

# **STANDARDS RELATED DOCUMENT**

**AMovP-6.7**

## **TROOPS IN FIGHTING TRIMM**

**EDITION A, Version 1**

**JULY 2020**



**NORTH ATLANTIC TREATY ORGANIZATION**

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23 July 2020

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Zoltán GULYÁS  
Brigadier General, HUNAF  
Director, NATO Standardization Office

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## Troops in fighting trimm

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<b>CHAPTER 1    General</b>
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**1.1    General****1.2    Purpose**

- a. These instructions apply to tactical missions or tactical training when moving Troops in Fighting Trim (TIFT) including equipment, weapons and weapon systems, ammunition and explosives, supplies for immediate consumption, and their vehicles.
- b. The purpose of this SRD is to regulate carriage of troops with their dangerous goods in the same conveyance. This would be forbidden otherwise, when moving dangerous goods in a logistic transport.

**1.3    Conditions**

- a. The carriage must be under an operational order issued by the commander in charge in response to training or contingency mission requirements. When moving IAW this SRD, the information about moving troops in fighting trim with dangerous goods must be provided to the air operator in advance. If required, or upon request, the information listed in Chapter 3 will be provided to the air operator for mission planning.
  - b. TIFT carriage of dangerous goods must be ordered, in command and control, operational or training regulations and/or relevant decrees.
  - c. The amount must be limited to the operational needs. The responsible leader of TIFT must exercise due diligence to ensure all safety provisions are met. Dangerous goods may only be moved in the vehicle/conveyance in the appropriate racks, cargo compartments, or securely fastened in mountings installed for that purpose. When dangerous goods need to be transported packed, these dangerous goods shall be transported according the packing instructions mentioned in the IATA-DGR/ICAO-T.I. or AMovP-6 but without the need of labeling of the packages.
- 1.3.1** Articles containing hazardous material and hazardous material to be carried have to be provided by the national forces for their forces and must be classified and tested according to the UN Recommendations on the Transport of Dangerous Goods, Model Regulations or tested for these purposes according the Allied Ordnance Publication 15 (AOP 15).
- 1.3.2** All personnel involved in tactical TIFT operations must receive a safety briefing by dangerous goods trained personnel.  
The briefing should contain the following minimum Safety Regulations for the Carriage of Dangerous Goods.

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<b>CHAPTER 2     Minimum safety regulations</b>
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**2.1 Minimum safety regulations during carriage of dangerous goods**

- a. The use of dangerous goods on board of an aircraft is only permitted after approval by the Aircraft Commander (e.g. the use of fire arms). These instructions do also comply for other hazard classes (e.g. pre-breath equipment for para troopers) and personal equipment (e.g. telephones and other dangerous goods, like fuel, contained in equipment);
  - b. Weapons shall be carried in the unloaded state and magazines containing ammunition shall be carried in webbing pouches until authorized by the Aircraft Commander.
- 2.1.1 Hazard class 1 dangerous goods which are compliant to IATA- DGR/ICAO-TI for movement by air, may be carried under the conditions of SRD 6 and national military regulations
- 2.1.2 Hazard class 1 dangerous goods which are not compliant to ICAO-TI / IATA-DGR may be carried together with TIFT if:
- a. their valid air transport safety code (ATSC) and electromagnetic compatibility (EMC) are listed in the ammunition supply catalogue or in other central data systems, or;
  - b. if not listed in the ammunition supply catalogue, a classification certificate has been issued for them and their air transport safety and electromagnetic compatibility have been confirmed by a competent authority, and
  - c. they are carried in their original packaging if they contain electronic components or are operated by electronic pulses.
- 2.1.3 Packed hazard class 1 explosive substances and/or articles with compatibility group B (e.g. detonators and fuzes: “cap blast, fuzes detonating and initiator, delay”) are mutual segregated from hazard class 1 substances and/or articles of all compatibility groups (with exception of compatibility group S) according to the segregation table for segregation of compatibility groups of hazard class 1 explosive substances and/or articles.
- 2.1.4 Cartridges for weapons, normally packed in ammunition boxes, can be transported in the special developed original inner packages, in outer packages or in the appropriate magazines in the individual backpacks.
- 2.1.5 Hazard class 2 to 9 dangerous goods may be carried only if safe for air transport:
- a. **vehicles, machines and equipment** shall only be carried if the content in the fuel tank does not exceed 75 percent of its capacity when main floor loading, and if they are transported in the way that all openings are tightly closed and in an upright position. When located or bridged on the aircraft ramp, the content of the fuel tank must not exceed 50 percent of its capacity;
  - b. **lithium batteries** installed in, or packed with equipment must only be removed for the purpose of changing a battery. Discharge mechanisms must not be activated. However defective or damaged batteries are forbidden for air transport.

- c. **burners or stoves** are to be separated from their fuel source and vented. Gas containers are to be the self-sealing or valve type, examined for leaks and damage, and rejected if unserviceable.
- d. Flammable liquids are to be carried in standard service containers. Caps are to be securely fitted, clean and all spillage removed. Hexamine/ethyl alcohol cookers may be carried in webbing, rucksacks, and patrol sacks, providing matches and lighters are carried in a different pocket/pouch from the hexamine blocks, and the hexamine blocks are contained in the manufacturer's wax packaging

<b>CHAPTER 3    Documentation</b>
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**3.1    Documentation**

- a. For carriage of dangerous goods the following information must be provided to the operator of the conveyance as a minimum:
  - (1) Name/identification of the unit;
  - (2) UN numbers;
  - (3) Hazard classes/subclasses and compatibility;
  - (4) Whenever possible the max. quantities of pieces and where it's packed in (e.g. backpack or cartridge holder).
- a. This information must be given in a written format.
- b. When a Shippers Declaration is used, in case of deviations from the IATA-DGR/ICAO-T.I. packing instructions, Section 4, columns G, I, or K, no entry shall be made in the "Packing Instruction" column of the SD. Reference to "carriage" shall be made in the "Additional Handling Information" space instead.

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