

**MILITARY COMMITTEE AIR STANDARDIZATION BOARD (MCASB)**

27 March 2007

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MCASB

**STANAG 3102 FS (EDITION 6) - FLIGHT SAFETY CO-OPERATION IN COMMON GROUND/AIR SPACE**

Reference:

MAS(AIR)696-FS/3102 dated 11 June 1999 (Edition 5).

1. The enclosed NATO Standardization Agreement, which has been ratified by nations as reflected in the **NATO Standardization Document Database (NSDD)**, is promulgated herewith.
2. The Reference listed above is to be destroyed in accordance with local document destruction procedures.
3. The MCASB, NSA considers this an editorial edition to the STANAG; previous ratifying references and implementation details are deemed to be valid.

J MAJ   
Major General, POL(A)  
Director, NSA

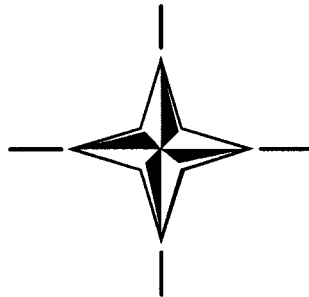
Enclosure:

STANAG 3102 (Edition 6)

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STANAG 3102  
(Edition 6)

**NORTH ATLANTIC TREATY ORGANIZATION  
(NATO)**



**NATO STANDARDIZATION AGENCY  
(NSA)**

**STANDARDIZATION AGREEMENT  
(STANAG)**

SUBJECT: FLIGHT SAFETY CO-OPERATION IN COMMON  
GROUND/AIR SPACE

Promulgated on 27 March 2007

J. MAJ   
Major General, POL(A)  
Director, NSA

## RECORD OF AMENDMENTS

No.	Reference/date of Amendment	Date entered	Signature

## EXPLANATORY NOTES

### AGREEMENT

1. This NATO Standardization Agreement (STANAG) is promulgated by the Director NATO Standardization Agency under the authority vested in him by the NATO Standardization Organisation Charter.
2. No departure may be made from the agreement without informing the tasking authority in the form of a reservation. Nations may propose changes at any time to the tasking authority where they will be processed in the same manner as the original agreement.
3. Ratifying nations have agreed that national orders, manuals and instructions implementing this STANAG will include a reference to the STANAG number for purposes of identification.

### RATIFICATION, IMPLEMENTATION AND RESERVATIONS

4. Ratification, implementation and reservation details are available on request or through the NSA websites (internet <http://nsa.nato.int>; NATO Secure WAN <http://nsa.hq.nato.int>).

### FEEDBACK

5. Any comments concerning this publication should be directed to NATO/NSA – Bvd Leopold III - 1110 Brussels - BEL.

NATO STANDARDIZATION AGREEMENT  
(STANAG)

FLIGHT SAFETY CO-OPERATION IN COMMON GROUND/AIR SPACE

Annex: A. Guidelines for Aircraft Accident Prevention

Related Document: STANAG 3101 FS - EXCHANGE OF ACCIDENT/ INCIDENT  
INFORMATION CONCERNING  
AIRCRAFT AND MISSILES

AIM

1. The aim of this agreement is to establish the requirement for co-ordination of accident prevention matters, when:
  - a. A detachment of one nation operates within or over the sovereign territory of another nation for 8 days or more.
  - b. Aircraft of two or more nations participate in combined/joint air operations within the sovereign territory of any NATO nation and/or "out of area" air operations.

AGREEMENT

2. Participating nations which operate for 8 days or more within or over another nation or participate in combined/joint or "out of area" air operations, agree to conduct liaison and exchange information with that nation and/or among them, for the purpose of reducing the foreseeable risk level to the personnel, aircraft and property of nations involved. Participating nations may decide to amplify/ reduce exchange of information if specific situation dictates.

DETAILS OF THE AGREEMENT

3. The appropriate representatives of participating nations, involved in combined/joint or "out of area" air operations, will establish and maintain a suitable process of information exchange concerning:
  - a. Aircraft accident prevention.
  - b. Development of a common prevention procedure.
  - c. Any potential aircraft accident cause factors arising from the intended air operations, based on known precedents.

Generally, any information should be exchanged, with national concurrence, at the lowest levels compatible with the ongoing operations effectiveness. As a guideline the exchange of flight safety related information should take place between (among) the detachment(s) unit(s) and the host nation unit(s). Each nation may consider to exchange information that will be valid for a specific period of time (yearly, monthly) or applicable to a specific aircraft line in order to simplify the workload of detached personnel. Each nation will notify to the other nation(s) and to the detachment unit(s) any changes related to this items. However, the appropriate command levels may decide, during any phase of the operations, to retain control on the availability of certain information items. A common prevention procedure may be developed if this is consistent with the timeframe of the ongoing operations.

4. The list of items in Annex A should be considered critical to flight safety. These guidelines should be considered as a checklist for the personnel involved in the detachment(s), they do not limit the amount and/or type of information exchanged and should be provided in relation to the detachment's size - minor/major. Each nation, depending on its position, may request and/or should be prepared to provide the available information concerning these items.

#### IMPLEMENTATION OF THE AGREEMENT

5. This STANAG is implemented when a nation has issued the necessary orders/instructions putting the provisions of this agreement into effect.

GUIDELINES FOR AIRCRAFT ACCIDENT PREVENTION

1. Flight safety structure information

- |    |   |   |        |
|----|---|---|--------|
| a. | Procedures*:                                  | 1 |        |
| b. | Aviation Medicine Information.                |   |        |
|    | (1) Accident prevention programme             | 1 | _____; |
|    | (2) Incident/hazard reporting*                | 1 | _____; |
|    | (3) Pre-accident preparation plan*            | 1 | _____; |
|    | (4) Aircrew/personnel duty times limitations* | 3 | _____; |
|    | (5) Aircrew environmental limitations:        |   | _____; |
|    | (a) Surface wind state*                       | 3 | _____; |
|    | (b) Sea state (when applicable)*              | 3 | _____; |
|    | (c) Hot/cold climate (when applicable)*       | 3 | _____; |
|    | (6) Local instructions (when applicable)*     | 3 | _____; |
| c. | Flightline and Local Area Emergencies:        |   |        |
|    | (1) Crash/fire procedures and equipment*      | 3 | _____; |
|    | (2) Aircraft/aircrew survival equipment*      | 3 | _____; |
|    | (3) Emergency communications*                 | 3 | _____; |

2. Operational Structure Information

- |    |  |   |        |
|----|--|---|--------|
| a. | Operations:                              |   |        |
|    | (1) Chain of command and communications* | 1 | _____; |

	(2)	Special procedures and instructions		_____;
	(3)	Risks management*	3	_____;
	(4)	Bird strike/Risk Warning procedures*	3	_____;
b.	Search and rescue:			
	(1)	Theatre procedures*	1	_____;
	(2)	Land and/or water survival (as applicable)		_____;
	(3)	Hostile environment survival (when applicable)*	3	_____;
3.	<u>Support structure information</u>			
a.	Logistics and maintenance:			
	(1)	Hazardous materials handling procedures*	3	_____;
	(2)	Maintenance safety procedures		_____;
	(3)	Spare parts and fluids handling		_____;
b.	Air Traffic Control/Air Defence;			
	(1)	Procedures and publications*		_____;
	(2)	Special instructions*	3	_____;
	(3)	Mid-air collision avoidance (MACA) programme and local area hazards*	3	_____;
	(4)	Airfield obstructions*	3	_____;

- c. Weather services:
  - (1) Procedures, capabilities and limitations\* 1 \_\_\_\_\_;
  - (2) Local and theatre peculiar conditions\* 1 \_\_\_\_\_.
- 4. Miscellaneous information
  - a. Applicable NATO and national procedures\* 3 \_\_\_\_\_.
  - b. Meetings/mutual briefings set-up (if applicable)\* 3 \_\_\_\_\_.
  - c. Points of contact (person/office in each sector)\* 3 \_\_\_\_\_.
  - d. Language(s) to be used (when applicable)\* 3 \_\_\_\_\_.
  - e. Public relations procedures/ agreement\* 1 \_\_\_\_\_.

NOTE:1 : Major detachment - 5 or more aircraft of one nation

2 : Minor detachment - less than 5 aircraft of one nation.

3 : Both detachments.

\* : ESSENTIAL ITEM