

# MMF STATEMENT OF WORK

## STATEMENT OF OPERATING INTENT & MASTER DATA ASSUMPTION LIST

### VERSION 1.0 (FBO VERSION)

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## Record of Revisions

Revision	Date	Reason for the Change

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# 1 INTRODUCTION

## 1.1 BACKGROUND

There is a general understanding that the most efficient and most affordable way to address the existing capability gap on Air-to-Air Refuelling (AAR) in the EU and NATO is by a multi-national solution combining the AAR and the Air Transport (AT) functions both at the strategic level. The objective of this document is to provide details of the agreed sortie profiles and mix of Multi Role Tanker Transport Aircraft (hereafter referred to in this document as the MMF Aircraft), jointly owned and operated in a Multi-national Multi Role Tanker Transport Fleet (MMF) for a period of 30 years.

The MMF will accomplish its mission by operating Aircraft in support of MMF Participants' requirements for AAR support and strategic transport of passengers (pax) and cargo. The role of the MMF is to provide worldwide, day/night, adverse weather AAR and air transport including Aeromedical Evacuation (MEDEVAC). In order to reduce Life Support Costs, all activities will be centralised as much as possible at the MOB and the aim is to adopt, where possible, a (innovative) support solution similar to a civilian support solution for the commercial A330 aircraft.

## 1.2 PURPOSE OF THE STATEMENT OF OPERATING INTENT

The purpose of this document, a combined Statement of Operating Intent (SOI) and Master Data Assumption List (MDAL), is to describe the intended use and support of the MMF, and where practicable, provide a set of prescribed mission profiles which will outline flight parameters and mission mix.

The SOI and MDAL are subject to revision should MMF configuration, support concept (e.g. maintenance levels and capability), operation concept (e.g. number of operating bases) and mission profiles change. This SOI and MDAL is intended to be used as the basis for maintaining Structural Integrity, Continued and Continuing Airworthiness.

## 1.3 STRUCTURE OF THE DOCUMENT

This combined SOI and MDAL are descriptive rather than a prescriptive document. It does not limit the operation of the aircraft; however, it is intended to cover the majority of the mission profiles and support, which are intended at the time of issue.

## 2 AIRCRAFT CONFIGURATION

The Aircraft Configuration will be defined by the following documents:

- Military Type Certificate No 23 Issue 1 - issued by MAA-NLD
- Supplemental Military Type Certificate (Medevac configuration) – to be followed (plan date Oct 20)

Furthermore, whilst the MMF Aircraft will be Certified/ Registered by the Netherlands Military Aviation Authority (NLD)MAA to National Standards, the overarching approach is to use a validated system, based on recognised authorities and accredited organisations to sustain continued airworthiness.

After the delivery and acceptance of the MMF Aircraft, the intent is to have a common configuration for the MMF Fleet.

The standard configuration consists of:

- Exterior: An Air Refuelling Boom System (ARBS) and J-MUSIC DIRCM system installed under the fuselage and a hose and drogue system installed underneath each wing.
- Interior: The lower deck will be used for Cargo transport and the upper deck will be used for PAX transport and/or MEDEVAC.

### 3 AIRWORTHINESS AND OCCUPATIONAL HEALTH AND SAFETY

Recognition and accreditation iaw The Netherlands Special Military Aviation Regulations for recognition and accreditation ((NLD)SMAR-4):

- Maintenance Organisation: (NLD)MAR 145
- Maintenance Training Organisation: (NLD)MAR 147
- Operators Organisation: (NLD)MAR OPS1 & M
- Aviation Training Organisation: (NLD)MAR FCL1/2
- Design Organisation: (NLD)MAR 21 Subpart J

Licensing in accordance with:

- Maintenance Licensing: (NLD)MAR 66
- Operator Licensing: (NLD)MAR FCL1/2

Spare parts documentation:

- Aircraft: EASA/ EMAR Form 1
- Others: Certificate of Conformity

Occupational Health & Safety:

- EU + Host Nation laws & regulations (e.g., REACH, CE)

Note: (NLD)MAA could recognise EASA and some specific national military aviation regulations.

## 4 BASING AND OPERATING ENVIRONMENT

### 4.1 BASING

The MMF Aircraft will be based at MOB RNLAF Airbase Eindhoven (the Netherlands) and at FOB+ Cologne-Wahn Air Base (Germany).

### 4.2 OPERATING ENVIRONMENT

The MMF Aircraft shall be capable of worldwide operation, in both Instrument and Visual Meteorological Conditions, and shall not be subject to any operating restrictions unless detailed in the documents listed in Section 2.

The breakdown into climatic regional types and conditions of the intended operations of the MMF Aircraft is in accordance with MIL-HDBK-310, and is shown in Table 1 below.

<b>Regional type</b>	<b>% of Calendar time per Year</b>
Basic regional type	50 %
Hot regional type	20 %
Cold regional type	10 %
Coastal/ocean type	20 %

Table 1: Operational climatic environment of the MMF Aircraft

## 5 UTILISATION AND MISSIONS

### 5.1 AIRCRAFT UTILISATION

In peacetime, normal (average) utilisation of each MMF Aircraft shall be 1100 Flight Hours/ 500 Airframe Cycles per year; for planning purposes it is assumed that the Flight Hours will be equally divided over a calendar year. The ramp-up of the Flight Hours is included in Annex A.

The capacity of each MMF Aircraft can be increased to 1500 Flight Hours/ 750 Airframe Cycles per year when required.

The operational life of each MMF Aircraft shall be at least 30 years, which equates to an operational life requirement per Aircraft of 45,000 Flight Hours (FH) based on the maximum utilisation rate per year. This total number of Flight Hours and cycles includes all types of operational utilization and training. The final operational life of the MMF Aircraft shall be decided at a later moment in time.

### 5.2 MMF MISSION-MIX

The MMF Aircraft will be used for a number of key operational tasks as tasked by the MMU at RNLAF Airbase Eindhoven. These are as detailed below:

MPC	Description	% of total FH
01	Air Transport Long Range	
02	Air Transport Medium Range	
03	Air Transport Short Range	
04	AAR Orbit mission (racetrack)	
05	AAR Long range transit (tow-line)	
06	AAR Medium range transit (tow-line)	
07	Crew Training	

Table 2: Specific mission profiles for the above sorties are outlined in Chapter 6.

### 5.3 TRANSPORT OF DANGEROUS GOODS

The requirement to transport Dangerous Goods with the MMF shall be based upon IATA Dangerous Goods Regulation (DGR) 61th Edition or more recent version, as supplemented by any specific requirements deemed appropriate by the (NLD)MAA. The capabilities of the MMF Aircraft to transport Dangerous Goods in a civil aviation environment will be accepted as such.



## 6 COMMON OPERATING PROCEDURES

The aircraft will be operated in accordance with the latest version of the Airbus Defence and Space (ADS) A330- MMF Flight Crew Operating Manual (FCOM) as well as the Flight Crew Techniques Manual (FCTM). Any deviations from the procedures described in these manuals will be written down in MMF specific Standard Operating Procedures.

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## 7 MISSION PROFILES

(Classified)

## 8 LOGISTICS ENVIRONMENT

### 8.1 LOGISTICS SUPPORT

In order to be able to support the tasked operations with the MMF, requirements are defined for the logistics support in the MDAL in 8.3. The requirements are related to the Operational Availability (Ao) of the MMF Fleet; the availability of serviceable spares; ground Test and Support Equipment (T&SE); and the maintenance requirements. For the purposes of this SOI, these activities shall be capable of being performed at either the MOB or FOB+.

Organisational level maintenance on aircraft, engine, aerial refuelling boom system and air to air POD system will be carried out by the MMU at the MOB/FOB+ or Out of Area (OoA) location. Intermediate and Depot Level Maintenance will be carried out by a (sub)contractor.

### 8.2 BASING

The MMF will operate from the MOB and the FOB+. It will be the aim to keep logistic support needs at the FOB+ to a minimum with the consequent goal of reducing the required number of support personnel and the volume of deployment kits. Deployment of the MMF Aircraft in addition to the MOB and FOB+ operations is foreseen as falling into two categories, these being: short and long deployments. More details are included in 8.3.

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### 8.3 MASTER DATA ASSUMPTION LIST

**Tabel 3: Main Assumptions Related to Operations**

Nº of Aircraft	Up to 9 (see Annex A)
Nº of Engine	Up to 18 installed engines and 2 spare engines
MMF Fleet Operational Availability <sup>1</sup>	85%
Number of Main Operating Bases (MOBs)- location/type	1 MOB - RNLAf Airbase Eindhoven
Number of Forward Operating Bases (FOBs) - location/type	1 FOB+ - GAF Airbase Cologne Wahn
Support Period	60 months from May 2022 plus 60 optional months
FH/AC/Y at MOB	1100
FH/AC/Y at FOB+	1100
Flight Cycles/Engine/Year < 2024	500
Flight Cycles/Engine/Year ≥ 2024	250-300
Transit time between MOB and FOBs (in case the Customer(s) is responsible for the transportation of material)	4 Hours
Maintenance activities at MOB	Servicing, Organizational Level Maintenance
Maintenance activities at FOB+	Servicing, Organizational Level Maintenance
Location of Spares	In principle, all spares are located at MOB. Only for frequently required items a forward storage location will be set up at the FOB+.
"Stockable" Locations at the FOB+	Only stocks to support pre-flights, daily and weekly inspections and frequently needed items for corrective maintenance (e.g. wheels). Spare packages in support of the A-checks and corrective maintenance will be supplied by the Hole-in-the-Wall at the MOB.
Ramp up of the Fleet	See Annex A
FH/AC during ramp up period	See Annex A
Mission mix per A/C at the MOB and the FOB (during ramp up and steady state operations)	See 5.2.
Performance KPIs for Material (related to A/C availability due to Material)	See SoW/ WP 2 Material Support and Material Management

**Tabel 4: Assumptions Related to Deployments**

Number of A/C deployed at each deployment location	Short Deployment (SD) max two (2) AC at the same time at the same location; Long Deployment (LD) max one (1) at the same time at a different location. A maximum of three (3) aircraft can be deployed at two (2) locations at any time.
Concurrent deployment	LD 2yr; SD 1yr
Max FH/deployment	LD 2000 FH; SD 900 FH
Duration of Deployment (in days) at each deployment location	SD: 90 days LD: 365 days

<sup>1</sup> **Operational Availability, A<sub>o</sub>** Operational availability is a measure of the "real" average availability over a period of time and includes all experienced sources of downtime, such as administrative downtime, logistic downtime, etc. The operational availability is the availability that the customer actually experiences. The performance of the support contracts will be taken into consideration to measure this KPI.

<b>No of Deployments per Year at each deployment location</b>	SD: 1 (max 2 AC) LD: 1 (max 1 AC)
<b>No of Short Deployment Kits (SDKs)</b>	Minimum 1
<b>No of Long Deployment Kits (LDKs)</b>	Minimum 1
<b>1 Fly Away Kit (FAK) per A/C</b>	Yes, with max six (6) FAK in total
<b>No replenishment of SDKs and/or LDKs at the deployment locations</b>	Replenishment SDK every 15 days and LDK every 90 days
<b>Mission mix per deployment</b>	100% AAR
<b>FAK, SDK, LDK definition</b>	The kits will not support A-checks and AD/SBs.
<b>FAK, SDK, LDK replenishment</b>	Yes

Annex A: Ramp-up Flight Hours

		Follow on Support - Initial Contract					
Delivery		2022	2023	2024	2025	2026	2027
MMF #1	May-20	550	1100	1100	1100	1100	550
MMF #2	Jun-20	550	1100	1100	1100	1100	550
MMF #3	Oct-20	550	1100	1100	1100	1100	550
MMF #4	Feb-21	550	1100	1100	1100	1100	550
MMF #5	Aug-21	550	1100	1100	1100	1100	550
MMF #6	Mar-22	550	1100	1100	1100	1100	550
MMF #7	Aug-22	450	1100	1100	1100	1100	550
MMF #8	Oct-24			270	1100	1100	550
MMF #9	Dec-24			90	1100	1100	550
		<b>3750</b>	<b>7700</b>	<b>8060</b>	<b>9900</b>	<b>9900</b>	<b>4950</b>

Note: after 2024, 9.900 Flight Hours will be flown annually