NATO STANDARD

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AIRFIELD AIRCRAFT ARRESTING SYSTEM OPERATING PROCEDURES

Edition A, Version 1

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NORTH ATLANTIC TREATY ORGANIZATION

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NORTH ATLANTIC TREATY ORGANIZATION (NATO)

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NATO LETTER OF PROMULGATION

19 June 2023

1. The enclosed Allied Air Traffic Management Publication AATMP-30, Edition A, Version 1, AIRFIELD AIRCRAFT ARRESTING SYSTEM OPERATING PROCEDURES, which has been approved by the nations in the AIR TRAFFIC MANAGEMENT-COMMUNICATIONS, NAVIGATION AND SURVEILLEANCE ADVISORY GROUP, is promulgated herewith. The agreement of nations to use this publication is recorded in STANAG 7104.

2. AATMP-30, Edition A, Version 1, is effective upon receipt.

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4. This publication shall be handled in accordance with C-M(2002)60.

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Lieutenant General, GRC (A)
Director, NATO Standardization Office

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RECORD OF RESERVATIONS

CHAPTER	RECORD OF RESERVATION BY NATIONS

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.

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RECORD OF SPECIFIC RESERVATIONS

[nation]	[detail of reservation]
CZE	Chapter 2 article 2.1.2 and Chapter 3 article 3.1.2. will not be implemented. In case of radio failure, none of Aircraft arresting systems / barriers are activated by Air Traffic Controller in Czech Armed Forces.
ITA	IT Air will apply the STANAG with the following reservations: - the procedure contemplated in point 2.1.2 of the STANAG will be applied subject to system availability on the airfield and in accordance with any prior notice required for the positioning of the equipment, as reported by aeronautical information publications (MILAIP, FLIP or NOTAM); - in point 2.3.2, the expressions “foul”, “black”, “ready deck” and “all clear” won’t be used, in particular the latest expression shall not be used in order to avoid misunderstanding with expressions transmitting a “clearance”.
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.	

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CHAPTER 1 INTRODUCTION

1.1. PURPOSE

The purpose of this agreement is to establish commonly agreed aircraft arresting system operating procedures.

1.2. SCOPE

The scope of this Allied Publication is for use by Air Traffic Control personnel performing ATS in the performance of NATO operations and prescribes the minimum air traffic control actions to be taken in response to notification by an aircraft captain that the assistance of an aircraft arresting system is required.

1.3. TERMS AND DEFINITIONS

1.3.1. For the purpose of this AATMP, the following definitions apply and both terms are defined officially as per the NATO Term Database:

AAS. Aircraft Arresting System. A series of devices used to stop an aircraft by absorbing its momentum in a routine or emergency landing or aborted take-off.

ATC. Air Traffic Control.

ATS. Air Traffic Service. A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service).

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CHAPTER 2 AIR TRAFFIC CONTROL PROCEDURES

2.1. CLEARANCES

2.1.1. All landing and takeoff clearances are to include advice on the status of the arresting system e.g., BARRIER UP, CABLE DOWN. However, where the normal operating position/status of the AAS is promulgated at the Base level, the position/status of the system need not be transmitted to locally-based aircraft unless the system is either unserviceable, or in a different position/status than that promulgated. A request from an aircraft for an arrestment will normally require use of the departure end AAS; engagement of the approach end system must be specifically requested.

2.1.2. In the event of an aircraft joining the traffic pattern without radio, normal R/T failure procedures are to be used. Air Traffic Control (ATC) is to activate all compatible arresting systems, except the approach end barrier.

2.2. AIRBORNE AIRCRAFT

2.2.1. An airborne aircraft requesting engagement of an AAS will provide as much of the following information as possible:

2.2.1.1. Type of aircraft and call sign.

2.2.1.2. Nature of emergency and AAS preferred.

2.2.1.3. Estimated time to landing in minutes.

2.2.2. On receipt of request from an airborne aircraft for engagement of an AAS, ATC is to:

2.2.2.1. Advise the aircraft captain of the serviceability of the AAS preferred.

2.2.2.2. Advise the aircraft captain of the time the AAS will be available and the priority for landing, if appropriate.

2.2.2.3. Request the fuel remaining, aircraft weight and estimated engagement speed, if required.

2.2.2.4. Pass normal landing information.

2.2.2.5. Alert the Crash/Rescue Crew to an appropriate readiness state.

2.3. AIRCRAFT ON THE RUNWAY

2.3.1. An aircraft on the runway requiring use of an AAS will transmit the following:

2.3.1.1. “BARRIER - BARRIER – BARRIER” or “CABLE - CABLE – CABLE”

2.3.2. On receipt of a call from an aircraft on the runway requiring use of a AAS, ATC is to:

2.3.2.1. Activate the appropriate arresting system.

2.3.2.2. Advise the aircraft captain of the position of all arresting systems available e.g, BARRIER DOWN, CABLE UP.

2.3.2.3. Alert the crash/rescue crew.

2.3.2. After an aircraft engagement (arrestment), the runway shall be declared "foul", "closed", or "black" until appropriate authority assures the recovery area is clear. The "all clear" or "runway clear" or "ready deck" signal will be given only if:

2.3.2.1. No unauthorized personnel and equipment are within the recovery area.

2.3.2.2. Arresting gear components i.e., engine, cables, barriers are returned to a battery position or removed from the runway.

CHAPTER 3 PILOT PROCEDURES FOR ENGAGEMENT OF ARRESTING SYSTEMS

3.1. EMERGENCY WHILE AIRBORNE REQUIRING USE OF AN ARRESTING SYSTEM

3.1.1. If in radio contact with ATC at the airfield, the pilot is to give the following information as soon as possible:

3.1.1.1. Type of aircraft and call sign.

3.1.1.2. Nature of the emergency and the arresting system preferred.

3.1.1.3. Estimated time to landing in minutes.

3.1.2. In the event of radio failure, ATC will activate all compatible arresting systems except the approach end barrier.

3.2. EMERGENCY ON THE RUNWAY REQUIRING USE OF AN ARRESTING SYSTEM

3.2.1. The pilot is to advise ATC of the requirement for an Arrestment by transmitting as appropriate:

3.2.1.1. “BARRIER - BARRIER – BARRIER” or “CABLE - CABLE – CABLE”

3.3. TAXYING AFTER SUCCESSFUL CABLE ENGAGEMENT

3.3.1. Before taxying after a successful cable engagement, the pilot is to:

3.3.1.1. Await signals from the ground party indicating the aircraft may commence taxying.

3.3.1.2. Obtain a taxy clearance from ATC.

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