

**AGREEMENT BETWEEN NETMA AND EUROFIGHTER GMBH GOVERNING
TYPE ACCEPTANCE OF BATCH 1 WEAPON SYSTEMS TO BE DELIVERED
UNDER THE PI/PRODUCTION CONTRACT (No NETMA/C2/40601/97/NR) AND
SUPPLEMENT No. 2 THERETO ('the Contract')**

1. INTRODUCTION

- 1.1 The purpose of this agreement is to set out the supplementary arrangements to the provisions of the Contract relating to Type Acceptance of Batch 1 Weapon Systems.
- 1.2 For Type Acceptance of Tranche 1 Weapon Systems , Attachment F to Supplement No 2 to the Contract permits achievement of the full Weapon System Performance Specification (WSPS) in incremental steps (CRR1, CRR2, CRR2U and CRR3 and CRR (Final)).
- 1.3 Whereas the full CRR1 functionality required for Batch 1 by Supplement No 2, Attachment F, is not yet available, and other shortfalls have been identified against Contract Annex 1A WSPS requirements, the Customer nevertheless agrees to accept the Batch 1 Weapon System Type on the basis of the terms and conditions stated below.

2. PRINCIPLES

- 2.1 The Customer agreement to accept the Weapon System Type being offered by the Contractor shall be demonstrated by his counter-signature of the Batch 1 Weapon System Type Acceptance Certificate.
- 2.2 In recognition of the Batch 1 Weapon System deficiencies against the Contract Annex 1A WSPS requirements and the Customer's right to remedies in accordance with Article 4.7 of the Contract, the Customer and the Contractor agree that for Type Acceptance the remedies will be applied as follows.
- 2.2.1 Category 1 Retentions – Deviations from Contract Annex 1A as defined by CRR1.
- 2.2.1.1 As previously agreed under the terms of Supplement No 2, the Customer shall apply a payment retention of ■% of the Airframe price as detailed in **Appendix 1**, equivalent to ■% of the Weapon System price, for provision of the Contract Annex 1A functionality defined in CRR 1.
- 2.2.1.2 Such payment retentions shall be applied to a maximum of 37 individual Weapon Systems offered at CRR 1 level until achievement of CRR2, and will be released when Batch 1 Weapon Systems are upgraded from CRR1 to CRR2 standard.

2.2.2 Category 2 Retentions – Functionality shortfalls against CRR1.

2.2.2.1 The Contractor acknowledges he is currently unable to demonstrate, in accordance with the requirements of Supplement No 2, Attachment F, that the level of functionality required to meet the CRR1 requirement has been achieved. A list of the missing CRR1 functionalities and their respective rectification points are provided at **Appendix 2** to this agreement.

2.2.2.2 In recognition of this reduced CRR1 functionality availability the Customer shall apply additional payment retentions, at a level of █% of the individual Weapon System price as detailed in **Appendix 3** of this agreement.

2.2.2.2.1 █% of such payment retention shall be applied to all Batch 1 Weapon Systems offered for acceptance until all the shortfalls are rectified, through achievement of PSC1.2/SRP1 – Amendment 2,. For the purposes of this document the technical definition of the PSC1.2 package is assumed to provide all missing CRR1 functionality with the exception of the Gun, Outboard Pylons and Tanks, and is provided at **Appendix 4**.

2.2.2.2.2 █% of such payment retention shall be applied to all Batch 1 Weapon Systems offered for acceptance until embodiment of upgrade package U1 on a minimum of one aircraft per Nation, including provision of upgrade kits and associated supporting documentation.

2.2.3 Category 3 to 5 Retentions – Permanent and temporary shortfalls and Type Non Conformances.

2.2.3.1 Following a thorough technical assessment of the Type offered for acceptance, the Customer and Contractor have agreed that the Batch 1 Weapon System Type contains further shortfalls against the CA1A WSPS requirements. A detailed listing of these shortfalls, broken down into the respective Categories 3 (permanent shortfalls), 4 (temporary shortfalls) and 5 (Type Non Conformances), together with an assessment of their impact and the forecast rectification points (Category 4 only) is provided at **Appendix 5**.

2.2.3.2 The Customer shall apply payment retentions against Category 4 (Temporary Shortfalls) and Category 5 (Type Non Conformances), in accordance with Article 4.7 of the Contract, at a level of █% and █% respectively of the individual Weapon System price as detailed in **Appendix 3**.

2.2.3.3 Category 4 retentions shall be applied to all Batch 1 Weapon Systems offered for acceptance until rectification of the groups of shortfalls as identified in **Appendix 5**. The upgrade/rectification programme for Category 4, temporary shortfalls is detailed at **Appendix 6**.

- 2.2.3.4 The payment retention regime and the release mechanism contained within this agreement is conditional upon the Contractor's adherence to the rectification programme at **Appendix 6**. Should the Contractor significantly fail to fulfil his obligations in regard to the rectification programme, the Customer reserves the right to revisit the content of this agreement.

3 SUMMARY

- 3.1 In summary the retentions detailed at paragraphs 2.2.1 to 2.2.3 above amount to a total of ■% of the overall Weapon System price. For ease of reference a summary of the remedies broken down by Category or where relevant Group and their relative value is provided at **Appendix 7**.
- 3.2 In the event that it is agreed not to correct any one or more of the temporary shortfalls, then such shortfalls shall, in due course, become permanent shortfalls. Such permanent shortfalls shall be taken into consideration during the Final Settlement as envisaged under Article 4.3 of the PI/Production Umbrella Contract.

4. PAYMENT AND RELEASE MECHANISM

- 4.1 Retentions shall be applied against the PI/Production Contract, Supplement No 2 airframe milestone payments, by means of the provision of credit notes by the Contractor.
- 4.2 Upon achievement of the agreed trigger points, in accordance with **Appendix 8**, the Contractor shall submit invoices to offset the credit notes and the payment shall be released by the Customer.
- 4.3 In the event that the value of Supplement No 2 airframe milestone payments is insufficient to cover the retention to be applied, the remainder shall be withheld from the Supplement No 1 airframe milestone payments.
- 4.4 In the event that the value of Supplement No 1 and Supplement No 2 airframe milestone payments are insufficient to cover the retention to be applied, the remainder shall be deducted from Supplement No 2 equipment milestone payments.
- 4.5 Release of the retentions as described above shall be made in accordance with the detailed arrangements set out in **Appendix 8** and **Appendix 9** to this agreement.

5. TERMS

- 5.1 Except as expressly set out in this agreement, the terms of the PI/Production Contract and its Supplement No. 2 shall remain in full force and effect and in the event of conflict their terms shall take precedence over this agreement.

FOR
NATO EUROPEAN FIGHTER
AIRCRAFT DEVELOPMENT,
PRODUCTION AND LOGISTICS
MANAGEMENT ORGANISATION
(NEFMO) – MEMBER STATES



GENERAL MANAGER – NETMA

Date: 19th June 2003

FOR
EUROFIGHTER JAGDFLUGZEUG
GmbH



CHIEF EXECUTIVE OFFICER

Date: 19th June 2003

SUMMARY AIRFRAME PRICE - 2003 ECs

Supplement 2

AIRFRAME

Appendix 1 to Type Acceptance Agreement

Type Price				EC's		DEMe		ITL		GBP		ESP		DEM	
								Escalation		Escalation		Escalation		Escalation	
MAIN A/F				Firm	Av. 97										
				Fixed end 2001-Firm from 2002											
CP's															
000077 ⁽²⁾				Firm	Av. 97		0								
(Included in A/F)				Firm from 01/2002			0								
100023 D/B				Firm	Av. 97										
				Fixed to end 2001			0								
				Firm from 01/2002 ⁽³⁾	2001										
100047 B/3				Av. 97											
				Fixed to end 2001			0								
				Firm from 01/2002	2001										
100076 A				Firm	Av. 97										
100095 A/1				Firm	Av. 97										
100102 C				Firm	Av. 97										
				Fixed end 2001-Firm from 2002											
100503 B/1				Firm	Av. 97										
				Fixed to end 2001											
2000101				Firm	Av. 97										
300089				Firm	Av. 97										
400029 B				Firm	Av. 97										
400038 A				Firm	Av. 97										
400054 B/1				Firm	Av. 97										
400060 A				Firm	Av. 97										
TOTAL AIRFRAME ESCALATED															
TOTAL AIRFRAME ESCALATED															

OMINAL A/F PRICE CALCULATION		MDMe	
A/F			
TOTAL			

Assumptions:

- 1) Escalated AF PP figures have been used based on latest factors provided by Nations.
- 2) CP000077 included in the basic AF PP
- 3) Airframe CPs have been escalated on an annual basis using airframe escalation factors.
- 4) Average exchange rates 2001 for GBP and fixed rates for ITL and ESP have been used to calculate DMe.

ATTACHMENT 2 – CRR1 SHORTFALLS (ATTACHMENT C to R-J-O-E-1515-TD310 Issue 5)

CRR1 Fnty Supp. 2. Att.F Annex1	Clearance Statement	Impact Cat	Temp Perm	Impact	Achiev %	Recovery and/or Event	Target Clearance	Shortfall Covered by CA1A Para
Autopilot / Autothrottle:Basic Acquire and Hold Modes for Airspeed / MACH, Baro Altitude and Heading	AT – CLEARED AP – Not Cleared	4	T	Increased Pilot Workload.	95	Based on Flight test evidence: Amendment to SRP1 providing AP clearance	SRP1 Final Amdt PSC1.2	1.5.3.6.2 a, b, c, e & f
Autopilot / Autothrottle: Basic Hold Mode for attitude	AT – CLEARED AP – Not Cleared	4	T	Increased Pilot Workload.	95	Based on Flight test evidence: Amendment to SRP1 providing AP clearance	SRP1 Final Amdt PSC1.2	1.5.3.6.2 a, e
Control Laws: Stability + Control of all WSDPS A/A stores + tanks configurations for TS + SS (excluding TMC)	4+2 Configuration CLEARED Tanks and 4+4 and 6+2 Not Cleared	3	T	Missions requiring outboard stores not possible until 4+4 and 6+2 configurations are cleared. Limited sortie duration	30	Tanks clearances	Following clearance for SRP2 Amdt 2 PSC2.1,DS F: <ul style="list-style-type: none"> • 4+4 • 6+2 • Tanks Carefree 	3.1.5 to 3.1.6
Air to Air Gun firing (no aiming)	CLEARED for Flight Trials	3	T	No Gun Fire Clearance Subject to equipment gun fire vibration clearance	90	A/C Clearance pending ground and flight trials	SRP1 Final Amdt PSC1.2	1.7.3.11

CRR1 Fnty Supp. 2. Att.F Annex1	Clearance Statement	Impact Cat	Temp Perm	Impact	Achiev %	Recovery and/or Event	Target Clearance	Shortfall Covered by CA1A Para
Chaff/Flare dispensing + Chaff/Flare Jettison (both manual)	PARTIALLY CLEARED (Chaff – CLEARED: Flares – Not Cleared)	3	T	Limitation: The fitting of IR Decoys for both ground and flight operations is prohibited. Restriction: The flare dispensers cleared for carriage only and must not be powered	95	FD EU FW 3.16, APSP1 QU2	SRP 2 PSC2.0	1.6.6 c2
ACVMS Interim Standard	NOT CLEARED	4	T	Workaround procedure in place using fill port	20	Recovery on GFE dependency	SRP1 Amd Final PSC1.2	

AIRFRAME

AIRFRAME	Type Price	EC's	DEME
MAIN A/F	Firm	Av. 97	
	Fixed end 2001-Firm from 2002		
CP's			
000077 (2)	Firm	Av. 97	
(Included in A/F)	Firm from 01/2002		
100023 D	Firm	Av. 97	
	Fixed to end 2001 Firm from 01/2002 (3)	2001	
100047 B/3		Av. 97	
	Fixed to end 2001 Firm from 01/2002	2001	
100076 A	Firm	Av. 97	
100095 A	Firm	Av. 97	
100102 C	Firm	Av. 97	
	Fixed end 2001-Firm from 2002		
100503 B	Firm	Av. 97	
	Fixed to end 2001		
2000101	Firm	Av. 97	
300089	Firm	Av. 97	
400029 B	Firm	Av. 97	
400038 A	Firm	Av. 97	
400054 B	Firm	Av. 97	
400060 A	Firm	Av. 97	
TOTAL AIRFRAME ESCALATED			
TOTAL AIRFRAME ESCALATED			

EQUIPMENT ESCALATED

CP's		1.122392
000077	Firm	Mid 96
100023 D	Firm	Mid 96
	Firm	Mid 96
	Bud.	Mid 96
100039	Firm	Mid 96
100047 B	Firm	Mid 96

ITL	Escalation	GBP	Escalation	ESP	Escalation	DEM	Escalation

[illegible]

ITL	GBP	ESP	DEM
1.237.036.000.000	858.881.000	42.609.000.000	987.599.000

	0		0				0
		[REDACTED]					
	[REDACTED]						
		[REDACTED]					[REDACTED]

TOTAL EQUIPMENT CPs ESCALATED	
TOTAL EQUIPMENT ESCALATED	

CP.s

400060 A	Max. to Firm	Mid.96	
TOTAL ROLE EQUIPMENT ESCALATED			

AEA/HEA	Firm		
TOTAL AEA/HEA ESCALATED			

[illegible]

[REDACTED]		[REDACTED]				[REDACTED]	
		[REDACTED]					

██████████	0	██████████	0	0	0	██████████
██████████		██████████		██████████		██████████

OMINAL A/C PRICE CALCULATION		MDMe			
A/F					
EQU					
REQU			MDMe	MEURe	MEURe
AEA			BASED ON 148 A/C		% Sup.2 price
TOTAL WEAPON SYSTEM					

- 1) Escalated AF PP figures have been used based on latest factors provided by Nations.
- 2) Escalated figure included in the basic AF PP
- 3) Airframe CPs have been escalated on an annual basis using airframe escalation factors.
- 4) For equipment escalation an amount has been included (MDMe) based on the provisional calculations made in 2001 / 2002 against which payments have been made.
- 5) "Average Exchange rates 2001" have been used to calculate DEMe for GBP prices, fixed rates used for ITL & ESP - (last time available DM/GBP official rate available)
- 6) Nil cost CP (000077) ex rates to have no impact
- 7) Role equipment & AEA/HEA has been escalated by the same factor as equipment. For Type acceptance purposes, RE and AEA will be included (Meeting 5/6/03).
- 8) In house includes deletion of SC
- 9) Alder based on - reduction of

Appendix 4 to Type Acceptance Commercial Agreement**DEFINITION OF PSC 1.2**

Product System Configuration 1.2 (PSC1.2) comprising of APSP 1 QU 2.0, FPSP 1b+ and UPSP 1d will provide

Improved control & monitoring of the Fuel system
Improved management and recording of mission, maintenance and crash data
Improved Radar performance
Correction of conceded problems in order to remove limitations (aircrew and ground crew), satisfying the Pilot Essential Recommendations (PER's)

Formal issue of Preliminary System Qualification Statements (PSQS's), including AVS "QU2" and UCS "1d", following the completion of qualification testing for PSC1.2 to enable flight test activities, will provide the following functional increases:-

1. Radar Performance shall be improved ("XCR10").
2. Introduction of the improved CSMU recording performance ("128MB")
3. Correction of the NVM corruption problem of the IMU ("5212")
4. Remove operational limitation (uncommanded flare release) of the FD-EU
5. Introduction of fuel functions compatible with the single seat aircraft (this shall include a SW automatic sensing of aircraft configuration, which allows one SW standard for both aircraft standards: single seat and twin seat). This will require not only SW change but also wiring adaptation.
6. Correction to fuel system functions to reduce potential nuisance cg warnings and remove 20 minutes range limitation.

The specific functionality provided through the release of PSC1.2 will achieve full compliance with CRR1, with the specific exceptions of outboard pylon stores, external fuel tank, gun firing and provide rectification of the PSC 1.2 Cat. 4 temporary shortfalls listed in Appendix 5 of this agreement, with the exception of WSPS paragraphs 1.5.2.1, 1.5.2.9, 5.6.1 and C4.5.1c.

APPENDIX 5 TO TYPE ACCEPTANCE COMMERCIAL AGREEMENT

Category 3 - Permanent Shortfalls

WSPS Para	Description	Imp. Cat	Achiev Level	Impact	Remarks
1.3.4.1 b	Software procedures and standards	3	%	Low - Impact on In-Service Maintainability and reaction times for quick changes driven by operational needs assuming all safety related deviations would be resolved.	
1.3.4.1 c	Airbourne SW covering the following functions shall be loadable using technicians trained to skill level 1.	3	%	Low	
1.3.4.1 ci	Airbourne software covering the following functions shall be loadable using technicians trained to skill level 1: Mission functions related to operational use at system, subsystem and equipment level.	3	%	Dependant on the number of work arounds and problems currently CSMU, MHDD, LHGS and HUD.	
1.3.4.2	On Board software language	3	%	LOW ISS candidates are written mainly in Ada. Impact on maintenance due to different SDEs used.	
1.3.4.4 b	Identification of s/w configuration.	3	%	No shortfall for AVS LOW for General systems	
1.3.4.9	Standard processor.	4	%	Negligible	
1.3.4.10	Data buses to STANAG 3838 and STANAG 3910.	4	%	To load software to the ELC the ground crew will have to remove power from the CIU. It is not envisaged that the ELC will require frequent software changes and the impact on Maintenance Man-hours is negligible.	
1.3.6.5	Defect recovery times	3	%	Low	
1.3.6.9	Compressor washing	2	%	Medium	

WSPS Para	Description	Imp. Cat	Achiev Level	Impact	Remarks
1.3.7.2 a	Continuous monitoring of all safety and mission critical functions	3	%	Low impact of ground crew operations	
1.3.7.3.1 a	LRI's off-aircraft testability requirements (100% detection)	3	%	Low impact on off aircraft testing	
1.3.7.3.1 b	LRI's off-aircraft testability requirem. (90% location to 1 module)	3	%	Low impact on off aircraft testing	
1.3.7.3.1 c	LRI's off-aircraft testability requirem. (95% location to 2 modules)	3	%	Low impact on off aircraft testing	
1.3.7.3.1 d	LRI's off-aircraft testability requirem. (99% location to 3 modules)	3	%	Low impact on off aircraft testing	
1.4.4	Noise levels.	2	%	Possible limitation on number of pilot sorties in 8-hour period.	EF Cat. 3
1.5.1.6	The MDP display shall be readable under all light conditions	4	%	Negligible impact on groundcrew	
1.5.5.19	Emerg. ground egress from the cpt requiring no more than 2 actions to separate the pilot from the seat	3	%	Low impact.	
1.5.7.4	Fuel types	4	%	Negligible	
1.5.7.7 b	Flight refuelling times	4	%	Negligible for T/S aircraft due to lower fuel content.	
1.5.7.14	Space provision shall be made for the installation of ejectors in the ACFC's	4	N/A	None provided ejectors are not required	
1.5.13.4	A liquid conditioning garment shall be provided for controllable conditioning of the upper body	4	%	Negligible.	
1.6.4.8	Software loading port	3	%	Low – Maintenance agreed at TA review	EF Cat. 4
1.7.1.1 p	Control and management of MIL-STD-1760-A Class II interface	4	%	No impact as no 1760 weapons are required until T2	

WSPS Para	Description	Imp. Cat	Achiev Level	Impact	Remarks
	Material ageing effects shall be taken into account.	2	%	Replacement canopies required after approximately 2500 hours.	EF Cat. 3
6.2.2 b	Frontal area cone.	2	TBA%	Medium	EF Cat. 4
C1.9.1	BME of the T/S will be increased by x kg over the BME of the S/S.	3	%	Low impact on Weapon System.	
C1.9.4 c SP	Provision of National Fit i.a.w. specified table is within BME.	3	%	Low Impact on Weapon System	
C1.9.4 c UK	Provision of National Fit i.a.w. specified table is within BME.	3	%	Low Impact on Weapon System	
C2.2	Point Performance	2		Including tolerances, 8 out of 27 sub requirements of this paragraph ¹ are below the required point performance values. (for details see supporting evidence)	Note 2
C2.3	Mission Performance	2		Including tolerances, 1 out of 11 sub requirements of this paragraph ¹ are below the required mission performance values. (for details see supporting evidence)	Note 2

Note 1: The remaining sub-requirements are either met or over achieved. A balancing between the under and over-achievements will be conducted at final settlement, after completion of the verification for these paragraphs.

Note 2: From EF's perspective, the under achievements are balanced against the over achievements.

Category 4 - Temporary Shortfalls (High and Medium Impact)

Rectification of these shortfalls and the release of the █ % retention, to be tied to PSC1.2/ SRP1 Amd 2.

WSPS Para	Description	Imp Cat	Temp Perm	Achiev Level	Impact	Remarks
1.2.1 a	Air Defence	1	T	█ %	High	
1.2.2 a1	A-A Identification and Engagement of targets. (Multiple targets)	1	T	█ %	High: performance not fully satisfactory	
1.2.2 a2	A-A Identification and Engagement of targets. (Multiple Stores)	1	T	█ %	High: performance not fully satisfactory	
1.2.2 a3	A-A Identification and Engagement of targets. (Service Flight Envelope)	1	T	█ %	High: performance not fully satisfactory	
1.2.2 b	A-A Engagement envelopes and kill probabilities.	1	T	█ %	High: performance not fully satisfactory	
1.4.21 c	Information available to pilot (System status)	2	T	█ %	Medium – Agreed at Mar 03 TA review	EF Impact Cat. 3
1.5.1 d2	Control and monitoring of the fuel system	1	T	█ %	High - Mission abort may follow as consequence of data mismatch.	
1.5.2.1	Maximum overload take off mass shall be possible	2	T	█ %	Medium - Reduced clearance for T.O. mass (from 20.8 tons to 18.5 tons) and Relanding Mass (from 20.6 tons to 18.2 tons)	
1.5.2.9	Maximum braking capability	2	T	█ %	Medium - Reduced clearance for T.O. mass (from 20.8 tons to 18.5 tons) and Relanding Mass (from 20.6 tons to 18.2 tons)	
1.5.7 d	Fuel system controls and indications shall be prov. by UCS	1	T	█ %	High - Mission abort may occur due to the spurious warnings.	

WSPS Para	Description	Imp Cat	Temp Perm	Achiev Level	Impact	Remarks
1.6.03	The on-board sensors shall provide the pilot with an autonomous capability to assess the air situation and fight the air battle.	1	T	%	HIGH: Weapon System cannot perform all IIC tasks as currently configured.	EF Impact Cat. 2
1.6.1.4 b	AMRAAM support modes	2	T	%	Medium	
1.6.4 d1	IMRS functions shall collate & record in a time related manner cockpit video data, cockpit audio and event markers.	2	T	%	Operational Mission debrief	
1.6.4.6 a	VVR - shall simultaneously record all head down primary video displays and the head up scene	2	T	%	Medium Mission debrief	
1.6.4.6 d	VVR - shall record video data, record pilot initiated event markers and pilot headset audio	2	T	%	Mission debrief.	
5.6.1	The airframe and safety critical equipments shall be protected from the direct and indirect effects of lightning to the levels specified.	2	T	%	Medium. Note normal operating procedures to remain clear of lightning conditions as stated in AWFL.	EF Impact Cat. 3
C1.6 f	Avionic capability available to the rear crew member shall be consistent with the operational conversion and weapon training role.	2	T	%	MEDIUM: impacts ability to conduct operational training during landing.	
C4.5.1 c	The T/S shall be capable of withstanding 100% ultimate load after not less than x Hrs of fatigue testing.	1	T	%	High for fin fatigue Medium for slat fatigue	EF Impact Cat. 3

Rectification of these shortfalls and the release of the 1,5% retention, to be tied to PSC2.1/ SRP2 Amd 2 or earlier PSCs/ SRPs

WSPS Para	Description	Imp Cat	Temp Perm	Achiev Level	Impact	Remarks
1.5.7.7 a	A FRP shall be provided for refuelling within a defined envelope	2	T	%	Medium - operational.	
1.5.8 a	A fully redundant design for fight safety and mission reliability shall be provided	1	T	%	High - Limitation on time from diversion airfield.	
1.6.1.1 B	Radar functional characteristics and performance.	1	T	%	High. Radar performance is now assessed as sufficient for pilot training. No mission failure will result from this shortfall.	EF Impact Cat. 2
1.7.3.1	The aircraft shall be fitted with a gun capable of firing at the nominal rate of 1700 rounds per minute	2	T	%	Gun carriage only at first aircraft.	
1.7.3.2	Gun system stoppage rates	2	T	%	Medium: Gun carriage only	
1.7.3.3	Gas purging system	2	T	%	Medium: gun carriage only	
1.7.3.11	Accuracies (A-A only & reduced accuracy in B1)	2	T	%	Medium : No operational gun firing capability.	
4.3.3	Detail design flight envelopes	2	T	%	Pilot observed limitations in supersonic flight envelope.	EF Impact Cat. 3
4.11.1	On board computation of fatigue life consumed shall be provided on each aircraft	1	T	%	BSD recording be carried out on SPA aircraft to enable correction to be made in the event that changes to the SHM upload data have a significant impact on the aircraft life consumed prior to full system qualification.	

WSPS Para	Description	Imp Cat	Temp Perm	Achiev Level	Impact	Remarks
4.11.2.1	Baseline system	1	T	%	BSD recording be carried out on SPA aircraft to enable correction to be made in the event that changes to the SHM upload data have a significant impact on the aircraft life consumed prior to full system qualification.	
4.11.2.2	National Fit system	1	T	%	BSD recording be carried out on SPA aircraft to enable correction to be made in the event that changes to the SHM upload data have a significant impact on the aircraft life consumed prior to full system qualification.	
4.11.5 b	Monitoring locations will be reviewed and modified (where necessary) to ensure that the most critical locations have been considered.	2	T	%	Medium	
4.11.5 c	Accuracy - Baseline System	2	T	%	Medium	
1.5.1 b	Assist pilot and ground crew	1	T	%	High - Linked to Fuel/Mass warning.	
1.5.13 d	The wearing of AEA shall ensure adequate comfort and shall not cause unacceptable restrictions to mobility or unacceptable aircrew fatigue.	2	T	%	Medium, as no cold detachments expected prior to clearance of full schedules.	
1.5.13.1	Fully integrated scales (including NBC) shall be provided to meet the aircrew needs over the environments defined in the WSDPS, based on the operational compromises currently used within the National Airforces.	2	T	%	Medium, as no cold detachments expected prior to clearance of full schedules.	

WSPS Para	Description	Imp Cat	Temp Perm	Achiev Level	Impact	Remarks
1.6.6 c2	Protection against missiles including IR guidance missiles.	2	T		No flare capability.	
1.6.6.3 a	The Weapon system shall enable the deployment of expendable countermeasures unless inhibited by the MASS. Initiation may be performed manually by the pilot. The dispensing program shall be SW controlled and loadable as mission data. Dispensing equipment	2	T		Chaff is not inhibited by MASS - Negligible impact. No impact if agreed that MASS is not req'd to inhibit Chaff	
1.6.6.3 b	Numbers and characteristics of expendables shall be adequate to counter a threat in each of the A-A operational roles.	2	T		No flare capability.	
1.8.1 a PART.	Carefree use of the engine controls shall be provided within the service flight envelope.	1	T		High – M 1.8 limit only	
4.14 a	Operational limits of the flight refuelling probe - probe extended	2	T		Medium	
4.14 b	Operational limits of the flight refuelling probe - probe cycling	2	T		Medium	
4.14 c	Operational limits of the flight refuelling probe - refuelling envelope	2	T		Medium	
4.14 d	Operational limits of the flight refuelling probe - fatigue life	2	T		Medium. No impact on operation or maintenance. Non providing achievement level is increased in line with progress of fatigue test on production probe.	EF Cat. 4

WSPS Para	Description	Imp Cat	Temp Perm	Achiev Level	Impact	Remarks
C1.5.5.1 3 a	Compatibility with AEA - Front cockpit as S/S	2	T	%	Medium - Mission planning during winter operations may be affected. Note: impact derived from AEA shortfall only.	
C1.5.5.1 3 b	Compatibility with AEA - Rear cockpit as S/S, with NBC related equipment as National Fit. (NBC not required for Batch 1)	2	T	%	Medium - Mission planning during winter operations may be affected. Note: impact derived from AEA shortfall only.	
C1.6.3.1 R	Instead of a HUD a cursive/raster HUDR shall be provided.	2	T	%	Acceptability of fast cursive dependant on further assessment in flight (requires FLIR).	EF Impact Cat. 4
1.5.3.13	High integrity Air Data shall be provided.	1	T	%	No operational impact failure free Following 1st failure: the a/c restricted to the "" Return to Base Envelope"". Missions requiring the full carefree envelope are therefor lost. This will be repaired with FPSP2 (FCS 4)	
3.1.4	Flight Envelopes - Store configs 2-3 without tanks	2	T	%	Only for those missions requiring O/B stores and only for the duration prior to upgrade. Operational impact assumed negligible.	
3.1.5	Flight Envelopes - Store config 1 with tanks	2	T	%	Only for those missions requiring tanks and only for the duration prior to upgrade to full clearance.	
3.1.6	Flight Envelopes - Store configs 2-3 with tanks	2	T	%	As 3.1.4 and 3.1.5	
3.2.1 a	Handling Qualities - FCS operational states and HQ levels All configs in Op. Envelope requires HQ1 + CFH - failure free FCS	2	T	%	Limited envelope with 2-3 tanks permits ferry flying (pilot observed limits). Reduced Handling Qualities level for AAR.	

WSPS Para	Description	Imp Cat	Temp Perm	Achiev Level	Impact	Remarks
3.2.1 b	Handling Qualities - FCS operational states and HQ levels	2	T	%	Reduced Handling Qualities level for AAR. No external tanks clearance due to flight test activities. Note lack of clearance prevents assessment for external tanks.	
3.2.1 c	Handling Qualities - FCS operational states and HQ levels	2	T	%	No external tanks clearance due to flight test activities. Note lack of clearance prevents assessment for external tanks.	
3.2.2	Handling Qualities - HQ level within service flight envelope Info: Requirement defines a permissible relaxation in HQ at a Mach number over and above the requirements of section 3.1.	2	T	%	Medium	
3.3.1	Carefree Handling - Limits varied automatically	2	T	%	No external tanks clearance due to flight test activities. Note lack of clearance prevents assessment for external tanks.	
3.3.2	Carefree Handling - Automatic prevention of stall departure, autorotation and spin	2	T	%	No external tanks clearance due to flight test activities. Note lack of clearance prevents assessment for external tanks.	
3.3.3	Carefree Handling - Normal g control/limiting	2	T	%	No external tanks clearance due to flight test activities. Note lack of clearance prevents assessment for external tanks.	
3.3.4 a	Carefree Handling - Pilot override capability	2	T	%	No external tanks clearance due to flight test activities. Note lack of clearance prevents assessment for external tanks.	
3.3.4 b	Carefree Handling - Pilot override capability	2	T	%	No external tanks clearance due to flight test activities. Note lack of clearance prevents assessment for external tanks.	

WSPS Para	Description	Imp Cat	Temp Perm	Achiev Level	Impact	Remarks
3.3.5	Carefree Handling - g onset rate limitation	2	T	%	No external tanks clearance due to flight test activities. Note lack of clearance prevents assessment for external tanks.	
3.3.6	Carefree lateral manoeuvring capability	2	T	%	No external tanks clearance due to flight test activities. Note lack of clearance prevents assessment for external tanks.	
3.3.7	Carefree use of engine controls within the service flight envelope. Engine intake compat. Issue assumed covered outside this requirement.	2	T	%	No external tanks clearance due to flight test activities. Note lack of clearance prevents assessment for external tanks.	
3.3.8	Carefree Handling - Unrestricted selection of airbrakes.	2	T	%	No external tanks clearance due to flight test activities. Note lack of clearance prevents assessment for external tanks.	
3.3.9 b	Carefree Handling - Audio/Voice Warning of approach to given boundaries of the permissible flight envelope.	2	T	%	No external tanks clearance due to flight test activities. Note lack of clearance prevents assessment for external tanks.	
3.3.9 c	Carefree Handling - Audio/Voice Warning of approach to given boundaries of the permissible flight envelope.	2	T	%	No external tanks clearance due to flight test activities. Note lack of clearance prevents assessment for external tanks.	
5.5.1	The aircraft shall continue to operate normally when exposed to a specified external electromagnetic field	2	T	%	External Field Effects - low impact, aircraft must fly at greater separation distances to certain transmitters than predicted but intermediate levels achieved. Tanks - SRP 1 Amnd 3, Gun SRP 1 Final and O/B SRP2 Amnd 2.	EF Impact Cat. 3

Rectification of these shortfalls and the release of the 1% retention, to be tied to PSC3.1/ SRP4 or PSC3.0 / SRP3

WSPS Para	Description	Imp Cat	Temp Perm	Achiev Level	Impact	Remarks
3.3.9 a	Audio/Voice Warning of approach to given boundaries of the permissible flight envelope.	2	T		No external tanks clearance due to flight test activities. Note lack of clearance prevents assessment for external tanks.	
1.6.4.9	Crypto loading port	2	T		Impact on Ground Crew operation in that Crypto Loading is only available direct to LRI's.	
4.6.2 a	Bird strike capability – Windscreen	1	T		WS temporary limited to 460 knots up to 2500ft.	EF Impact Cat. 3
	Equipment Life		T		Qualification of all equipment (incl. RE and AEA/HEA) with life restrictions (see Lifed Item Matrix R-J-O-E-1523-TD310)	
	AEA – Full Coverall Anti-G Trousers (FCAGT)		T		Life limitation to 6 months due to solar radiation. Shortfalls against flame index	
	AEA – Flight Jacket (FJ)		T		Stole inflation above 30 kft prohibited Minimum operating Temperature – 20 deg	

APPENDIX 5 TO TYPE ACCEPTANCE COMMERCIAL AGREEMENT

CATEGORY 5 - TYPE NON-CONFORMANCES

<i>Reference</i>	<i>Issue</i>	<i>Para.</i>	<i>Level</i>	<i>System</i>	<i>Date</i>
1 WVF-J-280-B-1089	1	1.5.7 d	Partial	Fuel	30/05/03
2 WVF-J-0-E-1062	1	1.3.6.9	Full	Maintainability	01/06/03
3 WVF-J-461-B-1074	1	1.6.4.8	Partial	IMRS	02/06/03
4 WVF-J-461-B-1099	1	1.6.4 a	Partial	IMRS	03/06/03
		1.6.4.1 b	Partial	IMRS	03/06/03
		1.6.4.1 c	Partial	IMRS	03/06/03
5 WVF-J-461-B-1094	1	1.6.4 d2	Partial	IMRS	03/06/03
6 WVF-J-461-B-1119	0	1.4.8	Partial	Cockpit	03/06/03
7 WVF-J-510-S-TBD4	0	4.6.2 a	Full	Structures	03/06/03
		4.6.2 b	Full	Structures	03/06/03
		4.6.2 d	Full	Structures	03/06/03
		4.6.2 e	Full	Structures	03/06/03
		C4.6.2 c	Full	Structures	03/06/03
		C4.6.2 e	Full	Structures	03/06/03
8 WVF-J-510-S-TBD4	0	4.6.2 a	Full	Structures	03/06/03
		4.6.2 b	Full	Structures	03/06/03
		4.6.2 d	Full	Structures	03/06/03
		4.6.2 e	Full	Structures	03/06/03
		C4.6.2 c	Full	Structures	03/06/03
		C4.6.2 e	Full	Structures	03/06/03
9 WVF-J-280-B-1070	2	1.5.7.6	Partial	Fuel	04/06/03
10 WVF-J-461-B-1072	1	1.6.4 d9	Partial	IMRS	04/06/03
11 WVF-J-0-E-1054	1	2.4.1	Partial	Air Vehicle	04/06/03
		C2.4	Partial	Air Vehicle	04/06/03
12 WVF-J-280-B-1081	2	1.5.7 d	Partial	Fuel	04/06/03
		1.5.7 e	Partial	Fuel	04/06/03
13 D&C-VC13-1	1	1.6.3.4 i	Partial	D&C	04/06/03
		C1.6.3.4 i R	Partial	D&C	04/06/03
14 WVF-J-461-B-1025	1	1.6.4.5 a	Partial	IMRS	04/06/03
		1.6.4.5 b	Partial	IMRS	04/06/03
		1.6.4.5 c	Partial	IMRS	04/06/03
15 WVF-J-310-B-1049	0	1.6.3.13 a	Full	D&C	05/06/03
		1.6.3.13 c	Full	D&C	05/06/03
		1.6.3.13 d	Full	D&C	05/06/03
16 WVF-J-270-M-1053	1	1.3.4.6	Partial	Software Req'mts	07/06/03

<i>Reference</i>	<i>Issue</i>	<i>Para.</i>	<i>Level</i>	<i>System</i>	<i>Date</i>
17 WVF-J-270-M-1027	1	1.5.3.7	Full	FCS	07/06/03
18 WVF-J-461-B-1082	1	1.4.26	Full	Cockpit	07/06/03
		C1.4.26 R	Partial	Cockpit	07/06/03
19 WVF-J-461-B-1118	0	1.4.3	Partial	Cockpit	07/06/03
20 WVF-J-310-B-1049B	0	C1.6.3.13 a R	Full	D&C	08/06/03
		C1.6.3.13 b1 R	Full	D&C	08/06/03
		C1.6.3.13 b3 R	Full	D&C	08/06/03
		C1.6.3.13 c R	Full	D&C	08/06/03
		C1.6.3.13 d R	Full	D&C	08/06/03
21 WVF-J-210-C-1021	3	1.5.12.5 d	Partial	ECS	11/06/03
		C1.5.12.5 d		ECS	11/06/03
22 WVF-J-210-C-1020	3	C1.5.12.5 c		ECS	11/06/03
23 WVF-J-460-E-2006	2	1.3.4.1 b		Software Req'mts	11/06/03
24 WVF-J-210-C-1010	3	1.5.12.5 a	Partial	ECS	11/06/03
		C1.5.12.5 a		ECS	11/06/03
25 WVF-J-210-C-1004	3	1.5.12.3 a	Partial	ECS	11/06/03
		1.5.12.3 c		ECS	11/06/03
		C1.5.12.3 a		ECS	11/06/03
		C1.5.12.3 c		ECS	11/06/03
26 WVF-J-210-C-1009	3	1.5.12.5 b	Partial	ECS	11/06/03
		C1.5.12.5 b		ECS	11/06/03
27 WVF-J-290-M-1051	3	1.5.4.3 a		Hydraulic	15/06/03
		1.5.4.3 b		Hydraulic	15/06/03
28 WVF-J-460-E-2008	2	1.3.4.1 b	Partial	Software Req'mts	15/06/03
29 WVF-J-460-E-2011	2	1.3.4.4 b	Partial	Software Req'mts	15/06/03
30 WVF-J-404-A-1105	2	1.5.1 d2		UCS	25/06/03
31 WVF-J-461-B-1073	1	1.6.4.5 a	Partial	IMRS	27/06/03
		1.6.4.5 b	Partial	IMRS	27/06/03
		1.6.4.5 c	Partial	IMRS	27/06/03
32 WVF-J-490-A-1030	1	1.5.9.10	Partial	SPS	30/06/03
33 WVF-J-280-B-1116	1	1.5.7.8	Full	Fuel	30/06/03
		C1.5.7.8	Full	Fuel	30/06/03
34 WVF-J-461-B-1095	1	1.6.4 d7	Partial	IMRS	30/06/03
35 WVF-J-945-M-1018	1	1.7.3.4	Partial	Gun	30/06/03
36 WVF-J-461-B-1111	1	1.4.28	Partial	Cockpit	30/06/03
		C1.4.28	Partial	Cockpit	30/06/03

<i>Reference</i>	<i>Issue</i>	<i>Para.</i>	<i>Level</i>	<i>System</i>	<i>Date</i>
37 WVF-J-404-A-1103	2				
		1.5.1 d1	Full	UCS	30/06/03
38 WVF-J-461-B-1013	1				
		1.6.4 d5	Partial	IMRS	30/06/03
39 WVF-J-280-E-1088	0				
		4.14 a	Partial	Fuel	30/06/03
		4.14 b	Partial	Fuel	30/06/03
40 WVF-J-947-A-1004	0				
		1.7.1.1 b	Full	ACS	02/07/03
		1.7.1.1 j	Full	ACS	02/07/03
41 WVF-J-461-B-1027	1				
		1.6.4.7	Partial	IMRS	03/07/03
42 WVF-J-340-A-1018	1				
		1.6.5.5 b	Partial	NAV	03/07/03
43 WVF-J-280-B-1059	2				
		C1.5.7.1	Partial	Fuel	03/07/03
44 WVF-J-461-B-1121	1				
		1.4.1	Full	Cockpit	03/07/03
		C1.4.1 R	Full	Cockpit	03/07/03
45 WVF-J-461-B-1097	0				
		1.6.4 d8	Partial	IMRS	04/07/03
46 WVF-J-461-B-1092	1				
		1.6.4 b	Partial	IMRS	04/07/03
47 WVF-J-460-E-2010	2				
		1.3.4.2	Partial	Software Req'mts	04/07/03
		1.3.4.9	Partial	Software Req'mts	04/07/03
48 903	0				
		1.5.3.13	Full	FCS	07/07/03
49 WVF-J-340-A-1021	1				
		1.6.5.5 a	Partial	NAV	07/07/03
50 WVF-J-460-E-2016	2				
		1.3.4.1 b		Software Req'mts	07/07/03
51 WVF-J-350-B-1030	3				
		1.5.6.3 a		Life Support	07/07/03
		1.5.6.3 b		Life Support	07/07/03
		1.5.6.3 c		Life Support	07/07/03
		1.5.6.3 d		Life Support	07/07/03
52 WVF-J-280-B-1086	1				
		1.5.7.7 a	Partial	Fuel	08/07/03
		1.5.7.7 b	Partial	Fuel	08/07/03
		4.14 c	Full	Fuel	08/07/03
53 WVF-J-280-B-1086	1				
		1.5.7.7 a	Partial	Fuel	08/07/03
		1.5.7.7 b	Partial	Fuel	08/07/03
		4.14 c	Full	Fuel	08/07/03
54 WVF-J-460-E-2004	2				
		1.3.4.2		Software Req'mts	11/07/03
		1.3.4.9		Software Req'mts	11/07/03
55 WVF-J-461-B-1096	1				
		1.6.4 d5	Partial	IMRS	13/07/03
56 WVF-J-460-E-2005	2				
		1.3.4.4 b		Software Req'mts	14/07/03

<i>Reference</i>	<i>Issue</i>	<i>Para.</i>	<i>Level</i>	<i>System</i>	<i>Date</i>
57	WVF-J-280-B-1091	1			
		1.5.7.2 a	Partial	Fuel	20/07/03
		1.5.7.2 b	Partial	Fuel	20/07/03
		1.5.7.2 c	Partial	Fuel	20/07/03
		C1.5.7.2 a	Full	Fuel	20/07/03
		C1.5.7.2 b	Full	Fuel	20/07/03
		C1.5.7.2 c	Full	Fuel	20/07/03
58	SWR-VC32	0			
		1.3.4.13	Partial	Software Req'mts	21/07/03
59	WVF-J-460-E-2024	0			
		1.3.4.4 a	Full	Software Req'mts	30/07/03
60	WVF-J-947-A-1019	1			
		1.7.1.4 a	Partial	ACS	31/07/03
61	162	0			
		1.5.11.4	Full	External Lighting	31/07/03
62	SWR-VC33	0			
		1.3.4.13	Partial	Software Req'mts	01/08/03
63	WVF-J-304-B-1054	2			
		1.5.8.4	Partial	EPGS	03/08/03
64	WVF-J-280-B-1090	1			
		1.5.7.13 b	Partial	Fuel	03/08/03
		C1.5.7.13 b	Full	Fuel	03/08/03
65	WVF-J-280-B-1087	1			
		1.5.7.13 a	Partial	Fuel	03/08/03
		C1.5.7.13 a	Full	Fuel	03/08/03
66	WVF-J-0-E-1055	1			
		2.4.1	Partial	Air Vehicle	03/08/03
		C2.4	Partial	Air Vehicle	03/08/03
67	WVF-J-0-E-1051	1			
		5.2.1 a	Full	Air Vehicle	03/08/03
		5.2.2	Full	Air Vehicle	03/08/03
68	WVF-J-0-E-1051	1			
		5.2.1 a	Full	Air Vehicle	03/08/03
		5.2.2	Full	Air Vehicle	03/08/03
69	WVF-J-959-B-1051	2			
		1.5.13 d	Full	AEA	03/08/03
70	WVF-J-461-B-1102	1			
		1.6.4.2 b	Partial	IMRS	03/08/03
		1.6.4.2 c	Partial	IMRS	03/08/03
		1.6.4.2 d	Partial	IMRS	03/08/03
71	WVF-J-0-E-1057	1			
		5.3.1	Full	Air Vehicle	03/08/03
72	WVF-J-461-B-1104	1			
		1.6.4.6 b	Partial	IMRS	05/08/03
		1.6.4.6 c	Partial	IMRS	05/08/03
		1.6.4.6 d	Partial	IMRS	05/08/03
		1.6.4.6 e	Partial	IMRS	05/08/03
		1.6.4.6 f	Partial	IMRS	05/08/03
		1.6.4.6 g	Partial	IMRS	05/08/03
73	WVF-J-461-B-1026	0			
		1.6.4.6 b	Partial	IMRS	05/08/03
		1.6.4.6 c	Partial	IMRS	05/08/03
		1.6.4.6 d	Partial	IMRS	05/08/03
		1.6.4.6 e	Partial	IMRS	05/08/03
		1.6.4.6 f	Partial	IMRS	05/08/03
		1.6.4.6 g	Partial	IMRS	05/08/03
74	WVF-J-461-B-1011	1			
		1.6.4 d1	Partial	IMRS	05/08/03

<i>Reference</i>	<i>Issue</i>	<i>Para.</i>	<i>Level</i>	<i>System</i>	<i>Date</i>
75 WVF-J-461-B-1014	1	1.6.4 d7	Partial	IMRS	07/08/03
76 WVF-J-461-B-1093	1	1.6.4 d1	Partial	IMRS	08/08/03
77 WVF-J-945-M-1017	1	1.7.3.7	Full	Gun	15/08/03
78 WVF-J-340-10xx	1	1.6.5 c2		NAV	28/08/03
		1.6.5 c4	Partial	NAV	28/08/03
79 302	0	4.9.6	Partial	Landing Gear	31/08/03
80 A&I-VC7	0	1.5.12.3 b	Full	A&I	02/09/03
		1.6.1.1 E	Full	A&I	02/09/03
		C1.5.12.3 b	Full	A&I	02/09/03
81 A&I-VC7	0	1.5.12.3 b	Full	A&I	02/09/03
		1.6.1.1 E	Full	A&I	02/09/03
		C1.5.12.3 b	Full	A&I	02/09/03
82 260	0	1.5.2.2	Full	Landing Gear	03/09/03
83 259	0	4.9.2 a	Partial	Landing Gear	03/09/03
		4.9.2 b	Partial	Landing Gear	03/09/03
84 ECS VC-565	0	1.5.12.6	Partial	ECS	03/09/03
		C1.5.12.6	Partial	ECS	03/09/03
85 WVF-J-310-B-1047	1	C1.6.3.1 R	Full	D&C	03/09/03
86 WVF-J-334-M-1012	2	1.5.11.1	Partial	External Lighting	03/09/03
87 274	0	1.5.2.4	Full	Landing Gear	03/09/03
88 255	0	1.5.2.12	Partial	Landing Gear	03/09/03
89 253	0	1.5.2.11	Partial	Landing Gear	03/09/03
90 WVF-J-334-M-1014	2	1.5.11.3	Partial	External Lighting	04/09/03
91 257	0	1.5.2.15	Partial	Landing Gear	24/09/03
92 FUL-VC8-2	1	1.5.7.3	Partial	Fuel	30/09/03
93 WVF-J-280-B-1080	2	1.5.7.3		Fuel	02/10/03
94 CRW-VC1	0	1.5.5.1 a	Full	Crew Escape	03/10/03
		1.5.5.1 b	Full	Crew Escape	03/10/03
95 AVS-VC2-1	0	1.5.3.14 d	Partial	AVS	03/10/03
96 WVF-J-461-B-1113	2	1.6.01		AVS	03/10/03
97 WVF-J-280-B-1061	2	1.5.7.5	Partial	Fuel	04/10/03

<i>Reference</i>	<i>Issue</i>	<i>Para.</i>	<i>Level</i>	<i>System</i>	<i>Date</i>
98 283	0				
		1.5.3.9 a	Partial	FCS	04/10/03
		1.5.3.9 b	Partial	FCS	04/10/03
		1.5.3.9 c	Partial	FCS	04/10/03
		1.5.3.9 d	Partial	FCS	04/10/03
		1.5.3.9 e	Partial	FCS	04/10/03
99 WVF-J-210-C-1002	1				
		1.5.12.8	Partial	ECS	05/10/03
		C1.5.12.8	Partial	ECS	05/10/03
100 ECS VC-078	0				
		1.5.12.7	Partial	ECS	05/10/03
		C1.5.12.7	Partial	ECS	05/10/03
101 ECS VC-078	0				
		1.5.12.7	Partial	ECS	05/10/03
		C1.5.12.7	Partial	ECS	05/10/03
102 306	0				
		4.9.5	Partial	Landing Gear	08/10/03
		C4.9.5	Full	Landing Gear	08/10/03
103 306	0				
		4.9.5	Partial	Landing Gear	08/10/03
		C4.9.5	Full	Landing Gear	08/10/03
104 WVF-J-460-E-2002	2				
		1.3.4.1 b		Software Req'mts	11/10/03
105 WVF-J-490-A-1035	1				
		1.5.9.5 a	Partial	SPS	30/10/03
106 251	0				
		4.9.1	Partial	Landing Gear	16/10/03
107 261	0				
		1.5.2.6	Full	Landing Gear	16/10/03
108 256	0				
		1.5.2.9	Partial	Landing Gear	16/10/03
109 258	0				
		1.5.2.7	Full	Landing Gear	16/10/03
110 263	0				
		1.5.2.1	Full	Landing Gear	16/10/03
111 WVF-J-461-B-1122-1	1				
		1.6.3.1 e	Partial	AVS	28/10/03
112 004	0				
		1.5.3.8 a	Partial	FCS	29/10/03
113 WVF-J-490-A-1008	4				
		1.5.9.1		SPS	30/10/03
114 WVF-J-490-A-1037	1				
		1.5.9.13 a	Partial	SPS	30/10/03
115 WVF-J-490-A-1033	1				
		1.5.9 c	Partial	SPS	30/10/03
		1.5.9.4 b	Partial	SPS	30/10/03
116 WVF-J-945-A-1015	1				
		1.7.3.3	Partial	Gun	03/11/03
117 WVF-J-340-A-1007	2				
		1.6.5.7	Partial	NAV	03/11/03
118 FUL-VC9	1				
		1.7.2.19	Full	Fuel	03/11/03
119 308	0				
		1.5.2.16	Full	Landing Gear	03/11/03
120 WVF-J-270-M-1030	1				
		1.3.4.1 b	Partial	FCS	11/11/03

	<i>Reference</i>	<i>Issue</i>	<i>Para.</i>	<i>Level</i>	<i>System</i>	<i>Date</i>
121	FUL-VC10-3	1				
			C1.5.7.1	Partial	Fuel	30/11/03
122	172	0				
			1.7.3.8	Partial	Gun	30/11/03
123	WVF-J-280-B-1125	1				
			4.14 d	Partial	Fuel	01/12/03
124	WVF-J-0-E-1059	1				
			P3 1.5.1	Full	Maintainability	01/12/03
			P3 1.5.2	Full	Maintainability	01/12/03
			P3 1.5.3	Full	Maintainability	01/12/03
125	WVF-J-280-B-1060	2				
			1.5.7 a		Fuel	02/12/03
			1.5.7 b		Fuel	02/12/03
			1.5.7 c		Fuel	02/12/03
126	A&I-VC9	0				
			1.4.27	Full	A&I	03/12/03
127	787	1				
			6.2.2 c	Partial	Detectability	03/12/03
128	WVF-J-947-A-1002	0				
			1.7.1.1 l	Full	ACS	03/12/03
129	WVF-J-959-B-1055b	1				
			1.5.13.4	Partial	AEA	03/12/03
130	WVF-J-000-B-1039	1				
			6.3	Full	Survivability	03/12/03
			6.3 a	Full	Survivability	03/12/03
			6.3 b	Full	Survivability	03/12/03
			6.3 c	Full	Survivability	03/12/03
			6.3 d	Full	Survivability	03/12/03
			6.3 e	Full	Survivability	03/12/03
131	WVF-J-461-B-1101	1				
			1.6.4 a	Partial	IMRS	15/12/03
132	WVF-J-461-B-1020	0				
			1.6.4 a	Partial	IMRS	19/12/03
133	WVF-J-461-B-1100	1				
			1.6.4 a	Partial	IMRS	19/12/03
134	COMS-VC26	0				
			1.6.2 f	Partial	Comms	20/12/03
135	WVF-J-310-B-1050	0				
			C5.3.3	Full	D&C	24/12/03
136	WVF-J-280-B-1124	1				
			1.5.7.12	Partial	Fuel	30/12/03
			C1.5.7.12	Partial	Fuel	30/12/03
137	WVF-J-0-E-1010	1				
			C4.2	Full	Air Vehicle	03/01/04
138	WVF-J-270-M-1024	1				
			1.5.3.14 b	Full	FCS	03/01/04
139	983	0				
			1.7.1.1 p	Full	ACS	31/01/04
140	416	0				
			1.7.1.3 g	Full	ACS	31/01/04
			1.7.1.3 h	Full	ACS	31/01/04
141	AVS-VC1-4-1	1				
			1.6.01	Partial	AVS	03/02/04

<i>Reference</i>	<i>Issue</i>	<i>Para.</i>	<i>Level</i>	<i>System</i>	<i>Date</i>
142	WVF-J-0-E-1065	1			
		1.3.6.6 a	Partial	Maintainability	07/02/04
		1.3.6.6 b	Partial	Maintainability	07/02/04
		1.3.6.6 c	Partial	Maintainability	07/02/04
		1.3.6.6 d	Partial	Maintainability	07/02/04
		1.3.6.6 e	Partial	Maintainability	07/02/04
		C1.3.6.6	Partial	Maintainability	07/02/04
143	WVF-J-0-E-1058	1			
		1.7.2.25	Partial	Maintainability	22/02/04
144	WVF-J-0-E-1075	0			
		6.2.3 b	Full	Detectability	23/02/04
145	305	0			
		4.9.3 a	Partial	Landing Gear	28/02/04
		4.9.3 b	Partial	Landing Gear	28/02/04
146	176	0			
		1.7.3.2	Partial	Gun	30/03/04
147	174	0			
		1.7.3.1	Partial	Gun	30/03/04
148	WVF-J-510-S-TBD5	0			
		4.1.1	Full	Structures	31/03/04
		4.1.2	Full	Structures	31/03/04
		4.1.3.2 a	Full	Structures	31/03/04
		4.1.3.2 b	Full	Structures	31/03/04
		4.1.3.2 c	Partial	Structures	31/03/04
149	CPT-VC24	0			
		C1.4.29 c1	Full	Cockpit	03/04/04
		C1.4.29 c2	Full	Cockpit	03/04/04
150	CPT-VC25	0			
		C1.4.30 b	Full	Cockpit	03/04/04
151	WVF-J-510-S-xxx1	1			
		5.11 a	Full	Structures	03/04/04
152	WVF-J-510-S-xxx5	1			
		4.6.2 a	Full	Structures	03/04/04
153	WVF-J-945-M-1016	1			
		1.7.3.3	Partial	Gun	30/04/04
154	044	0			
		3.4	Full	FCS	03/05/04
		C3.4.1	Full	FCS	03/05/04
155	WVF-J-510-S-TBD7	0			
		5.11 a	Partial	Structures	03/05/04
		5.11 b	Partial	Structures	03/05/04
		5.11 c	Partial	Structures	03/05/04
		C5.11 a	Partial	Structures	03/05/04
		C5.11 b	Partial	Structures	03/05/04
		C5.11 c	Partial	Structures	03/05/04
156	WVF-J-270-M-1046	1			
		1.5.3.12	Full	FCS	03/05/04
157	A&I-VC4	0			
		1.6.1.1 D	Full	A&I	03/05/04
		1.6.1.1 H	Full	A&I	03/05/04
158	COMS-VC27	1			
		1.6.2.7	Partial	Comms	03/05/04

<i>Reference</i>	<i>Issue</i>	<i>Para.</i>	<i>Level</i>	<i>System</i>	<i>Date</i>
159	WVF-J-510-S-xxxx	1			
		4.3.2 a	Full	Structures	14/06/04
		4.3.2 b	Full	Structures	14/06/04
		4.3.3	Full	Structures	14/06/04
		4.9.3 a	Full	Structures	14/06/04
		4.9.3 b	Full	Structures	14/06/04
		C4.4.3	Full	Structures	14/06/04
		C4.10.1	Full	Structures	14/06/04
		C4.10.2	Full	Structures	14/06/04
160	WVF-J-510-S-xxxx	1			
		4.3.2 a	Full	Structures	14/06/04
		4.3.2 b	Full	Structures	14/06/04
		4.3.3	Full	Structures	14/06/04
		4.9.3 a	Full	Structures	14/06/04
		4.9.3 b	Full	Structures	14/06/04
		C4.4.3	Full	Structures	14/06/04
		C4.10.1	Full	Structures	14/06/04
		C4.10.2	Full	Structures	14/06/04
161	WVF-J-510-S-tbd1				
		4.1.3.1 a	Partial	Structures	14/06/04
		4.1.3.1 b	Partial	Structures	14/06/04
		4.1.3.1 c	Partial	Structures	14/06/04
162	WVF-J-510-S-xxxx	1			
		4.3.2 a	Full	Structures	14/06/04
		4.3.2 b	Full	Structures	14/06/04
		4.3.3	Full	Structures	14/06/04
		4.9.3 a	Full	Structures	14/06/04
		4.9.3 b	Full	Structures	14/06/04
		C4.4.3	Full	Structures	14/06/04
		C4.10.1	Full	Structures	14/06/04
		C4.10.2	Full	Structures	14/06/04
163	WVF-J-510-S-xxxx	1			
		4.3.2 a	Full	Structures	14/06/04
		4.3.2 b	Full	Structures	14/06/04
		4.3.3	Full	Structures	14/06/04
		4.9.3 a	Full	Structures	14/06/04
		4.9.3 b	Full	Structures	14/06/04
		C4.4.3	Full	Structures	14/06/04
		C4.10.1	Full	Structures	14/06/04
		C4.10.2	Full	Structures	14/06/04
164	WVF-J-510-S-xxxx	1			
		4.3.2 a	Full	Structures	14/06/04
		4.3.2 b	Full	Structures	14/06/04
		4.3.3	Full	Structures	14/06/04
		4.9.3 a	Full	Structures	14/06/04
		4.9.3 b	Full	Structures	14/06/04
		C4.4.3	Full	Structures	14/06/04
		C4.10.1	Full	Structures	14/06/04
		C4.10.2	Full	Structures	14/06/04
165	WVF-J-510-S-tbd2	1			
		4.14 d	Partial	Structures	03/07/04
166	WVF-J-270-M-1028	2			
		1.3.4.1 b	Partial	FCS	11/07/04
167	WVF-J-460-E-2003	2			
		1.3.4.4 b		Software Req'mts	11/07/04

<i>Reference</i>	<i>Issue</i>	<i>Para.</i>	<i>Level</i>	<i>System</i>	<i>Date</i>
168 WVF-J-950-B-1xxx	1	1.5.5 a	Partial	Crew Escape	15/07/04
		1.5.5.3	Partial	Crew Escape	15/07/04
		1.5.5.4	Partial	Crew Escape	15/07/04
		1.5.5.9	Full	Crew Escape	15/07/04
		1.5.5.13	Full	Crew Escape	15/07/04
		1.5.5.19	Full	Crew Escape	15/07/04
		C1.5.5.4	Partial	Crew Escape	15/07/04
		C1.5.5.5	Full	Crew Escape	15/07/04
		C1.5.5.13 a	Full	Crew Escape	15/07/04
169 WVF-J-0-E-1056	1	5.3.2	Full	Air Vehicle	28/07/04
170 A&I-VC8	0	1.6.1.1 F	Full	A&I	30/09/04
		1.6.1.1 G	Full	A&I	30/09/04
		1.6.1.1 J	Full	A&I	30/09/04
		1.6.1.3 g	Full	A&I	30/09/04
<i>Reference</i>	<i>Issue</i>	<i>Para.</i>	<i>Level</i>	<i>System</i>	<i>Date</i>
171 WVF-J-0-E-1052	1	5.4 a	Full	Air Vehicle	01/06/05
		5.4 b	Full	Air Vehicle	01/06/05
172 WVF-J-000-B-1038	1	6.4.1	Partial	Survivability	20/12/05
173 WVF-J-404-A-xxxx	1	1.5.1 c	Partial	UCS	31/12/05

APPENDIX 6

TO TYPE ACCEPTANCE COMMERCIAL AGREEMENT

RECTIFICATION PLAN

**Pending. The provision of the rectification plan is subject to a Side
Letter action**

Appendix 7 to Type Acceptance Commercial Agreement

Estimated Date	Category					Total
	1	2	3	4	5	
	CRR1	CRR1 Shortfalls	Permanent Shortfalls	Temporary Shortfalls	Type Non-conformances	

Total Retention				0%		0%		0%		0%		0%		0%
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Release

	WSDDP for PSC 1.2 / SRP1 Amendment 2 TS, including AWFL and DS	Dec 03		[REDACTED] %		[REDACTED] %		[REDACTED] %
1	One aircraft per Nation upgraded to U1 (PSC 1.2 SRP1 Final)/ Upgrade Kits available / related documentation delivered	Jun 04		[REDACTED] %				[REDACTED] %
2	WSDDP for PSC 2.1 / SRP2 Amendment 2, including AWFL and DS	Mar 05				[REDACTED] %		[REDACTED] %
3	One aircraft per Nation upgraded to U2 (PSC 2.1 SRP 2 Amendment 2), Availability of U2 Kits / related documentation delivered	Start 05				[REDACTED] %		[REDACTED] %
4	WSDDP for PSC 3.1, including AWFL and DS (Including Twin Missile Carrier)	Apr 06				[REDACTED] %		[REDACTED] %
5								
6	75% Verification Achievement						[REDACTED] %	[REDACTED] %
7	100% Verification Achievement						[REDACTED] %	[REDACTED] %
8	CRR1 release in accordance with Contract (assume PSC 3.1)			[REDACTED] %				[REDACTED] %
9	Remaining			[REDACTED] %	[REDACTED] %	[REDACTED] %	[REDACTED] %	[REDACTED] %

Appendix 8 to Type Acceptance Commercial Agreement**Retention release mechanisms.**

The following release mechanisms shall apply to Batch 1 Type Acceptance Weapon System retentions.

Category 1 Retentions – Deviations from CA1A as defined by CRR1.

The Category 1 retention of [REDACTED] % of the Airframe price (approximately equivalent to [REDACTED] % of the Weapon System price) shall be released upon completion of the upgrade of Batch 1 Weapon Systems from CRR1 to CRR2 standard.

Category 2 Retentions – Functionality shortfalls against CRR1

The Category 2 retention of [REDACTED] % shall be released as follows:-

[REDACTED] % shall be released upon the issue to NE of the updated WS-DDP, validated by EF Quality, the Air Worthiness Flight Limitation (AWFL) and Design Standard documentation relating to PSC1.2 for Twin Seat aircraft (SRP1 - Amendment 2)

[REDACTED] % shall be released upon completion of the following:-

- i) issue to NE of the updated WS-DDP, validated by EF Quality, the Air Worthiness Flight Limitation (AWFL) Design Standard and supporting documentation relating to PSC1.2/SRP1 – Final
- ii) embodiment of upgrade U1, on one Weapon System per Nation.
- ii) availability of upgrade kits for the remaining Weapon Systems
- iii) availability of the amended publications (SRPs) and supporting documentation.

Category 3 Retentions– Permanent shortfalls

For the purposes of Type Acceptance no retentions shall apply for permanent shortfalls which shall be taken into consideration during Final Settlement

Category 4 Retentions – Temporary shortfalls

The Category 4 retentions of [REDACTED] % shall be released as follows:-

[REDACTED] % shall be released upon issue to NE of the updated WS-DDP, validated by EF Quality, the Air Worthiness Flight Limitation (AWFL) Design Standard and supporting documentation relating to PSC1.2 for Twin Seat (SRP1 - Amendment 2)

■% shall be released upon issue to NE of the updated WS-DDP, validated by EF Quality, the Air Worthiness Flight Limitation (AWFL) Design Standard and supporting documentation relating to PSC2.1 (SRP2 - Amendment 2).

■% shall be released upon completion of the following:-

- i) embodiment of upgrade U2, on one Weapon System per Nation.
- ii) availability of upgrade kits for the remaining Weapon Systems
- iii) availability of the amended publications (SRPs) and supporting documentation.

■% shall be released upon issue to NE of the updated WS-DDP, validated by EF Quality, the Air Worthiness Flight Limitation (AWFL) Design Standard and supporting documentation relating to PSC3.1 (SRP4)

Category 5 Retentions – Type Non Conformances

The Category 5 retention of ■% shall be released following verification of the individual WSPS paragraphs detailed in **Appendix 5** to this Agreement.

■% of the Category 5 retention shall be released following submission of verification evidence for 75% of the identified Batch 1 WSPS paragraphs.

■% of the Category 5 retention shall be released following submission of verification evidence for 100% of the identified Batch 1 WSPS paragraphs.

Appendix 9 to Type Acceptance Commercial Agreement

FINANCIAL MECHANISM FOR ALL RETENTIONS

1. In applying the retentions agreed for Batch 1 Type Acceptance the Parties accept the principle that monies are not to be paid by the Customer to the Contractor only to then be reclaimed under the remedy provisions. Consequently, it is agreed that remedies will be applied by means of credit notes being offset against receipts due in the same month under existing payment plans.
2. Credit Notes shall be initially offset against the sums due under the Supplement 2 airframe payment plans. If there are insufficient sums due under Supplement 2 airframe payments at the point the credit notes are to be applied, the difference shall be applied against Supplement 1 airframe payments. If there are still insufficient sums due to cover the value of the credit notes, then the balance shall be applied to Equipment payment plans.
2. In order to implement this approach whilst remaining within the capabilities of the NETMA - EF GmbH automated payments system, Supplement 2 Airframe Claims, or Supplement 1 and Equipment claims as appropriate, shall be submitted at 100% of the existing payment plan value. At the same time, credit notes for remedies due shall be submitted and offset against the payment due, resulting in a reduced sum being paid to the Contractor.
3. The sums withheld by NETMA resulting from the application of remedies credit notes shall be held in NETMA suspense accounts identified for each Nation.
4. When the identified shortfalls have been rectified in accordance with Appendix 8 of this agreement, an invoice for the relevant remedy shall be submitted by EF. This invoice will be settled by NE using the sums held in the suspense accounts.
5. Separate credit notes shall be provided for each of the following remedy categories in order to ease the administration process following shortfall rectification:-
 - Category 1 - Retentions for deviations from CA1a to CRR1 (already part of the Supplement No 2 price agreement)
 - Category 2 - Retentions for CRR1 shortfalls

- Category 3 - Permanent shortfalls (No retentions to be applied)
- Category 4 - Retentions for temporary shortfalls
- Category 5 - Retentions for Type Non-Conformances

SIDE LETTER TO THE BATCH 1 TYPE ACCEPTANCE AGREEMENT

The Batch 1 Type Acceptance Agreement has been signed by both parties on the basis of the following agreements contained in this letter.

Appendix 6 – Upgrade/rectification programme

On 30th June 2003 in parallel to the signature of the Weapon System Type Certificate the Contractor will provide a comprehensive upgrade/rectification programme with 3 options for agreement by the Customer.

Fin Fatigue



HEA – Helmets

The purpose of the no cost change proposal CP 100561 is to ensure that the technical change regarding the interim standard of HEA is formally introduced. The acceptance of CP 100561 is without prejudice to the agreement on liability for the final standard of HEA. Discussions on liability are underway with the lead nation.

MANCHING

**FOR
NATO EUROPEAN FIGHTER
AIRCRAFT DEVELOPMENT,
PRODUCTION AND LOGISTICS
MANAGEMENT ORGANISATION
(NEFMO) – MEMBER STATES**



GENERAL MANAGER – NETMA



MANCHING

**FOR
EUROFIGHTER
JAGDFLUGZEUG GmbH**



CHIEF EXECUTIVE OFFICER