

DEFINITION OF TECHNICAL, OPERATIONAL AND OTHER DETAILED REQUIREMENTS AND RULES

Note: The purpose of this Annex is to aim at maximum compatibility with CRAF rules. However, most points require consultation of experts in the various fields concerned, which is currently not yet advisable. Therefore, some rules are only indicated, with the appropriate CRAF reference (MACR 55-8 of October 1976) for later elaboration.

A: Technical

- A1: The aircraft of categories I/IV must be equipped to communicate in specific HF radio frequencies (MACR 55-8, para 2-7)
- A2: The cargo compartments should be equipped for maximum numbers of military 463L pallets. Deficiencies should to the greatest extent possible be corrected, if necessary by improvised means (MACR 55-8, para 2-30).
Cargo tie-down equipment will be furnished by the Contractor (MACR 55-8, para 2-7).
- A3: Airframe and engine spares will be obtained from existing airline industry resources (MACR 55-8, para 2-7).
- A4: The aircraft must be equipped for overwater operation (MACR 55-8, para 2-29; 2-32).
- A5: Contractor's minimum equipment requirements for operating their aircraft will apply (MACR 55-8, para 7-12).
- A6: Waivers from Dutch CAA maintenance requirements: (MACR 55-8 chapter 10)
- a. Overhaul and inspection time limitations may be exceeded up to a maximum of 25 percent, but only if the circumstances offer no alternative to continue operations.
 - b. Proving tests (see FAR section 121-163)

- c. Cargo-only services are allowed at zero fuel weight maxima of 105% of those normally allowed, and maximum landing weight may be increased by the same amount in Kilogram as implied by the ZFW waiver, provided that:
- adequate inspection is established to safeguard against possible structural damage;
 - the aircraft concerned shall not be used for the carriage of passengers until after specific re-release for that purpose by the Dutch CAA (preferably after a structural fatigue evaluation by the manufacturer)
- d. Aircraft instruments and components thereof, radio communication equipment, navigational equipment, engines, components, propellers, parts and accessories approved by the military may, if compatible, be used to replace CAA-approved equipment.
- e. For the performance of maintenance work, the Contractor may use qualified persons other than those with a Dutch CAA certificate. This also applies to persons to perform inspections.

B: Operational

- B1: Navigation route kits should provide adequate coverage for mission requirements. If necessary and possible, third-party furnished kits may be made available by the State (MACR 55-8, para 2-20; 2-33).
- B2: Contractor's best efforts are required to provide adequately qualified personnel, dispatch services, ground handling equipment, maintenance services, fuel and catering supplies at stations involved in the operation according to State directives. In so far as Contractor cannot meet this requirement, the State may assign external sources for this purpose (MACR 55-8, chapter 4; also see para 5.6 of basic contract).
- B3: Approximately two hours before landing at any station of call, the aircraft captain will establish contact with that destination station specifying flightnumber, aircraft registration, ETA and significant maintenance problems (MACR 55-8, para 5-12).

- B4: The Contractor will send such additional departure, arrival and advisory messages as the State may require (MACR 55-8, para 5-13)
- B5: The Contractor will not deviate from flight scheduling as ordered by or on behalf of the State, except for emergency or safety reasons. The State will adapt such scheduling to crew staging, maintenance and fuelling requirements of the Contractor (MACR 55-8, para 5-15; 5-16).

B6: Minimum scheduled ground-times for planning purposes will be as follows:

	<u>Originating station</u>	<u>Enroute station</u>	<u>Turnaround station</u>	<u>Terminal station</u>
Cargo:				
1-13 pallets	1½ hours	1 hour	2 hours	1½ hours
14-18 "	2 "	1 "	2½ "	1½ "
over 18 "	2½ "	1½ "	3½ "	2½ "
Passengers:				
up to 219 seats	2 "	1 "	2 "	1½ "
over 219 "	2 "	1½ "	2½ "	2 "

Contractor should be adequately organised to meet these targets, taking into account para. B2 above (MACR 55-8, para 5-19)

- B7: Weather minima will be as prescribed in Contractor's manuals. In instances where for an individual airport no minima are cited, such minima are at captain's discretion, using the minima in force by regular operators at that airport as guidance (MACR 55-8, para 5-29; 10-18)
- B8: The "go-no-go" policy of Contractor will be adhered to (MACR 55-8, para 5-31).
- B9: The Contractor will use such traffic forms (Manifests etc.) as the State may prescribe, in so far as necessary in addition to the forms prescribed by its own rules (MACR 55-8, para 6-7).

- B10: All passengers and crewmembers will be provided with meals at appropriate times. Inflight hot meals and beverages will be provided whenever possible. At airports when the Contractor has no catering possibilities, the State will to the best of its ability arrange alternate supply sources (MACR 55-8, para 6-9)
- B11: The Contractor may conduct operations over routes and into areas outside those for which its crews are qualified, subject to captain's discretion (MACR 55-8, para 10-3).
- B12: In such cases where the execution of a flight requires a flight navigator, the Contractor is free to use the services of any person with a qualification from any authority judged to be competent, subject to captain's discretion (MACR 55-8, para 10-15).
- B13: Persons other than crewmembers may be carried aboard any all-cargo aircraft, provided that reasonable flight safety is assured and subject to captain's discretion (MACR 55-8, para 10-19).
- B14: Transportation of explosives and other dangerous articles is allowed, but only under compliance with rules to be established (This is to be worked out using the US military document AFR 71-4 as guidance). No nuclear weapons will be carried (MACR 55-8, para 10-22).

C: Crews; other personnel

- C1 : The composition of aircraft crews will be as prescribed by the Contractor.
Company rules and regulations of the Contractor will apply for all their personnel except if this contract specifies different rules and except for security regulations issued by or approved by the State (MACR 55-8, para 5-17; 5-20).
- C2: If Contractor's personnel receive classified material, the Contractor and its personnel must exercise extreme care to preclude its being compromised and that other directives concerning receipt, return and use of the material are adhered to. In the event of an emergency where it appears that the classified material cannot be protected, it will be burned or destroyed so that recognition is rendered impossible (MACR 55-8, para 5-25).

004 Flight Time Limitations:

- a. Maximum number of scheduled flying hours in any 24-hour period: 13 hours. However, if a relief-pilot and a relief-flight engineer are on board, this period may be extended provided that adequate rest on the ground is assured.
- b. Minimum rest-period after a period of 13 flying hours or more: 12 hours.
- c. Maximum number of flying hours per calendar month : 120
per calendar quarter: 340
per calendar year :1200
- d. Minimum rest period at home base after an absence from home base of more than one day:

Twice the number of flying hours as a crewmember since the last rest-period at home base, with a maximum of seven days.

(MACR 55-8, para 10-16).

C4: Crews may not be interchanged with crews of other operators, unless the Contractor's President explicitly agrees. Under extreme emergency conditions, and only if contact with Contractor's Headoffice is impossible, Contractor's most senior captain, ^{available} qualified for the aircraft type concerned is authorised to decide (MACR 55-8, para 5-17).

C5: Contractor's personnel specifically assigned to the State directed operation will receive a Geneva Convention Identity Card, according to the attached model. This card allows them POW status if they fall in enemy hands. Personnel members eligible to receive this card are:
a. Aircrew members designated to perform State-directed airlift missions

b. Selected personnel responsible for supervision and control of Contractor's operations on the activation of this contract.

Both categories may include non-Dutch citizens.

The cards may be issued (at Contractor's option) prior to activation of this contract to pre-designated personnel (see main contract para Upon activation, issue is mandatory.

The company security officer of Contractor is responsible for inventorying, storing, issuing and controlling the issue, and he is accountable for the cards, for which purpose a full record must be kept. He is authorized to sign the cards as "issuing officer". (MACR 55-8, para 9-11)

- C6: For the purpose of the State-directed operation, and in conjunction with the Geneva Convention Identity Card (see C5), Contractor's personnel will be afforded the courtesies of officer grade (without being militarised) as follows (to be developed) (MACR 55-8, para 9-6; attachment 8-2; para 9-15/9-19)
- C7: CRAF identification card: To be developed in a later stage in conjunction with US-MAC. (MACR 55-8, para 9-12)
- C8: Contractor will take appropriate measures to assure that - to the extent possible - work stoppages of personnel during an emergency are prevented or discouraged (to be worked out).

D: Security; Communication

- D1: The State will issue "secret" security clearances to:
- Contractor's cockpit crews designated to operate State-directed flights under this contract;
 - Contractor's supervising personnel responsible for briefing its designated crewmembers and for communication;
 - Contractor's personnel participating in planning the State-directed operation under this contract.
- (MACR 55-8, para 11-3)
- D2: Personnel members to whom this clearance is denied or whose clearance is withdrawn shall not be designated to work on flight duties or on duties implying access to classified information in conjunction with this contract.
- D3: Clearance procedures: to be developed.
- D4: Civil communication circuits will be used to the greatest extent possible (MACR 55-8, para 8-3)

05: Contractor's captains and flight-officers performing flights under this contract will be authorized access to authentication procedures which affect their flights.

(MACR 55-8, para 8-5; 5-23)

06: Classified messages will only be transmitted over military circuits (to be developed) - (MACR 55-8, para 8-6).

E: Dispersal

E1: When the emergency will deteriorate into conditions of an all-out war and attack is imminent or has occurred, Contractor's aircraft will be dispersed according to a "secret" addendum (to be developed) (MACR 55-8, para 2-14).