NATO OTAN

NATO STANDARDIZATION OFFICE
BUREAU OTAN DE NORMALISATION

NSO

13 May 2015 NSO/0668(2015)ATMC/3896

STANAG 3896 ATMC (EDITION 6) – EVALUATION GUIDE FOR CRASH/FIRE/RESCUE SERVICES

References:

A. AC/92(ATM)N(2011)0010 (CFR) dated 11 May 2011
B. NSA(AIR)0417(2009)CFR/3896 dated 7 April 2009

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 references listed above are to be destroyed in accordance with local document destruction procedures.

ACTION BY NATIONAL STAFFS

3. National staffs are requested to examine their ratification status of the STANAG and, if they have not already done so, advise the Air Traffic Management Committee through their national delegation as appropriate of their intention regarding its ratification and implementation.

Edvardas MAŽEIKIS
Major General, LTUAF
Director, NATO Standardization Office

Enclosure:
STANAG 3896 (Edition 6)

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STANAG 3896
(Edition 6)

NORTH ATLANTIC TREATY ORGANIZATION
(NATO)

NATO STANDARDIZATION OFFICE

(NSO)

STANDARDIZATION AGREEMENT

(STANAG)

SUBJECT: AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION (EMERGENCY SERVICES)

Promulgated on 13 May 2015

Edvardas MAŽEIKIS
Major General, LTUAF
Director, NATO Standardization Office

STANAG 3896
(Edition 6)

RECORD OF AMENDMENTS

No.	Reference/Date of amendment	Date entered	Signature

EXPLANATORY NOTES

AGREEMENT

1. This STANAG is promulgated by the Director NATO Standardization Agency under the authority vested in him by the North Atlantic Council.

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 NSO websites (internet http://nso.nato.int; NATO Secure WAN http://nso.hq.nato.int).

RESTRICTION TO REPRODUCTION

FEEDBACK

6. Any comments concerning this publication should be directed to NATO/NSO – Bvd Leopold III - 1110 Brussels - Belgium.

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NATO STANDARDIZATION AGREEMENT
(STANAG)

AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION (EMERGENCY SERVICES)

Related Documents:

USAF TECHNICAL ORDER (TO) 00-105E-9, AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION (EMERGENCY SERVICES)

USAF DATA ITEM DESCRIPTION DI-TMSS-81532B, AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION (EMERGENCY SERVICES) SOURCE DATA (Revised 30 November 2009)

AIM

1. The aim of this standardization agreement is to have participating nations:

   a. Employ standardized aircraft rescue and firefighting information (fire and special hazards; aircraft entry and engine shutdown procedures; escape system safetying; and illustrations).

   b. Provide uniformity and a systemic approach for the provision of national aircraft information.

   c. Ensure inter-operability of aircraft rescue processes for participating nations at all airfields where aircraft may take-off or land, whether at their respective home station or at deployed locations.

AGREEMENT

2. Participating nations agree to:

   a. Obtain web site access as prescribed by the procedures indicated in Annex A.

   b. Provide standardized aircraft rescue and firefighting information for the items listed in Annex B and submit information and illustrations as shown in Annex B.

c. Use USAF TECHNICAL ORDER (TO) 00-105E-9, *AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION (EMERGENCY SERVICES)* as the primary source of information to develop local aircraft rescue and fire fighting plans.

d. Provide the custodian with the pertinent information as prescribed by Annex B when:

(1) a special hazard is identified,
(2) an aircraft is modified,
(3) new aircraft are placed in service, or
(4) aged aircraft are withdrawn from service.

3. The custodian will prepare and maintain TO 00-105E-9 in accordance with the format, content, weapons systems coverage, and illustrations (including those in color) outlined in USAF Data Identification Description (DID), DI-TMSS-81532B; and publish the TO 00-105E-9 in digital media on the designated USAF site.

4. This STANAG revision and edition is the result of a tri-annual review which updates related document references and provides administrative corrections to the document.

IMPLEMENTATION OF THE AGREEMENT

5. This STANAG is considered implemented when nations obtain web site access, provide information prescribed by Annex B, employ the data contained in TO 00-105E-9 as their respective national resource for aircraft rescue and firefighting information, and issue national orders/instructions implementing the use of TO 00-105E-9.

ANNEX A to
STANAG 3896

Participating nations must use the following instructional sequence to obtain web access to USAF TECHNICAL ORDER (TO) 00-105E-9, *AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION (EMERGENCY SERVICES)*

Restricted Access to Technical Order 00-105E-9/STANAG 3896 is as follows:

1. Go to: http://www.dodffcert.com/00-105E-9/index.cfm

2. Follow the registration procedures to include complying with the Terms of Agreement for acknowledgment of the use, restrictions and sharing rights of this sensitive publication.

3. Registrants will receive an email confirmation that their registration has been received.

4. Site Administrator will review registrant information and determine registration approval for a user account and access. The registrant will receive notification upon completion of the process.

5. Upon receipt of approval, registrants will be identified through their email address and must establish a password to complete the access process. This will allow restricted access to the web site and registrant rights to download files.

6. Notes to registrants:

   a. Regular activity by the registrant is required for continued access to this site and periodic changes of passwords will be required to maintain the integrity of the authorized site.

   b. If a user's email address changes, re-registration will be necessary.

   c. Automatic notification of pending password expiration will be provided.

   d. A Help Desk is provided at the site by contacting: HQAFCESA.CEXF@tyndall.af.mil

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ANNEX B to
STANAG 3896

Use the template below to provide information on your nations' respective aircraft. This will ensure uniformity in providing participating nations with accurate and standardized aircraft rescue and firefighting information.

Reference: Data Identification Description 81532B – Guidance for Obtaining Aerospace Emergency Rescue and Mishap Response Information (Emergency Services) Source Data.

Aircraft Weapons System Coverage.	All aircraft, Unmanned Aerial Vehicles, (UAVs), Unmanned Aerial Systems (UASs), Remotely Piloted Vehicles (RPVs), helicopters, or aircraft systems that are to be used by the National Armed Forces, and require fire protection and emergency rescue.
Illustrations, Pictographs, Graphics, Drawings.	Illustrations needed in conjunction with this data are extracted from existing Technical Manuals (TM) or engineering drawings that are developed for the aircraft or system being acquired. Digital photographs are also accepted. Illustrations are created only when existing illustrations, found in the relevant TMs and engineering drawings, cannot satisfy the requirements of this DID.
Colored Illustrations.	a. Fuel systems – blue. b. Oxygen systems and window cut-in areas – yellow. c. Armament (interior and exterior) - red. d. Battery (main and auxiliaries) - black. e. Hydrazine – purple. f. Nitrogen systems - orange. g. Ammonia - green. h. Hydraulic systems - brown. i. Oil fluid systems and reservoirs - brown. j. Composites materials – various (with legend) k. Emergency and normal entry details: (1) Emergency releases (interior and exterior) – red.

Colored Illustrations. (continued)	(2) Ejection handgrips – red. (3) Jettison handles (canopies, doors, and hatches) – red. (4) Ejection catapult safety pins with streamers – red. Note: These details may also be red/black or yellow/black showing actual colors. l. Engine shutdown details: (1) Fire shutdown switches - red. (2) Fire Suppression system T-handles - red. (3) Power and battery switches - red. (4) Throttle levers - red. (5) Fuel selector switches - red. (6) Mixture levers - red. (7) Auxiliary Power Unit (APU) switches - red. m. Ejection seat details: (1) Firing handles/ triggers - red. (2) Arming levers - red. (3) Safety pins and streamers - red. (4) Initiators, thermal batteries, harnesses, straps and handles, survival kits - red. (5) Rocker catapult and other seat mounted rockets- red. (6) Initiator hose quick disconnects - red. n. Aircrew extraction details: (1) Restraint belts - red. (2) Releases for restraint belts, harnesses, straps and handles, survival kits - red. (3) Personal service quick disconnects - red.

Colored Illustrations. (continued)	o. Skin penetration point/cut-in/fire access door details: (1) Skin penetration – broken red line. (Actual aircraft may have a broken gray line.) (2) Fire access doors – red or broken red line. (Actual aircraft may have a broken gray line.) Illustrations and information for all external hazards such as emitting radar zones, approach areas to engine intakes and exhausts, propeller clearances, ejected seat and jettisoned canopy envelopes with associated shrapnel danger areas, spin and drag chute ignitors or cartridges, armament firing zones, hot brakes, engine starting cartridges, APU exhaust ports, flare tube outlets, chaff dispensing units, etc. These areas are depicted as a shaded area or with broken lines.
External Hazards.	Illustrations and information for all external hazards such as emitting radar zones, approach areas to engine intakes and exhausts, propeller clearances, ejected seat and jettisoned canopy envelopes with associated shrapnel danger areas, spin and drag chute ignitors or cartridges, armament firing zones, hot brakes, engine starting cartridges, APU exhaust ports, flare tube outlets, chaff dispensing units, etc. These areas are depicted as a shaded area or with broken lines.
Fuel System Internal Hazards.	Illustrations and information for fuel systems, including fuel tanks that are internally hazardous such as interconnecting lines with fuel tanks, etc.
Composite Materials Hazards.	Illustrations and information for areas containing composite materials and types (organic, inorganic, or both) which would create additional hazards in a fire. This information includes burn potential flash points of the composite materials and any environmental risks. These areas are depicted as a shaded area.
Aircraft Dimensions.	Illustrations and information for aircraft dimensions with landing gear in down position, (i.e., height, width, and length). This information includes interior cubic footage to determine fire retardant agent usage and amount.
Cockpit or Flight Deck Engine and APU Controls.	Illustrations and information for the cockpit or flight deck including controls for engine and APU shutdown. This information includes the proper procedures prior to aircrew rescue/extraction and aircraft evacuation.
Cabin Arrangement or Configuration.	Illustrations and information for cabin layout, crewmember and passenger configurations, capacity, and any possible locations outside the normal seating arrangements, (i.e., galley, latrine, equipment, and maintenance areas or bays, etc.)
Escape and Ejection Systems.	Illustrations and information for escape and ejection systems employing pyrotechnics and their associated hazards. This information includes the safing of such systems and required disconnection (e.g., oxygen and communication leads, etc.) enabling successful aircrew extraction and rescue.

Restraint Devices.	Illustrations and information for seats employing restraint devices and procedures for releasing occupants from the seats, including positioning levers, (i.e., inertial reel control, vertical, horizontal, tilt, and pedestal controls for shifting the seat forward or aft).
Skin Penetration Points.	Illustrations and information for skin penetration points and their dimensions for all potential fire areas. A broken red line illustrates each area for skin penetration.
Window Cut-in Areas.	Illustrations and information for locations and dimensions of cut-in areas around all aircraft windows and their internal operation, if applicable (i.e., sliding open with associated controls, etc.). A broken yellow line illustrates each area for cut-ins.
Flotation Equipment.	Illustrations and information for the controls, locations, and use of flotation equipment deployment systems and any associated hazards during deployment. This information includes location and procedures for escape for overhead openings and hatch openings requiring ropes or ladders after deployment.
Fire Extinguishers.	Illustrations and information for fire extinguisher locations, capacities, and types of extinguishing agents.
Engine Fire Bottles.	Illustrations and information for engine fire bottle (if any) locations, capacities, procedures for discharge and types of extinguishing agents.
Oxygen Systems.	Illustrations and information for locations, capacities, and number of oxygen regulators, shutoff valves, and cylinders or bottles in the system.
On Board Inert Gas Generating System (OBIGGS).	Illustrations and information for any OBIGGS, and like systems as they are developed and information for any OBIGGS, as well as locations and capacities of nitrogen cylinders, and location of panel switches that control these systems.
Hydraulics.	Illustrations and information for locations and capacities of hydraulic fluid reservoirs and lines.
Hazardous Materials.	Illustrations and information for the material, health hazard, first aid treatment, fire hazard, location, and amount.

Special Tools and Equipment.	Tools and equipment required for fire protection and emergency rescue specific to each aircraft. If any tools must be locally manufactured, this information includes complete instructions for fabrication of the tool such as parts required, procedures for fabrication and treating, special processes, etc.
Text changes.	Each recommended technical manual text change shall be identified and as closely associated by the relevant page, paragraph and sub paragraph number listed in the technical manual. New paragraphs and subparagraphs to be added shall be identified and contain the essential information that will enable publications personnel to accomplish the change.
Illustration Changes.	Illustration changes shall be identified by the relevant page, paragraph and sub paragraph of the technical manual. New illustrations to be added shall be identified and as closely associated by the relevant page, paragraph and sub paragraph of the technical manual. When illustration changes consist of only nomenclature or callout changes, these changes may be identified by a textual description of the change(s) to be made.