrangement in consultation with DESO.
 - (2) Signing of MOU and arrangement.
 - k. Financial functions including:
 - (1) Financial policy and procedures.
 - (2) Determination of prices and funding levels.
 - (3) Operation of suspense accounts.
2. SCOps (UKLSA Eng) is responsible for:
 - a. Repair procedures.
 - b. Modification and defect reporting procedures.
 - c. General exchange of technical information and engineering data.
 - d. Advice on UKLSA engineering requirement.
 - e. Liaison with industry on all UKLSA engineering matters