

NATO STANDARD

AASSEP-12

**WITNESS (BREAKING) WIRE
FOR AIRCRAFT EMERGENCY
CONTROLS AND EQUIPMENT**

Edition A, version 1

MONTH YEAR
RATIFICATION DRAFT 1



NORTH ATLANTIC TREATY ORGANIZATION

**ALLIED AIRCRAFT SERVICING AND STANDARD EQUIPMENT
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[Date]

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CHAPTER 1 GENERAL AND SPECIFIC PROVISIONS

1.1 RELATED DOCUMENTS

ISO 244-1979 – Aircraft – Sealing wire

1.2 AIM

The aim of this standard is to standardize materials, dimensions, and mechanical requirements of witness (breaking) wire when used for the temporary locking of aircraft emergency controls and equipment.

1.3 AGREEMENT

Participating nations agree to the following:

- a. Material: OPTIONAL
- b. Maximum breaking load: 3.57 kg (force) or 35 N or 7.87 (lbf).
- c. Minimum diameter of hole for the wire : 1 mm (.040 inch).
- d. Colour identification: When an unprotected clear copper wire is used, it is not necessary to dictate a colour coating for identification purposes. If a colour coating is dictated by national regulations, this colour should be in recognizable contrast to the material used for the locking wire.
- e. ISO 244 : ISO 244 may be used.

1.4 DEFENCE AGAINST TERRORISM

Aircraft equipment and materiel shall be labelled, processed and stored in such a manner as to preclude access and tampering by unauthorized personnel. Said equipment shall be inspected and certified prior use or application to ensure operational integrity and reliability. Servicing and maintenance of aircraft shall be performed ONLY by authorized personnel.

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