

**NATO UNCLASSIFIED**

**NATO STANDARD**

**AFSP-07**

**EMERGENCY MARKINGS  
ON AIRCRAFT**

**Edition A Version 1**

**FEBRUARY 2020**



**NORTH ATLANTIC TREATY ORGANIZATION**

**ALLIED FLIGHT SAFETY PUBLICATION**

Published by the  
NATO STANDARDIZATION OFFICE (NSO)  
© NATO/OTAN

**NATO UNCLASSIFIED**

**NATO UNCLASSIFIED**

**INTENTIONALLY BLANK**

**NATO UNCLASSIFIED**

**NATO UNCLASSIFIED**

**NORTH ATLANTIC TREATY ORGANIZATION (NATO)**

**NATO STANDARDIZATION OFFICE (NSO)**

**NATO LETTER OF PROMULGATION**

25 February 2020

1. The enclosed Allied Flight Safety Publication AFSP-07, Edition A, Version 1, EMERGENCY MARKINGS ON AIRCRAFT, which has been approved by the nations in the Military Committee Air Standardization Board (MCASB), is promulgated herewith. The agreement of nations to use this publication is recorded in STANAG 3230.
2. AFSP-07, Edition A, Version 1, is effective upon receipt.
3. This NATO standardization document is issued by NATO. In case of reproduction, NATO is to be acknowledged. NATO does not charge any fee for its standardization documents at any stage, which are not intended to be sold. They can be retrieved from the NATO Standardization Document Database (<https://nso.nato.int/nso/>) or through your national standardization authorities.
4. This publication shall be handled in accordance with C-M(2002)60.



Zoltán GULYÁS  
Brigadier General, HUNAF  
Director, NATO Standardization Office

**NATO UNCLASSIFIED**

**NATO UNCLASSIFIED**

**INTENTIONALLY BLANK**

**NATO UNCLASSIFIED**

**RESERVED FOR NATIONAL LETTER OF PROMULGATION**

**INTENTIONALLY BLANK**



**INTENTIONALLY BLANK**



**RECORD OF SPECIFIC RESERVATIONS**

[nation]	[detail of reservation]
BEL	BE Air Force reserves the right not to modify those future aircraft which have not been originally equipped in conformity with this STANAG.
SVK	Provisions of this STANAG shall apply only to new aircraft acquired and to aircraft on which overhaul or renewal of the coat of paint will be carried out.
FRA	France reserves the right not to modify those future aircrafts that have not been originally equipped in accordance with this STANAG.

Note: The reservations listed on this page include only those that were recorded at time of promulgation and may not be complete. Refer to the NATO Standardization Document Database for the complete list of existing reservations.

**INTENTIONALLY BLANK**

**TABLE OF CONTENTS**

CHAPTER 1 INTRODUCTION..... 1-1  
1.1. Aim..... 1-1  
1.2. Agreement..... 1-1  
CHAPTER 2 GENERAL ..... 2-1  
2.1. Language..... 2-1  
2.2. Location ..... 2-1  
2.3. Color ..... 2-1  
CHAPTER 3 EMERGENCY EXITS/ENTRANCES ..... 3-1  
3.1. Emergency Exits/Entrances..... 3-1  
3.2. Emergency Controls for Canopies ..... 3-1  
3.3. Controls for Release of Dinghies/Rafts and Flotation Devices..... 3-2  
3.4. Break-In and Cut-Out Areas ..... 3-2  
3.5. Fire Access Panels ..... 3-2  
3.5. Miscellaneous Emergency Equipment ..... 3-3

**INTENTIONALLY BLANK**

<b>CHAPTER 1 INTRODUCTION</b>
-------------------------------

**1.1. Aim**

The aim of this standard is to establish parameters for emergency markings on the outside and the inside of aircraft. Emergency markings include symbols, lines, arrows and inscriptions.

**1.2. Agreement**

Participating nations agree that the parameters for emergency markings on the outside and the inside of aircraft are as detailed herein.

**INTENTIONALLY BLANK**

<b>CHAPTER 2    GENERAL</b>
-----------------------------

**2.1. Language**

All emergency instruction inscriptions, whether mandatory or optional, will preferably be in English. If it is essential that an emergency instruction inscription be in another language, the English text of the instruction should appear with it.

**2.2. Location**

1. Emergency markings shall be placed on or as near as practicable to emergency exits and entrances, emergency operating controls for canopies and hatches, break-in and cutout areas, fire access panels, controls for the release of dinghies/rafts and flotation devices, and miscellaneous emergency equipment. An arrow should be provided to assist in locating any emergency marking that could be concealed or may not be readily apparent.

2. Emergency instruction inscriptions in addition to those detailed herein may be placed on the inside of aircraft if:

- a. There is a definite requirement for instructions to crew or passengers in the air.
- b. They contain emergency or warning information which, if neglected, would likely result in damage to aircraft or injury to personnel.

**2.3. Color**

1. Throughout this standard the color for emergency markings is specified as "orange/yellow or black". When so specified, orange or yellow is the preferred color for the marking, but black may be used if this provides greater or more acceptable contrast. The colors may be luster or matt, as required.

2. If the color prescribed for emergency markings on the inside of aircraft does not provide suitable contrast, the background shall be painted in a color which provides suitable contrast, preferably a black background for orange/yellow markings or an orange/yellow background for black markings.

3. The contrast of emergency markings on the outside of aircraft, excluding search and rescue aircraft and training aircraft, should not exceed the maximum acceptable contrast for combat operations. Maximum acceptable contrast for combat operations shall be determined by the nation operating the aircraft. If the color prescribed is not acceptable for use on the outside of an aircraft, another acceptable color, preferably gray or pale yellow, may be used.

4. If the color prescribed for an emergency marking does not provide sufficient protection from thermal flash, another similar color having a reflectivity value of at least 50% may be used.



<b>CHAPTER 3    EMERGENCY EXITS AND ENTRANCES</b>
---

**3.1.    Emergency Exits and Entrances**

1.     Emergency exits and entrances include doors and hatches intended for use in an emergency as well as other exits and entrances that can be used in an emergency. Doors and hatches intended for normal use that will be usable in an emergency are also considered to be emergency exits but their marking in accordance with this standard is not mandatory. The marking of emergency exits and entrances should be applied on the inside and the outside of aircraft as follows:

- a.    On the Inside of Aircraft. A continuous or broken line, at least 2.54 cm (1 inch) in width and orange/yellow or black in color, shall be painted around the periphery of emergency exits. The inscription "EMERGENCY EXIT" or "DITCHING EXIT", having lettering at least 2.54 cm (1 inch) in height and orange/yellow or black in color, shall be painted on or near emergency exits and as near as practicable to the operating controls. Slanted stripes, at least 0.64 cm (0.25 inch) in width and alternating orange/yellow and black in color, shall be painted on the operating controls for emergency exits, OR a continuous line, at least 1.27 cm (0.5 inch) in width with slanted segments at least 0.64 cm (0.25 inch) in width and alternating orange/yellow and black in color, shall be painted around the periphery of operating controls for emergency exits. An inscription of simple operating instructions (such as "PULL" or "TURN"), having lettering at least 1.27 cm (0.5 inch) in height, and an arrow, at least 7.62 cm (3 inches) in length by 0.32 cm (0.125 inch) in width, indicating the direction of operation shall be painted near operating controls. The instructions inscription and arrow shall be orange/yellow or black in color.
- b.    On the Outside of Aircraft. A continuous or broken line, at least 0.64 cm (0.25 inch) in width and orange/yellow or black in color, shall be painted around the periphery of emergency entrances. Emergency entrances shall be marked similarly those inside the aircraft in accordance with paragraph 3.1.1.a. However, since some features on the outside of emergency exits (such as operating controls) may not be the same as on the inside, only the applicable markings shall be applied on the outside of aircraft.

**3.2.    Emergency Controls for Canopies**

Slanted stripes, alternating orange/yellow and black in color, shall be painted on emergency operating controls for canopies, or a continuous line, at least 2.54 cm (1 inch) in width with slanted segments at least 0.64 cm (0.25 inch) in width and alternating orange/yellow and black in color, shall be painted around the periphery of emergency operating controls for canopies. The inscription "CANOPY", having

lettering at least 2.54 cm (1 inch) in height and orange/yellow or black in color, shall be painted near the emergency operating controls. An inscription of simple operating instructions, such as "TURN TO RELEASE" or "PULL TO RELEASE" having lettering at least 1.27 cm (0.5 inch) in height, and if applicable, an arrow, at least 7.62 cm (3 inches) in length by 0.32 cm (0.125 inch) in width, indicating the direction of operation shall be painted near the emergency operating controls. The instructions inscription and arrow shall be orange/yellow or black in color. A locating arrow, at least 45.32 cm (18 inches) in length by 7.62 cm (3 inches) in width and orange/yellow edged with black in color, containing the inscription "RESCUE", having lettering at least 2.54 cm (1 inch) in height and black in color, shall be painted on the outside of aircraft to clearly indicate the location of emergency operating controls.

### **3.3. Controls for Release of Dinghies/Rafts and Flotation Devices**

Slanted stripes, alternating orange/yellow and black in color, shall be painted on the release controls for dinghies/rafts and flotation devices, OR a continuous line, at least 2.54 cm (1 inch) in width with slanted segments at least 0.64 cm (0.25 inch) in width and alternating orange/yellow and black in color, shall be painted around the periphery of release controls for dinghies/rafts and flotation devices. An inscription indicating the feature activated by a release control (such as "DINGHY"), having lettering at least 2.54 cm (1 inch) in height and orange/yellow or black in color, shall be painted near release controls. An inscription of simple operating instructions (such as "TURN TO RELEASE"), and if applicable, an arrow, at least 7.62 cm (3 inches) in length by 0.32 cm (0.125 inch) in width, indicating the direction of operation shall be painted near release controls. The instructions inscription and arrow shall be orange/yellow or black in color, and the lettering shall be at least 1.27 cm (0.5 inch) in height.

### **3.4. Break-In and Cut-Out Areas**

A broken line, at least 1.27 cm (0.5 inch) in width with rectangular segments at least 2.54 cm (1 inch) in length and orange/yellow or black in color, shall be painted around the periphery of areas to be broken in or cut out. The inscription "CUT HERE" or "EMERGENCY RESCUE CUT HERE", having lettering at least 2.54 cm (1 inch) in height and orange/yellow or black in color, shall be painted on or near areas to be broken in or cut out. On aircraft with fluorescent markings, the color of emergency markings for areas to be broken in or cut out may be black or red.

### **3.5. Fire Access Panels**

A continuous line, at least 1.27 cm (0.5 inch) in width and red in color, shall be painted around the periphery of fire access panels. The inscription "FIRE ACCESS", having lettering at least 2.54 cm (1 inch) in height and red in color, shall be painted on fire access panels.

### 3.6. Miscellaneous Emergency Equipment

When emergency equipment, such as fire extinguishers, asbestos gloves, axes and crowbars, are carried on aircraft and are easily accessible from the outside, the location and type of equipment should be shown as follows. A full size silhouette of the equipment, black in color, should be painted on the outside of the aircraft in a location corresponding to the precise stowage position of the equipment. An inscription indicating the type of equipment such as "FIRE EXTINGUISHER STOWED HERE", having lettering at least 2.54 cm (1 inch) in height and orange/yellow or black in color, should be painted near the silhouette. For first aid kits, the marking shall be the International Red Cross symbol or the international Geneva Cross symbol.

**NATO UNCLASSIFIED**

**AFSP-07(A)(1)**

**NATO UNCLASSIFIED**